

Want to see this  
in full colour?  
Then visit  
[www.nlsme.co.uk](http://www.nlsme.co.uk)



# The News Sheet

*This  
Month...*

Chairman's Comments, Treasurer's Report, Members day report, Narrow Gauge Garden Railway News, Marine news, G.L.R. News, Grounds Maintenance Update, Raised Track update, HQ refurbishment, Workshop evenings, St Albans exhibition, Dates for your Diary, Society Contacts.



## Chairman's Comments



Firstly, I must comment on the most enjoyable day at Tyttenhanger to celebrate the 75<sup>th</sup> Anniversary of founding the NLSME. All sections based at Colney Heath were out in force as were OO section from HQ. There is something extra special about the site when we hold private events for members, families and their friends. Pictures of the event are elsewhere in this issue. Perhaps we should have an annual members day?

Two changes in section leaderships have occurred in the month.

David West has stood down as G1 section leader after many years in the role during which he has successfully developed the section into the active group it is today. Thanks David. Geoff Hammond has taken over the role and I am sure that under his guidance the G1 section will continue to grow.

At HQ, and after many years membership, Ian Fisher allowed his membership to lapse consequently vacating the position of slot car section leader. Fortunately, Bob Hallams has taken over running this section who continue their activities on Wednesday evenings. Members who have not yet witnessed the extraordinarily high speeds the cars achieve are encouraged to come along and have a go. The slot cars section is a small but active group and Bob will no doubt lead them to further racing glories.

Refurbishment of the HQ meeting room continues to make satisfactory progress. The workers were gratified to hear positive comments at the last general meeting. The initial objective of resolving and fixing the floor settlement and subsidence cracking to the end wall has been achieved. Work is now processing down the room, cleaning/repainting walls and repairing the ceiling. An innovation for us is a canopy that has been purchased for the main entrance, to shield from the worst of the weather when opening and closing the main door This will be fitted soon. The building would benefit from further refurbishment in the corridors and other shared areas. Is there a member who would like to develop and lead this next stage of works?

A rearrangement of the meeting room involves moving the display cabinet to a more prominent position. This cabinet contains very interesting models deserving of greater exposure. The bookshelves will be moved to the space vacated by the display cabinet at rear of the meeting room and the notice board moved to a location where notice may be taken of it. The beam engine has been moved to

central position at rear of meeting room. The result of these changes is to open up the seating area providing more space for us to “mill about”.

Whilst moving the bookshelves to their new location it was inevitable that previously overlooked (or forgotten) treasure come to light. One that caught my eye is an exercise book containing handwritten minutes of the Track Committee, as TSC was then called. An early entry, October 1968, records a discussion on the state of the lane at Tyttenhanger. 51years later we still discuss it, in a changing world some things remain the same!

At time of writing there remains just one more Sunday at Tyttenhanger open for public running. The season has generally passed well although misbehaviour of one young visitor on 6<sup>th</sup> October caused some consternation. Please be reminded that any such incident must be reported to the Senior Steward at time of it occurring. The Senior steward will decide action to be taken and has, in his decision, full backing of the Council.

Finally, as reported in last issue of newssheet, please be reminded the TSC are reviewing the Rules and Regulations for the Tyttenhanger Site, with a view to implement necessary updates prior to the 2020 running season. If you have any comments yourselves please advise the relevant section leader.

As is our tradition winter work parties are about to commence at Tyttenhanger on first Sunday in November and so, consequently, I hope to see you at track or HQ.

See you at track or HQ.

**Les, Chairman**

=====

### **Front cover photo**

Double heading on the G1 track was required to haul the 75 or was it 78 wagon train on members day in celebration of the clubs 75<sup>th</sup> anniversary.  
Photo Nigel G.

=====

### **Bonfires at Colney Heath**

At some point during the past month a fire was used to burn rubbish outside of the workshop at Colney Heath near the petrol store and the new wooden workshop! To ensure we keep the site tidy and for safety reasons, members are requested to only set fires in the designated area used by the ground's maintenance team.

=====

## Treasurer's Report

The Council Meeting held on the 1st October accepted an application from James Almey of St Albans to join the Society. His interests are in Garden Railways, O, OO, HO and Marine. We hope he enjoys his time with us and gets to know more fellow members.



In my September report I listed a number of members that should be deleted from your membership lists for non-payment, now please reinstate Simon Humphries who has subsequently paid his dues.

Having just returned from the Midland Model Engineering Exhibition I am trying this evening to meet our new Editor's deadline to file copy for the November issue. The show, to my mind was good, whilst a number of regular traders were absent, the quality and quantity of the models on display was the best I have seen for a number of years.

Public running at Colney Heath finishes this Sunday (20<sup>th</sup> Oct), hurrah some will say, but it does mean that we have filled our coffers for the winter so to speak. Thank you to all those members who have run their own and the Club locos and to all the Stewards who have done their bit through rain and shine since last May. We have raised over £4,000 plus another £1,000 from Special events, such as School and Beaver Scout visits. Maybe next year we should dedicate all the funds raised by one particular Sunday to supporting a chosen charity?

Expenditure this month has included paying our rent, £1,300 for HQ for another year, together with further outlay for materials regards the refurbishing of the Main Hall at HQ. See photos elsewhere in this issue. Payment has also been made for the two new passenger cars to be delivered in the near future for the GLR, costing £4,210, funded in part from Central funds, F&F allocated donations and a contribution from Colney Heath income.

**Mike F. Hon. Treasurer**

---

## Members Day report

By Les B.

Our society's 75<sup>th</sup> anniversary event at Tyttenhanger on September 21<sup>st</sup> was blessed with good weather and the presence of many members and their families. All sections at Tyttenhanger were present with much activity on all fronts. It is always so enjoyable when all sections are on site with so much activity to take in.

Gauge 1 group plan to run a 75-wagon train, one wagon for each year was inspired. Whilst a recount confirmed 78 wagons. It was sight to see, stretching what seemed like halfway round the circuit behind double headed diesels outline locomotives.

The narrow-gauge garden railway was in full scenic mode and provided so much to spot. The OO section provided a wonderful display of scratch-built locos and rolling stock. The O2 loco also on display (photo page 8) had full cab detailing and hidden below inside valve gear!

Rides on the GLR were in demand all day and the raised track gave opportunity to many members and their families to drive locomotives not usually seen.

The running book shows 16 different locomotives running on either raised or Ground level on the day and all had a good run. It was great to see Bryan L. with Tom's O-4-0 Dottie, resplendent in repaint since its last outing at the track.



Also, Tom's Toby was back on the cuckoo line where it has given so much pleasure to young and old for many years. Tom would be pleased to have seen these young drivers enjoying a trip round the lake.



Boating lake was busy all day with several splendid vessels taking to the water.



Drinks and cakes were being dispensed from the coach which had been donated by members. It shows how we can operate informally with no fuss and everyone mucking in to create what was a memorable day.

There are references and further details of the day in other sections of this news sheet. Thank you to all those who sent in photographs. I'll let the pictures on the following pages convey the essence of the day.









## Narrow Gauge Garden Railway

By John D.

With just one public running day left for this year at the time of writing (that's another year flown by!) I thought this month I might reflect on the public days and also because I haven't been anywhere interesting enough to write about!

The weather God's have been very kind this year even the last one which was forecast to be awful turned out nice in the end, and as usual we had plenty of visitor's, I was stewarding but Michael with his children Lizzie and David assisting put on a great show on the layout entertaining the queue for the raised track.

During the year we had an American day we had flags and bunting out making a great spectacle and the cherry on top was of course John, Richard and Cheryl's American locos and rolling stock which looked very impressive indeed, American days will of course be a regular feature from now on.



I think the number of visitors this year have been good and have been quite manageable unlike a few days last year which were mad! It's encouraging to get feedback from people and we have had positive comments not just about the Narrow-gauge railway but of course the whole Colney heath experience so a big thank you to everyone who makes an effort to make the public days such an enjoyable event.



With autumn and the dreaded winter looming we will start looking to maintain and improve the layout the big pot of preservative will be making an appearance soon and there are always snags that need attention. I hope you have enjoyed the photos which were taken on running days.

I've also included this picture taken by our new member James. It is a WW1 tin turtle. This unusual locomotive is seen standing outside the sheds at Leighton Buzzard narrow gauge railway and is a teaser for a forthcoming article.



The photo below was taken in June by Owen of Laurie's Model. Definitely narrow gauge but at a slightly larger scale than usually reported in my monthly reports.



Finally, as the nights draw in and the workshop/garage/loft becomes a welcome haven may I wish you all happy modelling!

**John D, Section Leader**

---

## HQ Refurbishment

By Les B.

Having temporarily arranged the meeting room to enable the October meeting to go ahead, the refurbishment team descended on HQ the following week and moved everything back into the middle of the room to enable work to continue. The carpet was pulled back to allow fitting of the remaining skirting boards and painting of boards and walls below the dado rail in those areas. The entrance lobby was repainted internally and externally, with door frame in contrasting colour to aid the visually impaired finding their way through. This modern requirement was not considered when we first occupied the building 36 years ago. The entrance mat took some beating to remove at least some of the accumulated shoe wiping.

Having cleared the stage of all video and projection equipment, tables and chairs the scaffold tower could be erected on it to allow replacement of the ceiling panel where intruders broke in last year. A new piece of panelling was fixed in place

and painted. The scaffold was then moved across the room to enable loose ceiling tiles elsewhere to be re-fixed. Wooden shelving units, spared from the bookshelf rearrangement, have replaced the unsightly dexion shelving at side of the stage. The wall mounted speakers have been replaced.



The curtains were removed and, since we never opened them, it was decided not to replace any as they were filthy and, generally, inaccessible. Instead the same windows inside faces will be covered with boarding.

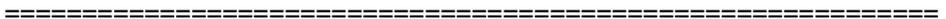
It is some years since we used the hearing aid loop but nonetheless it has been retained and the wire re-run in less conspicuous locations.

Internally cleaning and painting of the meeting room walls is steadily progressing.

Externally the repaint of the profiled panels continues together with the external side door, also in a contrasting colour.

During all this activity your Chairman managed to knock a 5 litre can of emulsion off a table and onto the carpeted floor. Naturally the lid was not fully closed, Chairman again. The contents, at least two litres, spilt onto the carpet. Chairman was most impressed that everyone present were able to bite their tongues and spare him a verbal lashing! It is mostly due to the considerable efforts of Bill Bass and Mike Foreman that the resulting mess was cleared up. The location of this spill can be identified, it is now by far the cleanest patch of carpet in the room.

Les B.





## Marine News

By George C.

Well, I thought I was finished for the year and to be honest I did not think anyone read the dribble I typed for the news sheet but I have found at least one reader (Gregory Metcalf). His son who owns the warships I referred to in the last issue has emailed me with some details. So here they are: -

In the last NLSME newsletter you showed a photograph of my sons two naval craft that he has built. You asked whether you could have more details, so here goes.



Michael is not a member of the club, but I asked him to bring them to London Colney. We have a lovely lake here in Stevenage - Fairlands Lake - and there is a local model boat club but it is a bit hit and miss. You have to avoid being hit!

The ship nearest the camera is HMS Argyll, a type 23 frigate of the Duke class. She was built in 1993, but the drawings used were dated 2006.

The ship is to 1/96th scale and is 56" long. Twin contra rotating motors, with a 20amp single speed controller and 2.4 ghz radio gear. The kit is a Fleetscale semi kit; fittings from Fleetscale, Sirmar and Shapeways. The ship is currently in Devonport.

The second ship is HMS Dragon, a type 45 destroyer of the Daring Class. This is a Sirmar semi kit, scale again 1/96th and the model is 62" long. Two contrarotating motors, two speed controllers and radio gear is 2.4 ghz. HMS Dragon is currently escorting the aircraft carrier the HMS Queen Elizabeth on sea and aircraft landing trials in the United States.

Both kits have a lot of Shapeways 3D printed fittings on them. The fittings are perfect to scale and show all the details. As you know a real warship is covered in all manner of lights, tannoys, safety equipment, electrical equipment, hoses, air conditioning and various cupboards on the deck. 3D gives all those fittings.

Lastly, he has built both these fully working models since January this year and is now working on a 1/96th scale Arleigh Burke ship, USS Winston Churchill. It's quite big - the hull came in two halves! Happy Boating; Gregory M.

This may not be boat related but it almost is because it was on our boundary the cuckoo line surrounding our lake. I know it has a 5" track because I have driven my coffee pot De-Winton on it. I also know it can accommodate 3.5" having seen members use it and a 2.25" because I have driven the club Dyak around it. What

I had not realised is that there is gap between rails when they are all arranged of 1.25" and that apparently is 'O' Gauge.

Just to prove the impossible is possible here is a picture I took recently of a coal fired 'O' Gauge being driven round by John Shawe whose son Jack also drove. I was impressed.



Finally, a great picture taken on our members day of Roy's yacht called Pelican.



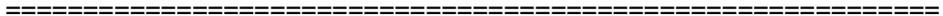
She is actually a modern laser cut kit yacht but given the old-fashioned treatment of gaff rig and a bowsprit. So is a one off.

Roy says he gave her the name when visiting Australia sitting in the back of his son's house watching the pelicans feeding in the water. The pelican bill reminded him of the bowsprit and the sails the vast wings of the pelican.

The picture epitomises the peacefulness of a sunny day beside the lake whilst all around are working under pressure.  
(See what I did there).

And that really is it for 2019. Catch you in the wet bit when it dries out next year.

George C. – Marine Section Leader (Summer job)





## G.L.R. News. November 2019.

By Peter F.

Hi Gang,

Effervescing George from the marine section has overdone the wet stuff when he asked to have his pond filled up by the higher authority so I am blaming him for the current deluge! Though never one to complain the G.L. boys were out last weekend 06-09-19 giving one of our newer members a go at driving Alban namely Harvey, we gave Harv as he affectionately wants to be known a first lesson on the

previous Thursday, a quick leaner soon progressed to pulling the crew round on Saturday and thrown in the deep end on Sunday passenger hauling a welcome addition to the crew .Well done Harv we had a fantastic day pulling passengers and playing trains you are now Officially part of the G.L. drivers crew , with two

steamers running out of Smallford and three locos (one steam and two petrol) running out of Orchard we did not stop, the signals performed almost without a glitch the punters were happy sadly it all ended at four thirty with a light sprinkle of rain ? I don't think I have ever seen the site clear so fast. The only disappointment on the day was the missing stewards who did not



turn up for their duty! They could have manned Smallford and made the club an extra £100 instead there were many happy punters as they all got free rides!

Last month as on previous months and with thoughts of getting more members interested in the G.L. I put an invitation in the newsletter. It read, if anyone would like to learn to drive Alban to come along on any Thursday or Saturday to meet the crew and have some fun, well it has worked Michael S. (must be the other reader I have) got in touch with me and arranged a day Saturday the 12<sup>th</sup> ,of course it was raining when we arrived at ten thirty closely followed by Michael (oh bother I thought bang goes an early day) fortunately Brian and Cookie took

Michael round and showed him the ropes ,like a fish to water Michael is natural and spent the session helping with the private party. With a few more days of driving, stewarding and passenger hauling I am sure we will have another G.L. convert .Interestingly our paths crossed fifty five years ago give or take as we attended the same schools Junior and Senior all be it a few years apart, small world init as my form teacher Mr Clapton often said you can't speel go and stand in the corner boy!

I think I have been standing in the corner ever since looking out at what I have achieved with no one behind me; I think we have made a pretty good job of the railway and long may it continue. The invitation still holds for any member wanting to learn to drive on the G.L. please get in touch with me and we will make a date.

Winter Working Parties.

If you are interested, I have a list and hopefully we can get some of it done just ask me and you could be part of the elite G.L. crew.

1. Alban needs new chains fitted, hand brake repair.
2. Erect fencing around the G.L. steaming bay.
3. Re vamp G.L. pit shed (subject to approval)
4. Track ballasting, and levelling.
5. Finish brickwork to turn table.
6. Fence off rest of G.L. (subject to approval) and labour.
7. Signal maintenance.
8. Rebuild Roy's coaches and the ballast wagon.

Hot news

The go ahead for the re vamp of the G.L. pit shed was discussed at the THC and agreed, all the costing and tools used for the risk assessment will be put to council and hopefully approved. The build will involve the making of metal window frames and cladding to the outside with framework overlaid with shiplap hopefully creating a more aesthetically pleasing period building, with arch top windows, a brick skirt and stained exterior woodwork. Jeff Bolton is heading up the project with apprentice Ron Todd on the trowel also wood butcher, and Paul Jeffries as general dogs body. As the structure now stands it is open to the elements, the work envisaged will close it in thereby protecting both users maintaining their locos and rolling stock also the already sited electrical cabinets, the front elevation facing Smallford will be open with two returns one either side and framed to finish. I will try to put some pictures in the next newsletter for all to see if you would like to help please come along on any Thursday or Saturday and talk to us.

As ever in the muck.  
Leader.

Peter F. G.L. Section  
Leader.



## Grounds Maintenance

By Nigel G.

### Winter working party plans

I suppose most members who visit the track during the winter months will have seen the grounds maintenance team raking up the fallen leaves and then burning them. We made a decision early on last winter not to have any bonfires when the wind was blowing towards our neighbours. Well, towards the end of winter this decision was causing us problems as there were still a lot of wet leaves on the ground and as we all know wet leaves don't burn very well and give off a lot of smoke. Consequently, just before the running season started, we collected up the remaining wet leaves and piled them against the fence on the far side of the new land. Since then they have consolidated down against the fence with the added bonus that the rabbits which occasionally burrowed under the fence there have not done so.

Therefore, this winter we will still rake up the leaves, otherwise they will become a fire hazard in the summer when they dry out, but will pile these up against the fence. Initially, we will be adding these onto those from last year but may well try other locations where the wind won't blow them back onto or under the tracks. We will still have an occasional bonfire of dry leaves as we have a large pile of wood which we collected a couple of years ago which we need to get rid of, and the added benefit that on a cold winter's day it helps to keep us warm! In addition, there are always branches falling off of the trees around the site, particularly when we have any high winds.

We plan to move the aluminium workers hut, adjacent to the raised track before the bend by Camps Cairn, into a sheltered location in Dingly Dell and to move one of the petrol mowers there (not sure which one at present) as this will save us having to take one down to the new land when needed. It will also have an added benefit of freeing up a bit of space in the garage behind the Signal Hut.

The four-wheel trailer which was donated to the society many years ago by the St Albans SME has done sterling service over the years but is starting to really show signs of wear. Last year we replaced all the tyres and inner tubes with more heavy-duty industrial tyres than those originally fitted. So far, touch wood, we have had no punctures. I wish the same could be said about the new wheelbarrows where we have 2 out of 3 with punctures. Any suggestions to overcome this problem are welcomed, apart from going to solid tyres which really are not very good to use.



Back to the trailer. The wooden floor, top edges of the wooden planks and the metal frame need attention. We have got some professional rust converter called Vactan which I know at least one heritage railway uses on their wagon restoration with good results. So, the intention is to take the wooden body off, Vactan the frame and then repaint it, replace the wooden floor possibly with chequer plate and then repair/replace and repaint the wooden planks where needed.

Winter working parties commence on Sunday 3 November from 9.00am to 12.30pm, with tea break and convivial conversation at 11.00am. Please feel free to come along and join any of the 'gangs' carrying out the site maintenance or project works. See you there??

Nigel

---

## Forthcoming General Meetings

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

For more information please ring me, Ian

### **Friday 1st November. Rail accidents and Safety.**

Paul G. Will give a presentation based around some significant rail accidents - the maturing role of HMRI - H&SAW Act - modern rail regulation and finishing with the applicability to our own operation at NLSME.

### **Friday 4th December. The Festive Gathering.**

Club Festive Gathering. **THE** Festive party for all sections. Please come along and have an evening of Festive fun. New cuisine again this year and meet folk you do not usually see in such convivial surroundings.

**Ian J.**  
General Meetings Co-ordinator

---



# Raised track News November 2019

By Martin C.

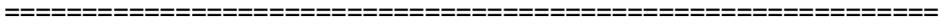
We had to introduce a speed restriction on the Raised Track at the start of August effecting the curved section of track directly after the bridge over the Ground Level Railway. This was due to poor track alignment on this section which was probably down to the hot weather we experienced in mid-July. Going forward the plan is to lift this whole section of track for repair/realignment. To give ourselves amply time to complete this and other work over the winter the Raised Track will have to be closed from November.

This an outline of other works to do are listed below;

- Sort out curved section of track as described above.
- Twitchy joints (lurching) around the track need looking at.
- Transitions into and out of curves need to be checked and adjusted.
- Build improved access steps to garden railway over RT (when approved).
- Gradient signs (construct and install).
- Grease all fishplates (remove, clean, grease & re-fit).
- Creosote bridge walkway (started).
- Support pier numbering (started).
- Repair RT carriage shed roof.
- Extend concrete pad by RT carriage shed.
- Anti-tip rail gauge needs beefing up (it's been noted that it flex's when used).
- Replace corroded rail to sleeper fixing bolts on new land with S/S equivalent.
- Check rail to sleeper fixing screws aren't loose. Some sleepers have "walked"
- Check gauge.
- Check super elevation.
- Annual beam inspection.

So, if you fancy lending a hand on a Thursday or Sunday mornings let me or Mike Foreman know.

Martin C.



NLSME Workshop Evenings  
A possible project

**A three-cylinder Oscillating Paddle Engine.**

With apologies to Mike H. who is our undaunted leader of the illustrious Workshop Group. The scribe has tried to contact him by phone with no response, but he would probably accept that the project that will be sketched out would be a good idea for a project.

Members will know that Malcolm B. is a very experienced designer and builder of small stationary engines in all forms and with varying motive power supplies. When the scribe was searching the internet for details of the St Albans Club Model Show he stumbled upon a description by Malcolm of a 3-Cylinder Oscillating Engine suitable for small paddle craft or just for showing off! Malcolm had written up the machining procedure and building up of a natty 3-cylinder engine, that would be self-starting and suitable for a small paddle steamer.

Malcolm was contacted and gave permission to duplicate his writings and plans. He is willing to give help and advice but finds it difficult to get to the HQ in the dark; perhaps when the evenings get lighter, he would be able to visit. **Or** should the group meet on **Friday afternoons** instead?

Gerry A. is attending the Model Exhibition at Leamington and will research the procurement of raw materials necessary to build the said machines. (The scribe will be on his way to the Antipodes).

So, if perchance members are interested in this unique machine; designed by a very experienced model engineer then the Workshop evenings each month at eight pm (next meeting is on 22 November) is your destination. Gerry A. will be there with an armful of instructive plans.

Ian J.



**Editor's note**

With autumn now upon us and colder times ahead I'm looking for a seasonable photograph to grace the front page of the December news sheet. I can from any period in the club's past.

If you have a picture which could carry the caption "NLSME a winter scene" then please send it to me by the 15<sup>th</sup> November

No prizes. But if this proves popular, we might start up a photo of the month page.



TRACK STEWARDS ROTA – Looking forward to 2020!

By the time members read this the 2019 public running season will be over. On behalf of the Council and TSC I have been monitoring the track steward’s attendance register in the workshop and I am pleased to report that this year we have had quite a reasonable turnout of stewards. There has been a couple of public running days where we were short of stewards but managed to get by. However, stewards just not turning up or bothering to contacting the Senior Steward before the day, despite being reminded beforehand, really is inexcusable.

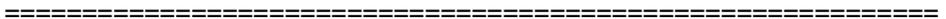
Looking forward to 2020 it is my intention to issue a draft Track Stewards Rota in the February issue of the News Sheet. The basis I will use is that stewards will be able to do their duty on the same 1<sup>st</sup> or 3<sup>rd</sup> weekend of the month as they did this year. However, if this is likely to cause a problem would you please swap your duty date with another member and then let me know, preferably by email, – address on the back of this News Sheet. If you are not on email then please telephone me with the details of who you have swapped with – again my number is on the back of the News Sheet.

All members are reminded that being a member of the North London Society of Model Engineers requires you to commit to do at least one rota duty when you join or re-join each year. If, however, you are unable to perform the duty on the date published **it is your responsibility** to arrange a swap with another member and to advise the two Senior Stewards involved of the change. A phone call or email allows the Senior Stewards to plan for the number of stewards who will be there.

When drawing up the rota we will continue to take into consideration country membership, distance from the site, advancing years, fitness and members of the Gauge 1 Group who, in 2020, will be continuing to do Sunday tea duties, so not every member of the society is listed.

As well as providing a lot of pleasure to parents and children who come along on the public running days at Colney Heath it also gains valuable income for the whole of the society for use in improving and/or maintaining our facilities not only at the track but also at Headquarters.

**Nigel G. (On behalf of the Council and TSC)**  
**November 2019**



## St Albans Model Engineering Exhibition 2019

When the scribe arrived at the Townsend C of E School just after lunch on Saturday the Show was in full swing. Car parking was easy and helped by altruistic car parking attendants who were, of course also members of the St Albans MES.

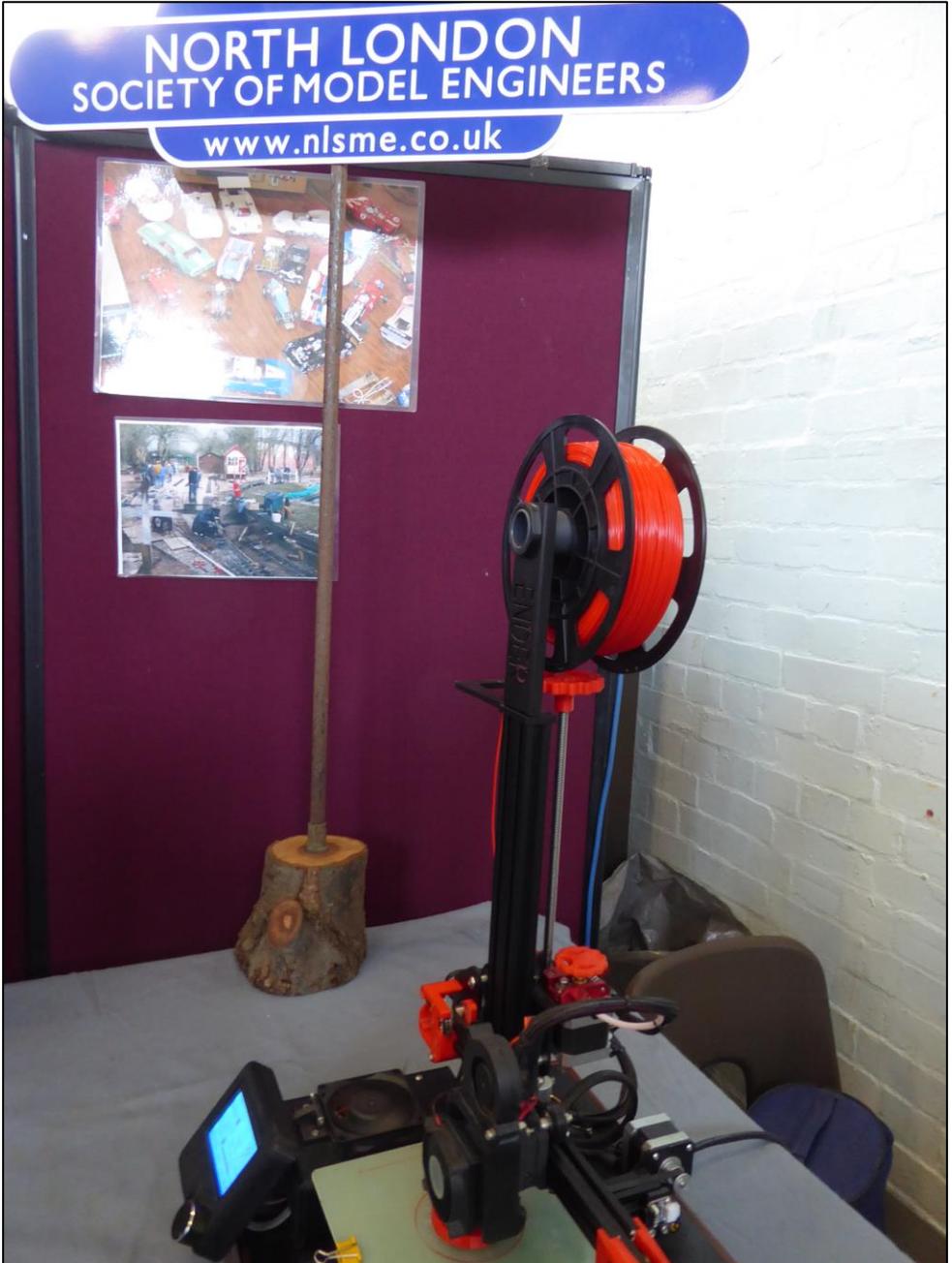
Tickets were purchased and a questionnaire accepted so that the organisers could perhaps gauge what the visitors thought of the Exhibition. The RNLI stand just inside the entrance was quite well supported and thought-provoking it was probably the Clubs charity for the weekend; the Club now being probably preponderantly marine but hopefully not needing the services of a Lifeboat!

There were seven 'halls' to visit each one absolutely brimming with fine models from the Club and from visiting Clubs.

Hall One held some superb marine models from outside clubs. On the stage Radio Controlled lorries were operating being loaded by a radio controlled JCB. Quite compelling to watch by young and old alike. (I wonder if the NLSME would have something like that.)

Hall Number Two was similar with many fine marine exhibits and a stand manned by the **NLSME** with a rather clever three-D-printer busily printing out rugged gear wheels which meshed well with their partner wheels.





Our oldest member who is also St Albans oldest member took great delight in manning a runout and runback gauge one railway with the child operating the reversing gear. He had as much fun as the toddlers.



Hall Four held a Hornby windup tinplate '0' gauge railway managed by one of our older members. Children (and adults) were enthralled by something that had a spring and had to be wound up to make it run!



Hall Five held the Spithead Review with a cornucopia of RN models with some



Merchant Navy ships including a model of Blue Funnel vessel SS Ulysses, which was built in 1913 for the UK-Australian cargo and passenger service carrying 254 first class passengers and sixteen thousand tons of cargo.

She was one of the last ships out of Hong Kong in 1942

escaping from the Japanese but was not so lucky when she arrived in the Atlantic. The ship was attacked and sunk by U-160 with two torpedoes; one in the area of the stern and one in the engine room she sank quickly but with no lives being lost. Such was the discipline of the crew on that Alfred Holt ship.



Hall Six and Seven were occupied by the Meccano Club with some splendid and complicated models all working to their builder's and the public's entire satisfaction.



The long corridor to Hall Three was occupied by a five-inch gauge track and a Planet type Locomotive with passenger truck which could be controlled by the young child driver.

The chap in charge had however a master controller and could if needed takeover if he saw the train getting dangerously out of control.

Due to an adverse weather forecast an 'up and down' track was erected under cover with free rides for young and old alike with a bucket for donations for the generous to contribute.

By this time a break was saluted and a return to the Cafeteria welcomed. Teas and cakes were purchased at modest prices and consumed with gusto at large tables rigged for that purpose



and served by many willing members wives and girlfriends, no doubt. The time had come for the Exhibition to close and so the reluctant, sated and weary party made their way home to Barnet. Ending a very enjoyable informative and pleasant afternoon.



# FOR SALE

I am writing to you to see if any of your members would be interested in buying some model engineering items. I attach lists of items for sale. I wish to sell the items in two lots; -

## Lot 1 – Butch Locomotive

- What appears to be a full set of Castings for a Butch Locomotive. (All stored in the house, clean and rust free. The wheels have been machined, as have the cylinder castings.
- A full set of plans in good condition.
- A brand-new boiler sold by Blackgates with the original paperwork and Boiler certificate.

## Lot 2 – Myford Super 7 Lathe with Gearbox.

The machine appears to be in good condition. The clutch works and it runs in forward and in reverse. There is no rust on the machine and it has been stored in a dry environment. After a brief inspection, there appears to be no damage to the bed. The Machine is currently hard wired into the ring main. It is single phase and appears to have a new motor on it. The right-hand guard is missing from the side, but is safely stored under the bench. The machine is mounted on a wooden bench and there is easy access to remove it.

Amongst the various bits are: -

One set of change wheels – One small three jaw Chuck.

One small four-jaw Chuck – One independent jaw chuck – Two Face Plates.

One Machine steady – Centres – Drill chuck – A number of four-way Tool Posts.

One Myford Collet set in a wooden box – A box containing a (Myford) dividing attachment with a second division Plate – Numerous cutters and sundry bits.

Would you be interested in these bits? If so, how much would you be prepared to offer for the lot. The items are located in North London near to the

A1/M1/M25. These are to be sold as two lots there will be no “Cherry Picking”

Payment by cash only.

Initial contact via email to ;- Rosalind .....

=====

## FOR SALE

NLSME club member Guy Ellerby celebrated his 100<sup>th</sup> birthday earlier this year (August news sheet page 17).

Guy would like to sell a few items in his workshop which he no longer needs.  
Items for sale;

Horizontal finisher £40.00

Bench hacksaw machine £50.00

¼ HP motor £25.00

Steam raising blower £15.00

12V battery as new £15.00

12V charger £10.00

Traction Engine driving trolley

Contact Guy at his home

---



Just room to fit in one last photo from the members day

## Dates for your Diary

<b>NOVEMBER</b>	<b>2019</b>
Fri 1 <sup>st</sup> Nov	General Meeting 8pm at HQ
Sun 3 <sup>rd</sup> Nov	Working party at Colney Heath 9.00 to 12.30
Tue 5 <sup>th</sup> Nov	Council meeting 8pm at HQ
Sun 10 <sup>th</sup> Nov	Working party at Colney Heath 9.00 to 12.30
Fri 15 <sup>th</sup> Nov	<b><i>Deadline for copy to Editor for December News Sheet</i></b>
Sun 17 <sup>th</sup> Nov	Working party at Colney Heath 9.00 to 12.30
Tue 19 <sup>th</sup> Nov	TSC meeting 8pm St Marks Church centre
Fri 22 <sup>nd</sup> Nov	Workshop evening 8 to 10pm at HQ
Sun 24 <sup>th</sup> Nov	Working party at Colney Heath 9.00 to 12.30
<b>DECEMBER</b>	<b>2019</b>
Sun 1 <sup>st</sup> Dec	Working party at Colney Heath 9.00 to 12.30
Tue 3 <sup>rd</sup> Dec	Council meeting 8pm at HQ
Fri 6 <sup>th</sup> Dec	General meeting – Festive gathering 8pm at HQ
Sun 8 <sup>th</sup> Dec	Working party at Colney Heath 9.00 to 12.30
Sun 15 <sup>th</sup> Dec	Working party at Colney Heath 9.00 to 12.30
Tue 17 <sup>th</sup> Dec	TSC meeting 8pm St Marks Church centre
Sun 22 <sup>nd</sup> Dec	Working party at Colney Heath 9.00 to 12.30

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

The views expressed in this News Sheet are not necessarily those of the Chairman or Council of the NLSME.