



The News Sheet

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The Chairman's Notes

Welcome to the New and Improved News Sheet; yes 2005 sees the start of a new era for the North London Society of Model Engineers News Sheet. The Council with the aid of our new Editor (who honestly has done all the work) has brought this publication into the 21st Century. This should mean pictures with greatly improved quality of reproduction; I use the word "should" because it will only mean this if we as a Society actually provide the pictures. If you have pictures and stories for the News Sheet then I am sure Nick will be only too happy to hear from you; his contact details are in the usual place.

I hope you like what you have seen so far and we look forward to receiving any feedback you may have to enable us to further improve the quality of the Society's publication.

December saw the Model Engineer Show at Sandown Park and I believe that the Society and all the other Clubs involved put on a fantastic display for all those who made the short journey around the M25; there were a lot of people present to wish Mike Chrisp a happy retirement. Now the challenge has been set Mike to actually run an engine at the start of the season, but we will accept a tub of swarf.

A surprise competition entry to the exhibition was Brian Baker and his 5-inch Foster single cylinder rope hauling engine, this was a surprise because it was going in the centre of our own stand, but none of the lifts would take its length. It attracted a lot of attention from the public at large and the judges also liked it. It received a Very Highly Commended and Brian should be rightly proud of his efforts.

With Nick's permission I have been able to delay my contribution to the Newssheet by a couple of days, which has allowed me to comment on both the Sandown and Alexandra Palace exhibitions. I am proud to be associated with a Society that has such a fine collection of models within its membership to display. I would also like to thank all those who have had a hand in the organisation of both exhibitions; your contribution in this area is truly appreciated.

On to something completely different...

On some occasions when I attend the Society I believe that this Society we all know and love should be renamed the North London Society of Grumpy Old Men. I know the majority of the membership do not fall into this category, but there are a few that this most certainly applies too.

I think every member at least joined this Society with the intention of enjoying his or her hobby amongst people with similar interests, and some of us, as has been perfectly described by our own Mike Chrisp, stick our heads above the parapet for everyone else to take pot shots at.

I suppose on reflection it was always going to happen; I understand that I am probably the youngest Chairman the Society has ever had and with a membership with an average age of nearer 65 than my 26, problems were always likely to occur.

Pinching a part of a well-known TV advert tagline, I was under the impression that the 'Future was bright'. The Society is in the lucky position of having Kieran, Alex Chapman, Peter MacDonald, Ian Reddish and myself on either the Council or the Tyttenhanger Committee all of whom are under 30, with Kieran and I being the 'oldies'.

I know there are members who are more than a little bit unhappy with this fact alone; I also know that members complain about this on a regular basis.

If you are truly unhappy about it the AGM is coming in May and I will be more than happy to let you take over and put your head above the parapet; but just remember, nothing is gained by having a go at those who are prepared to try and take this fantastic Society forward.

Donal Corcoran

Cover picture:

Wallace & Steevens "Advance" Steam Roller 'Lillian', at Colney Heath.

Note from the Editor:

For those who are keen computer users and into software, I have produced this News Sheet using *Microsoft Publisher* and *Adobe Photoshop*. I have slightly reduced the size of the type-face compared to previous issues in order to accommodate broadly the same amount of content as last time, but occupying fewer pages. The reason for this is that we have had the News Sheet printed commercially, so are having to fork out for that cost as well as for the postage on the mail-out to members. You will also have seen that the News Sheet has been produced in booklet format, as suggested by the Council, which I think makes it look more professional. All this is a bit of an experiment; things can be changed in the next issue if most folk want some modifications—nothing is as it were ‘locked in concrete’. As Donal mentions above (and David and Kieran below), I would welcome positive comments on the format and layout of this issue. I would also like to emphasize Donal’s call for photographs; one of the reasons I offered to take over the Editorship was that I consider that one of the main functions of the News Sheet ought to be to show off members’ models, as other such publications do. So please start sending them in. I can accept pictures as attached files via email, or as hard copy via snail-mail: if the latter format I promise to return them once I have scanned them in!

I would also like to thank Jim Robson and John Riches respectively for the write-up and photos of the Society’s stand at the London Model Engineering Exhibition at Alexandra Palace on 21-23 January. Their prompt efforts have enabled me to include their handiwork in this issue, when the exhibition is still fresh in our minds.

Nick Rudoe

Secretary’s Snippets

The Society has received an invitation from the Woking Miniature Railway to attend their Visiting Locomotive Event on 21-22 May 2005. This event is for 7¼ gauge locomotives only. Contact is Roger Griffiths, Secretary on 020 8890 1978.

The Society has also received notification of:-

The Bristol Model Engineering and Hobbies Exhibition – 19-22 August 2005.
Model World 05 at Brighton, 18-20 February 2005.
Taunton Model Engineers’ Exhibition 2-3 April 2005.

The Society has sent a letter to Jim McGown, congratulating him on his appointment as a Deputy Lieutenant of Hertfordshire. This is a prestigious appointment as the Queen’s representative for Hertfordshire. Jim was our President, whilst he was the Managing Director of The Three Valley Water Company, some years ago.

At the January meeting of the Council, Nick Rudoe, our News Sheet Editor presented his ideas for the future format of the News Sheet, using up to date computer technology in its production. Members of the Society will see the fruits of his ideas over the next few months, as we try out a new approach to the News Sheet. The Council endorsed these ideas and reaffirmed the policy that our News Sheet was a vital lifeline for the Society and the communication between its members. If you have any positive comments to make you are most welcome to talk to Nick.

At the same meeting, the Council decided that it should increase subscriptions by up to £5.00 across the board to cover the anticipated costs, particularly for the HQ building and a possible increase in rent. This increase is in line with the decisions taken at the AGM on 3 May 2002.

Further discussions took place regarding the continuing financial viability of the Society in future years, and it was considered that a new approach to subscriptions should be made. It was suggested that subscriptions should be on the basis of £1.00 per week, payable annually (this figure is less than ½ pint of beer per week! and some sections already charge £1.00 per week for their own on-going expenses). This £1.00 per week would apply to all full and OAP members. However, juniors would pay £1.00 per year of their age. Country and Honorary members’ rates would remain unchanged.

These ideas will be put to the Society at an appropriate AGM.

David Harris

The Treasurer's Report

This report should be coming to you in the new format News Sheet thanks to the efforts of Nick who has done the rounds at the printers and with editors of other publications to bring us a modern format and enjoyable pictures.

There are two new members joining this month:

James Rickenbach

Junior,

Interests: locomotive, Garden Railway.

Colin Thomson

Interests: Locomotives & Traction Engines.

Subscriptions were a topic at the last Council meeting; as you will know from daily life the cost of everything is constantly rising, and so does our expenditure. You will also notice the number of capital projects running in the Society at the moment which all cost money. So this month I also have the popular task of announcing the subscription rates for the forthcoming year, which has risen for Full Members and Old Age Pensioners, as empowered at the last AGM. These are not due until 1st April so don't get your cheque book out just yet.

Rates for the year April 2005 – March 2006

Full Member	£42
Old Age Pensioner	£34
Country Member	£20
Junior	£6

Kieran Corcoran

The February General Meeting

Talk by Adrian Newson: *Mobile radio Engineering*

8.00pm Friday 4 February, at HQ

Stationary Steam and Traction Engine Section

From 11 am on Sunday 4th April Terry Baxter will be at Colney Heath to test large miniature traction engine boilers and any other large steel boilers requiring their annual ticket. Please bring a suitable adapter to connect to the test kit.

NLSME STAND AT ALEXANDRA PALACE

by Jim Robson

(Note by the Editor: With Jim's agreement I have doctored his references to owners of models in order to protect their identity.)



Maurice and Co had done a really nice job of the display despite having 23 ft instead of the anticipated 20. There was David Xxx's 2in. Clayton steam tractor and 9F "Evening Star" now pulling a newly built but not yet painted coach. Harry Xxx's 'Maid of Kent' was sporting a shiny new donkey pump. Ron Xxx's N2 was accompanied by his Peppercorn A1 chassis; bet it won't be long before it's in steam. Jack had a large Stuart-Turner vertical steam engine, didn't get the number, sorry Jack. Moving right along to Mike Xxx's "Rocket", built from an OS kit and described in the ME.



Closely followed by Alan Xxx's 1½ in. 'Royal Chester' traction engine, then a 3½ in. Britannia, "William Shakespeare". This loco was built by the late Ray Amsbury and now owned by Keith Xxx. A sight that everyone was pleased to see was Geoff Xxx's 5in. Stirling chassis, now the property of Bill Xxx. Next a piece of LBSC nostalgia; 'Harriet', 'Annabel' and 'Olga', two 2½ in. and a 3½ in. respectively. 'Harriet' built by 'Curly' c1967 after he had retired from writing for the ME and not long before his death, the name reflecting his regard for his next door neighbour Mavis Harriott who was so helpful to him and his wife in their later years. It is now owned by Tom Xxx but being looked after by Bryan Xxx.



'Annabel' was brought to 'Curly' in 1938 by Noel van Raalte because he could not get her to run; neither could 'Curly' initially but after some of his 'Monkey Treatment' she ran like a good 'un and still does. Noel van Raalte left her to 'Curly' on his untimely death in 1940. She is currently in the custody of yours truly. 'Olga' was originally a Carson loco given as part payment to 'Curly, who removed the 'Carson boiler' and fitted a coal-fired boiler in the casing. There was a great deal of interest in these three.

Looming menacingly above was U-47 built by Chris Xxx. This was the U-Boat, commanded by Gunther Priem that snuck into



Scapa Flow and sunk the battleship "Royal Oak". Next a 5in. Adams A12 built by Dave Xxx; look forward to seeing that run. A 1½ in. freelance traction engine 'Minnie' built by Peter Xxx, followed by Richard Xxx's 'Butch', which gained a Silver at Sandown in the ME exhibition. Nearly at the end now, we had George Xxx's gauge one NE Atlantic and last but not least a Great Yarmouth Herring Drifter by John Xxx. Maurice would like to thank all those who participated, particularly those who built up and dismantled the stand. Also thanks to John Riches who took a large number of photos, four of which are included here.

The December General Meeting by OMAH

When we arrived a buffet had already been set out, courtesy of Mike Chrisp. Knowing that this was going to be an informal evening I had assumed that I was going to have an easy time with not many notes to be taken, which was just as well since I had forgotten to bring a notepad! I was wrong; having procured some scrap sheets of A4, I settled back to be entertained before starting on the nosh. There was no business to be transacted and Mike Chrisp welcomed us all and invited Jim Macdonald to start the ball rolling. Jim had produced copies of two A4 sheets to beguile ourselves with during the evening. One contained reproductions of car manufacturers' logos and the other of airline logos. All that was required of the first was the name; the second needed the operating base of the airline! Jim then regaled us with some more anecdotes of his time at the Beeb and also the current situation. (It was at this point that I realised that I ought to be taking some notes, so I retrieved the crumpled sheets upon which I had been sitting and attempted to keep pace.) The department for whom Jim has worked at the Beeb for some years is still operational apart from having been sold off to Siemens; Jim is awaiting events with interest, particularly since he will be coming up for retirement in some two years time. One of the few times that he was vociferously taken to task for misdemeanours was when he tripped over a cable while trying to get a rather difficult shot on "Open all Hours." Granville was having his usual problems with the till and Jim was attempting to move the camera from medium to close shot to get the reaction on Granville's face. The camera glided smoothly but Jim didn't notice the cable.

The BBC has a magic formula for getting more than 100% of effort. You simply number the alphabet from 1 to 26 and add the total of the letters which then equate to percent. Thus; HARDWORK = 98%, KNOWLEDGE = 96% and ATTITUDE = 100%. However BULL**T = 103% and A***KISSING = 118%, QED. Jim was recently invited to join the PDA, which I thought was something to do with pharmaceuticals but turned out to be the Professional Drinkers Association, the only qualification being to drink 10 pints at lunchtime. This may seem like a bit of a mammoth task but one has to consider the normal length of a PDA lunchtime which is typically 11am to 5pm! (No one ever asked me to join. Oh those wasted years.)

Mike & Beryl Collingwood, having given up their canal boat, now go to Norfolk and are particularly fond of Blakeney, as is the vociferous Basil. They popped into a café for coffee that was enjoyed by everyone, except Basil. Enter gent and two ladies who admired Basil. Getting into conversation Mike discovered that the gent used to build model locos. Mike suggested that he might be interested in Railfest, which was on at that time. He said that unfortunately he could not make it but to pay attention to the nameplate on 'Duchess of Hamilton' as his MAMA had named the engine in 1936. (You have to put the emphasis on the first syllable Mama.) There was a slight pause at this point as Mike digested the last piece of info; if one's mama had named a loco named 'Duchess of Hamilton', what does that make the relator of the casual comment? Apparently, in his family he was expected to go into the church but he wanted to go to Cambridge and study engineering. This was not well received but fortunately his uncle at Luton Hoo helped him out and enabled him to go to Cambridge where, in addition to studying engineering he joined the local volunteer RAF squadron, (as did quite a lot of his contemporaries). At the outbreak of war he was almost immediately in the thick of it. He was most reluctant to say how much action he had seen, that not being the done thing, but did eventually admit to some 201 sorties!

It emerged that the naming ceremony was not carried out by the Duchess herself as she was indisposed, and the narrator's mater did it on her behalf. The family name is Willoughby. He is a member of GIMRA and we hope to see him at the track next year. As Mike said, you never know who you are going to bump into.

Bert Mead recalled, when he was on the wireless cars, being at the top of Highgate Hill and seeing a man jumping up and down on one of the rubber strips which controlled the traffic lights. This being a somewhat unusual occurrence they enquired as to the purpose of his activity. He explained that a chap on a tricycle was attempting to recreate Dick Turpins' ride and he, together with a number of other helpers, was trying to give him a green light at each junction. When it was pointed out that the Gt North Rd didn't go over Highgate Hill he said "ah but it did at the time of the ride." During the war revolvers were issued to selected personnel and it was decided that they ought to have some target practice. The chosen venue was a piece of

land belonging to the Metropolitan Water Board. The ground sloped upward towards the targets and continued up towards the LNER coach sidings. They all had a reasonable, if not terribly accurate, session until a chap by the name of Harry who fancied himself as a cowboy sharpshooter shot out one of the carriage windows. Harry was removed from the list of the gun toters and the window damage attributed to enemy action.

They had had a memo that a flashing light had been observed and it was suspected that someone was signalling enemy bombers. They had a tip-off from the railway that someone on the top of a water-softening tower had seen such a light and they went to investigate. It was a splendid vantage-point and sure enough there was a twinkling light in the general direction of Chingford but in the darkness they could not locate it accurately. Bert made up a device in his workshop consisting of a tube with a clamp to fix it to the rail of the tower. Having located the light source through the tube Bert clamped it securely and left instructions that no one was to touch it until the CID had checked the location in daylight. Nothing more was heard for a while and Bert found that his device had been removed. Eventually they heard that the sighting had shown that the flashing was coming from cars cresting a hill in Chingford, the combination of motion and the dimmed out headlights giving the impression of flashing signals. Nothing further was heard but Bert never got his carefully contrived device back. (It was a tough war.)

Peter Badger talked about, (among other things), the gentle art of acquisition of unconsidered trifles from skips. He is currently working as a contractor

at a company that is extremely generous in skip contributions but foolishly penny-pinching, mostly due to lack of inter-departmental communication, in other areas. Recently they had requested the replacement of some ceiling tiles; no one had any idea of size, thickness and material so Peter broke off a corner of one of the tiles and took it to stores and asked them to identify and obtain a supply. After an interval he enquired about progress only to be told that the storeman could not find anyone willing to authorise purchase. "I'd better put the piece back" says Peter, "where is it?" "in the skip" the man said. So now they have a department with a three cornered hole in the ceiling. It's something to do with the 'socio-economic ladder'! Peter has a good view of the skip from his little cubby hole; once something of interest has been deposited it is usually spirited away after a decent interval, like when the depositor has disappeared from sight. Sometime more drastic measures are required, such as seeing someone carrying a brand new acetylene regulator, which might have been damaged by a cavalier piece of depository. Peter approached the bearer who was initially reluctant to give it up directly but eventually succumbed to Peter's charm. There have been other desirables, like ¾in. stainless tube, but they have to be reduced to the magic 18 ½ in. length which just fits in Peter's toolbox. There were countless other articles like manometers, Vitex tubing, little barrows, boots not required but save the laces, etc you name it. Long live the saviours of the skips.

There was rather a lot of nosh and wine left over, tho' I did my best. (We consumed 32 mince pies at the following Sunday morning work party.) Altogether an excellent evening.

Tyttenhanger Gazette - I

By Roger Bell

The December Loco Section Meeting was a work in progress and your worthy scribe was first to speak of progress on the 'Manor'. The project was started in 1976 and some 2700 hours spent on the loco and 1130 on the tender. Due to lack of information the tender was redrawn on a drawing board from Martin Evans drawings, those from York Railway museum and photographs of Cookham Manor at Didcot. I had wanted to name it after a Manor in preservation but found that the frames differed in respect to an additional flat either side of the axlebox where the shock absorber bracket fits. I contacted the preserved railways to inquire of the tender coupled to their Manors and found that they all had different ones to mine. Some tenders had higher sides, which added further confusion.

It was John Whitcombe from the Erlestoke Manor Fund who unravelled the mystery for me. He had researched these tenders and advised that it is a Collett revision of the standard 3500-gallon Churchward tender known as the 'intermediate type'; ten were built in 1925 with high-sided bodies. Four of these were rebodied with low-sided Churchward tanks, which is as mine and to be correct I should number it 2376, 2378, 2379 or 2381.

Referring to Peto's register I found that only 2378 ever ran with a Manor: Iford Manor between January 1951 and August 1953. Iford Manor was scrapped in November 1964. So the moral of the story is research first and build later. But at least I can give it an authentic tender number and shed code.

As we know all of our locos are unique due to the builder varying from the standard design, and mine is no exception. To mention a few of the tender changes: it has a water overflow and vent pipe, a hand pump ball valve access plug, and a drain plug. Due to the difficulty in bending the flare along the sides of the body, a segment of tube was cut from 1 1/2" diameter 16 gauge brass and fitted between the upper and lower side panels; whilst sounding difficult it was successful.

David Harris was the next to speak of the cab for his 5in gauge Britannia. It is constructed in four removable sections, the base, sides and roof panels being secured together with 12 BA screws. The workmanship was superb, the profile of the cab corner windows was made using a 'go' 'no go' gauge for the job. The method of bending the 6" radius of the cab roof was described, which led into an almost straight length and ended at the side with another radius; a bending tool was shown which did part of the job.

He described a jig made for bending the half round beading without it tipping. The roof vent panel slid in runners and the cab doors hinged, the door catch was fitted; the latch is to be made next. Each of the four sections is 60 / 40 soft soldered together and washed out with meths.

We saw photographs of the loco on which the next job is to add the cladding; he has just finished cladding his 'Ajax' for experience. Asked how long he spends working on it, David generally gets five good days a fortnight amongst his other interests.

The 0-6-0 J70 LNER tram battery electric loco on the table was constructed by Ian Clifft from a full size general assembly drawing. It was a Holden design for the Wisbech Tramway. Typical of GAs it was difficult to interpret due to all the hidden detail lines and he is making the design up as he goes along. The inside frames are made from 1/2" x 3" aluminium with mild steel angle for the hornblocks; it has cast iron axleboxes.

The horizontal bar on the cow-catcher on the front was made from 1/4" square material and bent round; the uprights were milled to the correct section.

The chain drive and motion work are complete so it should run if power were applied. A lack of clearance means he may adopt a 'short stroke' rubber suspension.

Ian Johnston has recently visited the U.S.A and went to Monticello, which is a mansion where Thomas Jefferson lived. He was the third President of the U.S.A and wrote the constitution, including the words that 'all men are born equal' and 'one should be able to live a life of freedom and happiness'. The fact that he was found to have two hundred slaves and died in debt has reduced his image somewhat. However an item of furniture that caught Ian's eye was a rotating book table, with flaps on each side that pivoted forward from the top. Another flap on the top inclined. All of these held books such that when one is doing research several books can be referred to at the same time. It was in fact made by one of his slaves.

Ian had made a model of it from wood; it stood about 9" high and made a change from model engineering.

Mike Chrisp quoted a letter that the 'Model Engineer' had received from a reader which reads as follows: - 'Simple depth gauge (not for the faint hearted).'

Sirs, - Now and then, Model Engineer publishes a design for a depth gauge. Well here is another! As they say in those DIY programmes on the telly: "All you have to do is "..... go down to the big stores and make your way to 'Ladies Underwear'. Ignore the curious glances from staff and other customers and, looking neither left nor right, go straight for the rack display of buttons, needles, and fiddly bits hung on cards. There you should find a card marked 'anorak toggles'. Remove a card from the display and try not to knock too many items on the floor. Take this to the cash desk and if you can find someone prepared to serve you, make your purchase. Do not explain what you want them for - you will only make matters worse. Just pick up your change from where you dropped it on the floor and head for the exit. Leave it to the assistant to pick up the skimpy thing, which you knocked off the hook.

When you arrive safely home, and when your nerves have steadied, find a piece of metal rod which will just fit into the cross-hole and spring plunger of one of the toggles and there's your adjustable depth gauge.

There are probably two toggles on the card, so make another with a very short piece of rod for use in the

restricted space of the lathe.

Simple wasn't it? But we may have done some harm to the image of our hobby."Here comes another of those dirty old men..... I wonder what he'll pretend to want?"

Dick Clifton, Isle of Wight MES.

When one buys a £5 cup of coffee at the next model engineering exhibition the stirrer with it can be used in place of the rod as it fits nicely; this can be calibrated.

Mike is retiring from his position as Editor of the 'Model Engineer' magazine and as a retirement gift from his colleagues he was presented with a superb miniature scribing block to George Thomas design. It is particularly useful when marking out small parts and one does not want to be encumbered with a height gauge. It was given to him in a presentation box with a plaque on the inside bearing an appropriate inscription. Mike was particularly touched by this kind gesture. I am sure you will join with me in wishing Mike a long and happy retirement.

Peter Badger then spoke of a welded fabrication he had made from scrap material that will be the basis of a tapping and staking machine, which he can use to avoid the risk of breaking small taps. He also described in his amusing style an economy indexing table he has made from a 2" diameter bar which pivots in a piece of 2 1/2" x 2 1/2" angle. The method of indexing it comes next.

A Delayed Big Thank you to the Track and Tea Stewards

This past season, which seems long past, had one of the best turnouts of stewards for some years. In the past many stewards have not turned up; sometimes their absence is understandable because they have left the Club for one reason or other but on other occasions they have, I suspect, simply **forgotten about it**. This year, apart from a few notable cases, we have had a very good attendance and an efficient performance of duties. The tea stewards in particular have performed excellently for what seems to have been one of the busiest seasons for some time.

Where else can young families go on a Sunday afternoon and get rides behind those wonderful locomotives for free? Many families seem to have deserted Van Haags Railway because of the fares and word of mouth travels fast, so making our track an ever more popular attraction. Mum and Dad can also benefit from the excellent well-priced teas and the cakes gladly donated by the wives.

A special thank you is also due to those long suffering members who have stood in at a moment's notice, without any accolades especially when they see their names in the 'not yet rostered' column of the News Sheet. The Responsible Senior Steward phoning his team during the week prior, seems to have worked well to remind those who habitually forget. **It is after all, only one Sunday afternoon a year that their presence is needed, for what is a very enjoyable chore.**

I hear that some wives and partners who were not in the Tea Stewards rota felt left out and would like to help. Can those members whose partners are willing to help in this way please let us know.

The steward's rota for the next season will be in the capable hands of **Maurice Cummins**. I do hope that we will all support him during the next season of running as has been the case with the majority of stewards during the previous seasons.

Thank you, once again, for your help.

Ian Johnston

Locomotive Section Meetings
Held on the third Friday of each month
At Headquarters or Colney Heath.

The following is a list of Locomotive Section meetings for the next session:

2005

18th February 2005. **An evening with George Case and Tony Dunbar.** This will be part three for George. George's reminiscences of last year still ring in our ears so this should be just as good and memorable. Tony always has something important and instructive to say so please support him.

18th March 2005. **A presentation by invited speaker, David Mitchell.** David knows the *Talylyn Railway* like the back of his hand and will give an illustrated talk about the system from before Rolt to the present day. We will all be booking our hols in North Wales after this evening

15th April 2005. **An evening of slides.** Please bring a few slides or some of the new fangled power point stuff so that you or fellow members will be able to say a few things about! If you don't then Ian Johnston will show you his!

20th May 2005 **Work in progress.** Please bring something to discuss. This will be the last chance before the summer to show the club what you are up to. Remember that we are a benign bunch and that you will be with fellow sufferers.

16th June 2005 **B.B.Q at Colney Heath.** Or perhaps we can organise an evening visit to the *Mosquito Museum*, like we did years ago.

21st July 2005 **B.B.Q at Colney Heath.** Would anyone be interested in organising a trip out somewhere, say to **Leighton Buzzard**? We could share cars to reduce the strain and to foster fellowship, perhaps?

18th August 2005 **B.B.Q at Colney Heath.**

An appeal to 'newer' (also 'older') members of the society.

Please think about something that you could contribute to the Locomotive Section meetings in the autumn. You could even run a meeting, with plenty of help if needed. A 'my job' talk, a talk about any sort of railway or locomotive (you don't have to have made it!), or any subject that you think will interest the other members. So don't be shy. It is an ideal opportunity to get known to members of the society and to develop your presentational skills amongst friends.

Ian Johnston

Marine Mutterings
By Derek Perham

Hello Shipmates!

I hope you all had a good Xmas and a binge-free New Year. The response to the vacant position of ship's Captain in December's News Sheet was as expected and this is not surprising as the days of members wanting to take on any section leader's job seem to have disappeared long ago. I wonder why? I imagine it's easier to sit at home than turn out one night a month and get criticised for any change or decision that is made on your behalf. I know the feeling but unless new volunteers instead of pressmen come forward we as a club will go to Davey Jones locker, so shipmates think on!

The boating pool area is now starting to look a bit better. With the help of Nigel and William the edging of

the paving slabs will be completed and all preserving fluid has been applied to all of the wooden furniture and the gazebos; the white wood railings on the launching pit will require washing down and a re-paint. The final job this winter when the better weather comes is to pressure-spray the paving stones carefully so as not to wash out the sand grouting. William and I have decided to leave the fibre glassing of the tanker until warmer days so the curing of the resin is quicker. I have now finished my schooner and she was launched on 13th of January; not unlucky I hope like the P&O liner Aurora. My boat sailed very nicely with no trimming or extra ballast seeming to be required after an hour or so at the pool with a light breeze blowing. She has an awful amount of sail so in a stiff wind I expect to have extra weight on the keel. This has been made so it can be added at the pool-side. Well that's about it, so let's have a new sailing year with a new Captain and some new ideas. Happy sailing in a fair wind.

Tyttenhanger Gazette - II

by Roger Bell

The January Loco Section meeting was an opportunity for us to show our videos.

Whilst on holiday in Germany Mike Foreman took a short film of the 'Dampf Bahn Club – Holstein' track at Schackendorf in Germany, north of Hamburg. The policy of the club is to welcome new members who then have to work for the club for one year; if they are acceptable they can then join. There are thirty members plus youngsters. The club is on land owned by a horticultural shop so the 8000 square metres site is beautifully landscaped with an abundance of tastefully selected plants bushes and trees.

The ground level 5" and 71/4" gauge track passes over a lake in two places by bridges. Emerging from a tunnel (which has a light in it) the track climbs up through a cutting. The trains were not running but the trackside buildings provided plenty to see. The steaming bay was a roundhouse with thirty multi-gauge-raised bays radiating from a large motorised turntable. An air extraction system is about to be fitted. Ground level steaming bays were also provided with a traverser to connect with the main line.

The track has electric signals and the many points make the signalman's work a full time one. The coal-bunker was a small building with a traditional sloped roof like a house; it had a character of its own.

Socially the club was equally active; in fact the reason there were no locos running at the time of Mike's visit was that members were still recovering from the event the night before, to which the smouldering barbecue gave witness. The social

area had a windbreak and there was a covered gazebo. Creature comforts also extended to one loco having a steam-heated seat on its driving truck.

The second film was of the Venice Simplon Orient Express. Historically, the innovative railway builder George Mortimer Pullman created the train in 1864, which was the ultimate in 19th century technology. In 1870 sleeping cars and parlour cars were provided and meals were served. On 4th October 1883 the train ran from Paris to Giurgi (on the Danube in Romania), via Strasbourg, Vienna, Budapest and Bucharest. The service stopped running in May 1977.

James Sherwood then bought two of the train's carriages at a Sotheby's auction in Monte Carlo in 1977. He located, purchased and restored thirty-five vintage sleepers, Pullmans and restaurant cars for a cost of sixteen million dollars. During May 1982 it made its maiden run from London to Venice. The train's route was chosen for its scenic delights and what a joy it was to watch: the sheer elegance, luxury and splendour really made one want to travel on it, finally rolling into Venice, surrounded by water. What a climax to a journey of a lifetime.

Many routes are available to choose from; the cheapest is London to Paris single for £415, whilst London to Venice is £1350 single and £1960 return.

News from the Tyttenhanger Committee

You will recall at a recent meeting I asked for members to pay particular attention to the security at Colney Heath as we had an incident where the workshop had been left open for two days. I said at the time that members who were not in possession of a key and needed to use the site should speak to us.

On Sunday the 16th of January 05 both the workshop and container were left open, with the lights on. This was discovered on Tuesday 18th January 05 when Maurice Cummins visited the site to pick up material for the Alexandra Palace exhibition. I am aware someone may say I locked it on Sunday; if they do then someone unlocked it after and failed to re-lock.

As you are aware there are items on site of a valuable/personal nature which belong to members. The thought of a break-in is bad enough, but to leave premises unlocked inviting theft is unbelievable.

Other news

Working parties are going well; my thanks to all for your help.

George Case

May Outing to the Worth Valley Railway

Many of you will be aware that for many years I have been involved with the Lloyd's of London Railway Society. Because most of our members have now retired from the Market, we have with regret taken the decision to wind up the Society with effect 30th June 2005.

Each year we have organised outings to places of railway interest and NLSME members have had the opportunity to partake. This year for our final trip we have arranged a Special Discounted Price of £85.00 per person for seats on Hertfordshire Rail Tours Pride of the Nation train to Keighley (for the Worth Valley line) or Skipton on Saturday 21st May, 2005. This includes First Class Travel, Great British Breakfast, and a four course Dinner on the way home.

Depart from King's Cross	08.20
Potters Bar	08.40
Stevenage	09.00

We alight at Keighley and spend the afternoon exploring the Worth Valley Railway with reduced price tickets available on the Steam Trains linking Keighley and Oakworth, Haworth and Oxenhope. Alternatively you can remain on board the train to Skipton and explore the pleasant daleside town with its bustling Saturday market.

Return from Keighley	t.b.a
Stevenage	20.35
Potters Bar	20.55
King's Cross	21.15

There are limited spaces reserved on this trip and they will be sold on a first come, first served basis.

Bookings to:- **Mike Foreman,**



Letters Page

The Editor received the following email from John Caldwell in Nelson, New Zealand, who sends best wishes to club members.

I have been much involved with the local Modellers' Society this year. We have spent a lot of time working on the new ground-level track around our site. The track has now been finished and was officially opened by our local MP. It comprises a main loop of 500m, a station with three roads through it, two other passing loops, a turntable, a 20m bridge and some marshalling yards. It includes 14 sets of points, with another two to be made for another passing loop. The hope is that at some time in the future we will be able to run both directions at once, with appropriate signalling. This is to increase the interest factor as the main loop is quite flat.

I finally completed the 'Shay' locomotive back in August - the culmination of 4½ years' work. I'm now getting used to driving it after ironing out a few problems. I have developed a passionate dislike for all ball valves. I just cannot seem to get them to seat properly. However the Shay goes well, and is up to expectations.

XX

Mike Collingwood recently received the following interesting email from Jon Doar in California; if anyone has any comments on Jon's description of the American domestic electricity supply, do drop me a line! - The Editor.

It's just over a year now since the boxes, crates and chests were unloaded from the 40' steel container. Mains plugs that would no longer fit, bed-sheets the wrong size, light bulbs that won't light, power tools that won't run, a full UK driving license that's good for just 30 days, no car and a house that felt more like a holiday home. And some of my best treasures either sold, or left back in England. If I ever do this again, I must remember to pack the sacks of coal better so that they don't split open over everything else in the container!

Our house in St. Albans was the product of ten years of changes and extensions, so our new house in Jamul, near San Diego, Southern California, seemed rather inconvenient and not particularly 'homely'. The several months of planning our 're-model', including a two-month break for our summer visit back to England, delayed any serious search for a steam engine.

Several things have surprised me as I have found out more about how things work here. We all know that the States runs domestic electricity at 110 volts. What I did not know is that most homes have 220v. Two 110v phases supply the house, and power outlets around the house are split roughly evenly on each phase. That means that if you measure between the LINE terminal of two outlets, you could have 220v. High power appliances like tumble dryers are fed with 220v, but it is not 220v and neutral. It is 110v - neutral - 110v, with the power being taken from the two 110v 'legs'. That means that I have been able to use most of my 240v equipment from England plugged directly into a 220v outlet. I have to make sure that there are no NEUTRALS tied to GROUND, but equipment with transformers should work fine, and most equipment is fine working at 50-60 hz.

However, a lot of smaller appliances - like toasters and electric kettles - run off regular 110v outlets. Electrical circuits here do not use ring mains, but are very much like the old 'star' configurations used in England, with each group of outlets or equipment having their own circuit breaker. As individual appliances are designed to draw no more than 12 amps, the maximum power of an individual appliance is less than half that possible on English 240 v / 13 amp outlets. It takes forever to get your toast and coffee in the mornings! Attempting to run two higher power items - say a vacuum cleaner and toaster - from outlets that happen to be on the same circuit breaker causes it to trip. This all seems rather old fashioned to me! Although most low-power equipment has the two-contact spade type connector that you may have seen, there are many other configurations of power connector, depending on the maximum current capacity and number of phases.

Also odd on the electrical front is how wires are joined. Strict building codes do not allow any power cables to be joined except at an accessible junction box. Wires are joined not with a screw-clamp of any sort, but by twisting them together, then screwing on a conical cap called a wire-nut. Until recently, heavy current equipment like electric ovens have been fed power using aluminium wire to keep costs down. This requires the use

of special 'barrier' connections where the inflexible aluminium conductors join the copper cables that run into the appliance. This is to avoid electrolytic corrosion.

Throughout our re-modeling, I kept a look out for a steam engine that I could run at my 'local' track. From what I can see, the west coast of the USA is almost exclusively 7.5" gauge. There are a very few 3.5" and 4.75" gauge tracks. In Canada and on the east coast of the US, 7.25", 5" and 3.5" are more common, with 7.25" being the norm. My ideal was to find a British outline tank engine in 7.5", but this proved impossible. A guy called Paul Lubliner (who some NLSME members may have met when he visited Colney Heath a couple of years ago) is a member of my local club - Chula Vista Live Steamers - and he has bought the Winson / Model Works A4 kits. In 7.5" there is just nothing British. Even in 7.25" I could not find anything British for sale. The week dollar makes everything priced in sterling seem very expensive, so importing from the UK was not an option, even without taking high shipping costs and risk of 'damage in transit' into account. I also need to be able to use commonly available tools and fittings, which would all be harder to do with an engine from England. I guess the re-modeling and coming to terms with the many different ways of doing things from what I am accustomed to, must have been having a broader effect on me.

A while ago (pre-remodel) I was offered an American 'cannonball style' 4-4-0, but declined primarily on racial grounds. Any way, I noticed the same engine up for sale on ebay recently and it did not sell. I have got quite a lot of background info on it, and at least the seller is the builder, and known to some of the Chula Vista club members, so I decided to take another look. Did you ever watch those 'Casey Jones' TV shows in the 70's? Well, this engine is similar to one of those, but with the 4-4-0 configuration. This model can be fired on oil or coal (which is exactly what I was hoping to find), and has all the drawings too which helps. Given the size, it is also handy that the tender is 1/8" helarcod aluminium (or rather aluminum) which keeps the combined dry weight to around 720 lbs. The steel boiler might prove a hassle (if I don't look after it correctly) in the long run, but it has had only treated water and is pretty new. Since no one here has copper boilers, I suppose it's probably better that I have the same as everyone else. For a while, I have been trying to become better informed about steel boilers - as that's what almost everything over here has. I have heard the pro's and con's of most combinations of materials. Depending on who you speak with you get completely contradictory advice, but it strikes me



that choice of materials is less important than the quality and method of construction and care in operation. This particular 'American' has a steel boiler with silver soldered copper tubes. I am surprised that differential expansion does not cause problems, but I guess you just trade one set of potential problems for another. The boiler was originally hydro'd at 300 PSI (two years ago), and runs at around 100 PSI.

The engine is 62" long x 15 1/4" wide x 28" high and the tender 48" long x 15 1/4" wide x 18" high. The guy is selling up through ill health, so all his gear is available. I think I will get his 12" x 7' flat bed car trailer, a flat car, the engine, caboose, gondola, workshop

dolly and all the 'running accessories'. That lot comes to the mighty sum of £6000! I am sure there will be some tweaking to get the engine running right, but that's the fun! (isn't it?!!) The 6-seater articulated car looks like fun, but until Juli and the dogs start taking an interest in trains, I don't need all those seats! It also struck me that the c-of-g is a bit high - certainly too high for pulling the large American public!

Once Christmas is out of the way, I should get to start working on this in January and I will let you know how things progress. The first challenge is to get the Arizona 'Title' for the trailer transferred to a California one in my name. Even a simple flat-bed trailer needs its own Title document, and you have to license it for use on public roads as well as paying a 'purchase tax' if it was brought in from outside California. Every day I find something else that I thought I understood - but don't! I guess that's what you have to accept when you live with an American!

📖 Dates for your Diary 📖

Friday 4 February	8.00pm General Meeting; talk by Adrian Newson; <i>Mobile Radio Engineering</i> ; HQ Legion Way, North Finchley.
Monday 7 February	8.00pm Track Committee Meeting; St Mark's Christian Centre, Church Lane, Colney Heath.
Monday 14 February	8.00pm Council Meeting; HQ, Legion Way, North Finchley.
Wed 16 February	<i>Deadline for copy to Editor for March News Sheet</i>
Friday 18 February	8.00pm Loco Section Meeting; an evening with George Case and Tony Dunbar; HQ, Legion Way, North Finchley.
Friday 25 February	8.00pm Workshop Evening; HQ, Legion Way, North Finchley.
Friday 4 March	8.00pm General Meeting; Work in Progress – On the Table HQ Legion Way, North Finchley.
Monday 7 March	8.00pm Track Committee Meeting; St Mark's Christian Centre, Church Lane, Colney Heath.
Monday 14 March	8.00pm Council Meeting; HQ, Legion Way, North Finchley.
Wed 16 March	<i>Deadline for copy to Editor for April News Sheet</i>
Friday 18 March	8.00pm Loco Section Meeting; illustrated talk by David Mitchell; <i>the Talylyn Railway</i> ; HQ, Legion Way, North Finchley.
Friday 25 March	8.00pm Workshop Evening; HQ, Legion Way, North Finchley.
Sunday 27 March	Easter Day – First Running Day at Colney Heath
Friday 1 April	8.00pm General Meeting; Modelling in 00 Gauge
Monday 4 April	8.00pm Track Committee Meeting; St Mark's Christian Centre, Church Lane, Colney Heath.
Monday 11 April	8.00pm Council Meeting; HQ, Legion Way, North Finchley.
Friday 15 April	8.00pm Loco Section Meeting; an evening of slides; HQ, Legion Way, North Finchley.
Friday 22 April	8.00pm Workshop Evening; HQ, Legion Way, North Finchley.

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Every Wednesday	Miniature Railways, British and American and Video Group at HQ
Every Thursday	Slot Cars Section at HQ
Every Sunday	Morning work parties at Colney Heath (start 9.00am).



