

Issue No. 861 November 2023

The News Sheet



November 2023

North London Society of Model Engineers

You can see this News Sheet in
colour by visiting our web site at www.nlsme.co.uk

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Front cover; -

We are now at the end of the running season and in a few weeks, things will turn towards winter maintenance. Time to drain down boilers and put our engines away for a while.

Photo by Owen

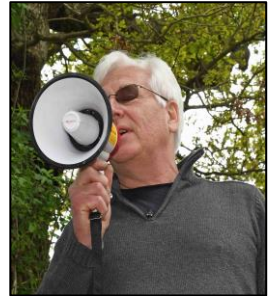


Your editor is very grateful to all those who have contributed to this edition. Your efforts are much appreciated by all the members of NLSME. This News Sheet would not be possible without you. Articles long or short on any subject which would be of interest to members of NLSME will be gratefully received for inclusion in future editions. If you don't want to put pen to paper but have a suggestion for a topic which is of interest let the editor know and we will do the rest.

Chairman's Comments

Les

The final day of public running on Sunday 15th October was a very busy afternoon with at least fourteen locomotives in service, mostly steam but also petrol and electric powered. Lots of public on site, but not too many to overwhelm us, and, more importantly, many members who all seemed to enjoy themselves. A good ending to the 2023 public season.



Likewise, our fetes and fares section have now completed their bookings for the year. Thanks are due to all members for stewarding on public running days and to the small band who run the fetes.

We also end the public season with two new section leaders. With popular support, Paul and Mike have taken over the GLR and RT section leaderships respectively. Thanks to both for allowing themselves to be “volunteered” into these important positions. George has now stood down as the marine section leader having been most active in this role for several years, possibly since he joined NLSME. The marine section is currently canvassing a new leader and I trust they will announce one soon. I thank Paul, Mike, George and Pete on behalf of us all for undertaking these roles in the past and future.

In June 2024 we are hosting the LittleLEC competition, we last hosted this in 2011. Martin has agreed to lead planning for the event aided by Owen and myself. More help will of course be needed on the day but more of that nearer the date.

Elsewhere in this issue is an update on the Geoffry Cashmore photo collection. The task of annotating the accompanying data sheet of railway photographs, there are nearly 1,500 of them, identifying the locomotives, location and date was a significant effort undertaken by Geoff. With help of longstanding members, I am slowly working through the additional model engineering photographs to identify, best we can, the locos and members featured. Not an easy task as most photos were taken in the 1950's and early 1960's. I am helped in this by Dave, Bryan, George and Ron who, whilst not necessarily present in the photos, do recall some of the engines and members featured.

A reminder that the November meeting at HQ is a discussion of the steaming bay improvements, details were provided in the October news sheet. I am mindful that not all members can attend HQ these days so I will discuss the same with those that can get to Tyttenhanger on Thursdays over the next few weeks. Otherwise contact me directly with your opinions, some have already

done so. This is an important matter which the club needs to ensure reflects majority of members requirements.

See you at track or HQ.

3½" Gauge running day

By Martin

We published a couple of pictures in the October News Sheet (p14) but no report. This year's event coincided with the hottest day of year, in September! Who would have believed it, still could have been worse. We had 10 locos out on track over the course of the day, a bit down on last year but I think that was due to the heat, +30deg C, mind you one plus point to the high temperature was that my loco steamed better than ever and you couldn't see any of its steam leaks!



Photo by Mike

As an aside I made up a piece of 3½" gauge track that was fitted temporarily to one of the 5" gauge only steaming bays. I now intend to make 2 more which will enable us to use all the steaming for this event in the future.

Treasurer's Report

By Mike



Enclosed with this November issue of the News Sheet is the latest Members Name and Address list, excluding those members who wish to have certain information suppressed. I trust that all the details are correct, but as always something might have slipped through. Please check and let me know of any changes needed.

The Tyttenhanger public running season finished on October 15th, with another resounding success. Almost a repeat of last year's figures, we issued over 45 carnet cards, which equates to a potential 540 rides on the GLR and the RTR. According to the counters GLR carried 230 passengers and the RTR carried 201. So, we can expect to see people back next year to collect their outstanding rides. The GLR team and their petrol locos did their bit as did 'Maid Marian'. Thank you to all those involved operating the GLR. The RTR had more locos available than ever before, causing a shortage of space in the steaming bay. We were able to replace locos with others as the afternoon wore on. Thanks again to all those who did their stint driving and stewarding as the afternoon temperatures declined. Finally, a big thank you to those stalwarts throughout the Summer who have slaved over a hot kettle to keep us lubricated and our passengers happy.

At the last Council meeting various items were discussed, payment of fire insurance for the past year, LBB are really on the ball on this and the Annual Rent for HQ for the forthcoming year. Apart from the previous agreement to purchase a new engine for GLR Alban, to aid the overhaul of this stalwart loco, we agreed to the request to procure an additional 7 1/4" gauge electric loco, AME 4hp Excalibur for next season. This will be Society property along with Alban and after relevant training will be available for members to operate.

Unable to get to the EIM exhibition myself, I thank Mick and Jonathan for getting my purchases, including a length of 3/8" hexagon. With my young assistant I am now in the process of manufacturing a new supply of 'hex' keys for those unable to produce their own. Cost will be £4.00 each, funds to the Society.

Sadly, it is that time of year when some of our members go into hibernation until next year and only re-appear when Spring arrives and the track is declared open for use. This needn't be the case as Winter working parties commence next month, an opportunity for exercise, fresh air, convivial conversations and there are many various jobs that need to be done before we can declare the railways up to scratch for next year. The RTR main beam survey is to commence, which will reveal if we have any serious replacement work to do. We are already aware of a number of issues with the alignment of the Anti-tip rail on the RTR,

showing up with the new passenger cars. These issues will be addressed during the winter, so young agile volunteers are always welcome. Tea, coffee etc is served to the workers at about 11.00 every Sunday morning. We will aim to have the RTR operational for our customary anti-clockwise New Year's Day run, but without workers this could be in jeopardy.

Keep safe and keep on engineering.

Forthcoming General Meetings

All meetings are Friday evenings at HQ starting at 8pm. The Programme at the moment reads thus: -

Friday 3rd November 2023. Presentation of the 2011 plan for steaming bay improvements and open discussion on these. See also Chairmans comments in this issue. Open discussion on any other club issues members want to raise, time permitting.

Friday 3rd December 2023. A pre-festive gathering at the Summer's Lane HQ. the Clubs way of saying 'Thank you' for the sterling work done by all members during the Year.

Friday 5th January 2024. Yes, a new year has started! In the 'Old Days' we used to talk about what we had seen at the Model Engineering Exhibitions. But those days seem to have passed so perhaps we can show illustrations of this past year's glories.

Friday 2nd February 2024. Welsh Highland Railway Centenary. Owen will talk about this fascinating Railway. And, of course illustrating it with his magnificent photos.

Friday 1st March 2024. Building a workshop from scratch. Peter will, we hope be able to talk about planning and building a work shop for model engineering.

Friday 5th April. 2024. General meeting. Topic yet to be confirmed

I would very much like to hand the role of organising the General Meetings on to another volunteer. I have had the great pleasure of organising these Meetings for many years. In fact, since the demise of the Locomotive Section Meetings. I would like to think that the future General Meetings are in good hands and I wonder if there is someone willing to take over and so carry on a tradition that it seems few other clubs can sustain.

Any questions regarding the meeting contact, Ian



Winter working groups

As Mike says in his notes this month, we start the winter period of site maintenance in November. The efforts of all those involved with working parties over the years have made our Colney Heath site such a fantastic place to enjoy our hobby. The picture below illustrates that the tradition of members working together to construct and maintain our facilities is not a new idea.

The picture is from the Cashmore collection and depicts a fine body of men at what must have been one of the very early working groups at Colney Heath in 1962. In the background you can just see the columns which will form the first part of the raised track. In the foreground members erected a temporary RT line just so they had something to ride up and down on whilst the permanent railway was being constructed. There is a brass plaque on the beam by the steaming bay traverser which lists those involved.

Left to Right; Ken Stockall - Geoff Wren - Sid ? - Bunny Austin - Harold Pill
 Ed Hobday - Tom Luxford - Bryan - Dave Chisnall
 Pop Pinnock - Bob Pitt - Ron -??



Working parties are a fundamental part of our activities each year. It is also a great way to meet other members of the club. So please come along and help either on Thursday Saturday or Sunday.

The ukulele twins

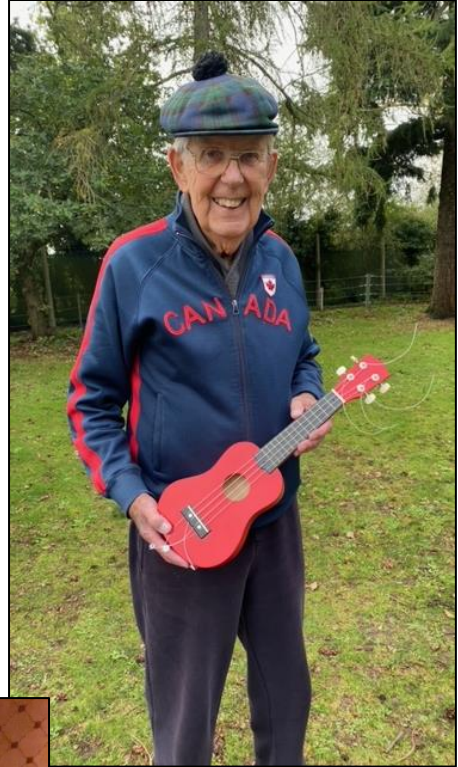
By Derek

I worked for the last 13 years of my working life in a local optical instrument making company. We manufactured mainly military gun, mortar, and rifle sights.

Musical instruments were made in the same area of St. Albans at the Salvation Army instruments factory which for many years supplied all the brass instruments for the bands of the Sally army worldwide.

The nearest I ever got to that side of instrument making was on a Sunday sometimes in the local park listening to music emanating from the band stand.

So, this venture was into a new skill which has been my pastime for the last few weeks.



The two Soprano Ukuleles in this picture are the result.

They are Christmas presents for my two granddaughters who are four and six years old.

I hope that they will be able to play them!

Gauge 1 Report

By Geoff

After we filed our reports for last month's News sheet, we had our last planned invitation event. The Surrey group came to visit us. The number of visitors were low but the quality of their company was high.

Now as the end of October looms life at Tyttenhanger changes. The conditions now bring dew on the grass and the first of the leaves on the trees are starting to drop. This won't restrict the enthusiasm of the Gauge 1'ers. We will still be meeting every Wednesday for a hot drink, a natter and put our locomotives through their paces. If it gets really cold, we can change the fuel to Isopropanol which has a higher calorific value than Meths. We may also need

some hot sustenance for ourselves. We can retire to the bothy for our hot drink and a packed lunch. So, if you are bored why not come along and enjoy some steam effects as the exhaust condenses in the cool air.

We have received news that one of the G1MRA Vice Presidents, Paul Forsyth, has passed away. Paul was a long-standing member of the Association and had built a large assortment of locomotives and rolling stock. He also sold the drawings for many of his designs to which some of the North London members had built or acquired locomotives. Fortunately, a supplier had joined forces with Paul and at his factory had batch produced many of the components suitable to build a complete locomotive. So shortly after his funeral we are having a Memorial Day where our members can bring along their models for running or display, a good way to remember him. Hopefully there should be some photos for next month.

We did spend a couple of days recently replacing the steps of our footbridge, and I thank Malcolm, Billy and others for their work. Now we need to get on with some of the other works in need of repairs.



LBSC 140

By Martin

This event was held at the end of September and was too late to feature in the October edition.

The weather forecast on the run up to this event was dire, but on the day the weather gods smiled down on us, maybe LBSC up there had a hand in it, who knows. Anyway, the day was a great success, we had some lovely locos on display, 17 in total, 4 of which were Maid's of Kent! Severn locos were out on track during the day.



Derek arranged for his LBSC Doris to be brought along which was a winner at the 1992 LBSC memorial bowl and made the front page of the ME December edition that year.

As can be seen by the pictures on the following pages the day was a great success and enjoyed by all who attended. I think it was a fitting tribute to the memory of LBSC.

LBSC 145 anyone?



After the event there was a post on the club WhatsApp group speculating on how many more LBSC design locos are owned by NLSME members.

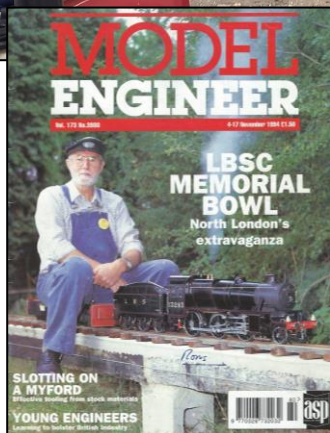
Well, I own 2 more for a start off, both part-built mind, but it's an interesting point.



Busy scenes in the steaming bay with 13 engines either on display or awaiting a fire to be lit in the picture above.



The chairman's Petrolea in the foreground and 3 Maids of Kent behind.



Princess Marina; this engine was a winner of the LBSC memorial bowl two years after Derek in 1994. Joe Middleton built the loco and was a NLSME member at the time he also got his picture on the front page of the ME in November that year.

A well turned out Heilan Lassie can be seen in the photo below. AH Peppercorn's A2 Pacific's were numbered 60500 – 60539. This engine resplendent in BR Blue has adopted the next number in the series 60540 and carries the name Victor





Derek's Speedy was on display.



Alan lighting the fire in his inside cylinder Maid of Kent



David was also preparing his 3½" gauge Britannia for a day's running.



Club loco Dyak was present a 2¼" gauge Loco which is in running order. This little engine history is worthy of a short article in a future edition. Any volunteers?



Brian at speed with his outside cylinder Maid of Kent.



And finally, a well advanced 9F was on display.

Narrow Gauge News – November

By John

Greetings everyone and welcome to November's narrow-gauge news.

It hasn't been mentioned for a few newsletters so I thought I might start this month with highlighting the clubs WhatsApp group. There are of course other WhatsApp groups within the club, for example the GLR, Gauge 1 and I know that there are others that cater for the different areas of interest within our esteemed society.



The club group has been in existence for a while now and presently has over 30 club members, its purpose was to create a group for everyone within the club regardless of your particular interest within the society. It has proved to be a fantastic opportunity for members to ask for and to give advice, a chance to show projects in progress, to offer spare materials to other members are amongst the many way members are using it.

Many positive comments have been made by those who are in the group. A particular favourite is MRF (Model Railway Friday) when home model railway layouts are given a chance to be seen by other members instead of being hidden away in lofts and sheds. If you wish to join in, message me, obviously you will need to have the App downloaded on your device, the easiest way would be to message me using the App itself my phone number can be found on the back cover of the newsletter. Incidentally if you are worried about being inundated with irrelevant posts, I can guarantee that all posts are relevant to our society and activities, so no poor jokes etc.!!

I'm writing this just after the last public day of the year which again as agreed by many others (on the WhatsApp group!) was a very enjoyable day, the weather was kind, with just about the right number of visitors, who all leave with a smile on their faces. So, my thanks to everyone who stewarded, drove a loco, made the tea, cleaned the loos etc. etc....makes one proud to be a member of our wonderful club!

As for the Narrow-Gauge layout, it's been behaving itself and there seems to be no major problems to be dealt with. But as winter approaches, I have started to apply wood preservative, paint, and protection to the relevant surfaces, some battens will need to be replaced but that is par for the course. I've also started to clear stuff that has accumulated under the layout, old wood sections, rubbish etc. to make clearing the inevitable big piles of fallen leaves a bit easier. I am also considering replacing the present method of covering the layout at the end of the operating session as the present netting is looking its age and most weeks

now, I seem to resemble a fisherman mending his nets! Recently we have had some very pleasant running sessions, in particular George's single and double Fairlie's made a striking sight pulling long rakes of wagons, here is a photo of one of the locomotives, what a fine sight it is.



Finally, a warm welcome to Jack a new member to the society and the narrow-gauge garden railway, here is a photo of his newly acquired Roundhouse "Katie" a good looking loco which looked fantastic running when the gremlins in the radio control weren't playing up! Sure, that'll be sorted out soon Jack! Welcome to the society hope you enjoy all we have to offer.

As ever, continue to enjoy your hobby and I hope you're ready to lose yourself into your workshop/hobby space as the winter and long nights close in!



The Geoff Cashmore Photo collection

By Geoff

The Society has been gifted the photographic collection of the late Geoff Cashmore. It is a vast collection, prints, slides and negatives, mainly dating from the late 1950's to mid-1960's.

The collection can be split into two parts;

1. Main line UK and European locomotives and trains and
2. Miniature railways obviously including the NLSME tracks at Arkley and Colney Heath.

The NLSME Council agreed to have the slides and negatives professionally digitised by the High Wycombe based Transport Treasury / Transport Library. This work has now been done and the next job is to annotate the Transport Treasury datasheet with all known details of each negative and slide. Fortunately, Geoff recorded many of the details, date shot, place, locomotive number etc. The Transport Treasury expect to post many of the main line shots on their website at the beginning of November.

Geoff had several cameras and the negatives are in 35mm, 645 and 2.25sq formats. The larger formats, when used with high quality lenses have produced some excellent photographs.

Naturally many of the photographs of main line trains were taken locally, Hadley Wood, Brookmans Park and Oakleigh Park were favoured spots. On other regions, Camden, Bushey Troughs and Mill Hill feature on the old LMS, whilst Paddington, Old Oak Common and Cardiff are recorded on the Western. Waterloo, Wandsworth and Pirbright are the Southern favoured locations.

The earlier pictures are mainly of regular advertised trains, but by 1964, an awful lot of "specials" were photographed.

Your chairman is annotating the pictures depicting NLSME activities, many of which feature members who are no longer with us.

We will update you on how to access the Transport Treasury once the pictures have been uploaded onto their web site.

We will be featuring a few pictures from the collection in the news sheet in each edition of the News Sheet over the coming months.

To illustrate the quality of the pictures within the collection the next page has this month's selection.



A1 Pacific 60114 W. P. Allen was the first of the locomotives of this class to be manufactured. The A1's were designed to cope with the passenger trains in the post-war period on the East Coast Main Line which consisted normally of trains with up to 15 coaches and up to 550 tons.

The Peppercorn A1's were able to pull such a train on the flat at a speed of 60–70 mph. The class used a double Kylchap chimney system and, like previous LNER Pacific's, had a 3-cylinder arrangement.

The order was placed by A.H. Peppercorn with Doncaster works whilst still under the control of the LNER. But this locomotive entered service in August 1948 just 8 months after the railways in Britain were nationalised.

It is seen here about to depart from Kings Cross. Photo G. Cashmore

Wheel chair accessible coach appeal.



Over the past few years, the club has held a few events to which we have invited organisations or individuals with significant mobility issues. Some have been able to transfer from a wheel chair and access the GLR and in some cases the RT and enjoy a ride on our railway but some cannot. Requiring the support given by their wheel chairs they can only watch from behind the fence line. The club investigated the possibility of having a suitable coach for wheel chairs but the cost which was in the region of £9,000 was considered not affordable. This restriction on access was again evident this year and so a different approach has been discussed.

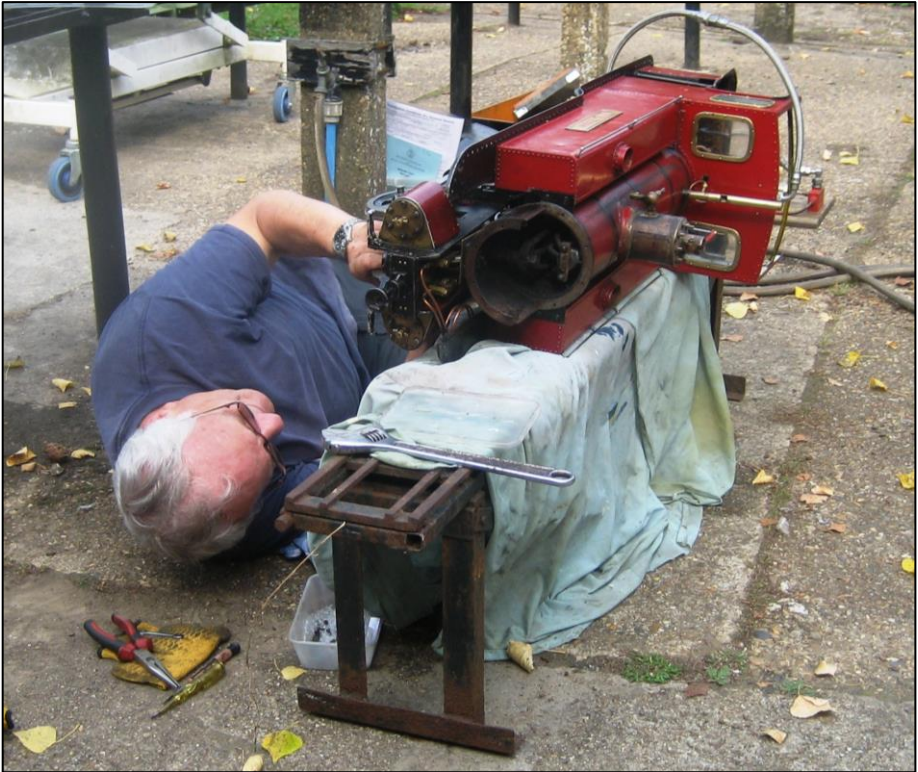
Pete would like to construct a wheel chair accessible coach using his expertise and the skills available within the club. He has a suitable chassis for the coach but he needs financial support to initially purchase bogies with brake gear which will cost approximately £700. Once the coach is on its new wheels there will be a little more expense required for materials to complete the project.

If you would like to help Pete with this worthwhile project by making a donation to get a coach ready for next year, please contact him. His details can be found on the new names and address list included with this month's news sheet.

Running repairs

Owen's Single Fairlie was suffering from a few leaks last month. So, with the help of Dick efforts to affect a repair in the steaming bays at Colney Heath were successfully completed.

Perhaps the title of this short article should have been; Man seen laying down on the job.



The great thing about being a member of a club such as ours is that there is always someone willing to help or advise fellow members when needed.

This little engine still needs a few things done to get it back in steam but hopefully we will see it running again next spring.

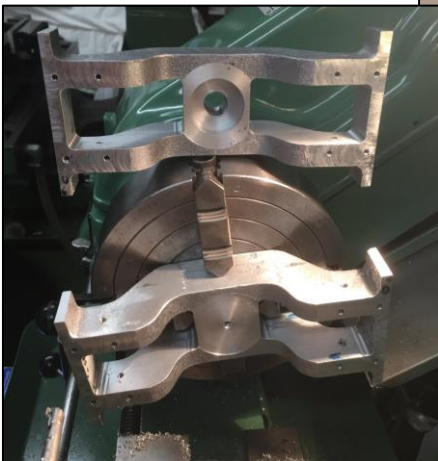
Building My Class 20 Electric Locomotive

By Nigel - Part 3

Having completed the equalising bars, it was now time to crack on with the next component(s) to be manufactured. I decided to carry on with machining the suspension components for the bogies so had a choice from three castings.

These are, in order from the top of the picture, the suspension member, cross member and dummy leaf spring. All were aluminium castings.

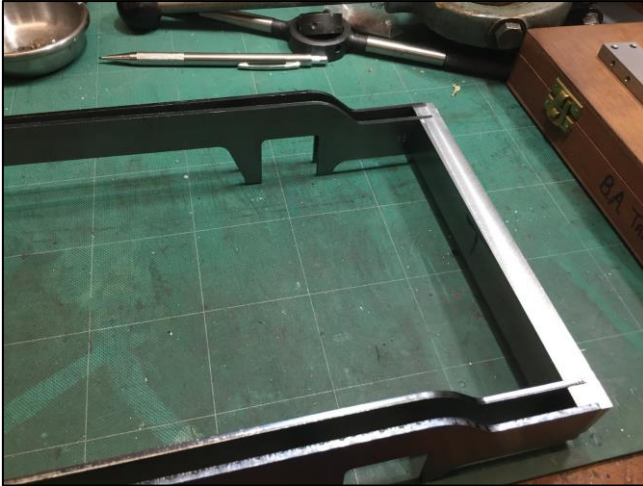
Taking the easy option, I started with the dummy leaf spring which was a straight forward machining job. I used an FC3 throwaway cutter for the slots lining up the angle with top of the milling machine vice using my Mk 1 eyeball as the leaf spring separation is only for visual effect. The drawing does show working leaf springs but having



had to replace the leaf springs on my Horwich Crab with new ones as they had weakened to stick with the coil sprung option for the bogie.

Next was the cross member, a combination of milling, drilling, tapping holes and turning. The picture shows one of the cross members finished perched on top of the 4-jaw chuck and the other one in the lathe ready for final drilling and boring.

I then departed from my original plan as I felt it would be a good idea to make up the bogie frames and fit the cross member, if nothing else to make sure it fitted! The bogie frames are double framed which requires a 5/16" space between them, an ideal job for a slitting saw. However, my Warco Mill/Drill is purely vertical and although I do have a slitting saw holder I neither had a suitable width slitting saw and more importantly trying to hold the end tie bar in a vertical position was, I decided, not a safe option. So, after a bit of head scratching, I contacted the chap who I had previously bought some FC3 cutters



via that well known auction site and bought a dozen 3/32" diameter cutters in the belief that I would break quite a few in cutting the four slots required. The cutters were shorter than the depth of the required slot but I ground away the shank thereby allowing me to achieve the depth required.

In the end I didn't break one cutter so I have quite a few cutters in stock for future projects. These FC3 cutters are really good providing you make sure enough cutting oil is present and don't take too heavy cuts. If you buy them at a good price once they get a bit blunt, they can be used for rough cutting and they either give up completely or you throw them away for metal recycling at your local tip.

Carrying on with the end tie bars I chain drilled the relief pockets which departed from the drawing which showed



them as being solid. Again, I used a ¼" diameter FC3 cutter to produce the final pocket and then drilled the weight reducing holes. Whilst milling the pocket I filled the chain drilled pocket with cutting oil and this worked a treat. I loosely based the size of the pocket and weight reducing holes on a picture of a full-sized Class 20 bogie supplied to me by Mike Foreman. I had no intention of the loco being super scale but have tried to achieve something which looks like a full-size Class 20 and passes muster at a GL5 Rally.



A word of advice, if you do deviate from the drawing of whatever you are making ensure you annotate the drawing or as I did make a sketch with the appropriate dimensions. It will save time if you have to remake it at a later date or if someone wishes to copy what you've done you have a sketch or drawing you can pass to them.

As I write this the running season is just about over so it's time to remove the dust sheets in our workshops and get on with whatever project you have planned.

Also don't forget our Sunday morning winter working parties are starting so please do come along where you will be warmly welcomed and provided with exercise as well as a rewarding mid-morning cup of tea or coffee plus an occasional biscuit!

GLR Waffle – November

By Paul

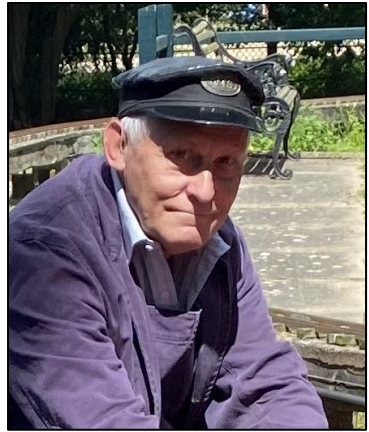
Where to begin? I suppose how I got this job is a good place to start.

A few weeks ago, I volunteered to be the new GLR team section leader. I'm not quite sure how I did this as I was away on holiday in Somerset at the time. So, on my return and after a chat with the team I decided to give it a go for a 6-month trial period. So, if, I or the team think I'm not up to the job I can easily sack myself.

The first thing I want to do as section leader is give a massive thank you to Pete for all the time and hard work, he has put in to build up the ground level railway and the team we have today. All his hard work over the past years will certainly make my job going forward much easier. And Pete we look forward to seeing all those locos finished that you haven't had time for up to now.

As I mentioned above the ground level railway has a really good, friendly and hard-working team which we are keen to expand. (Many hands make light work).

I have included the picture below and there will be a prize for anyone who can tell me where it was taken.



The prize being an experience day working alongside the GL team learning just how much fun can be had. In addition to we will even make certain you get to eat exactly what you like. We will even allow you to bring your own lunch and drinks. So, until the next time, Keep your big ends well oiled.

Paul GLR Section Leader

Bookworm Writes

Everyone knows who George Stephenson was; everyone knows who Isambard Kingdom Brunel was. But hands up those who know much about Thomas Telford... No, he is not a singer from a 1970s folk band.

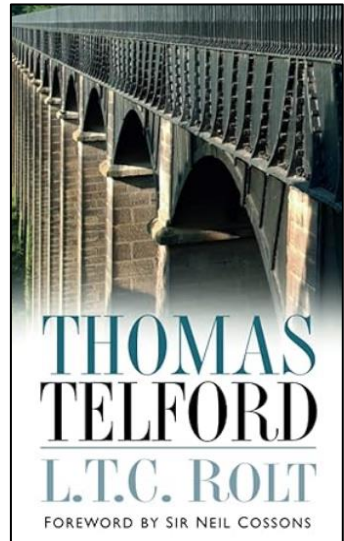
Anyone aspiring to have an interest in British industrial history really should not be ignorant as to who Thomas Telford was or what he achieved.....*"wasn't he the bloke who built some roads?"* should not be the sum total of your knowledge about this man...

Thomas Telford – Biography by L.T.C. Rolt

You don't really need me to remind you of L.T.C Rolt's credentials as being one of the twentieth century's foremost writers of industrial history, and when it comes to biographies of the great engineers, he sets the standard. A well written history book is like being there, only better because when things get rough (as a lot history does) you can return back to the present and the comfort of your own fireside chair unscathed. L.T.C shall we say, lets you know about the brown smelly stuff of history without actually immersing you in it. In this work he guides you in such a well-crafted respectful manner that you will not even notice the passage of time until you find yourself just getting to the point of wanting to meet, but having to say goodbye to, Mr Telford at the end of the book.

Thomas Telford (TT) – The Back-story

This book starts at a time when railways hadn't yet been invented roads were largely dirty muddy tracks and only one or two canals existed. To place the story in historical context, it was at a time when Richard Trevithick was still but a naughty smile across a crowded ale-house bar, the famous artist Thomas Gainsborough had only just got his blue period out of his system and was last seen heading for the sea and James Watt was in danger of having his face slapped when he spoke of his ideas for parallel motion...



Thomas Telford didn't know it when he entered this world in 1757 that he would leave it 77 years later as a giant... a giant that is of Civil Engineering. Without Civil Engineering we would not have well-made roads to drive on, bridges to cross, canals to holiday on or drains to get rid of the products of society. Anyway, you get the picture. Without the hands then that shaped the stone and the brains to know where to put them we would not have the modern world as we enjoy it today.

TT was that 'right person at the right time' sort of a chap, who like so many 'legends' (*destined to be a legend in his own tricorne hat his mother did say*) was born of humble stock. After leaving education he was apprenticed to a local stonemason, which though he didn't know it then was to prove to be the very thing for someone who was eventually going to become the first President of the Institution of Civil Engineers.

These were the early years of the industrial revolution when it was still pretty much ok for the working man to have ago at *this and that* as long as they appeared to know what they were doing. For up to this time architects could build, builders could architect, carpenters could architect, architect and builders could carpenter and plumbers who didn't really have anything yet to plumb, also pitched in and had a go at building just to keep them busy until the first branch of 'Wicks' was opened and someone invented the basin and flush toilet set.

It's difficult for us in the 21st century to appreciate the looseness of all these potential opportunities, but for a person from TT's background this was the time of the artisan craftsman. As long as the individual didn't actually starve to death first, he (historical context) could reckon to broaden his employment from more than one field of work, limited mainly by the quality of his education (if he had any) and how good a brain he possessed. Whilst the workforce 'en masse' was made up of individuals trained under a largely meritocratic system descended from the Guilds, men of sufficient calibre could sometimes go on to widen their skill-set further and become more versatile individuals. Such men could then become over-seers and what today we might think of as 'Project Managers' and sometimes 'bosses' in their own right.

TT was one of those blessed with good hands a good brain and the drive to use both, so it didn't take him long to make his mark (yes as a stone mason he did have his own mark). **Bookworm Historical note:** Notwithstanding TT's qualities all people in his social position at that time would also have required either a great deal of luck or the patronage of a 'Toff' to get their careers really off the ground, for although a meritocracy existed amongst the artisan workforce the 'Landed Gentry' held all the purse strings in society – Nuff said...

Thomas Telford – The Achievements

Having got his sleeves rolled up and his career properly off the ground, if I as your guide were now to list here all the projects TT got involved with...well you

won't need to read this excellent book and there wouldn't be any room for anyone else to get a look-in, in this month's News sheet....so I will just give you a couple of his greatest hits leaving you still to discover the back catalogue for yourself. A couple at random then:

The Ellesmere Canal

By 1793 having added surveying and architecture to his already impressive list of abilities TT was well placed to have a shot at a canal – and why not variety, spice of life etc. The Ellesmere canal project on the face of it suited TT perfectly at this point in his career, for although he wasn't the surveyor for the project, he did have responsibility for the design of and to superintend the building of all its infrastructure, after first running his (brilliant) ideas past William Jessop who was (on paper) the consulting 'Engineer.

The structures at 'Langdon' and at 'Chirk' acted as a sort of precursor to the bigger challenge of the Vale of Llangollen in Wales, and for those readers not familiar with this location and the name Pont Cysyllte, it would be neglectful of me as your faithful guide if I did not explain a bit of what TT achieved there when he created one of wonders of the industrial age.

Having been issued with a pretty coloured plan showing the proposed canal marked on one side of the Llangollen valley, a gap, then shown again on the other side with not much more instruction than the equivalent of T.B.A (to be arranged) shown as a dotted line between the two at Pont Cysyllte, would no doubt have had TT chewing on his feathered quill over a tankard or two in the 'local' for many an evening. But not being a guy to shy away from a challenge - bigger the better it would seem – he wasn't going to miss the opportunity to really show his 'mettle' (not to mention his masonry) and to show just what he could achieve given a free hand.

Not for him then the inclined plane nor the lily-livered flights of locks often found in these situations. If the canal needed to cross the valley he would build an aqueduct, and not just any old aqueduct but something not attempted before; not since the days of Rome anyway (and then not in the same class) and at a height that up till then only the birds had knowledge of. Calling on his new mate William Hazeldine the iron wizard to help him he designed and built a structure 11 plus feet wide and 120 feet high, a bridge on stilts you could say with an iron trough on top to carry the canal and to *just finish it off*. And it's still there today – people said it couldn't be done, bah!

Roads

Just when you thought I was going to duck mentioning them. Surveying and planning roads in the early nineteenth century were definitely no stroll in the park when the only tools at one's disposal was to have good eyesight, a thick notebook, a stout pair of boots and a bag of mint lumps to sustain one for the journey; for remember not even the Thermos flask had been invented then.

Having been approached by 'interested parties' fed up with it taking so long to do even a couple miles to the next town (and it is said to satisfy the rumour that Eddie Stobart was going to want to be able to run a decent delivery service measured in hours not weeks in 150 years' time) owing to the dire state of the roads, TT set his mind to having a crack at one or two.

" The Yellow Parchments" of 1800 had only three names listed under Road Builders: TT, John Loudon Macadams or 'Blind Jack' Metcalf (yes apparently, he really was blind), but it was T.T who got the gig and once he had caught the road building bug it seems he couldn't then let a year go by without putting down at least one somewhere. But perhaps one of his greatest hits was from his time in Scotland...

A potted history: So successful had the punch-ups and subsequent clearances been in the Highlands and islands of Scotland, that it was belatedly felt by the 'Toffs' that unless something was done to repopulate and connect all these various remote areas back to Blighty, that Scotland would soon become a wasteland. Having already offered the Spartan population what today we would call 'a bit of a sweetener' in the form of building one or two fishing ports, it dawned on the intellectuals of the day that unless roads were also made part of the mix to open up the area to export stuff back into the mainland, then any initial help would have all been for nothing. A quick quill and parchment missive then to TT asking him to survey the existing infrastructure (where it existed) and to recommend what could be done to improve things, and they probably felt they were off to a good start.

As a reward for his subsequent thorough and excellent survey said government gave TT the go-ahead to get on with building the required new roads and bridges...oh yes, they also liked his ideas for the canal – The Caledonian canal connecting the east and west areas of Scotland – so perhaps he might also like to have a shot at that whilst he had his *boys* in the area. The canal was not (it appears) actually one of TT's original ideas and had in fact already been surveyed by You will be surprised by who...but TT was tasked with taking the ideas forward and to make the plan work.

Over the eighteen years it took TT to sort things out in Scotland we are told he supervised the building of 920 miles of new roads, realigned or re-made 280 miles of other roads and lost count of the number of bridges (large and small) that had to be made. And *then*, he just toddled off and spent more time building the Caledonian Canal I wonder what they put in the tea in those days....

Bookworms Verdict

TT was a master not only of his original craft as a mason, but many others including the use of the new(ish) wonder material cast and malleable iron in his structures. There is no doubt that today we would call TT a 'workaholic' as his

list of successes are testament to, but this may also have been made possible as it took him until he was sixty-four before he settled to having a permanent home address, preferring not to be pinned down and to just go from job to job. Perhaps this is significant.

For him it seems the lure of domestic bliss was not enough to tempt him away from his work. However, on the plus side it did also mean he was spared the chance of receiving a *Dear John* from his 'best beloved' informing him that his dinner was '*in the dog*' after being away on a four year jolly. And saying "*I am Just popping over to Chester to look at the route of a canal a mate of mine wants me to build*" would not on the face of it have kept the flames of passion burning at home for very long. But then others would no doubt say 'lucky'.

Before the birth of the railways TT was one of a very select few individuals who was opening up Britain with infrastructure. In fact, in many respects, he led the way in how to overcome many of the difficulties that the railway engineers of the next generation were going to face and to have to sort. In TT's time the Institution of Civil Engineers went from being a 'Flagon and Skittles' (ok may have been Madeira and cigars) club into something more established and professional with him becoming its first President....though perhaps this came about not quite in the way you may first of expected.

So, what a truly remarkable man Thomas Telford was. This superb book will take you on his journey from humble lad to becoming the first President of 'The Institute of Civil Engineers' in a non-stop tour of enlightenment.

I hope my limited selection here has given you a tempting glimpse of the great man behind the name....and I haven't even attempted to mention his time working with the Romans nor his time in Sweden! My advice to your loyal reader is to dismiss all distractions this Christmas treat yourself to a copy of this brilliant book (or drop a hint) and indulge yourself in discovering more of our rich industrial heritage. It's perfect to be read over the afternoon pot of tea and shortbread fingers enjoying the quality of the writing and research that has gone into its production. This volume is so good in fact that I am not going to recommend this one for the coffee table as it's too good to be put down until properly finished, and only then should it be placed with reverence, on your bookshelves under "Great Engineers" ready to be re-read and referred to in the years to come.

I heartily recommend it to you.

Thomas Telford - Biography by LTC. Rolt ISBN 9780750945769 – plus various reprints

10800 An Unloved Debutant

By Paul

10800 in 4' 8 1/2" Gauge

Most railfans will be familiar with the "LMS Twins", the two pioneering 1600 HP Co-Co diesels 10000 and 10001, which made their appearance on the West Coast mainline in December 1947 on a demonstration run to Watford. The CME of the LMS behind these was H.G. Ivatt



and the LMS built them in association with English Electric.



These locos rather overshadowed their more prosaic younger sister locomotive a Bo-Bo diesel electric numbered 10800.

This was another Ivatt inspired diesel locomotive ordered by the LMS from the North British Locomotive Company

(NBLC) of Glasgow and who "got around to delivering it" to BR in 1949-1950.

Diesel Electric loco 10800 was developed for secondary and branch line traffic. It was fitted with an 827 HP Paxman engine coupled to a B.T.H. DC generator driving all four axles with B.T.H. Traction motors.

The "Hood" (bonnet) style loco body sported a single, off centre, cab with the engine and generator in the long bonnet and a steam heat boiler and water tank in the short bonnet. You can see the steam age water tank fillers and access stepladders in the rear corners of the rear bonnet in Photos 1 & 2

As a prototype the loco was modified externally and internally throughout its life. Livery changes started with the, then, BR standard diesel livery of black with



silver bogies and ended in BR Green with black underpinnings. Physical changes were most noticeably that the main bonnet side doors (Photo 3) started with a single row of louvres but soon gained a second, lower, row – presumably to aid ventilation of the engine and generator spaces. You can see these body changes in the accompanying pictures. The Southern Region also fitted additional brackets for route indicating disks. The loco's

appearance dramatically changed late in its life as we shall see below.

Being the homeland of the builders, 10800 was initially tested in Scotland before allocation to Willesden. In 1952 the loco moved to the Southern Region (Central & South-Eastern sections) then onwards to Plaistow on the LTSR. By 1954 it was back to the LMR for Birmingham to Norwich duties. I find no evidence it made it east of Peterborough though. Withdrawal came in 1959 and 10800 was sent to Doncaster for storage. The deployment from one depot to another appears to have been a case of passing the buck as the loco was very unreliable.

It must be said that whilst the NBLC were suppliers of excellent steam locos to the Empire they didn't appear to have a Scooby Doo about diesels with either electric or hydraulic transmission. Every mainline diesel loco class bearing their builders name proved to be an operator's nightmare!



10800 bore more than a passing resemblance to the 10 strong NBLC built Class 16 (Photo 4) ten of which were delivered to BR in 1958 under the 1955 Modernisation Plan. They too were unsuccessful and no further orders were made.

The loco was withdrawn from traffic by BR in 1959 and laid up, I think, at Stratford. But the story didn't end there. In 1962 the Loughborough based company, Brush Traction, bought the loco and rebuilt it as a test bed for 3 Phase AC electric traction equipment. The Paxman engine was replaced with a Maybach engine and the short bonnet had its steam heating equipment removed and replaced with sophisticated electronics. The rebuilt loco, bearing the name "Hawk" was not put into BR service but remained a test loco for Brush. (Photo 5)



It was some years before there was any practical application of AC Traction Motors, but that's another story. You can see some substantial changes to appearance in this guise. Hawk was ultimately scrapped around 1976.

10800 in 5" Gauge

Members attending Tyttenhanger Public days will have seen me scoot around the raised track with my black diesel complete with miniature crew in the cab (Barak and Donald). They may have heard weird rumbling noise purporting to sound like a diesel engine. Whilst I have writ large about my Gresley steam project, the building of 10800 was rather more straightforward, taking place over the winter of 2010/11 in my garage. It is based on a kit then supplied by the erstwhile Model Engineering Products of Bexhill.



As a child I watched Class 15 (Photo 6) locos shunt in the goods yard at Chelmsford and thus chose this class as a prototype for a 5" gauge loco. The Bexhill kit was the only one available

for the Class but the publicity pictures betrayed huge inaccuracies of the assembled kit which, incidentally, is still available from AP Model Engineering.

There is no doubt about the robustness of the Bexhill product as a hardy and reliable runner but the aesthetic (if that word applies to diesels) leaves a lot to be desired. On receipt, I was going to have to substantially change it during the build to make a passible Class 15.

However, the day before I drove to Bexhill to collect my purchase, the "Modern Locomotives Illustrated" magazine ran an issue on British Mainline Prototype Designs which included a drawing and description of 10800. Given I was going to have to re-model the Class 15 kit, I decided to build 10800 instead using kit parts where suitable and fabricating additional components to complete the body.

The basis of the whole loco is laser cut steel. The body was designed as glued assembly of flat steel plates for the four cab sides and two pairs of bonnet sides with two cast aluminium noses. The latter were discarded as were the two cab sides in favour of my own replacements. The chassis is also laser cut steel. The two bogie frames were pre-assembled to which I added laser cut parts, springs, Teflon bearings and cast Whitmetal axle box covers (some of which have fallen off). Assembly was aided by the "tab and slot" design of the laser cut components. As recommended by Bexhill, I used Loctite 326 with SF7649 Activator to bond the parts together. Ditto for attaching the turned steel wheels to the axles.

My revised body components were the hood ends, cab sides and running plate boxes fabricated from, wait for it, MDF! These were glued to the steel sides at each end with angle reinforcement. The supplied fibreglass roof was a poor moulding but I salvaged the top section and reformed the curved edges with high density stripwood sections from B&Q and embellished it with aluminium and plastic sections to give some semblance of realism. On the rear hood I created the two water tank fillers using penny pieces for the lifting covers and some 4mm scale n/s rail and wire for the hinges.

The chimney is extruded plastruct and the ladders were fabricated from steel strip and rod silver soldered together. The main grills at the front of the loco are from 4mm scale PCB point sleeper strips Araldited into position using a simple homebrew jig for guidance.

The engine access doors were originally cut from styrene sheet and stuck on the steel sides with double sided tape. That was fine during the first summer but as the loco was stored in my garage over winter they began to fall off. I realised that the differential temperature shrinkage of the steel bodywork sheared the bond between the plastic and steel. I drew up some dimensions and asked Model Engineers Laser to make me some steel doors. This they did and they are now securely bonded to the structural body panel with Automotive double-sided tape.

The loco now survives all sorts of temperature changes and rain. The small grilles in the doors are still formed from quarter round styrene held in place with araldite.

The cab sides each sport an etched diamond NB Builders plate made for me by Diane Carney.

Below the footplate all is exactly as supplied by Bexhill including ¼HP axle hung motors on all 4 axles controlled with a Parkside Control box and powered by two Yuasa 24 Ah Gel batteries mounted vertically in the main bonnet. The first set of batteries gave me over 10 years of service and easily lasted 4-5 hours continuous running before needing a recharge. No range anxiety at all! A Parkside sound generator sits on board with the speaker mounted under the large fan grill in the bonnet roof. Barak and Donald are 1" scale resin figures bought on eBay whilst the two-tone horn is created from a pair of car horns from Hong Kong, also bought on eBay. These were less than £10 including shipping! I acknowledge the running gear bears little resemblance to the real thing. But its robust. The silver bogies are painted using Halfords car spray (an Audi colour) (Photo 7)



Maybe if I get around to it a set of 3D printed components could be added to the bogie frames to enhance realism.

10800 in 16.5mm Gauge

Photo 8 is the latest product from Heljan, a Danish company and now major player in the modern UK model market.



It is their release of 10800 into the railway modelling market that has prompted this article. It comes in all body and livery variations excepting the Hawk. I ordered mine with the double row of door ventilators complete with factory applied weathering.

Whilst this model isn't strictly suitable for my East Anglian themed layouts, I have applied Rule Number 1 and decided that given the prototype was successively palmed off by one depot onto another, the loco could quite easily have ended up at Stratford, Colchester Ipswich, Norwich or March which are the principal GE area depots.

Whilst this isn't a model Review, I have to say the detail and running are excellent. My problem is that it shows up the dimensional shortcomings of my 5" gauge model. But who cares. I don't.

To conclude

No steam engines have been harmed in the production of this piece, but I would say to those who are drawn to having a loco to run on the NLSME track at Colney Heath, but who lack both skills and workshop for building and maintaining steam locos, a working diesel is within your reach both technically and financially. They can be great fun especially for those drivers who like to talk to their customers/passengers – a luxury that isn't always possible when driving a steam locomotive.

What's going on here then?

The picture below comes from the Cashmore collection. The identity of the driver is unknown but the date can be narrowed down to around 1962. This is possible because the original RT was constructed with an asphalt layer on top of the sleepers. It was soon replaced with concrete when hot weather and ashes caused the sleepers to sink when the asphalt started to melt.

But the real reason for publishing is for you to work out just what is going on here? It looks like some sort of experiment but it's more likely to be something far more straight forward. We will publish any suggestions sent to the editor in next month's edition of the News Sheet. Even better can anyone identify the young driver?



My model boat collection – Part 13 By Roy Verden

Plaudit and I have been together for 5 or 6 years now, the plans were drawn up by David and were a free issue in a past Model Boats magazine.



Some may remember the St. Albans club bought (you know with actual money!) on my suggestion, a large quantity of model boats built by a past member who had left them all to his favourite political party. Well, there has to be a first time for everything! They contacted me and I did the deal subject to our Treasurers approval which as you might expect was not given easily, a cheque was written and the deal was done.

It was a very large clear out (just the models) of a Council flat and it took 5 of us a whole day and several trips each to do it within the time constraints. Our exhibition was looming and it all fitted together well with selling on the models and ephemera. We made nearly 200% profit but only with the help of 5 club members who gave their time to the society, both in clearing and later transporting them to the exhibition where they filled two gazebos. It was not a commercial proposition but all the money went to club funds. Brian and I had a great time selling them. But the unexpected is at the end!

Enough of that!

I have a comparison photo of the full-size boat on the Thames and the model, which looks the part right down to the bow wave. She is a small tugboat, an easy fit under the bridges, and belonged to the Port of London Authority. Hence the

name PLAudit there was another called PLAshet, all sold out of service now but may still be in use.



The builder Ron, built nearly all the free plans from the magazine and always from balsa wood, it might have put some off but with conditioning it is a good medium, also it is regarded as a hardwood! Ron's models all seemed to have 540 motors in them which makes them very fast, or would have done in this case but I removed it out and put in a 5 pole less powerful one, but with a fairly hefty prop she does alright.

The top is all plastic and I spent some time repairing this as it had got a bit knocked about. Plastic is light but in this case lightness was not wanted and there is more lead in this boat than I would use on a good size yacht. The pale cream colour is correct but we were blessed with bright sunshine that day at the pond and it looks a bit washed out.

The model is 27 inches long and a nice size to handle. My usual radio gear is in there, I still use 27Mhtz good old reliable stuff. I fitted a 6 cell 7.2-volt NiMh battery and she can run nearly half a day on that battery. Last time I found a little water in her which I think came up through the prop tube, so another job to do. I will have to put in my special mixture which has a very low drag.

It is 3 equal parts of Vaseline, 3 in 1 oil and WD40. Mixed together it is like thin Vaseline but hardly any resistance, I insert the mixture by taking out the prop shaft and putting a piece of clear neoprene tubing over the inside end of the prop tube. The mixture is at the other end and I suck it through the neoprene tube. Unfortunately, I know it tastes awful, which is why it is a transparent

tube! Then when nearly full, off with the neoprene, put a finger over the end to seal it and push the shaft back in slowly so that excess mixture goes out the back end.

The other maybe unexpected thing I do is when placing and sealing a prop tube into a boat. I use clear bathroom sealant! It is strong enough to stay put and seals the tube into the hull and if necessary, not difficult to remove. I temporarily connect the motor to the prop shaft and run it as slow as possible and make tiny adjustments to the tube until it is running as fast as possible.

So, over the last few years I have become quite fond of Plaudit and she stays in my shed on a shelf, and I look up there for a little inspiration when needed.



There was a strange twist in all of the transporting. We did have some additional help with a couple of chaps brought in to aid us. I had gleaned a lot of banana boxes for the job and these with the fittings in were kept in my garage. After all the effort I left it a week before doing a general sort out of what we had. I brought each box into the house for this. So, imagine my surprise when I found a hand gun in one of the boxes!

Our club members would have commented if they had seen it, so it had to be one of the other guys. As it turned out a while later the local police had a knife amnesty so I wrapped up the gun in clear plastic. I think it may have been a replica but I have fired guns before and I could not tell. I parked outside the police station and went in. I rang the bell and a constable came out, I said this is a gun placed it on the counter and stepped back.

He immediately alerted someone else who came out and asked me questions and all I could tell them was the address and that the flat had now been completely cleaned and re-let. Although it was unwrapped, I never found out if it was a firearm or not.

Back in the 80's and 90's I had a fire arms certificate as I was much involved with competition shooting. I also knew the police attitude to fire arms especially those who knew little about it. On one occasion I was subject to a random home inspection, probably trying to catch me out for not taking proper care. The Sargent arrived and asked me to show him where my 2 rifles were. I said they are upstairs and I challenged him to find them! He never did and eventually I showed him, all locked away as per the rules. At least he smiled afterwards.

The St. Albans & District Model Engineering Show 2023. By Peter

The show, 'MODELS THAT MOVE', was held on 23 & 24 September at Townsend Church of England School in St Albans. NLSME had a stand there. It turned out to be more like the North London Society of MARINE Engineers display, but don't tell anyone.



There was a lot of interest in our stand, so much so, I ended up talking, virtually, non-stop both days (not hard for me). What was worse was the fact that some people even recognised me and came over to talk. I even shook hands with the mayor. Haven't washed my right hand for a week!!

Please note the piano in the photos was not part of our display. It just happened to be lurking there at the time!

The show had all aspects of model engineering, with a room even dedicated to Meccano models. In fact, the whole school and the outside area had something to interest everybody in model engineering. If anyone who hasn't been to the show it is worthwhile a visit. There just happens to be one next year, so I'm told, at the end of September.

A big thanks to Jon and Les for doing an eleventh-hour hunt for table covering and signage, to make the stand to look a bit more professional.



I mustn't forget Brian Looker (Saturday) a Peter Badger (Sunday) taking over and giving me short breaks. Thank you, Dave Lawrence, for taking the bits and pieces back to HQ for me. Also, thanks to Roy Verden for inviting us to participate.

Coal, Steam Oils and Lubricating Oil for Sale

Coal: Anthracite Beans in 25kg bags

The size most used by our locos. £14.50 a bag.

Anthracite Grains in 20kg bags

Suitable for 3 ½" gauge and small fire-hole doors. £13.00 a bag.

This coal is for private use, the Society supplies coal for locos that are used for passenger hauling on public Sundays.

Contact the Treasurer – Mike

Club Dates for your 2023 Diary

Every Thursday; A mix of RT & GLR Loco running when track is available, working groups, and general conversation	
Every Saturday Ground Level Rly at Colney Heath	
Every Sunday; A mix of RT Loco running when track is available, working groups, and general conversation.	
November	
Every Sunday	Working Party at Colney Heath 9.00 to 12.30
Fri 3 rd Nov	General Meeting at HQ from 8pm 2011 Steaming Bay plan & discussion (See page 7 of October edition for details)
Tue 14 th Nov	Council Meeting at HQ 13.00
Wed 22 nd Nov	Deadline for copy to editor for December edition
December	
Every Sunday	Working Party at Colney Heath 9.00 to 12.30
Fri 3 rd Dec	General Meeting at HQ from 8pm Pre-festive gathering
Tue 5 th Dec	Council Meeting at HQ 13.00
Advance notice of other events in 2023	
If you know of an event not listed above, contact the Secretary to ensure it is added to the club calendar and also tell the news sheet editor	

A Non-council member, representing a section or committee, can, on request to the Secretary, attend council meetings as an observer or to submit proposals as set out in the club's constitution. If attendance is agreed the secretary will advise the member concerned.

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