

Issue No. 845

June 2022

# The News Sheet

North London Society of Model Engineers

June 2022



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

## Contents

Chairman's Comments	Page 3
Treasurers Report	Page 4
60 <sup>th</sup> Celebrations	Page 5
The builders of the original raised track	Page 25
Dingly Dell – A station reborn	Page 26
Track Stewards Rota June & July	Page 27
How Reg Dawson saved British Railways	Page 29
Danger Tree Fellers at work	Page 30
Forthcoming General Meetings	Page 31
Bookworm Writes	Page 32
GLR News	Page 33
Narrow Gauge Garden Railway	Page 36
Shirley has a new Locomotive	Page 39
And Finally – NLSME Logos	Page 40
Dates for your Diary	Page 41
Contacts list	Page 44

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### Front cover photo; -

The 2<sup>nd</sup> of May was a historic day for the NLSME when we celebrated 60 years since we first took on the site at Tyttenhanger. There is a full account and pictures of the day in this issue. The cover picture shows Susie M just breaking the tape at the formal opening of the raised track extension.

Photo by Donna



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.

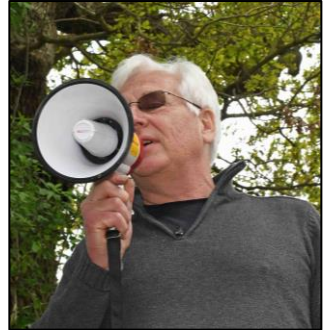
Articles long or short on any subject which would be of interest to members of NLSME will be gratefully received for inclusion in future editions. If you don't want to put pen to paper but have a suggestion for a topic which is of interest let the editor know and we will do the rest.

Pictures are always welcome.

## Chairman's Comments

Les

For the first time in my experience, we did not have a quorum at the AGM, being three members short of the 25 required. However, since there were no matters brought to the AGM that required voting upon (all existing officers and council members having put themselves forward to continue another year and as properly notified in April news sheet) and in the absence of any other business properly notified prior to the AGM, it was decided by the assembled members to continue. Minutes were taken and will be presented as normal practice at next year's AGM.



The members day at Tyttenhanger was a great success. Good to have so many familiar faces and families on site to enjoy the day and our wonderful site. Photographs capturing the event are in this issue which will convey more than I can describe.

The slot car section hosted a national race weekend on 9/10<sup>th</sup> May. I went along on the Saturday and was again surprised at the speed at which they race, and the faster cars were scheduled for the Sunday! I much enjoyed witnessing

how these events are run and the good-natured competitive spirit that came to the fore, together with a decent amount of quality banter.

Our first Tyttenhanger public open day on 15<sup>th</sup> May proceeded smoothly. A gate count recoded 88 visitors and here was plenty of motive power on hand to give rides on both raised and ground level railways. Hopefully all public days this year will be as enjoyable.

There is a vacancy for a member to take over the site manager role at Tyttenhanger. This involves keeping a watching brief on all our non-railway related infrastructure and involvement in planning/executing new projects at such time as we agree need for any. Please contact any council member or myself if you feel you can lend a hand to the club in this regard.

Our next general meeting is Friday 3<sup>rd</sup> June at the track. On this occasion we will be running clockwise on the Raised Track. It is also the long bank holiday weekend so hopefully I will see plenty of you there.

## Treasurer's Report

By Mike

Tyttenhanger is open for business again after a two-year gap! Sunday 15th May was a bit damp, but we still welcomed a few members of the public onto site for the first public open Sunday afternoon.



It was a pleasant opportunity to get back into the swing of things doing what we like doing. Showing off our engines and facilities to the general public and hopefully a few new members, not to mention having the opportunity to make our engines do a bit of work and test the drivers' skills.

Statistics for the afternoon, 86 people counted into the site, 88 rides counted on the RTR and 100 on the GLR. A comfortable number for the first opening, may have been more depending on the efficiency of the tellers!

At the last Council meeting we accepted one new member, a warm welcome to Max, who is interested on OO railways.

Recent expenses have included the Fire Appliance certification for both HQ cost £239 and for Tyttenhanger £618, the latter including new equipment for the 'dirty' workshop and other changes.

Subscriptions renewals are still coming in, only forty names remaining at time of writing this piece on the 18th May, but as usual I still have a few regulars lagging behind. Next month I will publish to Post Codes as a reminder...

Enjoy the Summer and keep safe.

**Mike – Hon. Treasurer**

## 60<sup>th</sup> Celebrations

The weather was perfect and the site was looking great thanks to the efforts of many members over the winter and spring. All was in place for a memorable day, and so it was. The prediction was for over 200 members and their families would attend and as the pictures that follow show that number was exceeded. Members from all the sections which enjoy the facilities at Tyttenhanger were in attendance and showed just what we have available to us in the society. Some had travelled a significant distance to be with us notably George who was to drive Susie M through the ceremonial tape at the start of the extension just beyond Dingly Dell station. This was the same locomotive that cut the tape on the original opening ceremony all those years ago. *(Picture on page 27 of the May edition Ed)* Several of the original builders of the railway were in attendance and it was good to see some of our more senior members who find it more difficult these days to get around enjoying the event.

The day was to celebrate the refurbishment and reopening of Dingly Dell station and the extension of the raised track and to also formally open the extension to the Ground Level Railway. The chairman made a speech in which he paid tribute to those who had put in so much effort and time into building the two railways. With the speech over the locomotive, Susie M was given the signal to move forward to break the tape across the raised track to the cheers and applause of



the many people standing at the lineside. (See cover picture Ed). Attention then turned to the ground level railway with its newly created Dingly Dell Low Level station. Three Trains with Maid Marian at the lead had conveyed a large number of people to the station and stopped just short of the ceremonial tape. With a long whistle Pete opened the regulator and the loco proceeded to cut the tape and travel over the extension of the GLR again to the cheers of the crowd.



With the formal opening of the respective lines complete all members returned to the main station area and in keeping with the traditions of the builders of railways in the 18<sup>th</sup> century enjoyed the refreshments provided. There was even a cake specially decorated for the occasion. The tea, coffee, wine, beer and a food were diligently consumed by all. The comment repeated by many was “what a great day, we must do this sort of thing more often”. This event celebrated the club’s arrival at Tyttenhanger. The first train ran just three years later in 1965. So, there is a good reason to do it all again.

Our cameramen were out in force to record the days event. There were so many pictures taken and several pages have been used to show some of them in this edition of the news sheet. Many more can be viewed on Owen’s Flickr page via the following link; - <https://flic.kr/s/aHBqjzNBYv>

The editor would like to thank Mike, Owen, Geoff, Nigel and others for the pictures that follow which are the best way to show what a great day it was for all. Your editor recommends you view them in colour on the NLSME web site.









































A great day was had by all. Many thanks to all those who made the arrangements



## The builders of the original raised track

By Keith

A few months ago, I was in conversation with George discussing the forthcoming 60<sup>th</sup> celebrations. George asked if the plaque was still there commemorating the people who built the original railway? I didn't know, the plaque has gone unnoticed by me and many others I expect. At my next visit to Tyttenhanger I found it attached to the sleeper just where George had said it would be. Despite being cleaned up it is still difficult to read but it gives the names of those involved in building the original circuit between 1962 and 1965. Many of the names will be familiar to many in the club today and some were in attendance at the 60<sup>th</sup> anniversary of the club moving to Tyttenhanger in 1962. Take a moment to have a look next time you visit the site.

The names on the plaque are as follows;

NLSME		
C. Austin	G. Cashmore	D. Chisnall
A. Fawcett	E. Hobday	T. Luxford
B. Luxford	E. Moon	G. Moon
R. Newman	H. Pill	R. Pitt
R. Price	J Sumpter	G. Wren
1962 – 1965		



## Station renaissance

Dingly Dell station on the raised track was looking very dilapidated and long overdue for some TLC. The March 2021 edition reported *Dingly Dell halt has seen very little patronage in recent years with trains passing by without stopping. The station*



*sign could do with a little TLC. This is an ideal shed job for a volunteer looking for something to do during lockdown? Please let your editor know if you can take on the task.*

Two John's took up the challenge and went much further than just a new sign.

The platform fence was replaced, new signs were added together with the cleaning of the platform and replanting around the general area has made this a very attractive feature on the railway. Inspired by this Paul and GLR team have now created a low-level station.

(See p34 Ed) It's unlikely Dingly Dell

high- or low-level stations will ever see such a large number of people on the respective platforms as witnessed on the day of the 60<sup>th</sup> celebrations but you never know.



## Track Stewards Rota – June & July 2022

By Nigel



The track steward's rota for June & July 2022 are shown below and on the next page. A complete list for the whole of 2022 was published in the March edition. Please make every effort to attend on the date you are allocated.

If, however, you are unable to perform the duty on the date shown it is your responsibility to arrange a swap with another member and to advise the two Senior Stewards of the change.

Please contact the relevant Senior Steward if you have any concerns regarding the date of your duty.

Our public running days provide a lot of pleasure to parents and children who come along to the site at Colney Heath. Also, after two very lean financial years the income from the public, as well as the subscriptions we pay, goes towards improving and/or maintaining our facilities not only at the track but also the facilities at Headquarters.

### **05-Jun-22**

#### **Ian - Senior Steward**

- 1 Michael
- 2 Simon
- 3 Howard
- 4 Peter
- 5 Gerald
- 6 John
- 7 David
- 8 Michael
- 9 Peter
- 10 Keith
- 11 Michael

Ground Level Despatcher

Steve

### **19-Jun-22**

#### **Chris - Senior Steward**

- 1 Brian
- 2 Simon
- 3 Stephen
- 4 Ian
- 5 Michael
- 6 Derek
- 7 Peter
- 8 Meryyn
- 9 Julian
- 10 John
- 11 Steve

Ground Level Despatcher

Steve

**03-Jul-22****Mike - Senior Steward**

- 1 Robert
- 2 Aaron
- 3 David
- 4 Bob
- 5 Rai
- 6 Ian
- 7 Geoff
- 8 Derek
- 9 Robert
- 10 John
- 11 Robert

Ground Level Despatcher

Steve

**17-Jul-22****Richard - Senior Steward**

- 1 Jonathan
- 2 Mick
- 3 Paul
- 4 Joe
- 5 Mark
- 6 Terry
- 7 Jeremy
- 8 Peter
- 9 Rob
- 10 Thomas
- 11 Marcin

Ground Level Despatcher

Steve

## 3 1/2" Gauge 4-6-0 Royal Sovereign

A friend of Roy is trying to find out some of the history on this Loco. It is very well made and unusual in this gauge It is part of the Tony Mason collection and came with a note saying built by J Chilver in 1978. Does anyone know who he was. Was he a member of the North London society? Does anyone have any information regarding the history of this model? If you are able to help please contact Roy.





## Now it can be told How Reg and the Talylyn Railway saved British Railways”.

By Ian

Reg Dawson was a fairly senior civil servant in the Department of Transport and a volunteer with the Talylyn Railway preservation group. Reg was shattered by Dr Beeching's Report which identified well over 2,000 stations for closure and 5,000 miles of track to be ripped up.

At that time Ernest Marple (who had fingers in many pies) was pursuing a course of action which he hoped would end with very few railways still operating and dual-carriage ways in their place. Fortunately, Ernest had a finger in one too many pies was rumbled and did a moonlight flit to Monaco owing HMRC ten million pounds.

The hypothesis at the time was that branch lines and even main lines that were not profitable could be cut with the supposed result that the rest of the system would be profitable. This was a gross error and although Reg knew it as it didn't fit his agenda, he didn't say it.

Imagine Reg's surprise when he came upon a 'top secret report' by Robert Serpell in his own office file cabinet. The 'aim' of the report was to cut BR network down to 1,600 route miles. This would leave Wales with no railways apart from a line to Swansea. Scotland would have a single track from Carlisle to Aberdeen. And major parts of the country would be left many miles from the nearest station. What was more the Cambrian Coast Railway would be no more! This was an important feeder rail to the Talylyn Rail Restoration site which at that time was the first in the UK and probably the world.

Reg abducted the 'top secret file' but was perplexed as to what to do with it. If he disclosed its contents and it was discovered he had done it then Reg would almost certainly be dismissed from the government department. He could be risking being detained at her majesties pleasure. Worse still the contents of the report might never be published or at best delayed until it was too late! Fortunately, Reg was on the same project at the Talylyn Railway with Richard Hope who was at that time editor of the *Railway Gazette* and friendly with the staff of the *Sunday Times*. Reg and Richard Hope discussed how it might be released and decided hand the document to his associates on the Times. There was a delay but when the Times finally published the contents there was a furore. The public response and political uproar were immediate. As distribution of the document was

restricted by the official secrets act the police were called in by the government to discover the culprits. At the time this was never disclosed. Hope was questioned by the police as was Reg but no information was gained. It was then found that their phones and some PM's were being tapped by the police.

One of Hopes employees was able to discover the bugs in the phones but worse was to come. The Police visited one of the *Gazettes* employees and threatened to expose him to the public saying that he was 'gay' if he did not divulge who leaked the information from the secret document.

But it was all too late public outcry resulted in the plans to cut British Rail Track by one half were thrown out by the government! That was in 1972 and although Mr Beeching had already reduced the size of the network since then several lines have been reopened and services strengthened.

And who do we have to thank for the preservation of our Railway's future? Why? Reg Dawson and a volunteer he knew at the Tallylyn Railway who very bravely took on the Government and for us, won the day.

Sources: - *Wikipedia*. *The Railway Gazette*, *the Sunday Times*. All the personalities involved are now deceased. Reg and his wife became so weak that they went to a Zurich clinic where they ended it all. Others mentioned all died of natural causes.

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## Danger Tree Fellers at work.

These three fellers took on the task of trimming the base of a tree which was encroaching on the loading gauge for the skirts and stirrups of the raised track riding carriages.

As can be seen George is clearly holding the tree up whilst Paul and Derek do the real work with the saw.

The task was supervised throughout the operation by a responsible fourth, junior member of the safety management team primed to say timber if needed.

This tree had been trimmed some years ago but had grown back.



## Forthcoming General Meetings

In the past our members have been as good if not better than the imported variety of speaker. So, if you know of a member who would be willing to talk for an evening or even half an evening shared with another member; then that would be excellent. Please let me know. The Programme at the moment reads thus: -

**Friday June 3<sup>rd</sup>, Queens Jubilee Holiday.** Reverse running on the raised track at Tyttenhanger. This is instead of a HQ general Meeting.

**Friday July 1<sup>st</sup>** Meeting at Colney Heath BBQ, **bring** your own sausages; heat will be provided.

**Friday August 5<sup>th</sup>** BBQ at Colney Heath **bring** your own sausages; heat will be provided.

**Friday September 2<sup>nd</sup>** First General Meeting of the season at HQ. Prof Tim Watson will take time off from teaching his students to extract teeth to take us all on a journey from St Albans to Dorset with speed and thrills on the way by miniature traction engine! Not to be missed by anyone!

**Friday 7<sup>th</sup> October.** Work in Progress. Bring along a piece of machinery or model that you are involved with and tell us about it; you are among friends who will no doubt give you advice. The Nation is running low on skills so please do your bit to help.

**Friday 4<sup>th</sup> November.** We have no speaker booked for this meeting. I'm sure that one or two members could give the Club a short entertaining talk about Railways/ models/ ships/jobs/ or a thousand and one interesting facts that will keep us spellbound for at the least the evening, Suggestions and offers please. Form an orderly queue!

**Friday 2<sup>nd</sup> December.** A Festive Gathering. A chance to meet and chat to members from other sections over some light refreshments with a backdrop of films from past glories at the Club. A good chance to see some hidden films from the previous of the Club.

Any questions regarding the meeting contact, Ian

## Bookworm Writes

Whilst searching for a tasty recipe for “60 Years at Tyttenhanger” last month, I came across one or two interesting ingredients that I didn’t eventually use and at least one cryptic note from my owner (more anon). However, I thought by way of a lead into this month’s historical *potage de maison* I would start the menu off with a where to run your loco, on a straight track .... or on a circular one (that is a straight track where one end is joined to the other).

Today it seems the most logical thing in the world to run our locos on a circuit of track, but up to the late 1920s and even into the 1930s where Club tracks existed straight up and down was more likely to be the order of the day – should that be dish of the day? Brian Hollingsworth in his master work “LBSC His Life and Locomotives” suggests that the Romford ME Club was the first in England to open a circular track in 1934 and that it may have been due to American influence that the idea of the circular track was introduced to this country. \*

“ *Tell us about this cryptic note*” you say. So well, now, the cryptic note I found on my owner’s desk last month, just said: ‘*check out the Polar route - Nov 32*’.

Always looking for an opportunity to revisit old friends and take time out to catch-up, particularly one’s I haven’t seen for a long time, I took myself for a long stroll the other morning (and it was long!) to the far reaches of the bookshelf to locate volume 75. Once there and having met-up again with some old pals, I asked about my owner’s reference to the Polar Route and was directed to follow my taste buds to page 371. There I found LBSC (Curly Lawrence) describing his new track that he named the Polar Route. However, what became apparent to me as I dined within this volume was how familiar the flavour, but how little I knew the ingredients.....so to speak.

LBSC – Master builder of small locomotives, leading contributor of articles on same to ME and other magazines and one time patron of NLSME – built for himself a test track at the rear of his home in Purley Oaks Surrey in order to test and to otherwise enjoy running his creations. For people of a certain age, it was considered a holy place, a place to pilgrimage to. However even though LBSC was Patron to our North London Club it was by no means an open invitation to visit his home and track. Only a select few were allowed to visit. Many heard the hiss of steam and siren calls of the steam whistle, but few were chosen.....

The Polar Route was named according to LBSCs own description of it in vol 75: “ *Polar Route, so called, not because of its locality, nor ‘average temperature’, but as a phonetic rendering of the initial letters of its official title*”

Source: ME 1936 Oct 29 p423



## G.L.R. News June 2022

By Peter

Had last month off and really missed not sending in my bit to the Newsletter, seemed as though I had forgot something I'm sure someone will remind me though?

Alban the clubs 7 ¼" gauge loco is showing her age and thanks to Brian and Paul has had a bit of TLC of late. Recently when using Alban and approaching Smallford Station the hydraulic drive jammed in forward mode. The engine was immediately withdrawn from use. The cause was found to be a bolt holding the forward and reverse arm on to the hydraulic unit had unscrewed itself and had jammed on the casing! This fault could have caused an accident resulting in who knows what! The bolt was refitted and whilst the cover was off new Hydro oil was exchanged for the old treacle lurking in the Hydraulic unit. Alban's body was put back on and the loco tested to the crew's satisfaction. She now feels as though she has got a new spring in her step. Then just as we thought we were in the groove the old girl started to derail over the points in Smallford. Worn springing is suspected which is no surprise as she has moved many tons of materials over the years in the building the railway. The tender springs also need to be inspected in the near future, so for now Alban is out of action till further notice.



*Brian busily passenger hauling on members day in May*

Not to be outdone Brian's loco of the same design and stabled in the same shed developed almost the same fault! And on strip down the same fixing although a different design had also decided to come loose (can't beat a bit of planned maintenance). Something makes me think that when we are not around do these locos talk to each other? Bolt tightened, Oil changed, body fixed back on good as new. If nothing else this sort of activity keeps us going and thinking of what to do tomorrow keeps a pulse going in the old grey matter.

Work has been going on at a pace to get the crew fit for public running we have had some practice runs using the token system and line of site running just in case of a problem with the signals. Paul has made and sited a very nice Dingly Dell sign board, and with the aid of young Derek erected a small platform in said location. Paul also reminded me that this area would be a nice place to build our water tower (anyone got a new set of knees to lend me?) This will be positioned in just the right place if you are running short of water.



*Paul and the team at the newly created Dingly Dell Low Level station*

### Member's day

Just a few words of appreciation for absent members that we have lost recently and in the past. Without their input all those years ago and the taming of what Tyttenhanger site was in 1962 (just a grassy field), we may not have had such a great time as we did on the members day in May. I have only been a member for some forty years and have seen many changes over those years. At only number twenty-two on the member's seniority list hopefully I will see many more successful projects in the years to come! I am sure our absent members would have enjoyed the celebrations just as much as we all did.

I must thank the ground level crew for making sure the track, locos and carriages were fit for purpose and also for all the personal help given to me getting Maid Marian ready for the big day. Thanks to Brian L are also in order for supplying me with some tasty morsels during passenger hauling. And last but not least thanks to the organisers and catering crew who fed and watered you all (When can we do it again). It was nice to hear the comments and congratulations about the almost completed Maid Marian by the members even some I had not met before. It was a pleasure to have given rides to you all especially going through the tunnel. Sorry Helen about the hair do just could not resist letting off steam for the kids! I can't wait till the season kicks in for passenger hauling.



*Paul Departs Orchard Junction with Idris on Members Day*

Due to the coal crisis, shortness of supply, price hike, and lack of forward thinking I have been experimenting with using scrap timber as a form of a steam producing alternative for my loco. I have even made a new grate for Maid Marian from smaller section steel and reducing the air spacing. I have steamed the old girl on three occasions now and have been very happy with the outcome. Not a lot of difference in the time taken from cold to 75lbs and with the few lumps of anthracite thrown in can lift the safeties at 125lbs with ease. Job done stick your steam coal where the sun doesn't shine Huh. Having had a log burner in the home for many years I have found that the amount of timber thrown away by businesses and the discerning public is amazing we really must do better. I even cleaned up a bit of the brass work on Maid Marian for the for the members day celebrations. As to the future I'm looking forward to running a longer than normal train with 35 people or more at a push some time this season!



## Narrow Gauge Garden Railway

By John

Mid-summer greetings narrow gauge enthusiasts and welcome to the latest musings on all things that are narrow (hopefully not minded!)

Well, the weather was good, our Colney Heath site looked amazing, there was a large good-natured crowd, the food and drink was fantastic and there was plenty of action on all the different activities. What a fabulous day we had to celebrate our 60th anniversary of being at Colney Heath. The highlight being the tape breaking ceremonies officially opening Dingly Dell on the raised track and the ground level extension. Many, many thanks to everyone who helped to make it such a special day. It seemed to me that after all the difficulties we've had over the past few years, there seemed to be a collective feeling of let's get back to being a proper active club, and enjoying our hobby to the maximum, at last!!

And with that sense of a new beginning, I thought that it would be a good idea to start a new venture. Some of our members who run on the gauge 1 garden railway have said to me that they also have, and enjoy running narrow gauge outline stock. So, it occurred to me that it might be a good idea to open up the narrow-gauge layout on an occasional basis, i.e., when its nice and sunny! on a



Wednesday which happens to be the gauge 1 running day. This would enable those people who want to run both standard and narrow gauge models the opportunity to. I will notify the day to everyone using the G1 WhatsApp group and the first one is in a couple of days' time of writing this. Here's hoping it works out well, it will be nice to see some of the fantastic models I know that are owned by

members but don't normally get a run out. Anyway, it will be nice to foster some Entente Cordiale between the two garden railways!

You may recall some months back that Guy kindly donated the buildings from his own garden railway for use on our layout. In his own words they needed a little TLC, due to the many years spent outside they had acquired what is known in the antiques world as patina, or as I like call it character. So rather than a complete repaint just a little fettling and refixing loose parts was undertaken and I tackled the church and signal box which you may have seen in situ, whilst other members have been doing their bit. Richard has recently brought back a station building he has worked on and is now another station halt on the "country loop" part of the layout, as for a name we agreed that it would be the garden railway version of Dingly Dell. Still a little embellishment required, fencing etc but it looks good as it is, watch out for it as you go up the raised track. Hope you enjoy the photo, and if Keith our editor can squeeze them in, I've included a couple of other recent pictures.



On a slightly more serious note, on public running days we've attempted to engage with members of the public who express a genuine interest in what we do, and very occasionally have invited people into the layout for a closer look etc. However, on the recent first public day it got out of hand and led to a couple of incidents. So, for safety

reasons and for the enjoyment of the layout operators from now on only club members shall be allowed into the layout on public days, the public are to remain on their side of the fence. If you are stewarding and a member of the public asks if they can pop over, please decline their request citing safety issues. Of course, we'll be more than happy to come over to answer any questions and queries they may have. And I'm pretty certain drivers on the raised track won't miss members of the public clambering over between them either!

That said it is marvellous to have the public days back, and though the dismal weather may have kept numbers low, which maybe was no bad thing for the first one, everybody seemed to be having a great time and it was good to see many locos were out giving rides to many happy people.

Finally, the article by the G1 group published on p29 of the May edition is a truly awful incident which resulted in serious burns to those involved. So, to facilitate dealing with potential fires on the layout, always a potential hazard considering the fuels we use, I have fitted a shelf and on it there is a water spray bottle for dealing with small fires, also a fire blanket for larger conflagrations. It is located on the layout side of the access bridge. If you are running on the narrow-gauge layout, please make yourself familiar with its location.



With summer now finally here, we now have no excuse to not getting out and to get steaming up, see you up there!!

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## Shirley has her own loco at last

This locomotive appeared on the Station Road Steam web site and was immediately snapped up by George and Shirley. It only took 8 minutes from it appearing to completion of sale! It was advertised as a non-runner but it just needed George's wiring skills and a control box to put things right. It is reported that the lady is very happy with her new acquisition.



The picture was taken just after completing the first run. The loco looks great and is perfect for the lady. As can be seen from the smile Shirley is delighted with her new acquisition. We all wish you many more happy miles around the raised track and perhaps a few other railways further afield.

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## And Finally – NLSME Logos.

By OMAH.

### Two event-initiated thoughts about the Clubs Logo.

#### **First event.**

The unveiling of the excellent piece of stained-glass work originally by dear Tom Luxford (God bless his soul) of the NLSME “Coat of arms”. It is understood that the glass work had been in the safe and secure arms of Mike for many years. Bryan from Cornwall has renovated the glass work unknown to the Club members except Les and



Liz. Coinciding with the sixtieth celebrations and our AGM, Les unveiled the Logo and illuminated it! The almost a quorum of members were very impressed if not ‘Gob smacked’ by it. When the new toilet is installed at HQ there will have to be a proper installation ceremony, with flashing NLSME glass work and complete with a ceremonial flushing of the toilet!

#### **Second event**

The scribe was impressed by the stupendous 60<sup>th</sup> celebration that Les and Liz masterminded at Colney Heath. It was amazing the number of members who wore NLSME shirts; probably including the scribes because he has lost his!

What the scribe is leading up to is that there is an interest in promoting the identity of our wonderful Club. It is some years since Colin sold the remaining logoed shirts and it would be pleasant to give the opportunity for ‘newer’ members to purchase a new ‘T’ shirt that will fit.

So, If anyone out there has connections with the rag trade or is able to negotiate a good price for ‘T’ shirts then it would be good if it could be the catalyst for other products like the NLSME mugs of years ago or tea towels or ties the ‘world would be your lobster’ is a well-known maxim, the scribe repeats.



## Dates for your Diary

# Narrow Gauge Rally



Photo courtesy: Lewis Day

Running facilities for  
2½", 3 ½", 5" and 7 ¼"  
gauge models

If you wish to bring your engine to run, or if you have any questions, please email:  
[ngevent@outlook.com](mailto:ngevent@outlook.com)

Exhibitor camping available upon request. Please let us know if you would like to book a Ploughman's Lunch, this is at a small fee to cover costs, COVID Rules dependant.



Rugby Model Engineering Society  
Onley Lane, Rugby, CV22 5QD  
[www.rugbymes.co.uk](http://www.rugbymes.co.uk)

9<sup>th</sup> & 10<sup>th</sup> July  
2022

10:00- 17:00

You are welcomed  
to our special  
Narrow Gauge  
Engines event.  
Free admission.

## LittleLEC 2022 – 18th -19th June 22

The Reading Society of Model Engineers is delighted to be hosting this year's LittleLEC completion following on from a successful Federation Rally last year. Founded in 1910 by a small group of enthusiastic model engineers, the Reading SME club has undergone several transformations to become the club we see today.

The competition is open to locomotives 50lb or under dry weight (no coal or water). It will be held at the society's track at Prospect Park, Reading, just off junction 12 of the M4.

For the competition a 2.5", 3.5" and 5" raised level track will be used with an approximate length of 1000ft long constructed of steel section rail. There is also a ground level track of 1112ft long. These are managed by an automatic signalling system and a controlled vehicle crossing on the ground level by the entrance to the site. There are several features that make the ride for passengers a little more interesting such as footbridges, a cutting on the raised track, a main station that serves both ground and raised tracks. An additional station opposite the clubhouse which is used for Birthday parties, visits from local schools, scouting and special needs groups.

The raised track steaming bays have 12v & 24V supply on them and a rain water supply, provided the tank is full at the time. If rain water is not available we have the ability to use mains water. A refurbished clubhouse with tea and coffee facilities is provided for the comfort of its members and guests along with an extensive OO gauge layout.

The event will start at 9.30am each day with light refreshments i.e. tea, coffee and plenty of biscuits available through the day – spectators welcome. We have plenty of onsite parking for competitors and guests. Anyone wishing to camp overnight will be welcome; camping will be available for Friday and Saturday evenings. If you wish to attend the weekend there are numerous places to stay with a few hotels close by. It is recommended you make a booking or reservation as soon as you have decided to compete or spectate to avoid disappointment. If you wish to take part in this year's competition the entry form can be downloaded from either the RSME's website, <http://www.readingsme.co.uk> or the LittleLEC website, [www.littlelec.co.uk](http://www.littlelec.co.uk) where you can find the competition guidelines etc. Applications must be submitted before the closing date of 30th April 2022 either by email or post. For those unable to access online you can either phone or write to the society and arrangements can be made to post an application form out to you.

Contact Details John Billard or Peter Harrison using the following email [littlelec@gmes.org.uk](mailto:littlelec@gmes.org.uk) or write to: John Billard (LittleLEC 2022) Reading Society of Model Engineers 82 Bath Road Reading Berkshire RG30 2B.

## Club Dates for your 2022 Diary

Advance notice of a number of special events in the diary this year.

Sat 6<sup>th</sup> Aug – Brean Visit

Sat 10<sup>th</sup> Sept – 3 ½ inch Loco day

Fri 2<sup>nd</sup> Sept – Night running session

Sun 11<sup>th</sup> Sept – Toy Boat Regatta

<b>June</b>	
Fri 3 <sup>rd</sup> June	Reverse running session on raised track
Fri 3 <sup>rd</sup> June	Fetes & Fairs at Flamstead
Sat 4 <sup>th</sup> June	Private party – Sponsor Derek
Sat 4 <sup>th</sup> June	Fetes & Fairs at Watton at Stone
Sun 5 <sup>th</sup> June	Public running day
Tue 7 <sup>th</sup> June	Council meeting 13.30 at HQ (See note below)
Sat 11 <sup>th</sup> June	Keech Hospice visit – Sponsor Keith
11 <sup>th</sup> & 12 <sup>th</sup> June	Fetes & Fairs at Whitwell (Codicote)
Sat 18 <sup>th</sup> June	Fetes & Fairs at Hertingfordbury
Sun 19 <sup>th</sup> June	Fetes & Fairs at Marsworth
Sun 19 <sup>th</sup> June	Public running day
<b>Wed 22<sup>nd</sup> June</b>	<b>Deadline for copy to Editor for the July News Sheet</b>
Sat 25 <sup>th</sup> June	Barnet Beavers visit – Sponsor Les
Sun 26 <sup>th</sup> June	Fetes & Fairs at Berkhamsted
Ground Level Rly Working party at Colney Heath every Thursday & Saturday	
<b>July</b>	
Tue 5 <sup>th</sup> July	Council meeting 13.30 at HQ (See note below)
Sat 9 <sup>th</sup> July	Family day/Under 16's drivers' day at Tyttenhanger
Sun 10 <sup>th</sup> July	Fetes & Fairs at Larks in the Park
30 <sup>th</sup> & 31 <sup>st</sup> July	Fetes & Fairs at Potton End
Ground Level Rly Working party at Colney Heath every Thursday & Saturday	

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