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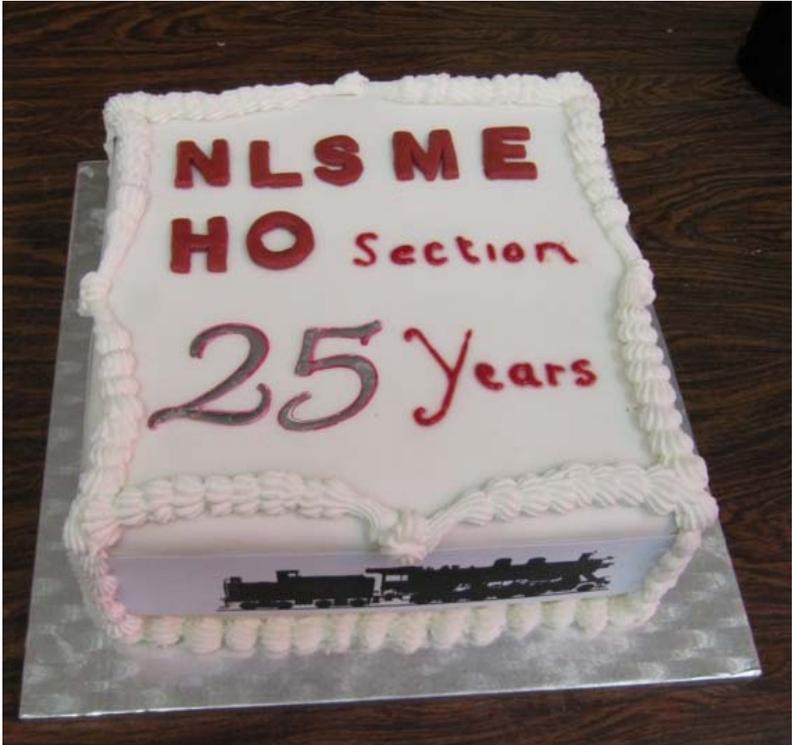


The News Sheet

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TREASURER'S REPORT

The end of the running season heralds the start of Sunday winter working parties at Colney Heath. Funds raised during the summer will, I hope be put to good use by the workers improving our site for the good of all members. I would hope that anybody who has used the facilities during the summer will put in an appearance on a Sunday morning to do something, however little, for their share towards the overall good of the Society.

Mike Foreman

GROUND MAINTENANCE

As we rapidly approach the Autumn & Winter many of you may well be taking a long hard look at the perennial flowers and shrubs you have in your garden and deciding whether or not to split the perennials or maybe removing a shrub. If you have any perennials or small (emphasis on small, no leylandii please!!) shrubs you would like to donate to the society please bring them along to the track on one of the Sunday working parties during November. In particular I would like to plant up the mound to the rear of the pond now that it is clear of nettles and weeds.

Nigel Griffiths

Front cover: 25th Anniversary cake for the North American section of the NLSME.

Marine Mumbles (Rides Again)

What a good turn out the Marine Section had at our last Friday night extravaganza of the year. Well spotted those who saw the word "last". We agreed to start the fun packed adventures again February next year, as the next meeting would clash with the run up to Christmas in December. So mark down that second Friday, snow permitting, on your workshop wall in creosote.

I started the proceedings off by showing off my work in progress. This can loosely be described as an HDML. It resembles, at the moment, a long box. With a pointed bit at the front and a flat rear end, with lots of filer just to add a talking point. The 'ole still needs to be cut in the deck for the superstructure and replace the inner workings that make it go. We had a discussion on the correct filler to use. The best is of the "plastic model" type which melts and bonds into polystyrene, and can be sanded easily. Also on show was a rather good Micro gyros speed controller that Dave's son, Andrew, got for me. It runs on 25 amps continuous with a 300 amps maximum. What's more it will run up to 28 volts (if you have got a big enough boat to take that size battery). The beauty of this set up is that it only needs one to power the two Torpedo 500's I'm using. Watch this space. If you have got time, without going to sleep waiting.

Dave Chisnall brought along his rather excellent Seaplane Tender along, also as work in progress. What a transformation from the last time we saw it. It is going to look rather beautiful when it is finished. What a difference a coat of paint makes. I must take my hat off to him when it came to the window fitting. He cut and used "real" glass. His way of making the spinning clear view circle was very clever. I'm going to "nick" your idea on that part Dave. He explained that the boot topping (that's the white line on the hull demarcating the waterline) on the plans was in the wrong place and didn't look right. Pictures of the real thing showed the correct position. His home workshop produced deck fittings were fabulous. We look forward to seeing the finished boat. The full size boat is on show at Hendon RAF museum (no Dave didn't make that one!). Thanks again Dave for bringing you model along.

Ian Johnston never fails to bring along something different to each meeting. This time it was a cabin cruiser hull he found in the garage. Mind you it did look as though it had been kept there. It had a punt style flat bottom, and probably was powered by an IC engine. We think Charley Starnes might have been involved with it somewhere along the line with it. Keep them coming Ian as these are always interesting to see and talk about.

The Pond. Ah the pond you say. Dave and I are hoping to go and sort the netting out at some point. We think we might let the net sink this year, without floats. In the spring we will remove it and then dredge the rubbish that has got

there first/escaped. At one end, at the moment, there looks like a sub-aquatic squirrel acorn store.

Well that's it for this month, but please remember there will be NO December Marine Meeting. You haven't escaped, you will still hear from me next month. You poor lot!

Peter Stern

GENERAL MEETINGS 2011 – FORTHCOMING PROGRAMME

Unless otherwise indicated, General Meetings are held 8-10pm at our Legion Way Headquarters in North Finchley. Peter Davies usually presides over our raffle - for which all donations of suitable prizes are always appreciated, while Dave Lawrence provides us with tea and biscuits at around 9pm. Our thanks to Dave and Peter. Profits from meetings go directly to club funds. All members are welcome at any of our General Meetings and we are always happy to see members' friends and family, too. Hoping for a good attendance to support our speakers, we look forward to your company.

Suggestions (and volunteers) for suitable General Meeting topics are always welcome.

4 NOVEMBER 2011 REVIEW

An opportunity to look back on how the Society has fared during a busy Summer season while looking forward to what we hope will be a productive Winter session. Your comments and views concerning Society matters will be welcome.

2 DECEMBER 2010 – PRE-CHRISTMAS SOCIAL

An informal time together with food and drink 'On the House'. All members, families and friends are welcome.

6 JANUARY 2012 – A DIFFERENT VIEW

Our Video Team present an evening revealing aspects of Society activities.

3 FEBRUARY 2012 – MODEL ENGINEERING FORUM

Hints, tips and techniques.

October Loco Section Meeting

By Mike Chrisp

Mike Chrisp opened the meeting with a welcome, a reminder of the two means of escape in the event of emergency, and a request for all present to register their attendance.

At the request of those attending the September meeting, this evening had been set aside to discuss the various projects in hand at the Tyttenhanger Site. With members of the Tyttenhanger Site Committee available to describe current and proposed work, the relatively low attendance was disappointing.

The configuration of the Ground Level Railway extension was discussed. Alternative arrangements (Plan A and Plan B) had previously been proposed, described and discussed but no decision reached concerning which was to be adopted. Alternative routes were sketched on the blackboard (access being possible following Mike Foreman's success in getting the retracting screen back into its housing). Peter Funk explained that Plan A utilises more of the existing track than Plan B. Opinions already expressed indicate a preference for Plan B which offers a longer route, greater flexibility, the possibility of a more interesting railway and easier gradients. Existing trackwork will be re-used, costings are similar and no mature trees will be affected.

Brian Baker proposed the adoption of Plan B and pegging out the route for all to see. None present had a strong preference for Plan A or objection to Plan B. The adoption of Plan B was therefore unanimously approved. It was agreed that the pegged out route would allow those interested to visualise the result and encourage work on the project to begin. Peter Brewster will be made aware of the decision.

Winter working parties will begin on Sunday 6th November. Armed with lists supplied by Section and Project Leaders, Mike Chrisp volunteered to be available at the site on Sunday mornings to meet, greet and direct anyone without a pre-allocated job to work on something from these lists. By this means it is hoped initial enthusiasm will be retained.

During a short break for tea and biscuits provided by Tony Dunbar. Mike was delighted when Sue Rose volunteered to prepare a Track Stewarding Rota for the 2012 running season.

Following the break, Mike Foreman summarised his schedule of work on the existing Raised Track. Mainly routine maintenance, this includes an annual structural check and remedial work to restore levels and super-elevation. The supporting sleepers will be clearly numbered for reference and the track itself examined and adjusted as necessary.

The Garden Railway Section plans to construct a cover for its steaming bay area. Proposals have been presented to the TSC and a design is in hand. It is assumed that the necessary labour will be available from within the section. Windbreak netting will also be secured along the wire fence.

October General Meeting

By OMAH II. Photos by M Chrisp

Mike Chrisp gave us his usual effusive greeting and thanked those present for turning out on a rather inclement evening. Having done a quick rundown on recent events, one of which was the rates demand from Barnet Council, (I will not dwell upon this since I feel sure it will be covered in depth elsewhere), Mike turned to the subject of the evening, WIP or show and tell.

Bearing in mind that we were a small but select gathering there was a larger than usual content on the table, indeed some shuffling of items was necessary to bring the work piece being described by the proud builder, to the fore. First up to bat was Mike himself who, having been having a clear up in what for several years was the ME Editors office, had come across several photos of interest to the Society, some sadly of those no longer with us, displayed them. Suitably framed, it is hoped to hang some in the HQ.

Next was Geoff Burton who, having expressed his preference for the Great Central, described one of the power bogies of what is to be a Class 77 co-co electric, one of a fleet which were based at Guide Bridge and used to run between Manchester and Sheffield through the Woodhead Tunnel. They were known as Greek Goddesses (Electra, Ariadne, Aurora, Diane, Juno, Minerva, & Pandora, 13 of the 76s' also had Greek names). Having seen Geoff's power bogie, when the loco is equipped with two of them and a 90A hour battery, it will be a very powerful beast. (There were 58 class 76 bo-bo's built and a further 7 Class 77 co-co's for passenger hauling. Peter Davies commented that there seemed to be a surplus for such a short stretch of line, however during the 'Merry go Round' power station coal period they were hauling 960

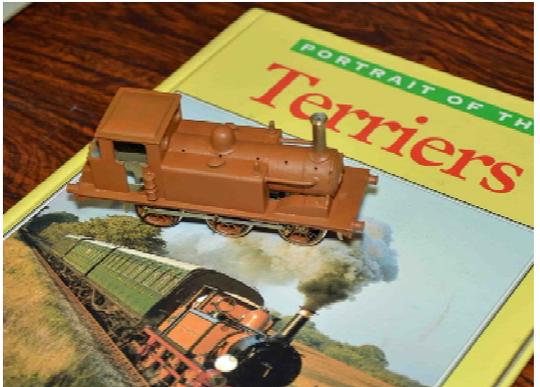


ton loads with two 76s' at the front and two more banking, at 4 locos per train they were probably kept quite busy! I hope Geoff doesn't mind my sticking my oar in but I found his chat very interesting and did a bit of looking up.) (JimR)



Left & Above: Geoff Burton with his class 77 power bogie.
Below: Sue Rose's Terrier.

From large to small, Sue Rose had brought along a bagful of 00 scale pewter figures, complete with magnifying glass, which she is in the process of painting, the detail is fantastic. Sue also had a very nice Stroudley 'Terrier' built from a Kays kit, (is it Kays or Ks? I have a catalogue somewhere but couldn't find it), powered by a Maxima motor, tiny but powerful. A little gem, it is either going to be Boxhill or Knowle.



Back up to the big stuff Tony gave us some details of the tender for his 9F. Having built the frames Tony was about to start the platingwork the hard way when he discovered that ME Laser did a kit which he bought and saved a lot of time, soldered it up using 'electronics' type cored solder and one of those pencil torches which is recharged from a lighter fuel cylinder. It all went together quite easily and looks well, the rivets are all genuine. Tony's only minor criticism is that the curves in the tank sides are preformed and were not quite tight enough to get a 90° angle at the lower edge. Tony must be pleased to be getting back on track after his recent setbacks.



Above: Tony Dunbar with his 9F tender

Right: Dave Rose with vacuum pump and tender for his 5" Sir Lamiel

Mike Foreman had his 3½" V1, 'Green Arrow', this was originally started in 1972 with bits from Jacksons, the drawings left much to be desired so Mike got copies of the works drawings which he assured us you can read quite easily after a while and see through to the bit you want. I will take his word for that; he also had quite a lot of photos of the full size loco.

Dave Rose then chatted about the tender for the 5" S15 'Sir Lamiel' that he is building with particular detail about braking. He has strong feelings about the use of vacuum brakes and has recently bought, at quite low prices the basic bits, £130 for a 12V vacuum pump, £30 for the control valve and £3 for the

non-return valve. Mike Hodgson said that all diesel engines have a vacuum pump which can be picked up very cheaply at scrap yards. Although this could be driven from one of the axles it was pointed out that a 12V motor drive would be better in order to maintain vacuum when at a standstill, even so it could still be a cheap solution.



Our penultimate exhibitor was Martin who had recently bought a 3½" 'Invicta' with the intention of refurbishing it to run in LittleLEC, it looks very smart and has passed its hydraulic test but is a bit reluctant to run. Martin's original intent was offset by the opportunity to run a well known 'Rob Roy' in LittleLEC, but he will now have time to tweak 'Invicta' at his leisure.

Last but by no means least was Peter Badger, that well known raconteur and boiler suit model. His subjects ranged from problems with the boiler for the beam engine at Levant, with which he has a long association, through the intricate workings of the 'dumping valve' on his six cylinder compressor at home, and eventually to the item on the table, a vertical hot air engine. He had, on a previous occasion, given us details of the most suitable tin cans for getting the best results from an economy model engine, he has a wide choice of cans, having a garage full of them, and considerable research has gone into

the selection of the ideal combination. One of the most important of these is the 'John West' tuna can due to its excellent ridge giving it strength and a nice fit with the baked bean tin below, the manufacturer of the contents is not critical but the means of opening it is. Beware the tin with a ring pull and stick to the one which uses the good old fashioned tin opener, this way you will avoid distortion and that nasty sharp edge, instead you will have a rim which will keep it circular and give it strength. The engine, which has a plywood flywheel, contributed by one of his former employers, and seems to turn over very freely, sadly Peter has had problems making it run smoothly, his other engine runs sweetly on a nightlight but this one does not respond even when copious heat is applied, the traces of which are clearly visible on the lower tin. He thinks the problem lies in the timing. Peter's final reminiscence concerns a chimney, he was in the process of resurfacing a flat roof when he noticed a hole in the chimney adjacent. Not wishing to mess up a new flat roof surface he decided to fix the chimney first, being Peter he did a bit of chimney research first and found that they have several different names, the most common being 'Cannon', which is fairly obvious when you look at the shape, however, without wishing to boast, Peter found that he had a 'Big Bishop' (not many people know that) and was pleased to be able to repair the hole with a mixture of epoxy and cement. This brought the meeting to an end on a suitably hilarious note.

(I feel I must apologise to Peter for not giving all the details of his explanation of the 'unloading valve' and the working problems of a hot air engine. Although he explained them in detail I found that they were beyond my grasp, put it down to old age. To this end I am handing over the note taking to Ian Johnson, formerly known as OMAH Mk2 and will be standing in when he is absent as OMAH Mk2, aka Jim Robson.)

Martin Kennedy with his 3½" 'Invicta'.
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📖 Dates for your Diary 📖

Friday 4 Nov	8.00pm General Meeting; Review, look back on a busy season and forward to a productive winter; HQ, Legion Way, Nth Finchley
Saturday 5 Nov	Fetes & Fair section at Southgate, Contact J McDonald
Monday 7 Nov	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Tuesday 8 Nov	8.00pm TSC meeting; Colney Heath
Monday 21 Nov	<i>Deadline for copy to Editor for December News Sheet</i>
Friday 25 Nov	8.00pm Workshop evening; HQ, Legion Way, Nth Finchley
Friday 2 Dec	8.00pm General Meeting; Pre Christmas Social; HQ, Legion Way, Nth Finchley
Saturday 3 Dec	Fetes & Fair section at Berkhamstead, Contact J McDonald
Wednesday 14 Dec	HO section Pre-Christmas Open House; HQ; Legion Way; Nth Finchley
Wednesday 28 Dec	HO Section running session from 1300; HQ; Legion Way; Nth Finchley

We celebrated 25 years of the North American section of the NLSME on Wednesday 26th October at the club. About 35 members from various sections of the club attended what was a very enjoyable meeting.

Betty Fenton provided the cake - a properly engineered one, none of this sponge rubbish. Tony made a little speech saying how few of the original group were still at the club. (As Tony Dunbar and Rai Fenton cut the cake we had the usual wag saying "I hope they we will be happy together".)



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

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

