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# The News Sheet

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*Plus...*

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## From the Chair

I always enjoy visiting the Model Engineering Exhibition, particularly to examine the array of models on the exhibition stands as well as having a good look at the many club exhibits. With workmanship standards well in excess of my own humble efforts, I am uplifted to try to achieve similar results when I get back into my own workshop. The Ally Pally exhibition again offered a brilliance of models large and small of all different types. Our own Society stand reflected this trend in showing models and units from all of our sections. Ian Johnston and his merry men, including those members who exhibited their models, are to be congratulated on a superb display. Well done.

Contrary to what I reported in the February issue of the News Sheet, the January meeting of the TSC decided unanimously to delay the opening to the public of the site until Sunday, 4 May. This decision was made 'due to potential over-running engineering work on the main track'!! In truth, the decision was made so that the new loop could be completed and in use this summer. There is a timescale plan for the work to be completed and the last time I checked, the work was about one week in advance of the plan. However, many of the activities are weather-dependent, neither too cold for concreting, nor too wet. When complete, the new loop will add more attractiveness to the line, as well as offering an additional challenge to drivers as they exit from the steaming bay loop.

Planning for the Gala Weekend is progressing, and I can report that our President, Andrew Smith, has agreed to formally open the event on the Saturday afternoon (28 June).

The Society has been pleased to accept the gift of a loop hearing aid system for the meeting room at HQ from Dave Metcalf. No doubt the electronics/electrical folk will be installing the system later this year.

There is good news about the roof at HQ. Our hard working friend, Peter Funk, has worked wonders and has rebuilt the roof. Now the interior of the old library area will need to be refurbished after the drenching it got throughout the winter.

Already we are into the third month of 2008; how time flies. It has been decided that the format for the AGM in May will be similar to that of last year and the Council therefore ask that prospective candidates should offer brief CVs of their candidature and anticipated contribution. The 'calling notice' is included in this News Sheet. The Minutes of last year's AGM will be included in the May News Sheet so that you can all have a copy prior to the meeting.

*David Harris*

## Treasurer's Report

At the last Council Meeting the subscription rates for the forthcoming year were discussed at length and it was unanimously decided to recommend to the March General Meeting that they should remain unchanged for the 2008/9 year.

Therefore anybody who wishes to avoid the stampede of members paying their subs. in early April can make the Membership Secretary's job a little easier by popping their cheques in the post during March.

Rates proposed will be £52.00 (Seniors £47.00 after five full years at normal rate); Country Members £20.00; Juniors and Students in Full-time education £6.00 min. plus £1.00 per year of age.

No new members this month but would members please amend their Name & Address lists iro Nigel Dant

*Mike Foreman*

### INVITATION TO FAREHAM DSME 16 MARCH 2008

Members of North London SME have been invited to enjoy Fareham DSME hospitality (in Hampshire) on Sunday 16 March 2008. The club has a lovely landscaped site with good facilities including a fine clubhouse, excellent model boating lake and two railway tracks: 1565ft. raised 3<sup>1</sup>/<sub>2</sub>in. and 5in. gauge – max. gradient 1:75, min. radius 45ft, and 935ft. ground level 7<sup>1</sup>/<sub>4</sub>in. gauge – max. gradient 1:75, min. radius 51ft.

Refreshment will be provided and it is therefore important to let the organisers know how many NLSME members, family and friends plan to visit on Sunday 16 March. **Please let me (Mike Chrisp) know as soon as possible if you intend to visit, and how many family and friends you'll be bringing.**

#### Cover picture:

Captured at Colney Heath: Malcolm Read clutching the box containing his new scratch-built American boxcars

## Committee Meeting News

### Tyttenhanger Site Committee Meeting, 28 January 2008

Improvement of the car park was proposed by removing the waterlogged surface say, to a depth of 6 inches and laying down 'scalpings'. It was reported that a member has a contact with access to a supply of suitable material. David Harris had previously estimated that some 100 tonnes of material may be required and Peter Funk agreed to estimate the cost.

It was suggested that a suitable membrane should be put down after removal of the top surface and before the scalpings or MoT was laid, in order to prevent clay rising through it and hence to prolong its useful life.

After some discussion it was unanimously agreed to complete work on the raised track deviation project, and to open the track for public running on Sunday 4 May.

Mike Chrisp recorded thanks to the group who have been persisting with the unpleasant work of removing sludge from the bottom of the lake. Mike also suggested courtesy contact with the Water Company to seek confirmation of any charge for the water required to refill the lake, and it was agreed to prepare a letter to our President.

Since existing equipment is in need of repair, Malcolm Read proposed the purchase of a mower with a grass box to trim the grass around the boating lake. The Treasurer agreed to Malcolm's suggested expenditure of £100 for a suitable machine.

Garden Railway: Malcolm Read proposed to fit a shelf in the coach to store lineside buildings neatly and safely.

Mike Chrisp remarked on an excellent DVD produced to mark the Diamond Jubilee year of G1MRA, in which NLSME facilities and members are featured.

Reporting attendance at a recent Southern Federation MES committee meeting, Mike Chrisp noted that a letter had been received concerning the Safeguarding of Vulnerable Groups Act 2006 and its effect on model engineering societies. It appears that only club members involved in teaching or instructing young or vulnerable persons are likely to need CRB clearance. Routine Club activities that involve the public at which children or vulnerable persons happen to be present do not require members to be CRB cleared. It therefore seems that we need not worry about our MENCAP day or our regular Sunday afternoon activities. More information will be published in the next issue of Southern Federation News.

The Chairman reported that Council has decided to hold no public Halloween event this year. The number of visitors attending the event in recent years has greatly exceeded Society resources and the Society has been fortunate to avoid any untoward

incidents. Instead, there will be the opportunity for a members' Late Night Run on Saturday 25 October and an End of Season public running afternoon on Sunday 26 October. Members' Winter Running events were also proposed for either or both Boxing Day and New Year's Day.

### **Council meeting, 11 February 2008**

The Chairman reported that the Society has received an offer of a free hearing loop aid for the HQ building.

The Vice-chairman's report included the following points:-

- The Safeguarding of Vulnerable Groups Act 2006 was discussed at the recent Southern Federation MES Committee meeting, and a satisfactory outcome for model engineering societies seems to have been reached. In time for the forthcoming Southern Federation MES AGM, a nomination form signed by David Harris and Mike Ruffell has been submitted seeking to retain Mike Chrisp as a Committee member.
- Time has been spent clearing garage space to make room for an old style Mini Cooper. The Society's new overhead projector, collection of 16mm black and white 'rushes' and magnetic soundtrack from the BBC's Model World programme, and the display equipment donated by Jim Macdonald, have all been delivered to the Finchley headquarters.
- Progress of work at the Tyttenhanger Track Site has been remarkable and a photographic record of work is constantly being updated.

Rachael Chapman reported that at the forthcoming AGM she would be stepping down as secretary as she is to become a parent in September.

The Treasurer proposed that the membership fees should stay at the current rate; all members of the council have agreed on this, and the proposal will be put to a general meeting.

## **SITE MANAGER'S REPORT**

From a general maintenance point of view, there is not a lot of change to report on the progress of the outstanding jobs. With the three main projects in full swing taking most of our voluntary labour, there are only a few chaps available to assist. However Peter Brown tells me that the shed work is complete, and Roy Hall continues to attack the foliage on the Colney Heath Site as well as in the lane. The repair of the car park remains our main problem, with the winter rains taking considerable time to drain away. At the present time, we do not have a satisfactory way forward, although the main option appears to be the construction of two 'loose material' roadways each side of the car park.

*David Harris*

## AGM Nominations 2008

The Election process leading up to the forthcoming AGM on 23<sup>rd</sup> May will be run in the same way as last year. Nominations for the nine elected positions on the Council must be submitted in advance to our News Sheet editor, Nick Rudoë. As last year it will not be possible to stand for election on the night of the AGM. In order to be nominated, you must submit in writing your name and signature, the position for which you wish to stand along with the names and signatures of the members proposing and seconding you. You should also include a brief statement describing who you are, why you are standing and your vision for the future of the Society.

Candidates' statements will be circulated to all members with the May News Sheet, which will be mailed in time for the 2<sup>nd</sup> May General Meeting. The statements will be published as separate AGM Sheets; this serves a dual purpose: first it allows every member to know in advance of the AGM who will be standing and for what position, and secondly it provides candidates willing to stand the opportunity to show their vision for the future of the Society so that members can choose those who share their views and who would best reflect them throughout the year. Nominations should be marked "NLSME Nominations c/o Nick Rudoë" and be sent to his address, which can be found on the back of this News Sheet, so that he receives them by Friday 11th April 2008.

**Nomination deadline: Received by Last Post Friday 11th April 2008**

*The Council*

## The February General Meeting by OMAH Mk 2

Your Second Division Correspondent was encouraged to join a small convoy of model engineers in their vehicles cruising down Summer's Lane. They were producing a vast quantity of greenhouse gases in the hedonistic pursuit of their engineering pleasure. At the Headquarters lecture theatre a crowd was thronging with anticipation of an evening's entertainment or really it was thronging with anticipation of an evening's erudition into the mysteries of workshop engineering. That is exactly what they got, with 'knobs on' or should the expression be with 'ball screws on'?

Mike Chrisp who was both Master of Ceremonies and Presenter rolled into one, greeted the assembled and expectant gathering.

First introduced was the Chairman, David Harris, who announced some rather pertinent dates for the members' diaries. He looked forward to the site at Colney Heath opening to the Public on Sunday 4<sup>th</sup> May, when the new ground level extension in all its glory will be visible to the world and as well no doubt the paddy fields planted to help in Third World rice production. (only joking). The Gala weekend was announced for 28<sup>th</sup> and 29<sup>th</sup> June when all members of the Club will be invited to take some part in the proceedings. Whether it be driving their super locomotives or just stopping kids getting rolled flat by some large machine; all will be welcome to perform the not too onerous duties. There was also a possibility of running on Boxing Day and Christmas Week this year with or without hangovers. These events will no doubt be more adequately reported nearer the dates in your excellent News Sheet.

Mike then showed a photograph of club members taken a long time ago; not one single face was remembered but all recognised Susie M. Just shows what one-track minds the members have. (It should be hastily added to inform readers' wives who are not familiar with Susie M that she is in fact a model locomotive by Mr Ted Moon and not the barmaid at the White Lion.)

Alan Marshall was introduced. He soon got underway with his multimedia presentation. In life we all have challenges; some could be climbing Munroes, rowing the Atlantic or circumnavigating Britain on the canal system. Alan's challenge was the adaptation and rebuilding of a milling machine to use CNC which seemed no less an achievement to your scribe than rowing across the Atlantic single handed. Like all challenges, preparation work had to be organized concerning the workings and mysteries of CNC; rather like finding how wide the Atlantic is before you row it.

The next stage was the acquisition of the necessary equipment; an X1 mill with a long table was acquired at a modest price. It is supposed that if all else failed, then the long table could at least serve as a rest for a plate of sandwiches and a cup of tea. Not in the least daunted Alan went on to buy the computer interface circuits and the CNC control software from the USA for a fairly modest outlay. The *Dolphin* CAD-CAM package came from the UK at a rather different price, but it did fit the purpose intended so it was thought to be well worth the expense.

The non-computer machinery next proved a challenge. The three necessary ball screws proved to be difficult to obtain at a reasonable price until he discovered that hospital beds had ball screws to elevate the head of the beds. These were purloined soon after the patients had left of course; no doubt when they went to the toilets in the next block!

Now rather like the chap rowing the Atlantic he had got his 'boat, oars and the provisions for the row'. It was at last time to assemble and commence that voyage.

The ball screws were installed on the X Y and Z axes of the mill. The Z axis screw was mounted rather sensibly behind the vertical column out of the way but still in perfect control. There were stepper motors for the X, Y and Z axes as well as a stepper motor for the A axis (a rotary table).

The control boxes were fitted and linked to the laptop computer to give absolutely envious control of the machine such that a minute buffer-mounted foot plate was shown perfectly milled at about the size of the reader's little finger nail. (The girls in those artificial nail 'clinics' had better watch out with Alan about.)

It was all rather like our chappie rowing the Atlantic; the sense of achievement at the successful conclusion and completion of that journey through the oceans of mechanical and computer intricacies and difficulties, must have been most exhilarating.

The audience of enthralled listeners were very appreciative of Alan's skills not only in his workshop but his undoubted skills as a presenter of information in a logical and understandable manner.

It was then time for a welcome cup of cheer from the clean caring hands of Ron Thorogood. After which the throng chanced their hard-earned cash on the raffle. Most of the prizes seemed to contain alcohol which must say something else about the Society, but what, leaves the mind boggling.

Now it was time for Mike's presentation. He had made a DVD on centring on the lathe and milling machine that very morning; 'just like that'. As usual the manifestation was immaculate and the group were left in no doubt how centring should be accomplished as well as catching a glimpse of that super-clean workshop that Mike was able to maintain.

'Easy isn't it?' was the remark from Mike as the throng prepared to leave the hall promptly at ten after giving copious thanks to Alan, Ron and of course Mike.



*Tony Dunbar and Mike Chrisp watch spellbound as Clive Winter controls one of the trains at December's North American Section running session at HQ. Was it about to derail?*

**Photo:** Owen Chapman

# The February Loco Section Meeting

## by Roger Bell

The topic for the evening was the '3<sup>rd</sup> GLR progress meeting and interaction with the raised track'. It all started on a rather light hearted note with a film called 'Many a Slip' made by Jim Macdonald and Mike Chrisp plus supporting cast from the loco section. Whilst the workforce were shovelling muck in sub-zero temperatures Peter Funk was captured in the warmth of the coach wearing his summer tea shirt, drinking champagne and eating grapes in a very relaxed manner. His tranquillity was broken with a phone call from Mike Ruffell asking how they would present this evening's meeting successfully. It was decided to enlist the club's most boring speakers first and then relieve everyone with their presence. The film continued with several comic scenes from the track; poor stage lighting was apparent due to the faulty wiring which was smouldering, and this culminated with an explosion inside a shed, the occupants being very quickly driven out by a cloud of smoke. Copies of the film were freely available.

Back to the serious side of Health and Safety, Peter Funk then addressed the meeting on this issue. He had in fact noted a shortcoming, namely a 'footwear non-compliance'. He unwrapped a pair of size twelve bespoke sandals that had been fitted with steel toe caps which he presented to the most deserving member.

Les Brimson with assistance from Peter Funk then spoke of progress to date and options for the future of the GLR, basing his proposals round a PowerPoint presentation. The GLR will be an up line going into a loop and returning on a down line. Sidings and a bypass are further options. The RT (raised track) can be extended to cross over the GLR, as one possibility. Pictures of the RT were shown with pegs marking the route of an extension. Various plans and proposals were put forth all with their pros and cons.

The fixed point was the bridge where the RT would cross over the GLR. Levels at the bridge were discussed, and this came down to a GLR rail to RT rail height of 2.3 metres or 7ft 4ins at the bridge.

On the gradients side, the RT steepest part now is 1 in 92 coming out of the bottom loop; for an extension Les proposes gradients of 1 in 99 down, 1 in 100 up, 1 in 185 down and 1 in 89 up. This is over a 646ft length. The increase in track length would be 400ft. Two lengths of the current track would have to be removed; one member expressed some degree of unhappiness with this, as a lot of work had been put into build the GLR extension. However, Les explained that the alternative plans that he was describing were at this stage just proposals; this evening's discussion was intended to be the start of a debate within the Society. Also, as time went by there might be other, different, plans put forward, and as the new track currently being laid gets used, people might well change their minds about what layout they wanted.

In any case, the present GLR extension would almost certainly remain in use for several years.

The outstanding technical challenge for an extension of the RT would be the bridge over the GLR. The height of the rail over the ground is about 2 metres. Any bridge or viaduct would have to be 65 metres long with a walkway for access and maintenance. Les is happy to look at all the suggestions with pros and cons.

An extension to the RT without crossing the GLR was also discussed. The GLR has been laid out so that the RT can be extended. Les will put an article in the News Sheet in a while.

Alan Marshal then spoke of his proposals for the signalling of the GLR. This subject is quite complex and topics spoke of were: - Main issues, design criteria, train detection, possible failure conditions, train length versus block length, maximum length of train, power operated points and operation and communication. Alan had prepared a signalling track diagram with minimum signalling. There were 15 signals and 8 sets of points of which 3 were sprung. A discussion then followed. Alan suggested using the same track detection system on GLR as RT. Owing to shortage of time we may have to have another meeting to discuss all the issues raised. {Alan's write-up of his proposals appears on page 15 - Ed.}

Les and Alan's presentations provoked a lot of discussion, and with the time already well past 10 o'clock Chris Vousden briefly described his proposals for the new GLR and RT combined steaming bays. He showed slides of the Guildford club's bays as an example of good design. One small detail noted was an ashtray clipped onto the underside of the track, neater than a large container. They also have a turntable which could be one to copy.

Finally, a film of the 'Deviation' was shown where Mike Foreman described the reason for it and progress to date.

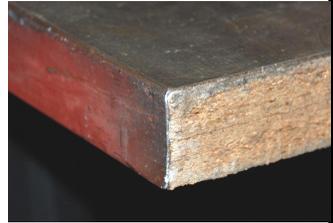
This was a very interesting meeting, with two first-class presentations by Les and Alan, not forgetting the films, and the level of interest and reaction generated was evidenced by the fact that at 10.30pm much chatter and excited comments were still being heard in the meeting-room. All in all, an interesting evening, with much to chew on for the future.

### **FOR SALE**

Myford ML3 (1943) associated equipment includes Sparey dividing head. Dore Westbury Mk1 mill drill. Nu -Tool bench drill 16mm chuck. 4 1/2" metal cutting band saw. SIP 50/100 amp arc welder - as new + usual workshop tooling.

Contact Mr Harris

## Bench Top for Disposal



The photographs show a 6ft. long x 21in. wide steel clad bench top available free\* to anyone who can make good use of it. Laminated from two sheets of  $\frac{3}{4}$ in. chip-board glued together, it is clad on its top surface and front edge with 20swg steel sheet. Anyone interested should contact **Mike Chrisp** to arrange collection. It is offered on a first-come, first-served basis. The new owner may wish to make a \*donation to club funds and should be able to transport it from its present location in Hemel Hempstead to its new home.

## Narrow Gauge Meet: Sunday 25<sup>th</sup> May 2008



The North London Society of Model Engineers invites you to a meeting of Narrow Gauge miniature engines and their builders on our challenging miniature railways at Colney Heath, just off the A1M in Hertfordshire.

We have approximately  $\frac{1}{2}$  mile of raised 3.5 and 5 inch main line with very challenging gradients and a hopefully newly extended ground level 5 and 7  $\frac{1}{4}$  inch line with 1:70 banks to test your engines and meet like minded individuals charmed by the appeal of narrow gauge railways. There is even a 16mm garden railway for the smallest engines.

The day will be in two sections: a morning session from 10am for private running, and from 2pm the public will be invited on site for rides. We will provide, tea, coffee, squash and sandwiches for those taking part. Light refreshments will also be available for purchase by the public.

As public running will be taking place, spark arrestors will need to be fitted and boiler certificates must be shown on arrival.

<b>Track Stewards Rota 2008</b>				
<b>Date</b>	<b>Senior Steward</b>	<b>Track Steward</b>	<b>Track Steward</b>	<b>Track Steward</b>
04-May	Brian Abthorpe	David Jones	Keith Ashman	Robert Johns
11-May	Ron Price	Maurice Cummins	Graham Price	Jack Edwards
18-May	Graham Ainge	Peter Foreman	John Johnston	Peter Brown
25-May	Nigel Griffiths	Peter Sheen	Mark Braley	Robert James
01-Jun	Richard Castle	Graham Gardner	Peter Prior	John Sandwell
08-Jun	Les Brimson	Roy Hall	Roger Brown	Derek Eldridge
15-Jun	Keith Hughs	Victor Burgess	Phillip Rowe	Keith Baritrop
22-Jun	Jim Robson	Ian Buswell	John Riches	Frank Adams
29-Jun	Ian Johnston	Edward Kitchener	John L Morgan	Naughton Morgan
06-Jul	Mike Avery	Geoffrey Burton	Johnathan Avery	Nick Rudoe
13-Jul	Roy Chapman	Mike Hodgson	Peter Badger	Anthony Mason
20-Jul	Ian Clift	Peter Lancaster	John West	Bob Gamble
27-Jul	Keith Bartlam	John Cattle	Gerald Moore	Peter Fraser
03-Aug	Mike Chrisp	Ian Reddish	Alex Chapman	David Foster
10-Aug	Mike Ruffell	Brian Baker	Peter MacDonald	Brian Kennedy
17-Aug	Mike Foreman	Peter Precious	Peter Berkley	Mike Franklin
24-Aug	Donal Corcoran	Lawrence Steers	Richard Deal	R Thompson
31-Aug	Tony Dunbar	Colin Thompson	Dave Chisnall	Owen Chapman
07-Sep	Brendan Corcoran	Peter Davies	Michael Gibbs	Peter Badcock
14-Sep	Jim MacDonald	Chris Reynolds	David Marsden	Peter Brewster
21-Sep	Adrian Reddish	Dave Green	John Firth	Martin Ginger
28-Sep	Stephen Smith	Roger Bell	Paul Lacey	Barrie Davies
05-Oct	Kieran Corcoran	Gavin Lang	John Mills	Richard Hesketh
12-Oct	Chris Vousden	Graeham Brown	Ron Todd	Malcolm Read
19-Oct	David Harris	Peter Fox	Tony Guerrier	Brian Hall
26-Oct	Terry Baxter	Peter Weeks	Derek Smith	Derek Eldridge

**NB: For any selected date/row, please read across both pages to obtain the names of all designated stewards.**

## **Mike's Musings**

Time flies by: - just before the January Loco meeting I was looking for a large notebook to use for section notes and I remembered that some years ago I squirreled one away at the bottom of a drawer. As luck would have it, it was still there, and tucked away inside was an old copy of the News Sheet dated May 1985. That was when I shared the section leadership with John Squire; it doesn't seem that 23 years have passed but they have.

In my notes I noticed that I had arranged for the May 85 meeting a talk by a representative from Loctite. Coincidentally we have for your entertainment at our April meeting Bob Goss from Loctite who has agreed to come along and speak to us about his Company's products. Of one thing I'm certain, it is that in 23 years things have moved on a bit. It should be a very informative evening for all sections of the

Date	Track Steward	Track Steward	Tea Steward	Tea Steward
04-May	Nicholas Bone		Mrs Athorpe	William Mason
11-May	Adrian Newson	Peter Weeks	Ron Thorogood	Mrs Thorogood
18-May	Frank Hills		Mervyn Smith	Peter Funk
25-May	Dick Payne	Alan Marshall	Mrs Griffiths	Mrs Marshall
01-Jun	Michael Dear		Guy Ellerby	
08-Jun	John Bainbridge	Reg Piper	Dave Laurance	
15-Jun	Derrick Franklin	<b>Mike Ruffell</b>	Frank Inman	
22-Jun	Richard Cross		Nicholas Griffin	R Lidsey
29-Jun	Geoffrey Mogg		John Morgan (M)	Mrs J Morgan
06-Jul	David Spencer		David Lapham	George Case
13-Jul	John Beesley		Mrs Badger	
20-Jul	Gregory Metcalf		Mrs Clift	
27-Jul	Jeffrey Bolton		Rachel Chapman	David Metcalf
03-Aug	David Burman		Chris Dean	
10-Aug	Norman Back		Mrs Reddish	
17-Aug	David Broom		Mrs Foreman	Paul Godin
24-Aug	Michael Gibbs		David Morgan	
31-Aug	Bryn Morgan		L Brooks	
07-Sep	Daniel Procter		Mrs P Corcoran	
14-Sep	Michael Smith		Mrs MacDonald	Mrs Brewster
21-Sep	Adam Gorski		Lawra Reddish	
28-Sep	Anthony Sykes		Mrs Smith	Julie Davies
05-Oct	Paul Bexfield		Mrs Betty Fenton	
12-Oct	Tim Clementson		Derek Perham	Richard Hall
19-Oct	Susie Frith		Mathew Stallard	Mrs Harris
26-Oct	Rai Fenton		Mrs Baxter	Jenny Baxter

Society, as I can't imagine that there is anyone out there who does not use Loctite or a similar product.

A couple of weeks ago I made my first visit to the track site since becoming section leader and Wow, what a surprise. The amount of work that has been carried out in a matter of only 3 months is astounding. The team that is looking after our boating lake have been working very hard to give the boating fraternity clean water sailing this summer.

It was decided at the last Tyttenhanger Site Committee meeting to break into the main track and complete the deviation before the running season starts. Although the programme of works as proposed by Graham Gardner makes it feasible for completion by 13<sup>th</sup> April, it could go astray due to inclement weather. With this in mind the committee have decided to postpone the opening of the site until the 4<sup>th</sup> May. However the site will of course be open to members.

I will not mention the ground level track progress (as it is mentioned elsewhere in the

News Sheet) other than to say that Rail Track had better watch out if Peter and his merry team start tendering for work.

All in all a fantastic effort by all those involved.

Now on a very serious note. On Sunday 24<sup>th</sup> February I was walking past the gates to the track shortly after one of our members had arrived to carry out some work. I decided to join him and have a look around the site. I was very disturbed to find that the coach door was wide open along with the door to the signal hut. If we want our property to be trashed by vandals this is a sure-fire way of this being achieved.

May I therefore impress upon all members who use the Tyttenhanger site that they must ensure that the whole of the site is made secure before leaving. I cannot over emphasize the importance of this.

### **Forthcoming Loco Section Meetings**

Friday 21<sup>st</sup> March – No meeting tonight due to it being Good Friday. It is anticipated that a lot of members would either be away or spending time with their families, and consequently the turn out would probably be too low to run a formal meeting.

Friday 18<sup>th</sup> April – Visiting speaker from Loctite.

As mentioned above we have the pleasure of a visit by Bob Goss of Loctite who will no doubt be able to demonstrate and answer all your questions regarding the latest adhesive/joining technology.

### **Track Stewards Rota**

As mentioned in my last musings it is very important that all stewards carry out their turn. If we can't steward the site effectively it means that we have the very embarrassing situation that the site has to remain closed to the public on the grounds of safety.

My request to you all is: if for whatever reason you cannot attend on the allocated date, then try and do a swap with another member; but **please let me know the outcome** so that the Rota does not get into a mess. Additionally if there is a reason why you should not appear on the list, or that I've left your name off, please let me know.

As you can see there are quite a few gaps so if any of you feel the urge to carry out a second duty please let me know and I will update the Rota accordingly.

***Mike Ruffell***

**Loco Section leader**

# Ground Level Railway Signalling Discussion

## Summary

### Presented at Loco Section Meeting 15<sup>th</sup> Feb 2008

#### by Alan Marshall

The ground level signalling being considered at the moment is for the new track layout from Henley Halt down to and back from the new ground including the Cuckoo Loop in modified form. The single line token system from the lower station to Henley Halt will need to be operated and enforced with driver training given as required, to ensure understanding of this quite simple system of safety.

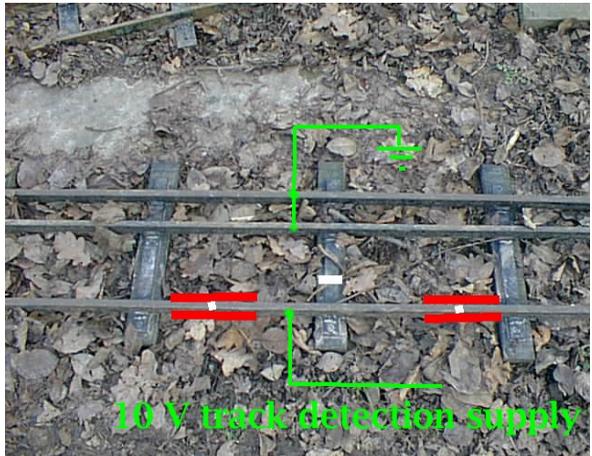
The usual main signalling safety criteria are being adopted using block signalling, line of sight signal visibility and interlocked point detection. However there are some local issues that need consideration such as ensuring no train blockage occurs at Henley Halt, the need to be able to easily reset signals in the event of overrun or other unusual movement and manual intervention for wrong way working. The system also needs to be semi automatic insofar as possible to minimise drive operation and be designed to maximise track occupancy as far as reasonably can be obtained.

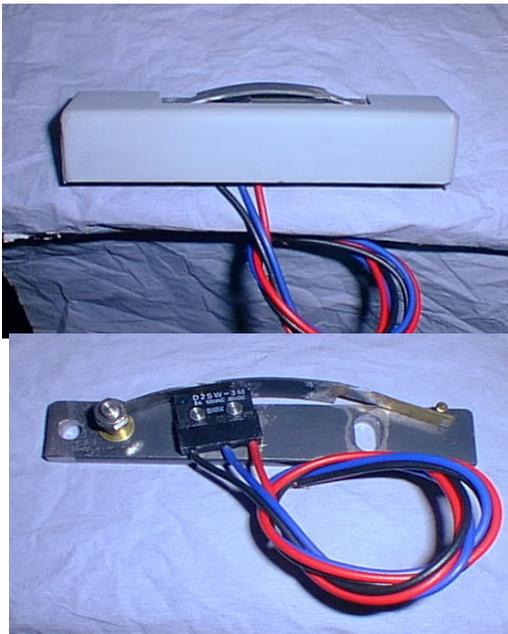
There are a few significant issues that need to be considered and decided upon:

- Train detection system – insulated block or mechanical treadle
- Maximum length of train
- Provision for power operated points
- Known track plan to be planned for the future
- Which way running – clockwise or counter clockwise
- Operation and communication

*Below: the insulated block system*

The **train detection system** by insulated block has advantages that no future track maintenance is required and can possibly utilise the same electronics design as used on the raised track. However the insulated joints must withstand the heavy 7 ¼" trains and may suffer from spurious operation due to low ground level resistance from wet and debris. They also need to be positioned right first time to avoid multiple track modifications.

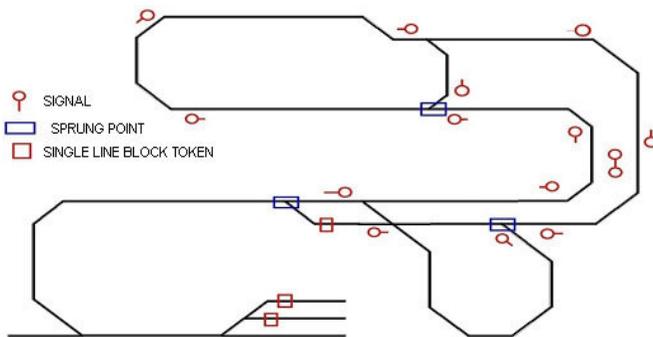




The mechanical treadle (*see photos at left*) is a simple device consisting of a lever operated waterproof micro switch that operates from the wheel flange pressing it down. Its advantages are that it can easily be bolted to the rail anywhere and has no electronics. It does have to operate on all wheel flange depths from 5" through 7 1/4" to 7 1/4" narrow gauge and have some margin as not all flanges will be made to standard. Being a mechanical device with movement it may suffer from debris on the track and require some maintenance.

All treadle-operated signals have possible operational failure conditions such as a train reversing out of a block, two trains entering

(double headed) but only one leaving and a train length in excess of the block length.



Left: Alan's diagram for Minimum Signalling

The **maximum length of a train** becomes important because treadles only work from the head of the train which trips the entry treadle to the block and subsequently the exit treadle as it leaves the block. To ensure the whole length of the train has cleared the block protected, the exit treadle has to be situated at least the length of the train beyond the block exit point. Additionally block lengths should be sufficient to bring a train to a halt within its length.

There have been muted proposals to run very long trains up to 100ft in length. At 7¼" such long trains would require very long blocks and the exit treadles also placed an equivalent length down line too. (Long 5" goods trains would have the same problem). It may not be practical to have such long trains due to the physical layout of the track and meeting operational criteria of running the system. As examples of this, the track length from the loop points joining the clockwise running track on the new land down to the blind bend ( which would normally have an advance warning signal) is only 80 ft. Likewise the Henley Halt stretch of line (depending where the points are placed for the branch into the Cuckoo loop) is only some 80 -90 ft. Long block lengths to accommodate long trains also reduces the occupancy potential for the track.

At the moment there is no intention to have **power-operated points**. To minimise driver involvement spring points will be fitted to the exit to the single line from Henley Halt, the exit of the Cuckoo line loop and the exit of the new ground loop. This leave just two points to be manually operated by drivers, these being the entrance to the Cuckoo line loop and entrance to the new land loop.

All points will have point detection to ensure the points are correctly set and not obstructed by debris. All points are protected by signals from incorrect position and potential train collisions from approaching trains to the same junction. Manually operated points will have route set indications on their respective signals using the traditional illuminated arm so that drivers approaching can decide whether to carry on along the route indicated or need to stop to change the points to their desired route.

When operating the ground level system with its now longer length, consideration is required as to the communications needed (if any) from the new land to somewhere else in the event of some event happening requiring speedy intervention. Likewise in order to operate more than three trains (the current capacity of the lower station and the token system), communication from Henley Halt to the lower station to transfer tokens in a controlled fashion will be required. Finally but not least on public running days more track stewards will be required than we currently roster.

The question of **which way to run** is put because of the potential dangers of the clockwise 1:70 downhill slope into a blind bend on the new land that could be regarded as more risky than running an anti-clockwise system, where the 1:70 slope is mitigated by two opposing curves that act as a natural speed restraint albeit with better visibility. Traditionally we have always run "on the left" where we have up and down lines.

Currently the spring points are being manufactured assuming clockwise running and of course once the spring points are in, counter clockwise running becomes impossible due to the natural position of these points dictating the route. Wrong

way working is still possibly over certain stretches of the line or indeed over all the line if spring points are manually locked against their sprung position, but of course there would be no signalling. Indeed when operating the line normally but without signalling as we currently do on the raised track on public running days, the responsibility for safety is with the driver.

In the limited time after the presentation some discussion ensued upon train length with the balance of opinion probably leaning towards shorter trains as it was unlikely that the required number of passenger cars would ever be available. The possibility of alternate train detection was raised based on optical systems and bi-directional signalling to enable both-way running, but both were felt by the writer to be either technically impractical or overly complicated.

No decisions were taken but it was felt feasible to try out insulated block detection in conjunction with the signals currently being installed at the narrows.

## G.L.R. NEWS UPDATE

(all photos by Nick Rudoe)

My, how time flies when you're having fun.

Christmas is already 2 months past, the days are getting longer, and soon it'll be open season, WILL WE MAKE IT? Asked our beloved Chairman; well the short answer is YESSSSSSSS!!!!!!!!!!!! Barring unforeseen events the track around the hump will be completed in just over a month's time from now and a welcome rest for the crew will be the order of the day. The pace has again picked up as a result of working both railheads together and thanks to some new faces (B.T. Roy, Peter Weeks, Ted, and John Bainbridge), and some old faces: Mick Avery and Mike Chrisp have between them moved and laid a very large amount of track bed materials resulting in splendid progress.



*Is Peter about to paint Gerry, or the sleepers?!*

**NEW FACES** as mentioned earlier: B T Roy, a bit of a secret weapon for the G.L.R. as he is the type of member any club would be pleased to have on-board. You will have seen Roy in his blue overalls clearing the undergrowth and lighting fires - a quiet unassuming man beavering away in his own world. Our paths crossed one morning in December. I had just pruned the old apple tree in the car park when a voice said "I'll clear that up". Well! Never being one to not

take advantage of a situation I thanked him and a new friendship was born. Roy asked me to help to help clear the overhanging branches to the lane; the crew obliged and Roy cleared up; hey presto, job done! He has now taken on the job of clearing up the rubble pile at the entrance to the car park and has single-handedly broken up those large lumps of concrete with a hammer. He then transports the bits to the new land and lays it in the track bed all on his own. WELL DONE ROY and THANKS. Please can we now keep this area clear to let the flora and fauna grow naturally, as it is the first thing visitors see when they come on site.



*Mike Hodgson MIG-welding fishplates on to the ends of a panel. According to Mike, doing all the welds on a 20ft panel consumes 10 feet of the filler rod.*

Donations continue to pour in; your Chairman has donated two tons of type one; the steel for the points and crossovers has been supplied as well as the labour to build them for free, gratis, nil, and ten pounds from a quiet unassuming man in a blue overall, thank you very, very much. The steel supports for the toilet crossing bridge have been purchased from the new projects fund and construction will start as soon as possible.



*Gerry holding the sleepers, Brian - at the rear - banging the screws through the stretchers, and Peter doing the screwing up (or words to that effect).*



*Laurie Steers moving soil for the Ground Level Track, down in the New Land.*

Now for something lighter. The February G.L.R \ LOCO section meeting was to say the least quite amusing, all thanks to a small number of members and especially Mr Jim Macdonald, who started the evening with a short film about the antics of some members and the goings-on in his best workshop; a great 6 minute film about how to take the mickey out of oneself, well done Jim. Having put most people in a good frame of mind the meeting proceeded with a superb presentation by the formidable Les Brimson about the way forward between the G.L.R & Mainline extensions. During and after the talk people asked so many questions and such was the interest that we overran; we then had to ask Mr Alan Marshall to speed up his presentation on the signalling of the G.L.R. I feel we have been unkind to Allan and will ask him to head the next talk on this important subject as he raised some very interesting observations, making it clear that he has the best interest of the club at heart (I also think he may know a thing or two about signalling as well); thank you Allan. Last but not least Mr Chris Vousden talked about the long overdue revamp of the steaming bays; many points were discussed and some pics were shown of traversers; I am watching this development with a keen interest. So good was the atmosphere the meeting finished at 10:30 when some DVDs - edited and recorded by Mr Mike Chrisp - of Jim Macdonald's skit were given away. If anybody wants a copy a small donation to the club may bring one your way; see me, Peter Funk G.L.R. Section Leader.

Stop press: at close of play on Sunday the 24<sup>th</sup> Feb the crew had built 3 complete panels leaving 10 to go to join up. Well done lads, see you next week.

As ever in the muck **P. Funk**

## The Greatest Steam engine **1,000HP--200PSI--1,000Tons--62feet tall**

One of the water pumping engines at Kempton has been described as 'The very finest Triple in the world, then and now'.

Mike H and the rest of the workshop class wonder if you all would like to join us and have a 'North London' trip to Kempton to see the great engine in steam. The weekend of June 14<sup>th</sup> and 15<sup>th</sup> is a 'steaming weekend' and it would be grand to see members and their families at Kempton. The class would produce nibbles and other refreshments for the group as there appears to be no cafe on site. In times past a coach has been hired for such occasions but as the numbers of interested folk are not known it seems better to car share. The most auspicious date is **Saturday 14<sup>th</sup> June 2008**. That date would not interfere with Sunday running and the weather should be good.

If interested members could let Mike H, Ian J or Peter B know if they are keen to go; then we will be able to gauge the enthusiasm and make arrangements to provide for what should be a most interesting and exciting expedition.

*Ian Johnston*

## **LittleLEC 2008: 24 & 25 May**

Guildford Model Engineering Society are organising an event on 24th and 25th May this year, known as LittleLEC. It is an event along the lines of the well known IMLEC, but intended to give drivers of small locomotives a chance to see what they can do in competition. To this end, a weight limit of 50 pounds has been chosen, limiting models to the likes of Rob Roy, Tich, Juliet, Jenny Lind etc., and only in 3.5 and 5 inch gauge. It will be a less formal competition than IMLEC, having no on-train observers, no dynamometer and permitted use of the hand pump. Efficiency will be arrived via calculation of the work done on the known characteristics of our track, and the coal used during a 20 minute run. We held a small version of LittleLEC last year to prove that it was possible over our track, and great fun was had in proving that the answer was YES!

Magicalia Media have kindly offered a prize of one year's subscription to Model Engineer, and GMES will be putting up two other prizes. If any NLSME members would like to have a try at the competition, would they please contact me for more information. We will be limiting the number of contestants to 24, chosen on a first come first served basis.

Hoping to hear from interested parties soon,  
Peter Langridge



## GARDEN

## NEWS &

*Left: A touch of America, with Malcolm Read's Pennsylvania D16, plus boxcars*

**All photos by**

February has been another busy month on the Gauge 1 track. As usual there has been running on all Wednesdays, even the cold ones, these cold days being made more bearable with the use of the Chimenea! This we have kept fuelled with various members bringing in bags of wood off-cuts from home! However we have moved its position as the 'knot' of members huddling around it gets thicker, but it does draw us together - discussions normally revolve around railway companies etc!

We all spend much time on the loco's and running them, but there has been a lot of discussion lately about rolling stock. Here we are a bit spoilt as Malcolm Read always brings along the 'Association' coaches. We therefore always have some carriages to pull round, although there has been discussion as to where exactly we would have seen a Caledonian loco pulling a rake of GWR coaches?

It was therefore nice to see Malcolm Read's new rake of scratch built box wagons, these just awaiting letting for completion. This rake shows an increasing trend amongst those modellers present in the building of rolling stock to match the era of locomotives being used, not just coaches but a lot of new freight trucks and wagons (I must confess I have just finished three 50ton sulphate wagons). These new rakes with the continued building by Chris Dean and Nick Rudoe mean we sometimes have the sidings full of rolling stock waiting to be used.

I have just returned from a business trip to the 'Nuremberg Toy & Hobbies Fair' (the biggest of its type in the world, over 6,000 stands). I must confess to spending several hours in the model railway halls where I noted the showing of several prototype model of locomotives, rolling stock & rail cars in 'G1' mostly from the larger manufacturers; unfortunately prototypes picked are mostly of continental or US origin. However there was much showing on the "Bachman"

# RAILWAY

## NOTES

*Right: David West's Aster King, about to move off with a train composed of a Syphon B and four Collett coaches*

**Nick Rudoe**



stand of their new 'Class 66' locomotive with 'intermodal' rolling stock (load units swappable between road, rail, water etc), all in UK company liveries. We now have at least two of the locomotives with 'intermodals' in the club and we look forward to seeing them run in the near future.

These loco's are of a marginally larger scale (1 to 29) than normal G1 (1:32 or 10mm to 1ft); however they represent a really excellent value for money entry into gauge 1, especially as most shops are discounting the loco's and intermodals by at least 25%, this bringing their price down to about £310 & £120 respectively. They are made in China; however many of the new products on show originated from this source: not junk anymore, but high quality, accurate scale models, at very competitive prices, which will bring G1 within the scope of many new modellers.



*A study in brass: Chris Dean's almost completed NER P3, pulling his rake of scratch-built wagons*

We will shortly be receiving a substantial donation of track and points from a member, ready for when we get the go-ahead from the Raised-Track boys to enlarge our railway.

Next month hopefully we will have a few notes and photo's on some of the other new live steam models being built in the club.

**David Metcalf**

## **GENERAL MEETINGS – FORTHCOMING PROGRAMME**

Our General Meetings are normally held 8–10pm at our Legion Way Headquarters in North Finchley unless stated otherwise. We usually have a raffle – thanks to Peter Davies (donations of suitable prizes appreciated), and refreshments around 9pm – thanks to Ron Thorogood. All profits from meetings go directly to club funds.

We can seat about fifty in our meeting hall. All members are particularly welcome when we have special Guest Speakers and we are always pleased to see members' friends and family at any of our General Meetings. Please call me if you have an idea for a meeting, or if you would like to enlighten and / or entertain your fellow members. On the other hand, please also let me know if I schedule regular meetings that you don't much like. I am very keen to see more folk at our General Meetings and look forward to your company.

### **7 MARCH 2008 – FRANK BANFIELD: ARCHIVE FILM EVENING**

Several years have elapsed since we welcomed Frank Banfield to Finchley with his 16mm film projector and a selection from his extensive and varied collection of archive films. It's high time we repeated the pleasure and tonight's the night!

### **4 APRIL 2008 – KEITH HALE (CuP Alloys): SILVER SOLDERING**

Many model engineers use silver bearing alloys to join assemblies during the creation of their models. The success of the result depends upon the use of appropriate materials and correct techniques. An acknowledged authority on the subject, Keith Hale has agreed to share some of his expertise with us. He will have travelled a long way to spend the evening with us at Finchley, so I hope we can fill our meeting room with members and friends for his presentation.

### **2 MAY 2008 – I REMEMBER ...**

Peter Funk, Dave Lapham, Malcolm Read and Mike Ruffell all have a practical engineering background and a wealth of anecdotes and experiences to recount. They have agreed to sit together to reminisce about events they recall while at work. No doubt some of their anecdotes will be amusing and others hair-raising; whatever else, we can look forward to a first rate evening's entertainment!

### **23 MAY 2008 – ANNUAL GENERAL MEETING**

From an administrative point of view, the Annual General Meeting may be considered one of the most important of the year. It provides an opportunity to

review the recent past and to look forward to the future. It is also a time when those involved in the day-to-day running of our Society are elected to office. If you have an interest in Society affairs and the way they are managed, you should attend the Annual General Meeting to make your views known.

*Mike Chrisp*

## **Amberley Museum**

Some time ago, my wife and I went for a short break at Rustington in Sussex and stayed with an old friend. I realised we were near Arundel and Amberley Museum was only a few miles away. If you are interested in Narrow Gauge Railways, or old buses, or old printing presses, or old telephone exchanges, this is the place for you. Steam cranes, wood turning, pottery, history of concrete (even concrete boats), 4' 8½" wagons, stationary steam engines, lime kilns, clay-pipe maker, water pumping display, fire station, walking-stick maker, wheelwrights' shop, broom-maker, the list is endless.

You can spend the whole day there, as there is a beautiful restaurant and picnic area. Set in a huge chalk-pit, it made for a very pleasant day. Our dog loved it riding on the train. The staff and volunteers are very helpful. The shop is well-stocked with books and souvenirs. I had difficulty dragging the ladies out of the bric-a-brac shop! I thoroughly recommend a visit to this museum; so did the ladies.

The Museum's address is:-

Amberley, Arundel, West Sussex, BN18 9LT ☎ 01798 831370

Web: [www.amberleymuseum.co.uk](http://www.amberleymuseum.co.uk)

Admission is £8.70 for adults, £7.70 for the over 60s. For those wishing to pre-book visits for 10 or more persons, a discounted group rate is available.

Amberley is easy to reach by car, with a railway station immediately outside the Museum's grounds.

The Museum is situated in West Sussex on the B2139 mid-way between Arundel and Storrington, adjacent to Amberley railway station. Free car and coach parking is provided for Museum visitors. Amberley station is on the Arun Valley Line, and is served by frequent train services from London Victoria and the South Coast.

*John Mills*

## *Chuckle Corner*

### **The headache**

The doctor said, “Dave, the good news is I can cure your headaches. The bad news is that it will require castration. You have a very rare condition, which causes your testicles to press on your spine and the pressure creates one hell of a headache. The only way to relieve the pressure is to remove the testicles.

Dave was shocked and depressed. He wondered if he had anything to live for. He had no choice but to go under the knife. When he left the hospital, he was without a headache for the first time in 20 years, but he felt that he was missing an important part of himself. As he walked down the street, he realised that he felt like a different person.

He could make a new beginning and live a new life. He saw a men’s clothing store and thought, “That’s what I need.... a new suit. That’ll make me feel better.” He entered the shop and told the salesman, “I’d like a new suit.”

The elderly tailor eyed him briefly and said, “Let’s see.... Size 44 long.” Dave laughed, “That’s right; how did you know?”

“Been in the business 60 years!” the tailor said. Dave tried on the suit....it fitted perfectly.

As Dave admired himself in the mirror, the tailor asked, “How about a new shirt?” Dave thought for a moment and then said, “OK.” The tailor eyed Dave and said, “Let’s see, 32 sleeves and 16½ neck.” Dave was surprised. “That’s right; how did you know?”

“Been in the business 60 years.” Dave tried on the shirt and it was a perfect fit.

Dave walked comfortably round the shop and the tailor asked, “How about some new underwear?” Dave thought for a moment and said, “OK.” The tailor said, “Let’s see.... Size 36.”

Dave laughed, “Ah ha! I got you; I’ve worn a size 34 since I was 18 years old.” The tailor shook his head, “You can’t wear a size 34. A size 34 would press your testicles up against the base of your spine and give you one hell of a headache.”

New suit - £400

New shirt - £36

New underwear - £10

Second opinion – PRICELESS

## 📖 Dates for your Diary 📖

Friday 7 March	8.00pm General Meeting; Frank Banfield presents archive 16mm films; HQ, Legion Way, North Finchley
Sat/Sun 8 & 9 March	Slot car meet at HQ, Legion Way, North Finchley
Monday 10 March	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Sunday 16 March	Invitation to Fareham DSME; contact Mike Chrisp
<b>Friday 21 March</b>	<b><i>Deadline for copy to Editor for April News Sheet</i></b>
Monday 24 March	8.00pm Tyttenhanger Site Committee Meeting; St Mark's Christian Centre, Colney Heath
Friday 28 March	8.00pm Workshop Evening; HQ, Legion Way, North Finchley
Sat/Sun 29 & 30 Mar	London Festival of Railway Modelling; Alexandra Palace
Friday 4 April	8.00pm General Meeting; Keith Hale on silver soldering; HQ, Legion Way, North Finchley
Monday 14 April	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 18 April	8.00pm Loco Section meeting; Bob Goss on Loctite's Products; HQ, Legion Way, N Finchley
<b>Friday 18 April</b>	<b><i>Deadline for copy to Editor for May News Sheet</i></b>
Friday 25 April	8.00pm Workshop Evening; HQ, Legion Way, North Finchley
Monday 28 April	8.00pm Tyttenhanger Site Committee Meeting; St Mark's Christian Centre, Colney Heath
Friday 2 May	8.00pm General Meeting; I remember....anecdotes from work; HQ, Legion Way, North Finchley
<b>Sunday 4 May</b>	<b>First public running day at Colney Heath</b>
Monday 5 May	Bank Holiday - members' running day at Colney Heath
Sunday 11 May	Toy Boat Regatta; Colney Heath
Monday 12 May	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 16 May	8.00pm Loco Section meeting; programme tba; HQ, Legion Way, N Finchley
Sat/Sun 17/18 May	Steam Fair 2008 at Royal Gunpowder Mills, Waltham Abbey
<b>Friday 23 May</b>	8.00pm <b>Annual General Meeting</b> ; HQ, Legion Way, North Finchley



Every Wednesday	Garden Railway Section at Colney Heath (11am - 4pm); OO and HO Model Railway Groups and Video Group at HQ (evening)
Every Thursday	Slot Cars Section at HQ (evening)
Every Sunday	Morning working parties at Colney Heath (start 9.00am).

**NB: Please remember to notify all meetings, events & exhibitions, in advance, to Owen and Rachael Chapman, who act as Keepers of the Society Calendar and Tyttenhanger Site Events Co-ordinators.**