

Issue No. 882

October 2025

# The News Sheet

**North London Society of Model Engineers**

**October  
2025**



You can see this News Sheet in  
colour by visiting our web site at [www.nlsme.co.uk](http://www.nlsme.co.uk)

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### **Front cover; -**

The society ran the annual 3½" gauge day at Colney Heath in September. A total of ten locomotives took to the rails for what was a great day. Martin organised the event and can be seen here having a run with his 2-6-0 Princes Marina. There are more pictures on page 13

Picture by Tim

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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

I expect by now most of you will have heard that Derek died after a spell of illness. Derek was a much valued member of our club, known for his engineering skills and affable nature. He will be missed. An obituary will appear in November edition of news sheet.



On a happier note, we have had a successful September of running at Tyttenhanger, in fact the year so far has been thoroughly enjoyable and, thanks to our stewards, well managed. The annual visit from St Marks Church was, as always, a very present event. Not at all spoilt by the recurring drizzle throughout the afternoon.

By the time you read this we will have attended the St Albans club exhibition and hopefully a report will appear in the November news sheet.

Planning is well under way for stage 2 of the steaming bay project. This will see installation of the carriage store and swing point with spur line connection to the raised track. Also scheduled for this winter is replacement of the old workshop roof with new material to stop the condensation problems we presently experience.

The final stage will be to provide a canopy over the steaming bays. This is not planned for this winter although we have taken the opportunity of an advantageous price from a commercial firm to obtain the necessary trusses. However, if sufficient members come along to help we may be able to start on that as well.

Winter meetings commence at HQ on Saturday 4<sup>th</sup> October with the model railway sections open and running. November will be Work in Progress and December is our annual Christmas gathering. I am preparing a schedule of talks from our members for next year.

Following the success of our pre-season members days in May we have decided to hold an end of season day as below.

See you at the track or HQ.

### Announcement

End of season members, friends and family's day at Tyttenhanger  
Sunday 26th October 2 – 5pm.

Teas, coffee and snacks will be available.

## Treasurer's Report

By Mike



Well just two more open Sundays to go and so far, everybody appears to have enjoyed them. Some of us have had problems with our locomotives but we won't talk about that. In addition to those Sundays we have had a number of other events, in particular another picnic afternoon for parishioners and others from St Marks Church in the village. A very satisfactory event only marred by the weather turning nasty on us for the second year running.

We will shortly be starting on our annual condition survey of the Raised Track to pinpoint any work required. One particular point I will be investigating is to check unevenness in the cant just after Dingly Dell, not as smooth as I would like. Any other sections needing possible attention please take a note of the pier number(s) and let me know.

A note for any members who are thinking of buying a new upright hoover before their current one actually bites the dust. Don't throw it away but offer it to the Society for use at HQ main hall. The latest one we have died on me whilst I was hoovering prior to a meeting last Saturday.

Reminder that Saturday 4th October will be an Open Afternoon at HQ for members to visit all the miniature railways. Unfortunately I shall be missing it myself as it clashes with an important Wedding Anniversary, SWMBO would not be happy.

Please be aware that Thursday 9th October UK Power will be digging a hole outside HQ and on Friday 10th they in conjunction with E-On will be cutting our power supply and installing a new meter box and a Smart Meter.

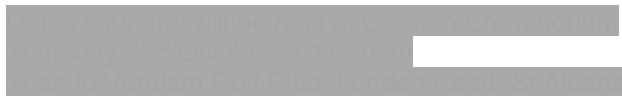
Enjoy the rest of the Summer and get the Workshop dusted down for the winter. Is anybody going to the Midland Model Engineering Exhibition 16th to 19th October?

Keep safe and keep engineering.

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## Derek

It is with great sadness that we must report that Derek passed away in Watford hospital on 11<sup>th</sup> September. Derek was a long standing and very active member of the society. Your editor in conversation with a number of members following the news of Dereks passing have all been very similar, describing a kind man always quietly encouraging and happy to help those new to the hobby and the club. He had a great depth of knowledge on all things engineering and was a builder of just about every type of transport. Yachts, Airplanes, Locomotives both steam and electric in various gauges, numerous wagons and even musical instruments. In his final years poor health limited his time in the workshop, but he still visited Colney Heath when his health allowed.



We will be publishing a full obituary to Derek in the November News Sheet, and your editor would very much welcome contributions from club members describing their memories of this fine engineer.

This month we will finish with just one of the contributions received so far;-

Thanks, Derek, for seconding my membership application forty-one years ago it has been an honour to have known you .

Thanks for letting me try to repair one of your Doris's new boiler tubes and not telling me off when I melted it .

Thanks for all the engineering know-how and advice over the many years.

Thanks, above all, for your wholehearted support of the club and for championing the ground level over the last 20 years.

Thanks for your generosity towards the wheelchair fund .

Thanks for being a true friend, my wife, daughter Laura and son Ben will miss you from the many birthday parties we had at the track.

Thanks for the Amarillis for Marian every year .

So long old chum, see you in the next life where I am sure we will be making and playing trains all over again.

Just a big thank you, Pete and family

## Letter from the Editor

Dear reader

As mentioned in previous News Sheets my last edition as editor of the news sheet will be the December 2025.

Unless someone steps forward to take on this role there will be no News Sheets from the beginning of 2026.

I can assure you this monthly task is very rewarding and not that difficult to master. I look forward to finding someone willing to take over this essential role.

If you would like volunteer or just find out just what it entails without committing, please either call or speak to me at Colney Heath.

Regards Keith



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## Bookworms: Memoir of a Clubman – Curly

Just another reminder that the complete including the previously unpublished final chapters are now available on the NLSME club web site just look on the articles page.

Available from a keyboard near you and all leading makes of iPad.

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## New supply of bags of coal available for sale at the Colney Heath site.

Anthracite Beans in 20 kg bags at a **new** price of £16.00 per bag.

The size most used on our locos.

Anthracite Grains in 20 kg bags at a **new** price of £16.00 per bag.

Suitable for 3 1/2" gauge or those with very small fire-hole doors.

Contact the Treasurer, Mike

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## Juliet Work in Progress report No.4

By John

My last report, on progress with Juliet was November 2024. Since then, a number of things got in the way of any more progress. Anyway, about the beginning of August, I saw Les, and he said he was looking forward to seeing what progress had been made with my Juliet at this year's 3 1/2" day, ah yes, I think I said. Well, when the chairman says he is looking forward to seeing some progress, if good progress has been made you can feel smug, but if you have been somewhat shall we say tardy in progressing this particular project, then it would be a good time to pick the low hanging fruit as the business saying goes. Of course if there isn't any, then you'd better get on with the boiler pronto.

So, I made a list of 14 items that I hoped to achieve to progress my boiler to a decent amount of progress. The first thing I tackled was some shaping of the outer wrapper and inner firebox wrapper and the crown stays. **Photo 1.** I thought these were a reasonably good fit. However I found out later there was still quite a lot more fettling to do for a really good fit.

I also ordered some thermiculite blocks and some thermal insulation blanket as I knew that the brazing hearth that I had made for my G1 locos wasn't going to be big enough for Juliet's boiler. As an afterthought I also ordered a leather apron and some Blacksmith's tongs. The latter are really for



picking up square objects, but I thought the curved part of them behind the intended working part might be helpful for picking up the barrel and they turned out to be just perfect for Juliet.

According to LBSC the first task is to attach the throatplate to the front of the wrapper and also the wrapper to the barrel via a butt strip if you are making your boiler in this way. Sounds straight forward enough, but I found that even though I had formed the outer wrapper already to match the flanged plate that when put together with the barrel and the throatplate that it needed quite a lot of adjusting to get a good fit. Riveting the butt strip to the barrel was straightforward enough, but it was rather awkward to hold the barrel and outer wrapper in close

union for drilling subsequent holes and especially for putting in the first rivets. Some people say that Copper is lovely material to work with, I don't completely agree, I am a bit nervous when machining it that it is going to do something nasty, and it seems to have a mind of its own when it is being formed into a firebox wrapper. The formed throatplate that I had, did not have any cutout to the shape of the barrel and to ensure that I didn't take out too much I erred on the side of caution and left quite a bit on to be filed out after Silver soldering to the barrel.

Having got these parts riveted together, I decided that rather than go straight to Silver soldering I might as well make up the inner firebox as LBSC said that was the second job and as such it was completely separate from the outer wrapper parts at this stage, so I could do the two heat-ups sequentially and perhaps speed the process as the brazing hearth would still be hot from the first one.

The first part was to prepare the parts. Firstly, the firebox front plate. Les had advised that it is a good scheme to reduce the ends of the tubes by  $1/64$ " in diameter where they fit into the firebox tubeplate so that you can set them up vertically and they don't drop through when you are soldering them in. I had drills of  $23/64$ " diameter to do the small tubes, but then flue tube holes needed to be  $47/64$ ", so I had to bore these. As the front tubeplate was going to need to be done anyway I decided to do this at the same time (with the requisite adjustment to hole sizes for full diameter tubes).

Next, I tackled the inner firebox rear plate. Cutting the hole and fitting the Firehole ring was easier than I expected, but even though thoroughly annealed the tube seemed rather reluctant to be flanged over by just hammering down and out as LBSC puts it. However, ultimately it was battered into submission. I then had similar struggles to the outer firebox wrapper as the inner firebox wrapper was equally awkward to actually get to form to tight fit around the front and rear plates, this seemed to take an inordinately long time to get done. Also, the riveting was much more awkward to do than the outer wrapper, as there was that much less space to get things into. I think I have probably put in rather more rivets than LBSC did, but as long as it's held in position for the Silver solder to join it together, I don't think it matters.

When it came to the Silver soldering of the barrel, throatplate and outer firebox wrapper, it was rather easier than I had anticipated. I set up my makeshift brazing hearth from the thermiculate blocks and wrapped part of the barrel in the thermal insulation blanket to retain as much heat as possible. Then I heated it up and waved my stick of solder over it and it seemed to flow in fine. While that was in the pickle I tackled the inner firebox. Together with the crown stays. This seemed to go okay too, incidentally I was able to utilise my G1 hearth for this as it was small enough to fit in.

The thing I found with Silver soldering at this size, is that it's easy to get too much Silver solder applied. For my G1 boilers I normally curve a piece of 0.5mm wire to shape and place it on the part with a big dollop of flux. Heat it up and though it may be necessary to prod it back into place a bit, or add a bit more 0.5mm solder, it's generally in the right area and flows as you want it. For 3 1/2" gauge you've got a 1.5mm stick of the stuff. Now if you hold the torch in the Right hand, the left hand isn't that good at getting the solder to go exactly where you want it. But if you hold the torch with the left hand and apply the solder with the right hand, the heat is not exactly where you want it. Also, I found that I tend to dob the solder on a few times, and nothing happens and then suddenly it just melts, and you've dobbed too much on, as there's a lot more of it in a 1.5mm stick than in 0.5mm wire. As you can see from my **Photos 2 & 3** it's not the



neatest silver soldering job you are ever likely to see, but at least all the bits seem to be stuck together okay. Anyway, it's only going to be you, me, the boiler inspector and the bank manager that knows how much Silver has gone into this boiler, as eventually it's all going to be hidden under a nicely painted cladding.

The next task was to slim down the ends of the tubes by 1/64" to fit the holes in the firebox front. As the silver soldering of the inner firebox and outer shell had gone unexpectedly well, I decided to do the tubes the same day and duly turned down the small tubes, then to discover that the flue tubes wouldn't fit in the headstock of my Super 7. Time to retire and have a well-deserved glass of Port.

The next day I fished about under the lathe and found my fixed steady lurking there menacingly.

It's not that the fixed steady doesn't do its job. It's just such a fiddle to set up and the means of attaching it to the bed is so difficult. Every time I use it, I decide that something needs to be done to improve it. The original clamp wasn't really wide enough for the bed of my lathe, so I made an adapter, but now it protrudes down too far. Also, the clamping bolt is UNC, whereas all my other clamps, bolts and spanners are Whitworth. Something needs to be done. It would be worthwhile as it could be made so much easier to use. Maybe next time I'll do something.

Eventually I got it set up satisfactorily and turned down the ends of the flues. **Photo 4.**

I then coiled 0.7mm Silver solder wire around each tube, together with a copious coating of flux, popped the tubes in the firebox front and the tubeplate on the other end to keep them in line. Then stood it up in the brazing hearth, (this is where the reduced ends obviously



became a real boon) with the rear part of the inner firebox wrapped in insulation blanket and waved the torch around the front of the firebox until the Silver solder melted and flowed. This almost sounds like LBSC describing the process of boiler building. The only difference is that if you look at one of his or a professionally built boiler (such as those by Western Steam), you will see a neat ring of Silver solder around each tube, but if you look at mine, you will see Silver solder all over the front of the firebox tubeplate and the adjacent part of the tubes. **Photo 5.** If you look ahead to photo 6 you can see that too much has flowed through to the back of the tubeplate too. In spite of the excess of Silver solder, this stage was one of the most satisfying parts of making the



boiler so far. There is, however, quite a lot of Silver solder expended on it. Still, it's only you, me, the boiler inspector and the bank manager that knows how much Silver has gone into this boiler.

Things had gone rather better than expected up to this point. The heating required was not really much more significant than doing a G1 boiler, so I was feeling more confident about it.

The next step was to attach the inner firebox and tubes to the outer shell. I had quite a lot of trouble getting the two to align satisfactorily, with the girder stays hard up against the top of the boiler and the front of the foundation ring in the right place, get one right and the other was wrong, get them both right and the tubes are off centre. Ultimately, I got them together and put some rivets in to hold them together. It was much more of a job holding the boiler up to the bar in the vice to put the rivets in the crown stays, as it's rather heavier when you have the inner and outer together. I wonder how people do it with a big 5" gauge boiler – perhaps when I get older, I will find out.

I then set the boiler upside down in my hearth raised up so that I could apply heat to the outer wrapper which was in contact with the crown stays and wrapped thermiculate around the barrel to retain as much heat as possible. I also covered the tubes in the inner firebox with some as well to prevent the tubes getting too much heat flowing through them. We'll come back to this later.

I thought the best way to ensure that the crown stays were Silver soldered on satisfactorily was follow LBSC's advice and lay a piece of Silver solder along the outer edge of each crown stay, then to heat principally the wrapper between the two stays to get the Silver solder across the top of the crown stays securing them to the wrapper. I added plenty of flux, then heated it and heated it, then I heated it and heated it, it seemed that I was putting a lot of heat into it, and nothing was happening, I was now glad I had got that leather apron just before starting. I began to get worried that I had forgotten something, they are the same Silver solder sticks as before, I haven't got any higher temperature ones yet, so that can't be the problem. I'm sure I put flux on. Maybe if I heat it a bit more it will melt. Nope. I then decided to add a bit more flux, so reached over for some and of course knocked it over. When this happened, I looked away for a moment and upon looking back the Silver solder rods had disappeared. For a moment I thought perhaps I had knocked them when I looked at the flux on the floor but then realised that actually they had flowed through the joint as desired. I'd just missed seeing it. The main thing is that they had flowed through the joint. But wow, what a lot of heating time it took. I realised after that the metal of both assemblies together was a much more significant mass, and I should have used a bigger gas nozzle.

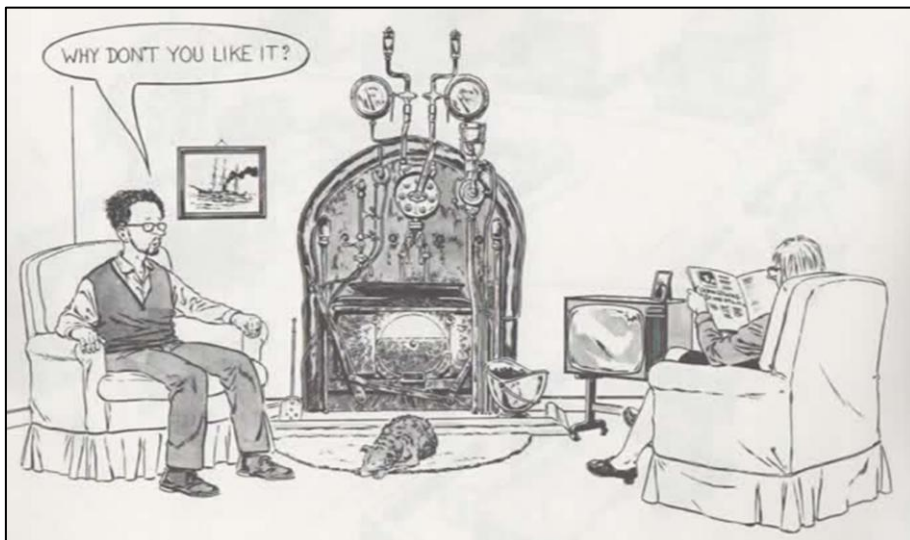
After the boiler had cooled somewhat, I put it in the cleaning bath. Yes, you're right, I should have taken the thermiculate off the tubeplate in the firebox before putting it in. Now it's very soggy.

**Photo 6** shows the boiler as it is now, probably about halfway through construction. It's the stays next, which I am expecting to be difficult. And following on from the last operation, it's likely that lots more heat will be required to do anything.



And what of my list of 14 things to achieve to reach a decent state of progress on the boiler ?. Well I completed 16 of them with only 1 item on the list not completed.

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## 3.5" Gauge Running Day

By Martin

This year's event took place on Saturday 6th of September at our Colney Heath site. Here is the list of the days runners.

2-6-0 Princess Marina

0-6-0T Rob Roy

0-6-2T Mona

0-6-0 Iris

2-8-2 Tender loco

4-6-2 Britannia (Unpainted)

0-6-2T N-2 class

4-6-0 Black 5

4-6-2 Hielan Lassie

4-6-2 Britannia

Locos on display

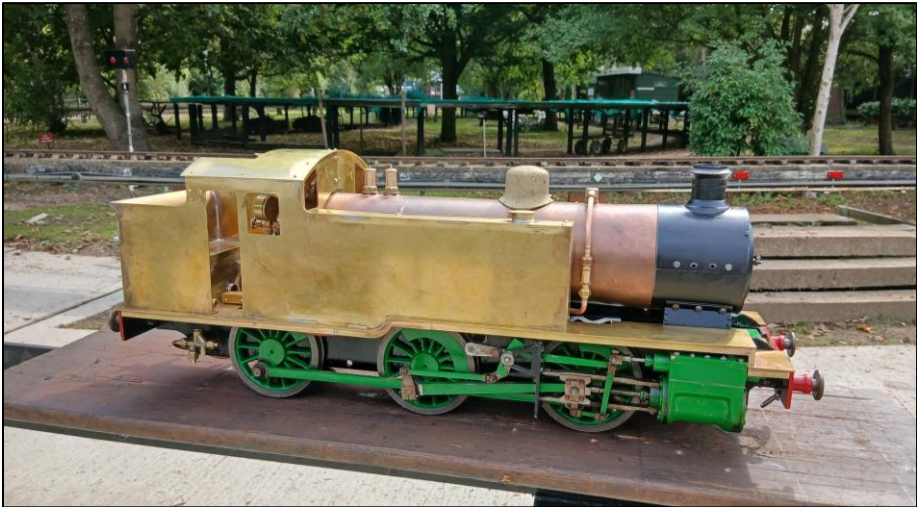
2-4-4 Lucky 7

0-6-0 3½" Simplex









Thanks to all those that supported this event and we look forward to next year when we can all gather again. The pictures by Tim, John and Martin tell the story of another great day at Colney Heath.

## A bit of European Narrow Gauge News (but mostly standard gauge)

By Michael

The summer holidays bought us back to Switzerland. Another road trip to be planned and the question was, as always is, how much railway can be 'sneaked in' before the family rebels? Turns out a lot.

We kicked it all off with three very narrow railways, so narrow, they were all hanging down, including the 2<sup>nd</sup> oldest hanging railway in Wuppertal. Kids really liked the feeling of *flying*, particular the driverless ones. We had a 'flight' on the *H-Bahn* (hoch = high) at the University of Dortmund, built in 1984 as a test track on the campus. A single line with a couple of stations and relevant points. The same driverless system was then used at Duesseldorf Airport to connect the car parks with the terminals.

The double track of the *Skytrain* opened in 2002. And, of course, one of the longest hanging railways, the Wuppertaler Schwebebahn. All three hanging railways are within a reasonable distance of each other and can be visited in a day if you travel by car in between.



Next was a narrow gauge, the Vulkan Express, near Bonn/Koblenz. The 18km long Meter gauge railway climbs about 400 Meters up from the Rhine. It still operates goods from a quarry as the local residents opposed this to be transported by road. The railway has one of its original compound Mallet locomotives, built by Humboldt in 1906. I was chasing this loco for a good number of years. Being in steam only one weekend a month and having been out of ticket or a broken cylinder for a few years, it never aligned with the rest of my travel plans. Glorious loco. The Vulkan express is a bit of an underrated railway, as it is a bit away from the main tourist areas in the Rhine Valley. They run regular diesel services, and a Geyser is nearby too.



Our last stop before actually reaching Switzerland was a standard gauge museums Railway in France, the Train Doller Alsace, near Mulhouse.



They have a nice collection of steam and diesel engines. Their star loco is this standard gauge compound Mallet, built by Henschel in 1911, and it was in steam! Of course, we had to swing by. The route is flat all the way, but it has an impressive bridge. As it was school holidays the train was very full, and extra coaches were added. David loved the 1<sup>st</sup> class coach from the 1950s.

Since we had done a lot of the railways in Switzerland in the immediate area from our holiday accommodation two years ago, we ventured a bit differently. The absolute highlight was travelling with Lizzie behind the famous and original Crocodile Loco over the Gotthard Pass. All coaches were 1<sup>st</sup> class, which made the travel very comfortable. The train had planned slow zones, all with points of interest, including a flag waving couple who live right next to the Gotthard line.



The Gotthard line with its multiple spiral tunnels and bridges is absolutely amazing, as well as the famous church in Wassen, which you will see from multiple angles and heights. The loco, officially type Ce 6/8II No 14253 from 1919, well, what to say, an absolute beautiful and massive beast, absolutely gorgeous. I cannot recommend SBB Historic as a company enough. A brilliant organisation all around, looking after the rolling heritage of the Swiss Railway. They have various depots and run all sorts of special event all through Switzerland, electric and steam. Big plans are in the making for 2027 for the 125 years of the SBB. (It looks like I should go to Switzerland every two years but don't show Helen!)

One Morning I set out on my own, giving the family some rest, to ride the Stoosbahn. This is the steepest funicular in the world (... discussions about *steepest* are for another day ... for now as per Guinness World Record [which has to be paid for ...] it is the steepest!). The (new) Stoosbahn was opened in 2017 and because of varying gradients of the line they came up with very clever

passenger compartments, that would rotate, hydraulically activated, so that the floor always stays level whatever the incline is.



The steepest section is 110% or 47.7 degree. A marvel of engineering indeed ... and the scenery! Again. In the afternoon of the same day we were using the Pilatus Rack Railway, the steepest rack railway. In effect we used it like a tram to get to a climbing park as an activity. Well, well, well, but we all enjoyed the ride very much.

The final train day was on my own together with a German friend. An ex-Bavarian S3/6 waited for us, a 4-cylinder high speed mainline loco, that was



going out of ticket. This S3/6, built 1918, is a beautiful early loco with streamlined elements, such as the cab.

The museum had planned a variety of 'last' runs including a run into the night over the mainline at top speed. The whole day provided the 'normal' steam runs, as well as presentations at the large roundhouse. We had a warmup train ride with a superb German standard '01' fast loco (though only going 60/70 kph). A total of four engines were in steam!

The ride behind the Bayrische S3/6 was getting us to another railway museum in Augsburg. Excellent! Speed of around 100 kph on the outward travel seemed normal, but you could sense the anticipation of things to come on the return leg. And we were not disappointed. Top speed of 120 kph was reached and maintained for some time. It was epic, cinders and sparks flying through the night sky, no window closed. The fastest the loco had been pushed this century.



An absolutely remarkable and very, very memorable run. The overhaul will take some time longer as the team want's the loco in ticket for the 200 years celebrations in 2035.



In this final picture Koenigin meets Kaiserin (Queen meets empress)

The respective nicknames Empress relates to the Austrian loco Südbahn Nr. 415. That loco has pulled Empress Sissi .... Kaiserin Sissi.

An utterly exhausting holiday. And the answer to 'how many railways can be sneaked in' is: 14 railways or railway museums in 19 days plus 'normal tourism', I think the family deserves a rest for a bit. Wonderful times though! Back in 2027?

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## PUBLIC RUNNING DAYS – TRACK STEWARDS

### **5 October 2025**

#### **Derek – Senior Steward**

1. Derek
2. Michael
3. Mark
4. Casimir
5. Craig
6. Christopher
7. Timothy
8. Harry
9. James
10. Tim

Ground Level Despatcher  
Steve

### **19 October 2025**

#### **Keith – Senior Steward**

1. Billy
2. David
3. Joe
4. Peter
5. Susie
6. Max
7. Adam
8. Andrew
9. Graham
10. Antony

Ground Level Despatcher  
Steve

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## Bookworm Writes

### Book Review / Backroom Boys\* of Model Engineering

By rights the next book review should have been in August in time for it to have been enjoyed in the deckchair whilst sipping a cooling glass of something in the sunshine; but *Roving Reporter's* story from 50 years ago had to have priority. It is still possible though in fact likely, that despite it now being October this offering may still be enjoyed in the late summer sunshine *don le patio*, and if not lends itself equally to being savoured indoors.

I have titled this piece both *Book Review* and *Backroom Boy of Model Engineering*, for as it's an autobiography (by the author himself no less) of a model engineer, it covers both disciplines.

#### My First 50years with Steam – By Don Young

It is possible my younger readers may not know who Don Young was and being a responsible bookworm not wishing to let our engineering history fade into....forgotten history, my aim is now to present a brief outline of the individual, largely in his own words (saves writing) and where he fitted into the model engineering story.

Don Young's talents lay in adapting and designing steam locos in gauges from 2.5" to 7.25" coming onto the scene just as the model engineering world lost LBSC. He did not replace LBSC in his writings but in becoming a semi-regular contributor to the Model Engineer magazine, our Don did provide a new voice with some fresh ideas.

Your guide of the print first came across Don Young's writings back in '67 when I found I could slip effortlessly between the paragraphs of his first contribution describing the building of a 5 inch gauge Adams O2 class 0-4-4 T. I made a mental note there and then that this was definitely going to be an author to watch in the future. Sometime and several engines later when I spied on my owners desk a copy of Dons autobiography, I knew it wouldn't be long before I had to look inside.

Don Young in many ways came from the perfect background to produce good designs of locomotives for the model engineer to build. **Bookworm Special Note:** Now, before I get really into my reviewing stride, I know I can't ignore how much room there is inside this elephant, and therefore say from the outset that I as your faithful reviewer and trusted guide am aware that one or two of my most loyal readers will possibly choke on their tea soaked digestive biscuit if I don't acknowledge that from time to time, some of Don's drawings and designs did appear to have a few idiosyncrasies. But I don't think it would be in the spirit of a review or appropriate for me to comment directly on such things, leaving these matters to the knowledge and skill of the individual reader and builder to

decide upon. After all nobody said any project undertaken in the great workshop of life would be easy.

Our Don's credentials were then impeccable, being born at a time when steam on the main line still had several more miles left to run before Beeching's axe got to work and when engineering was still one of the main employers of the nation. Unfortunately for him though this also put him squarely in the time when 'National Service' was still considered an important part of *putting back-bone* into the nation's young, so when he entered the working world he did so knowing that at some point he would be obliged to '*Get some in*'.

Our Don was born in the Isle of Wight in May 1933 and having passed his *Eleven Plus* when aged er eleven, he was given a scholastic pat on the back and told to report to the local Grammar School. There he appears to have progressed well with his studies whilst also finding time to discover he had a taste for metal (something your guide has never successfully managed to get his teeth into).

But his time spent at the desk as well as the lathe seems to have been agreeably productive and before he had time to say, 'pass me that micrometer' he found himself certificated? And being shown out through the door with the words, '*The World Awaits You*' painted above it.

Using his newly forged (..) education and interests he sought an apprenticeship in local industry, but unfortunately for him at that particular time the Isle of Wight ("No Job Too Large Ltd") had no vacancies to offer him, so he decided to give the mainland and in particular British Railways a try instead.

Now if I tell you that he was eventually taken on as a 'Premium Apprentice' at the famous Doncaster Locomotive Works then you will get the measure of our Don's abilities.

Starting at '*The Plant*' around 1950 he discovered an environment he found highly conducive to his interests, and where he learnt his craft well. After several years of happy working and being just one of the lads, life as it is apt to do, threw him a googly when the dreaded, 'Her Majesty's Forces Request the Pleasure of...' invitation thudded onto the doormat; bringing with it no doubt anticipation, trepidation and not just a bit of anxiety about the possibility of death coming his way before he would (with luck) see the inside of any workshop again.

But once established in the Service chosen for him (Royal Navy) he progressed well through the grades. After many adventures despite the slow progress of the statutory two years' service, he eventually found himself once again being shown the back door that led back to Civvy Street; but finding British Railways had in the meantime already refilled his boiler suit, meant he was out in the cold again and looking for work.

By one of those jests of life Don eventually found employment back on his own turf of the I.O.W working for J. Samuel White & Co Ltd based in Cowes, who amongst other things were a major sub-contractor to the British Navy – see using private companies isn't anything new – working occasionally on vessels very similar to ones he had only just left!

After 10 plus years with the company gaining much valuable experience and helping them to cope with the ups and downs of the market as it was then, he bade them farewell. By then having had plenty to do with all things mechanical and drawing all things mechanical, not to mention project managing all things mechanical he next had a spell working for another major British company, now no longer with us before finally working for a time for Fairey Marine also in Cowes.

*"So where does model engineering fit into all of this?"* I hear you ask. Well, in the background Don had not neglected his interest in model engineering having already passed effortlessly through one of its *rights of passage* by putting together his first workshop, a shed which he built in his front room (as you do) before getting stuck into a bit of loco building – I should just add for the sake of clarity that the shed was eventually put up outside not left filling the parlour.

By which point all his acquired skills and confidence led him to write a couple of series of constructional articles for the Model Engineer magazine during the 1960s, which proved popular; and with his full-time work situation changing our Don sought to do what all model engineers dream of doing at some point and changed his hobby into his work. And the rest is history.....But thankfully not forgotten history as we have this book, his loco designs plus Don's writings for his own publication, "Locomotives Large and Small" to enjoy and to keep his memory alive for future generations.

### **Bookworms Verdict**

Don Young was a man of his time, and his time was just as the 'golden period' of mass employment in Britain's industries, when Britain was still a manufacturing nation, was starting to fade. A time before it was decided for us, that we should no longer get our own hands dirty but pay others to do it. Don's book is a happy snapshot of this period giving as it does first-hand account of some of the work and processes involved in heavy industry in the 1950s/60s. His description of overhauling and building new steam locos whilst at the Doncaster Plant is a treat for any steam buff to relish and whilst only taking up a chapter or two of the book is worth the cover price on its own – **NB** Those that suffer from HSE twitch may wish to skip over some of the 'flirting with death' tales Mr Young describes during this period in his life.

Upon his return to industry following his "National service" Don appears to have relished every opportunity to use his skills and knowledge gained thus far in life

despite having just missed out on gaining a BSc owing to what sounds like questionable (on the part of the institutions) circumstances.

Don's contribution to model engineering came along at the right time for the hobby just as LBSCs light was fading – apparently LBSC did communicate with Don in his earliest days – by producing fresh loco designs and developing his own style in his articles for the Model Engineer magazine. For those D.Y fans who wondered why his contributions to the ME stopped abruptly in the 1970s will find the answer in this book and may perhaps be surprised.

Interestingly the period after his departure from the ME seems to have been the making of his own successful launch into running a Model Engineering business, run from his home in I.O.W.

With his designs gaining in popularity particularly in the forgotten markets of the USA, soon gave his new business a firm foundation on which to build for the future. Regrettably this interesting period is only briefly touched on in the book and maybe Don was leaving the workshop door open enough to write a second volume describing this time in greater detail and of his involvement with full size steam preservation, but sadly a second book was not to be.

Don was a member of a very select group of model engineer / draughtsman who produced a number of designs and descriptions for the building of steam engines in various gauges. He once estimated that it had taken three years of research and a thousand hours of drawing time to produce a set of drawings for one of his designs, and if anyone reading this has tried for themselves to scheme out and build their own 'favourite' loco then they will know it is not an easy task. Add to this the requirement to amend any drawings as the difficulty of producing suitable castings comes to light; then add further to this, the requirement to write a description of how to do it, and you can see just how skilful the art of the designer craftsman really is.

This 'self-published' book is a valuable record of one of the important *Back-Room boys* of model engineering history, as well as being a glimpse into a time in British industry that has now virtually gone. Your reviewer is of the opinion that a retrospective of Don's life is a must for another generation to undertake, perhaps using this splendid volume as a basis, with additional information gained from his other writings to fill in the gaps, combined into a new work that I am sure would be of great interest to his many international fans.

This book stands well as a record of the man and of his interesting life.

I definitely recommend it to accompany you in the deckchair or armchair this autumn.

**My first 50 years with Steam – Don Young ISBN 0951066307**

Available from Reeves 2000 or good quality second handbook emporia

\*= Heritage expression - precedent on identified sexual stereo type

## Ground Level Waffle.

By Paul

Hello again, I'm back. Firstly, as I'm sure some of you may rely on my waffle to help you get to sleep at night. I must apologize for not putting anything in last month's news sheet this was due to family commitments.

I have not been able to visit Colney Heath much in the last few weeks, so I don't know what the G.L.R. team have been up to. As a consequence can't report on any GLR activity without me not

being there to crack the whip, probably not a lot any way. (only joking chaps)

One visit to Colney Heath I did manage to make was for my father's 90<sup>th</sup> birthday party. Most of our family were there. The occasion was very much enjoyed by all. I would like to say a massive thank you to all the team for helping out and especially Pete for steaming up Maid Marrior.

On a modelling subject, some of you may remember a while back I wrote about the works plates for the model of Corris Rly No 4



that I am building. The GWR chiselled off the works Number and build date and replaced them with a Number 4. After further research I have discovered that at this time they stamped the removed details around the rim of the plates which I have tried to copy using 1/16<sup>th</sup> stamps. The originals were stamped slightly out of line, so I've done the same. (well that my excuse and I'm sticking to it).

Till next time

## Special loco spotting platform at Finsbury Park

Some may be able add to this fascinating fact. The picture was taken in the 1960's. The raised and fenced off platform gave loco spotters a grand view of passing trains. Where exactly, was it? The tracks at a higher level on the opposite side of the main line once went to Alexandra Palace, Edgware and High Barnet. At the time this picture was taken they were freight only and today the area is parkland. The platform area has now been removed.



## The Geoff Cashmore Photo collection

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. This month we have selected three pictures of less glamorous but essential little locomotives. Some were extravagantly painted others more plain, but all were essential to the efficient operation of the timetable.

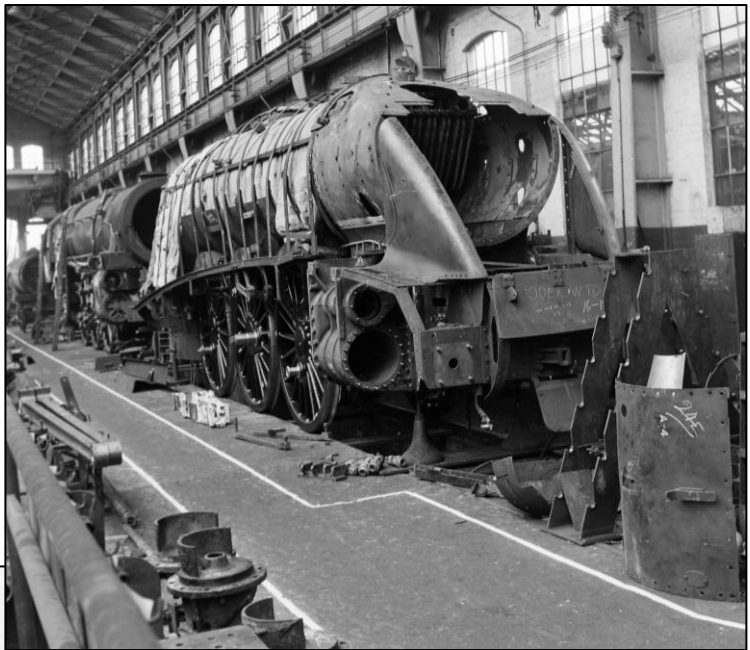
This month we take yet another one of Geoff's special train journeys. It is Saturday June 4<sup>th</sup>, 1961, and we will be travelling from Kings Cross up the ECML to Doncaster for a trip around the loco works.

We start with two pictures taken at Kings Cross prior to departure with 60022 Mallard.

Driver and fireman unknown but looking ready for the trip ahead.



Inside Doncaster works Geoff found 60024 Kingfisher in the middle of a heavy overhaul. This locomotive would return to traffic until withdrawal in 1966.



Outside Union of South Africa was awaiting its turn in the workshops for repair.



This rather unusual picture depicts two long scrapped locomotive chassis. Having been stripped down they have been put to good use to transport boilers around the works.



Having gone through the workshops this ex-works B1 is ready to return to traffic



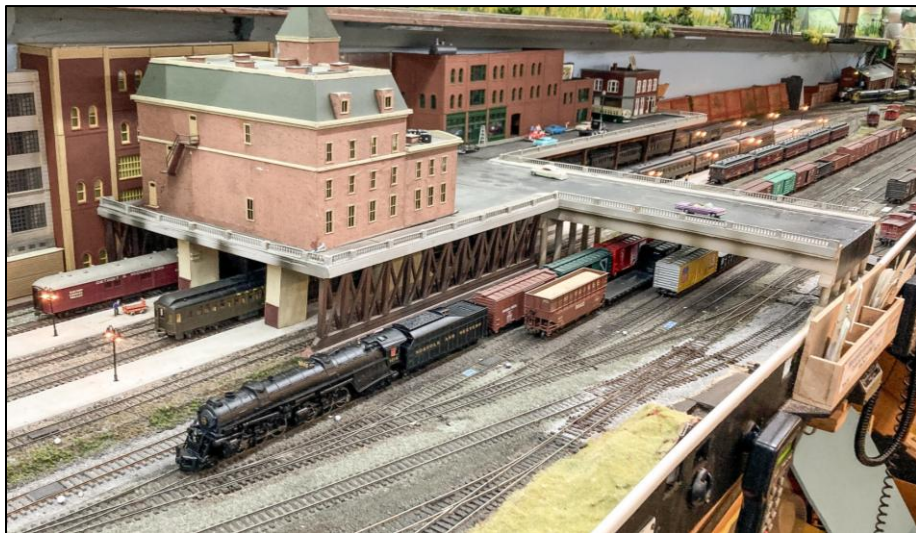
Class A3 Minors was in awaiting minor repair. Minors was a famous racehorse which won five classic races including the Derby. He was retired to stud in 1910 and was soon afterwards exported to Russia, where he disappeared during the Revolution in 1917



Class 02 had also been through the works and newly painted would probably never look quite as clean again until its next visit to Doncaster. Then it was back to Doncaster for the trip home. Geoff would be off again the very next day on a special run from Paddington. We will cover that another time.

## Special Notice for all Society members

That includes those of you who very rarely or have never attended a meeting at HQ.



The October General Meeting at HQ  
Saturday, October 4, 2025, 2pm – 5pm  
(**not** the usual Friday night)

The combined Model Railway Sections  
will be having an ‘open day’ for all  
members and immediate families.

All 3 layout rooms will be open for close inspection and members will be invited to have go to drive/operate trains accordingly.

As space in the layout rooms is limited, Geoff will be showing a programme of railway films in the main hall.

No excuse – put a note in your diaries and we look forward to seeing you then. If you are unable to attend, then please ensure we have a suitable letter of apology from your parents and please try to join us on a Wednesday evening.

## Booking an Event at Colney Heath?

Tyttenhanger site is open to all members a all times.

However, on certain pre-arranged days members access is subject to some restrictions. This does not prohibit members running/sailing but should note booking requirements and priorities are as follows; -

### Public running days 2pm – 5pm

Set by council. Managed by Senior Steward. Notified in news sheet

Priority given to public passenger hauling

On site parking for members and disabled badge holders only

### Event Days

Proposed by members, approved by council. Managed by sponsoring member.

Notified in news sheet

Priority given to event passenger hauling.

On site parking for visitors at sponsor's discretion

### Private parties

Proposed by members, approved by council. Managed by sponsoring member.

Notified in news sheet

Priority given to party passenger hauling.

On site parking for visitors at sponsor's discretion

PLEASE NOTE:- SIGNS ARE NOW AVAILABLE TO PLACE AT THE GATE INDICATIONG IT IS A PRIVATE PARTY AND NOT A PUBLIC RUNNING DAY

### Members days

Ad hoc events do not require council approval. No notice in news sheet

No priorities apply

All public, event, parties or members days to be in accordance with the Rules and Regulations for the Tyttenhanger Site. (copies have been provided to all members)

## Club Dates for your 2025 Diary

<u>Every Wednesday</u> G1 group meet at Colney Heath	
<u>Every Thursday</u> Working groups, and general conversation at Colney Heath	
<u>Every Saturday</u> Ground Level Rly at Colney Heath	
<u>Every Wednesday evening</u> HO & OO Groups meet at HQ	
<b>October 2025</b>	
Saturday 4th	Model Railways section Open day HQ 2pm – 5pm
Sunday 5th	Public Running Session 14.00 – 17.00
Tuesday 7th	Council Meeting at Colney Heath – 13.00
Sunday 19 <sup>th</sup>	Last Public Running Session 14.00 – 17.00
Sunday 26 <sup>th</sup>	Members Day at Colney Heath 14.00 – 17.00
<b>November 2025</b>	
Sunday 2nd	Working Party at Colney Heath 9.00 – 12.30
Tuesday 4th	Council Meeting at HQ – 13.00
Friday 7 <sup>th</sup>	Work in progress meeting at HQ - 8pm
Sunday 9th	Working Party at Colney Heath 9.00 – 12.30
Sunday 16th	Working Party at Colney Heath 9.00 – 12.30
Sunday 23rd	Working Party at Colney Heath 9.00 – 12.30
Sunday 30 <sup>th</sup>	Working Party at Colney Heath 9.00 – 12.30
<b>Advance notice of events in 2025</b>	
Friday 5 <sup>th</sup> December	Christmas gathering at HQ – 8pm
Please notify our secretary of all meetings and other Society events for inclusion in the Society Calendar and also tell the news sheet editor. Approval for special events still rests with Council.	

A representative of any Section or Committee or an Officer of the Society shall, on request to the Secretary, be entitled to attend a Council Meeting as an observer and submit proposals thereat. If attendance is agreed the secretary will advise the member concerned. The Editor of the News Sheet shall be entitled to attend, ex officio, all Council Meetings.