

Issue No. 876

April 2025

The News Sheet

North London Society of Model Engineers

April 2025



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

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Front cover; -

This month being the 50th anniversary since the BBC came to the track to film material for their programme Model World. In this issue Bookworm presents the first of two special on-the spot reports.

Photo by Mike

If you have a picture or two showing any aspect of the club's activities, please send them to the editor.

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.



Letter from the Editor

Dear reader

I have been your editor of the club news sheet since the autumn of 2019. It has been a great experience and allowed me to make new friends within the society and wider afield.

I must put on record my sincere thanks to all those who have contributed to the monthly issues. Without your help my job would be impossible.

The news sheet is a fundamental part of the fabric of our club. It allows us to communicate to all members on matters of importance. It also provides a forum to show just how diverse the interests and activities of our membership are.

By the end of 2025 I will have edited 55 editions, and I think this will be the right time to pass it on to a new editor from within our ranks.

So to be clear my last edition as editor of the news sheet will be the December 2025 edition.

I would very much like to work with my successor during the year to allow a seamless transfer.

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

I can assure you this monthly task is very rewarding and not that difficult to master.

I look forward to our conversation. One last thing, Top Gear has the Stig we have bookworm. Whoever takes over as editor will get to know who bookworm is.

Regards

Keith



Chairman's Comments

Les

Much progress has been achieved on the steaming bays project in the past month with four of six, concrete



pours complete at time of writing, This allows us to commence fitting rails and services to the bays. Photo by Dudley

One bay will include a 2.5-inch rail, and you may wonder if we are planning to fit 2.5 inch to the mainline or if it is an April fool. Truth is a bit more mundane. Whilst 2.5 locos are rare these days, we still have some in the club. The 2.5-inch bay provides a convenient place for their steam tests without need to carry them up to the cuckoo line.

You will also note the addition of eight red LEDs permanently mounted onto both sides of the mainline sleepers at the steps and traverser. These operate in parallel with signal 3, warning of a train that has left the station. It follows that signals must always be turned on for this safety feature to operate, which it will even when signal 3 has not been put out.

Subdivision of the old concrete building into a carriage store and a general store is nearly complete. This is a much-improved storage provision, and I expect it will be kept spic and span – now that is an Aprils fools expectation!

First Sunday in May will be a member's families and friends' day. Format same as previous years, teas and snacks (cakes, biscuits) will be provided for you to serve yourselves.

The March general meeting was a very interesting talk from Geoff about the origins and development of Gauge 1. Geoff poses the question, is Gauge 1

model engineering or model railways? For me it is model engineering and, given my experience of building three LBSC's gauge 1 Juliets, for grandchildren, I can comment that it is a downright fiddly branch of it as well.

A reminder to you all that our AGM will be held at HQ commencing 8pm on Friday 2nd May. This is an important meeting for the club, and I hope to see many of you there.

As reported in this issue our news sheet editor Keith has decided to stand down in December after 5 years in the role and we need a replacement. The news sheets are our only means of communicating with all members and are an important part feature within our club. Keith has fulfilled the editorship role admirably and will support the new editor in handing over.

See you at the track or HQ.

Officer and Member Nominations received for NLSME Council 2025-2026

Chairman Les

Proposed Alan

Seconded Brian

Vice Chairman Geoff

Proposed Dudley

Seconded Geoff

Treasurer Mike

Proposed Martin

Seconded David

Secretary Malcolm

Proposed Nigel

Seconded Peter

Council Members

Keith

Proposed Johnathan

Seconded Graham

Peter

Proposed John

Seconded David

Terry

Proposed Peter

Seconded Paul

Nigel

Proposed Alan

Seconded John

Dudley

Proposed Geoff

Seconded Rai

Treasurer's Report

By Mike



Enclosed with this copy of the News Sheet is your Subscription Renewal form. As approved by Council and accepted by those attending the March General Meeting the subscription rate for Full and Senior Members has been increased in line with the RPI for December 2024. Please complete it and pay your dues as quickly as possible whilst it is fresh in your mind.

Most important, if you are a member who pays by a Standing Order arrangement, please update your payment details as soon as possible as mentioned in last month's News Sheet and repeated on the yellow form.

Don't forget to enclose a Stamped Addressed Envelope, if you want your Membership Card returned, or you require a member's Public Liability Certificate. This certificate is often a standard requirement to visit many other Club and Society locations. Whichever way you intend to pay your dues, please send the completed form back to me either by post or electronically. Thank you all in advance.

Last year we retained our Retail Discount of 75% on the Business Rates for Finchley HQ, this year things are slightly different, the Retail Discount is only 40%, but a Charity Discretionary discount has been added for 80%, saving us even more money.

Still awaiting an invoice from LBB iro the buildings insurance for HQ, which was due in October, so nothing new there. The rest of our insurances are dealt with via the FMES policy with Walker Midgley. Like everything else this is costing us more, over £4,000 premium including £1,001 for the £5M Public Liability Cover.

As you will be aware the RTR Steaming Bay Project is in full swing and unlike HS2 we are still within budget, despite the additional cost of some iron hooped railings to fence in the whole area in the existing style, these Keith managed to purchase on eBay. All looks good for sufficient number of steaming Bays tracks to be ready for the Members and Family day on the 4th of May.

All Drivers running at Colney Heath please note.

As you will read elsewhere in this month's News Sheet the refurbishment of the steaming bays and workshop is progressing.

The signing in lectern and book has therefore been temporarily relocated in the container workshop whilst the old workshop is being modified.

An update on 1908 - Mike Ruffell's Simplex.

By Mark

I was lucky enough to purchase Mike's Simplex late last year. It is exceptionally well built and detailed in GWR livery. Mike started work on the loco around



1980 and stripped it down for painting, sadly passing away before assembling it. I inherited boxes full of parts as well as a diary showing the hours spent making each part. The Simplex plans were included as were drawings of Mike's many revisions. The quality of the workmanship is quite outstanding - the tanks alone contain over 350 rivets, all individually added. I'm a relatively new member who unfortunately never got to meet Mike.

This first picture was taken shortly after I bought the loco home.

This photo shows the amazing rivet detail.



One of the first things I did was to test the chassis on air at my other club, HWSME. The motion was quite tight, but it turned over with a very minimal amount of air. At that point, I was able to test the axle pump, which worked perfectly. A couple of fittings were missing. I had to turn up a backplate for the snifter valve and make a gland retainer for the regulator. I did experiment with PTFE but ended up using some graphited yarn which works well. I quite enjoy lathe work; making components from scratch so is satisfying. From this point, I put a large order in for nuts and bolts at EKP Supplies, who I've found to be a great company to deal with.

I spent a weekend unpacking all the parts and it was quite daunting at first. Some parts I could identify, others were a total mystery. Les had labelled up a couple of the fittings which saved me some time. I labelled up the remainder and started to look at the pipework and work out where each pipe might go. I'd like to say that I knew where everything went but there was a bit of trial and error. Over the next month, I added the boiler to the chassis and was feeling quite pleased until I realised that I should have fitted the brass back-head cover earlier in the process! It meant going back quite a few steps and undoing quite a bit of progress.

Fitting the balance pipe to the tanks caused me a lot of problems. Each side came with a set of plates with recesses to hold a pair of O-rings. It's a clever way of ensuring a leak free fitting. The balance pipe was made to the exact dimensions, and I found it tricky to align without the fitting coming loose. In the end I unsoldered the balance pipe, bought some more brass tubing and lengthened it by 10mm, which made assembly much easier. I also bought a ratchet spanner to speed up the process because it was very fiddly working inside a tank with a tiny spanner. During the tank fitting stage, one tool I bought and found invaluable was my Milwaukee cordless wet-vac. It can suck the water from both tanks in about 4 seconds and clear up any water spills immediately. Because the loco is much heavier than my Kingscale Jinty, which weighs just 44 kg, having the wet vac means I can test the loco indoors without risk of flooding the floor. In fact, most of the assembly was done in my conservatory on the dining table because there is good natural light there. Luckily the family didn't mind too much.

It's difficult to explain how well the model was finished. It has working cab doors, opening cab windows and these tool chests which hide some



valve lubrication points. I assumed these were purchased because they are so perfectly made, but Mike's little red book shows he made them from scratch.

The loco passed a hydraulic test despite having a big regulator leak. After the test, I took the regulator out so I could work on it, see photo below. I found that the two faces were not being pushed together adequately. This was a big setback because it meant removing several fittings to withdraw the regulator. Fixing



it was a case of adjusting the spring slightly. I tested it in the garden by putting a hose over the input pipe and seeing if it let and water through. This time it was sound, so I refitted it. Shortly after that, the model had a steam test, and it passed. I've enjoyed working on the loco because it's such an outstanding piece of engineering.



I must say a big thankyou to Les who has been so very helpful to point me in the right direction when I've needed help. I've sent him WhatsApp videos which has made showing him the loco quite easy

Winter maintenance

YOUR SOCIETY NEEDS YOUR HELP

Various projects have now been completed at Colney Heath as part of the winter maintenance. However, there are many other items on the list which are ongoing or have yet to be started. All need to be completed before we start running again in the spring.

Winter Maintenance List (additional to the projects underway)

- Coach, both ends are in need of a wash, repair and then re-painting with the appropriate colour.
- Coach Gutters need clearing.
- The Main Toilet Block external wood needs a refurbishing coat of wood preservative and will also require an internal clean before the Society Family & Friends Day.
- The Machine shop and nearby Toilet Block both need a coat of green preservative. Other structures such as carriage sheds may also need a coat of wood preservative.
- Orchard Junction Signal Box needs a re-appraisal, and the excellent work of restoration resumed.
- The Top Tunnel is in need of patching with torch on felt or otherwise to delay further deterioration.
- All benches, tables & chairs need a wash down and a coat of wood preservative.
- RT and Cuckoo line sleeper replacement as necessary.
- RT and Cuckoo line rail holding sleepers to be replaced as necessary.
- GL signals to be repaired as necessary.
- Leaves to be collected and disposed of in approved places.
- Coach drain to be rerouted into sewer.
- Complete green painting of the containers and doors 1 – 7.
- Erect replacement fence near to Main Toilet Block.

Progress has been made with a few of the items listed above. Rewiring and other repairs to the raised track signalling system are now well advanced and should have been completed by the time you read this. General repairs to the RT & GLR continue.

Poor weather during February put a stop to the replacement of the timber decking on the RT flyover. The repainting of the main beams was impossible

until conditions improved. Work recommenced in early March and this essential item on the winter maintenance list is now complete.

The most visible evidence of maintenance activity at Colney Heath is the refurbishment of the steaming bays and old workshop. Rewiring of the workshop is almost complete. Internal walls have now been constructed, and a start has been made on fabricating the new carriage storage rails. Lighting will also be improved within the building.



Outside the water supply to the steaming bays has been completed and running cables through the conduit within the new base is about to start. This will provide 12V & 24V supply to every steaming bay.



Brian and Peter have started work on the traverser which has had new wheel bearings fitted and is getting a fresh coat of paint.

Eight red LEDs have recently been permanently mounted onto both sides of the mainline sleepers at the steps and traverser. These operate in parallel with the RT signals warning of a train that has left the station. RT signals must be turned on for this safety feature to operate, which it will even when signal 3 has not been put out.

As we go to press the concreting is almost complete. The next job will rail installation, and we continue to make good progress towards our target of having the steaming bays ready for the family day in May.



The GL team continue with the upgrading of the level crossing signage and wigwags. This is now well advanced, and they should be fully installed and tested by mid-April.

The never-ending task of leaf clearance and general grounds winter maintenance continues, and spring daffodils and other signs of spring are beginning to appear.

Many tasks on the list are still to be completed so **PLEASE** come along and help us get ready for the summer season.

NLSME council would like to put on record there thanks to all those who do help with the maintenance tasks both at Colney Heath and at HQ.

In the Workshop

Readers of the news sheet are always interested in hearing about the various projects and progress of all your efforts on the workshop. These winter months should have allowed you to get plenty of time to make real progress. So please let us have your updates for the May edition.

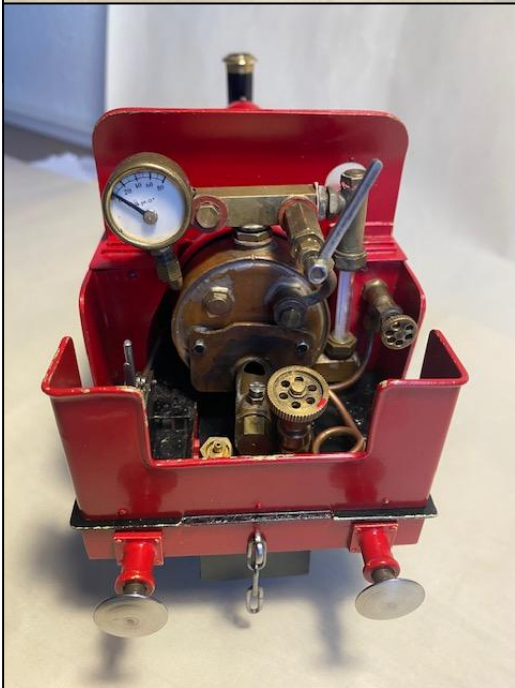
Gauge 1 live steam

Our prolific builder of locomotives Ron brought a small box up to Colney Heath a week ago.

The conversation over tea was about the building of 3½ inch gauge Juliet. There was a mention of how small some of the components were and the merits of various changes to what was detailed in the drawings.



Casually Ron placed the small box on the table and invited our chairman to open it. It contained the beautiful Gauge 1, 0-4-0 locomotive built to drawings developed by Ron to his own design. Ron had seen various G1 loco's at Colney Heath and decided to put pencil to drawing paper to come up with his idea of what a good loco would look like incorporating full Walschaerts valve gear and ½" bore cylinders.



He looked at various G1 engines and decided he could improve things a little with a different arrangement for a gas fueled burner and tank. The gas tank is under the cab and provides enough fuel for a good run.

A lubricator tank is located under the front running plate below the smoke box. This follows the established system in common use on other G1 locomotives.

This little engine has both a hand and axle pump with a bypass valve to feed the boiler. The tiny clack valves with 1/8" balls are on either side of the boiler. The number 10 on the rear bunker

side? Well, that is because it was his tenth engine. As you would expect it has both hydraulic and steam boiler certification.

But the best bit was the conversation which it prompted when the engine was passed around. There were the usual complements on the model and workmanship. Then someone asked how he went about developing the scale drawings. The answer from Ron, "well it took a bit of time at the drawing board to work it all out". The next question was how long to build? The answer astonished all in the room. Ron replied, "oh about a month once I had completed the drawings."

It runs like a well-oiled sowing machine and has graced the mantelpiece in your editor's house (the first-time senior management has ever allowed this) when he borrowed it to take these pictures.

Ron has built many locomotives both before and since he completed this one. Now described diplomatically as one of our senior members Ron continues to build and long may it continue.

Federation of Model Engineering Societies Technical Library

The content of the technical library on the FMES web site is available to all to access. It has increased significantly and now contains over 240 articles ranging from construction, models, workshop hints and tips to articles of general interest.

They have added a new section specifically for projects, The first one is the construction, in 24 parts of an A1 Peppercorn in 5" gauge.

The 'knowledge base' they are developing allows anyone interested to see what others have done or been interested in: every model engineer has stories and 'wrinkles' to recount and this library will allow you to share these.

The Geoff Cashmore Photo collection

Just a reminder that if you want to see more of the collection Geoff Burton will be presenting selection of G Cashmore's top-quality photographs from this vast collection at HQ on 4th April at 8pm.

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.

As promised in the March edition we continue with a selection of pictures recording Geoff's travels.

But before we move on, we need to revisit last month's article which your editor has been advised had a couple of errors. Geoff has been kind enough to point these out and added further detail to the events on that day.

Three of the captions appended to the photos are incorrect. A better and more accurate description for them should be as follows:

Photo 1 - Details are OK - but to clarify the loco's are Nos 14 'Fishbourne' and 24 'Calbourne' leading.

Photo 2 - Having arrived at Ventnor Town station, the two loco's have run round and are about to recouple to the excursion train, (in reverse order) which is in Platform 1. A service train is seen in Platform 3, which would have followed the excursion.

Photo 3 - View showing the coal merchants sidings which illustrates that the whole station was located within a dis-used chalk quarry. The photo was taken from the first-floor landing of the coal merchants store. The first coaches to the right are spare stock, held in a siding; next in line is the service train, the locomotive of which has also run round it's train and has been given the signal to depart to Ryde. The top of the chimneys of the 2-excursion loco's can just be seen in the far distance, both loco's sitting with their safety valves lifting!

Photo 4 - Loco number 28 'Ashley' is seen arriving at Wroxall station with a service train from Ryde Pier Head to Ventnor Town, which will take the train through the tunnel under Boniface Down to reach the terminus.

For info, the photos show only the 2nd leg of the tour undertaken on the island. The 1st part used loco No 24 only on a run from Ryde Pier Head to Cowes and back.

So with the details of the Isle of Wright excursion clarified we come have this month's selection from the archive.

This month the archives provide a pictorial record of his day out on the 27th February 1966 on yet another a special excursion the LGGB Dorset Belle Rail tour. We start at Waterloo with a very smart looking Merchant Navy number 35028 Clan Line.



At Wareham two Ivatt tanks 41284 & 41301 took the train to Swanage.

They can be seen in this picture backing onto the tour train.



Whilst the tour train went to Swanage, Clan Line was stabled in the branch line bay platform. 50 years on, the site of the bay is now part of the station car park although part of the platform facing survives.

After the run to Swanage the tour train continued to Maiden Newton and Bridport, the tank engines were shunted so they could top and tail the train along the branch to Bridport.



The tour train continued from Maiden Newton to Yeovil Pen Mill with the two tanks.

Ground Level Waffle.

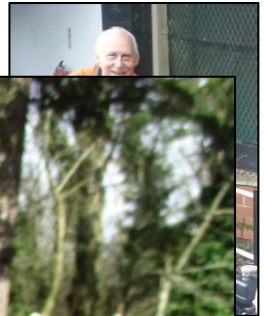
By Paul

I'm afraid there's not much of interest to report in this issue other than it's definitely getting warmer which is a much-needed boost as we work through our list of winter maintenance.

We are still cutting back track side bushes and burning the cuttings.

The battery loco 'Merlin' lost its No 1 drive chain again, but luckily this time it was found. Close inspection showed that the joining link was missing which we could not find, so I have acquired a new one and a few spares and refitted the chain. I have given quite some thought as to why the link had come off, and I believe what has happened was a stick from the cut back bushes had got caught up inside the bogie and had rubbed against the chain as it rotated and pushed out the clip. (a rubbing sound had been heard the day before the chain was found lying between the tracks).

The entrance crossing lights and bell are coming along nicely, all the component parts have been built and



connected up on the work bench and all worked well under test. The second

pair of crosses with the flashing lights on have been put up and the main exterior grade cable runs put into place.

Finally, we have put up a new fence behind the toilet block.

As this is a very short report, I will leave you with another where is it photo to work out.



Steel sections for sale

We have a large quantity of steel at Tyttenhanger that we offer to members at bargain cost to clear as much as possible.

Flat bar 1/16", 3/32" and 1/8" thicknesses at various widths up to 1/2". £1 each

Round bar below 1/4" diameter £1 each but for 1/4" or larger £1.50 each.

Hexagon bar below 1/4" AF £1 each but for 1/4" or larger £1.50 each

All bars are approximately four feet long.

The steel is stored in the tunnel shed which will be open on request every Thursday, Saturday and Sunday morning when key holders are present. Use the honesty box if no council member around.

This sale does not include the brass or copper stock, except brass sheet which is for sale at the price written on it.

Gauge 1 Report

By Geoff

The talk for the Friday meeting in March was presented by the Gauge 1 Section and they posed the question. "Gauge 1 – is it Railway Modelling or Model Engineering?"

It was explained that models of railway locomotives went right back to the beginnings of steam locomotives. Early engineers-built models as a trial to ensure their ideas and practices would work, before expending time and money on a full-size project. Timothy Hackworth produced a model of Royal George to test his design for the first 6 coupled locomotive which was built in 1827. This is currently in the Science Museum. While a small-scale model is an impressive way to publicise and tempt a prospective client should you be a manufacturer. I expect many such models would have survived as the proud owners of the new full-size locos would display the model in their offices. In addition, private individuals were building steam models as far back as the 1850's.

Gauge 1 came into being about the turn of the 20th century and many small-scale models were being produced in Germany by Bing, Carrette and Marklin etc. Some standardisation was necessary and the Gauges 0, 1, 2, & 3 were set up. Bassett Lowke commissioned Bing and others to supply the early tinplate models powered by clockwork, electric and low-pressure steam.

Changes in the size of homes lead to a decline in the scales larger than 0, so after WW2, G1MRA was formed to bring like-minded modellers together. The only available models to purchase were the old tinplate ones or you built your own.

One such new model was Coronation, built in the early 1950's, by George Layton, workshop foreman for Bonds O' Euston Road. Bonds being one supplier that listed Gauge 1 & 0 in their catalogue. They built models to order. They also supplied castings for an 0-6-0 tank engine. When I say castings - almost all of it was different castings. Wheels and cylinders obviously but also side tanks, footplate, bunker, meths tank!

Those people that were mechanically minded built their own models to plans that were available. Plans by Greenly and LBSC etc and moving on later to Martin Evans. Others were forced to acquire pre-war models and resuscitate them. Early Bassett Lowke Low Pressure models were converting to high pressure.

Around 1970 G1MRA published the design for the Project, an 0-6-0 single cylinder tender locomotive. Some members fortunate enough to have large gardens-built tracks at their homes. Not just a circle of track but a working layout with sidings, stations, working signals and point control.

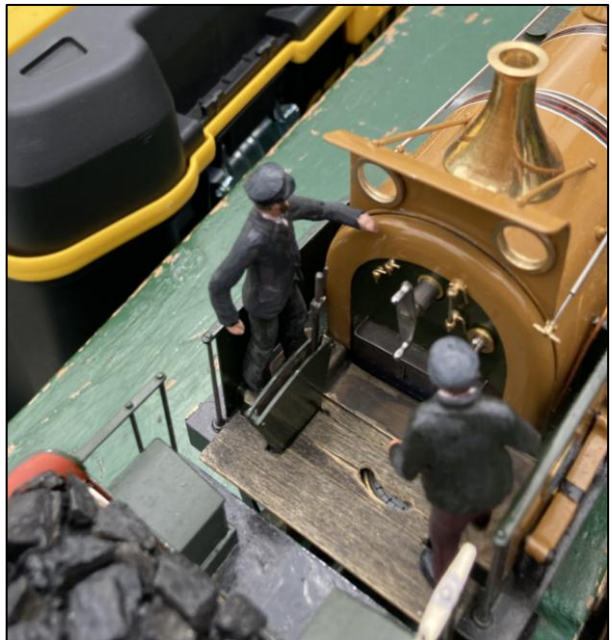
Since the mid 70's Aster, from Japan, entered the market and have manufactured many different types of steam powered models. The choice of suppliers has increased over the years. Some people consider them as an investment whilst others use them regularly. Alternatively the Association can supply detailed drawings for over 20 different prototypes of steam loco and there are publications with other designs in.

Whilst many modellers in Gauge 1 have bought manufactured models Others are still building locomotives and there are many interesting and highly detailed models around.

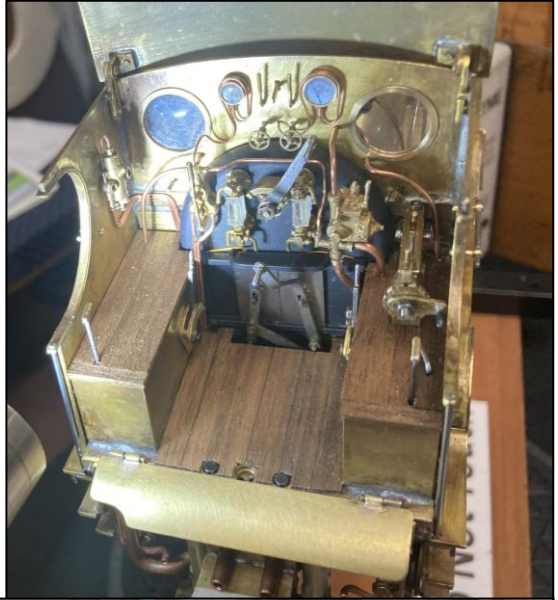


A model of the LMS Turbomotive. Powered by a working steam turbine, built by a Swiss member.

A model of LBSCR Stroudley single, "Spithead". The open cab includes a working regulator, The other controls are concealed. Blower operated from the control down the outside of the boiler, while the pressure gauge is under the cab floor. The reversing lever will operate the drain cocks.



Currently under production is a batch of LSWR T3's. Again the cab detail has to be seen to be believed. The regulator is working. It can be either coal or meths fired. It has a multi flue boiler with a wet back head. Again the back head you can see is decorative. Just look at all those lost wax castings for the boiler fittings. The levers on the side boxes each operate something i.e. by-pass or drain cocks. The pressure gauge on this one is in the tender. The loco is connected to the tender with a four-pipe pressure connection fitting.



Meanwhile 3D printing has grown in complexity. Look at this model of Locomotion No 1 from Stockton & Darlington Railway as yet unfinished. The tender provides the power.

On display were three models for the audience to inspect. The Bond's Coronation, twin outside cylinder with working Walschaerts valve gear, a scratch built 4-cylinder coal fired LMS Duchess shown in dismantled state and a Martin Evans Southern Belle, coal fired 2-cylinder Brighton Atlantic.

Bookworm Special

...In a change of Programme we bring you:

Model World – Episode 1

This month being the 50th anniversary since the BBC came to the track to film material for their programme Model World, Bookworm presents the first of two special on-the spot reports taken from the unedited pages of 'Roving Reporters' notebook, a writing career tragically cut short when the wife having read previous reports wouldn't let him write anymore

The Day the BBC Came to Town By Roving Reporter

As I arrived, I could see a flurry of activity, much coming and going from the back of a dark green van with the words, BBC FILM UNIT painted on its side. I am sure I will not be alone when I say your intrepid reporter felt just a tiny frisson of excitement upon seeing it.

On to the steaming bays then where a plethora of enthusiastic model engineers, the great and the not so good of the society, had gathered and were now talking in excited tones about the day ahead and the possibility of the show's presenter, Mr Bob Symes-Schutzmann being there in person. Among the alumni I could see the usual suspects plus one or two whom your faithful reporter may not have expected to have seen come out quite so early from the warm hibernation of their workshops until later in the spring, but then this was a special occasion.

Having got myself trackside so to speak where I hoped to see all the action unfold, I double checked I had everything I needed for the day; bag of toffees, notebook, pens, matches, cigarettes, back-up pack of cigarettes and hip flask (well it can still be a bit nippy in April).

After the meet and greet introductions and pleasantries with the programme's director were over and the tea cups had been returned to the tray, this was the signal for the gaggle that I had seen emerge scrum like form the back of the green van, to descend on the first steaming bay brandishing clipboards, clapperboards, tripods and a collection of camera equipment that brought many an admiring glance (as I might add did the rather pretty continuity girl. And just when I thought no-one else could be squeezed between the steaming bays, another two dapper

chaps of the Corporation wriggled their way past me, one brandishing a long fearsome looking pole-thing on the end of which was what looked like a long sock, that I later learned was a microphone, the other carrying what I initially thought was a decent sized handbag over his shoulder(I had heard stories about those BBC types!) but thankfully it proved to be a tape recorder(which drew enviable glances from me I must confess).

With everyone assembled and in position the first victim was selected and subjected to much direction from the director, do's and don'ts from the cameraman and well-meaning advice thrown in here and there by the sound man.

Finally though all was set, the clapper board clapped the director called, "Action" and in less than ten seconds the first shot was ...strangled at birth. Apparently, a common



occurrence in film circles I understand. This time it was because our victims hand had strayed from where the director's critical eye had wanted to see it.

"Take 2" a voice called, then "Action" ...sound of laughter came from behind me followed immediately by the director calling, "Cut, cut". He walked from his vantage point beside the steaming bay, "I say chaps" I heard him say to the lads behind me, "could you be quiet when we are filming." Adding, "film and time is money you know and all that." With that he went back to his exclusive position tucked between the railings and the lamppost beside the first steaming bay.

Take 3, "Action, and now I am just putting the steam raising fan into the chimney" our victim intoned from somewhere inside the scrum surrounding him. BANG! "Cut, cut" the directors voice was sounding a little less calm now. (checked my watch, not even 9.30). "OK not a problem" someone else shouted from the direction of the carriage shed, "it will only be the fuse in the blower supply blown."

Take 4. "Action, and now I am just putting the chimney into the steam raising fan" our now nervous victim said. "Cut, cut!" Our crest fallen director called now almost in tears. "Dear boy TRY and relax, it's all just fine... Let's go for another one straight away everyone."

Take 5, "Action" "And now I am just putting the steam raising fan into the chimney." This time from my position it looked and sounded great. "Cut!" The director shouted, "end board" a new voice chirruped from within the scrum "check the camera please."

Now being a roving reporter by trade and not a film technician, your scribe on the spot being unfamiliar with this saying immediately thought, why has someone kicked it then? (note: find out what this means)

Someone in the scrum did seem to know what it meant, for within seconds there was a lot of shuffling and writhing - apparently the cameraman's assistant - now buried deep somewhere in the gaggle was doing something to the camera. Whilst this was going on I ducked into the doorway of the workshop out of the wind to light a cigarette, and when I returned back there now appeared to be further drama coming from the direction of the steaming bay. For As I looked over, I could see the director had come out once more from his safe sanctuary and was now seemingly walking around in

circles whilst tugging on his cravat and smoothing his hair down and muttering; presently he returned to where he had been standing, and all was made clear:

"Sorry everyone, there was a bit of dirt in the camera, so we will need to go again." Then turning to our victim, who now seemed to me to be looking more nervous than before, he put a comforting arm around his shoulder, *"Don't worry dear boy, all in a day's work."*

Half an hour later having eventually got the steam raising fan into the chimney successfully and to everyone's satisfaction, the scrum having then tried their luck on another victim - with the director almost nearly having lost a finger in the valve gear of Mr X's loco when he moved it unexpectedly (though I do wonder if it was really an accident or just payback for the 8 takes he was put through just to open and shut the Firehole door) - next they turned their attention to filming the unloading of an engine.

Now, far be it for your humble reporter to comment, but the term *'Lamb to Slaughter'* did flash across my mind when the director innocently selected Mr XX and his rather large 5inch gauge engine to be the star of the next shot. *'It'll only take a moment dear boy; all I need you to do is lift your little engine out of your car and to carry it over to this steaming bay here* (he patted the one nearest to the main track), *and pop it down.'*

As I was standing fairly near to Mr XX at the time of the request, I can safely say I don't think he was overly impressed with the idea nor the lack of deference in the way it was delivered...and to give him his due he told the director so.

After what I imagine to have been about 5 minutes of 'negotiation' where Mr XX explained (told?) to the director that he was in no way going to try to lift his LARGE HEAVY engine out of the boot of his car unaided, let alone carry it the 20 feet (I would have estimated 15 myself) to the steaming bay also on his own, a plan was eventually thrashed out that was agreeable to all, well, nearly all.

While Mr XX sought assistance in the form of a co-star to help him in his starring role in the plan, and the scrum got busy taking themselves and their equipment to the other side of the main line (having first discovered the hard way the location chosen also contained the hidden 'trip wire'

of the nearby semaphore signal), another couple of the Corporation's employees, who had arrived under their own steam (so to speak), started to unpack their wares onto one of the carriage roads in readiness to adapt one of the clubs old carriages to act as a 'second unit' (note: is that right? look that phrase up) railed camera car.

They say every trade has its own names and words for things and it seems these television types are no different, for in answer to my query as to what it was that they were so carefully screwing down to the end of the carriage and being told it was a gun camera, as you may imagine I was none the wiser. However once I had been informed what that meant, being the sort of camera once fitted inside the wings of



Spitfires to record shooting down of enemy aircraft and being told who it was, they were going to film with it, I couldn't then but help to see the funny side of the idea.

The dilemma then in my mind was should I bite my lip and say nothing or just go ahead and say, *How appropriate* hoping one of them would immediately ask me, *why?* Then I could say, *well he does drive a Messerschmitt when he's not playing trains.* But in the end, I got cold feet for I realised they were not to know when he wasn't playing trains, he often drove his favourite red German bubble car to the track; so the joke would be lost.

Returning to my original viewing place near the traverser, I found things where progressing. Mr XX had found not one but two co-stars to help him with his role and everyone, with the aid of the director, was now discussing where their marks (apparently a filming term) would be.

Eventually everything was set, and the scrum went into action.

Take 1. "Mark it" the camera man called out, "scene 418 the chap with clapper board started to say, *can't see the top of the board*" the cameraman's voice called from behind his camera. "Any better? now, move it down a bit more now I can't see it all.... yes, that's better. "Scene 418 take one" the clapper board man said again snapping the board shut.

The director called "action" setting Mr XX and co-stars into animation by having them reach into the back of Mr XX's new car and lift out a substantial looking 5inch gauge engine (it looked heavy); which they then started to carry between them the length of the steaming bays. Halfway down and the fateful words, "hold it" spoiled their otherwise perfect performance. "Sorry John, there's a boom in shot" the camera man said turning stern faced to the man holding the microphone pole.

Take 2. "Action" The lads got it out to of the car and had just got within a snippet of the steaming bay...when the sun went in and everything turned dull. "Cut, no good we'll need to do another one" the director said.

Take 3. "Action." This time the lads got it as far as steaming bay and manfully lifted it (with some difficulty) onto its wheels. Having set it down, they looked over to the director in triumph. "Cut" came the directors voice,

"ok for me. 418 take 3 end board" clapperboard man said.....

"Not happy with that dark shadow" the cameraman said pointing to the wheels. *"Lost the detail, we'll need to do another one."* At this I looked at Mr XX who looked disbelievingly at the director; the director looked at the cameraman who now chose that moment to look at something above his head before suddenly finding something urgent to adjust on the camera.



"So sorry dear boy. Still all part of the fun" the director called after Mr XX as he and his fellow players heaved the engine off the steaming bay once more and started to make their breathless way back to the boot of the car. I feel

it would not be appropriate for me as your humble (and responsible) correspondent to report verbatim all the language that appeared to originate from the boot of the car after the engine had been put back; So possibly better to just leave it, "least said soonest mended."

I am however pleased to relate that once the director had taken up his position once more, the cameraman was back in his position with his assistant to his left, the man with the sound pole beside them, the man with the tape recorder behind him and the pretty continuity girl now crouching between the steaming bay and the main line holding a large light reflecting surface to illuminate the real star of the shot, i.e. Mr XX's engine; not forgetting the two chaps from the second unit looking over all their shoulders, Take 4 was successfully accomplished and committed to the 'can', as I believe they say in television circles.

Reassured that my TV licence money was being put to such good use, I looked at my watch and seeing it was well time for coffee, closed my notepad containing all the mornings exciting activities scribbled down as an '*aid de memoir*,' tucked my faithful yellow bodied BIC pen into the top pocket of my jacket and walked off in the direction of the station tea hut, a cigarette, a warm sausage roll and time to ponder if the next part of the day could provide anything like as much excitement.

All pictures from Mike

In Episode 2 – Did someone say duck and why is that man lying down?

Inspirational source: News Sheet June 1975 and based loosely on events of April 20th, 1975

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

NOTE: - Regarding Oils, we are out of stock of lubricating oil at present until I source and order more

My model-boat collection No 25

By Roy

Yachts. Down the hatch!

Hopefully you have put together all the necessary parts to allow the yacht to perform. The hatch is secure, and the water can't get in! Rudder control is first thing and a standard 3.3 Kgrm / cm servo will do most jobs. However, when the sail area goes beyond 5 square feet then you may need to use a higher-powered servo. These are now available in the same size package usually with metal gears and 3 times more powerful at about double the price.

These servos will also work as arm winches for the small sailing boat. The servo top has an extension arm fitted of 3mm ply or plastic screwed in place on a servo top. Note the power available stated in Kgrm/cm. A 6 Kgrm/cm servo can pull at 6 Kgrm at a 1 cm distance from centre of servo. If the extension arm goes out to 6cm it has reduced to 1 Kgrm, usually an extension arm about 10 -12 cm will work the sails for a 30 inch or 76cm long yacht.

Further movement of the servo arm can be obtained by inserting a servo extender / stretcher unit. This is a tiny electronic circuit between the receiver and the servo which extends the movement of the servo from 90 degrees to 170 degrees. They vary in price from £2 -£8 depending on where you buy them. With one of these in place I make sure that when the sails are fully out the sheet (string) to the sail goes across the centre line of the servo so not trying to turn the servo backwards.

I include a picture of a simple installation in a 32-inch yacht. The rudder servo controls a long plastic rod running in a tube to the tiller. The end of the arm winch has the main sail control and a small pulley. The pulley halves the sheet movement to the jib so that the sails stay parallel when moving.

Another option is to use a winch and for small yachts I like a self-contained one which obviates the need for a long loop to a distant pulley. Here the servo only needs to be a 3kgrm / cm as the direct pull is multi-turns at 2cms from the centre. In this yacht I have used a very compact group which will lift out for servicing. The 2 outer white tubes are the rudder wires, and the centre one is from the winch to the main sail. Included is the receiver, a 4-cell battery, switch and charging lead.

In both of these yachts there is a central keel and a more distant rudder which gives a positive steering as the yacht rotates around the keel. On a long keel yacht the rudder tends to be larger in area and they like to run straight and ignore the rudder! The loop of string hanging from the boom near the mast to the base of the mast stops the sail boom from rising into a Chinese Gybe!

The rudder only needs to move 30 degrees either side of neutral, anything more and the flow of water over the surface of the rudder gets turbulent and just acts as a drag on boat speed. If the yacht is balanced in the way I have described before then the rudder in neutral position will give the best speed.

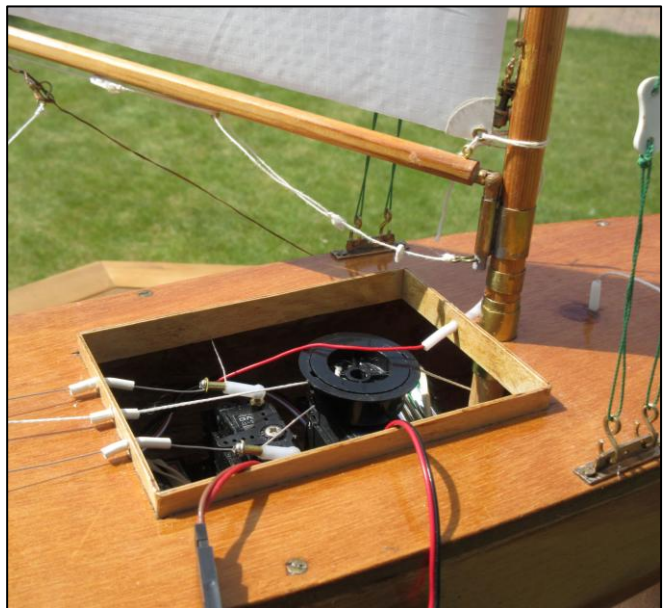
If you have to have the rudder over to one side or the other keep on course, then the mast position needs to be moved forward or back. Placing the rudder straight ahead, if the yacht tends to fall off the wind, then the mast should be moved forward until she runs true. If the reverse is true and she heads into wind, then move the mast back. Additional trim can be made with gently sloping of the mast with the fore and back stay.

On the deck.

When building from scratch stick to the sail dimensions, sneaking in an extra few square inches, is not a good idea as the balance will alter. The mast should be straight and true and as light as possible. I like wood masts and if you have the right wood splitting down the straight grain of the wood and then shaping will give a mast that will not warp or twist with time. Dowel wood needs careful selection!

Hatches need to stop the water from getting in and generally a coaming on the deck with a hatch like a tin lid going over it is best. I make the coaming first then cover with cling film and then construct the hatch around it. This will stop excess glue from getting through and give a close fit as well.

Masts actually do bend with the wind! If the mast is mounted onto the deck, then it will bend like a bow in the centre. If the mast is fixed down onto the hull keel and comes up through a hole in the deck or cabin, then the mast will bend much further up. Where possible I locate the mast on the keel, and when



the set-up is complete, I lock the mast into place where it goes through the deck with a wedge.

The mast shrouds hold the mast in place and there is usually a bowsie on the cord to adjust for squareness. I use a non-stretch whipping cord for this but make sure the deck securing point is reinforced from below and spreading the load. Bowsies, especially white ones stand out very much in photographs. If they have to be near the deck, make them all an



even height from the deck and not flying all over the place. Another thought is to place the adjusting shroud bowsies high up the mast where they will not notice so much. The same goes for the fore stay and the back stay.

Remember keeping the mast straight will ensure the main sail does not suddenly have a wrinkle which reduces the effectiveness of the aerofoil section for lift or power. More sophisticated sails are panelled and the forward edge of the sail where it touches the mast is a long shallow 'S'. The panelling introduces a formed aerofoil section as per an aircraft wing.

When sailing a yacht it is necessary to know that the wind you experience on the bank is not in the same direction as the yacht is experiencing. The yacht is travelling, and the angle will differ according to speed of yacht. An indicator for this is to have a small streamer at the mast head which acts as a tell tail for the apparent wind. Ordinary Bermuda rigged yachts will not sail much closer than 40 degrees to a wind blowing from ahead. But they can gather enough speed to go through the eye of the wind onto the other tack.

This is still much better than the old square-rigged ships as when they wanted to go onto the other tack, they had to turn away from the wind and go around through 270 degrees. This is called 'Wearing Ship'. It loses distance and takes longer. The old 'windjammers' had enormous pressures of wind from their sails and the masts would be held up using chains.

Agenda for the Annual General Meeting of the
North London Society of Model Engineers
at HQ Finchley Friday 2nd May 2025 at 8p.m.

1. To open the meeting.
2. Receive any apologies for absence and remember any member who has passed away since the last AGM.
3. To receive and approve the Minutes of the 2024 Annual General Meeting and consider any matters arising therefrom.
4. To receive the Chairman's report for the past year.
5. To receive the Treasurer's report and approve the Annual Accounts to 31st March 2025
6. To propose a vote of thanks to the Auditors and appoint two auditors for the next 12 months.
7. To propose a vote of thanks to the officers of the past year and to elect a Chairman, Vice Chairman, Secretary and Treasurer for the next twelve months.
8. To propose a vote of thanks to the Council Members and News Sheet editor for the past year and to elect five Council Members and a News Sheet Editor for the next 12 months.
9. To transact any other business properly brought to the Annual General Meeting, notice of which shall have been received and sent to members 10 days before the meeting.
10. To close the Annual General Meeting.

Malcolm NLSME Secretary



Minutes of the North London Society of Model Engineers AGM held on 3rd May 2024 at its Head Quarters Legion Way at 8.00pm

With more than 25 members present and signing the attendance record book, a quorum was established for the meeting to proceed.

The Chairman welcomed all members to the meeting.

The members stood for a one minutes silence in remembrance of members Keith Bartrop, Guy Ellerby, David Marsden and Mike Ruffell who had passed away during the past year.

1. Apologies

Derek, John, Derek, Graham, Tony, Paul, and Paul

2. Minutes of 2023 AGM

The minutes of the 2023AGM meeting having been previously published in the News Sheet were proposed to be accepted by Ian and seconded by Mike and approved by a show of hands.

3. Matters arising

There were no matters arising from the approved minutes.

4. Chairman's report

The year to May 2024 has been another successful one for the Society. All sections have been busy and enjoying all that NLSME has to offer.

At HQ the O, OO and HO layouts plus slot cars continue with their weekly meetings. The slot car section hosted another national race day in January that raised funds for the club. The OO section has suffered more leaks to the roof, but it seems we have now found and fixed the problem. Rebuilding of Lytton station on OO layout continues. An innovation at the Wednesday evening sessions this year has been all members gathering in the meeting room for communal tea during which a railway related film is shown. This makes a very convivial gathering.

At Tyttenhanger, regular attendance of various sections continues on Wednesdays, Thursdays, Saturdays and Sundays. The G1 section implemented an additional running day on summer Saturdays that has proved popular. On SMR 45 the scenery and buildings continue to develop and very entertaining they are too. There was plenty of running on the raised and ground level tracks during weekdays with a very successful New Year's Day reverse running. The 3.5inch running day in September was again a success with many locos in steam or on display. The under 16 years of age driving day did not have as many in attendance as the previous year but was nonetheless a successful event. We also had an LBSC themed day with many Curly designed locos on display or running. The pond continues to see a variety of activities throughout the year and is a wonderful haven for those seeking a bit of solitude. The machine shop is available for use but apart from the guillotine it has very little use. The GL section completed manufacture and installation of a signal gantry at exit of Orchard junction which, after fault finding, is now operational. The grounds maintenance team continued with the eternal task of keeping the site in good condition. Fund raising continues to enable us to obtain a commercially designed and manufactured 7.25-gauge carriage suitable for wheelchair users.

On public running days both RT and GLR sections were kept busy. The numbers of visiting public were at a level that provided a good balance between the public and members. I am surprised that Sundays, when the public are not permitted, do not have more running as these days are available for members only basis. We had visits from other model engineering clubs, beaver groups and charities. For second year St Marks Church, Colney Heath, held an afternoon for their congregation which was an extremely pleasant day. As in previous years we held two Toy Boat Regattas. Fetes and Fairs continue their busy calendar attending many events, some of which ran over two days and raising considerable funds for the club.

Considerable thought and discussion took place over the improvements members want to the raised track steaming bays. Following two consultation meetings a revised scheme has been developed and approved. The scheme concepts are now being developed in more detail enabling budgeting and planning to take place. A start on this project during the forthcoming year is achievable.

Keith proposed the Chairman's report be accepted seconded by Mike and the proposition duly passed.

5. Treasurer's report

I hope that you have received your May News Sheet this month containing a copy of the audited Annual Accounts for the year finished on the 31st March 2024. I would like to thank Geoff and Michael for taking the time to examine the accounting records this year. It is always a rush to get everything done during

the month of April, what with it being the subscription renewal season. Thanks to all members who have so promptly paid their dues, only 48 outstanding out of 202 members. Membership as of today comprises 82 Full members; 82 Senior, 23 Country; 11 Juniors; and 4 Honorary.

Referring to the page 1 Incoming Resources reflects stable Subscription income despite more members moving into the Senior bracket. I know of one other Society that has abolished their lower rate as they had more seniors than full members. General fund donations include a payment of £2,200 iro our involvement in arranging the sale of locos from an engineer's estate. The Misc Funds figure includes the £8,292.57 payout iro the Tyttenhanger robbery in January last year.

Slot Car Section held a number of events during the year raising £500.00 and the Fetes and Fairs Section once again produced a superb figure better than the year before, despite their falling number of regular helpers. Both their 23/24yr and 2022/23 yr incomes have yet to be applied to General Funds or Projects according to the workers wishes because they haven't provided the information needed. If this isn't forthcoming shortly, I will have to put it all into the General Funds and Council will then decide what it is used for.

Tyttenhanger income has stayed steady matching the previous year and the Colney Heath expenses has also stayed remarkably stable overall, but HQ jumped because LBB finally charged us for the HQ insurance bill almost a year late, plus roof repair work. The Fire extinguisher inspection to both sites cost more, but this is a cyclical cost as the number of bit of kit reaching expiry vary from year to year.

The Walker Midgley insurance costs continued to rise, and this coming year is more expensive still, but we did get our TYT payout in full less the excess.

Sections Expenses. - New petrol engine for Alban and a new electric loco for the GLR were major expenses. This latter expense will be financed in part by a proportion of the Carnet sales over future years.

General Expenditure. - Public Liability Insurance cost more and the sudden loss of our News Sheet printer caused a degree of concern, but the overall increase in cost has not been too bad. Having said that the May issue sees the latest increase in postal charges.

Our Financial situation is stable but as we have mentioned before, rather than let the subscription rate stay the same and then to have a sudden jump when least wanted this will be monitored annually according to the RPI index in December of each year.

This completes my report for the 23/24yr, which according to my records is the 18th year I have presented this report.

Has anybody any questions? If not, I will ask our Chairman to request a proposer and seconder to approve the Annual Accounts for the year 2023/24yr.

Peter proposed the Treasurer's report be accepted seconded by Nigel and the proposition duly passed.

6. Vote of thanks Auditors

Mike proposed a vote of thanks to the Auditors, which was seconded by Nigel.

7. Officers election and vote of thanks to the past Officers

Mike proposed a vote of thanks to the officers of the past year seconded by Mick.

The nominations received for officers had been previously published in the News Sheet and their being only one candidate for each of the posts they were duly elected as follows:

Chairman: Les

Vice Chairman: Geoff

Treasurer: Mike

Secretary: Malcolm

8. Council election

The Chairman extended his thanks to those council members serving for the past year. Ian proposed a vote of thanks to the council members seconded by John.

The nominations received for Council members had been previously published in the News Sheet and their being only five nominations received for the five places on council plus the Vice Chairman they were duly elected as follows:

Terry, Peter, Nigel, Keith, Dudley

There being no other nomination Keith was confirmed as News Sheet Editor.

9. Other Business

The Chairman advised there had been no other business notified to him for putting to the AGM.

The meeting was closed at 8.23 pm

TRACK STEWARDS ROTA FOR 2025 + FAMILY AND FRIENDS DAY REMINDER

In last month's News Sheet the draft Track Stewards Rota for 2025 was published. In the note which accompanied this draft I stated that despite reducing the number of track stewards required by one we do not have the required number the Senior Steward plus 10 Stewards for all the Sundays we are open.

The Sundays we do not have the required number are the 17th of August and the 7th & 21st September. To compound matters I have recently been notified that for the first public running day of the season, the 18th of May, two of our stewards will unfortunately not be available due to a prior commitment and at present they have been unable to arrange a swap. So, if your name is not listed on the rota or you would be willing to do an additional duty, please contact either Peter Brown or myself. Both of our contact details can be found on the back sheet of the News Sheet.

Please make every effort to attend on the date you are allocated, because if you do not it places an extra burden on the other stewards. You are reminded that being a member of the North London Society of Model Engineers does require you to commit to do at least one rota duty when you join or re-join each year (confirmed on your membership form). If, however, you are unable to perform the duty on the date shown on the rota **it is your responsibility** to arrange a swap with another member and to advise the two Senior Stewards of the change. A phone call or email allows the Senior Steward to plan for the number of stewards who will be there. If a swap has been arranged, I would also appreciate being notified by the individual or Senior Steward concerned so that I can update the rota which will be regularly published in the News Sheet from May onwards.

It is important that Track Stewards should arrive on site at 1.00pm to ensure that all preparations have been completed before the arrival of the public.

Finally, a reminder, after the great success of our Family and Friends days on the first Sunday in May for the last two years, please reserve Sunday 4th May 2025 when our Colney Heath Site will be a Society Members and their Family and Friends **only** running day. Tea, coffee and biscuits will be provided (volunteers please form an orderly queue at the kitchen door in the carriage) and it is hoped members, and their families and friends will bring picnics along to enjoy our site.

Nigel (On behalf of the Council) March 2025

4 May 2025

Society Family & Friends Day

Please invite your family and friends to come along and enjoy the wonderful site we have at Colney Heath. Tea, Coffee, Orange or Lemon Squash and Biscuits will be provided.

We will need some willing volunteers to make and serve the refreshments so please come along to the carriage to help out.

1 June 2025

Mike – Senior Steward

1. Gerald
 2. Roger
 3. Victor
 4. David
 5. Marcin
 6. Alan
 7. Simon
 8. John
 9. Peter
 10. Richard
- Ground Level Despatcher
Steve

6 July 2025

Nigel – Senior Steward

1. Robert
 2. Peter
 - Henry
 4. Ian
 - Rai
 - David
 7. Robert
 - Geoff
 - Alan
 - Howard
- Ground Level Despatcher
Steve

18 May 2025

Peter – Senior Steward

- David
Malcolm
Geoff
George
Dave
6. Geoff
 7. Cheryl
 8. Richard
 - 9.
- Ground Level Despatcher
Steve

15 June 2025

Chris – Senior Steward

1. Stephen
 2. Aaron
 3. Rob
 4. Thomas
 5. Bob
 6. Keith
 7. Michael
 8. Steve
 9. Robin
 10. John
- Ground Level Despatcher
Steve

20 July 2025

Richard – Senior Steward

1. Jonathan
 - Mike
 - Robert
 - Stephen
 - Paul
 - Jeremy
 7. Brian
 - Ian
 - Terry
 - Jack
- Ground Level Despatcher
Steve

3 August 2025

Owen – Senior Steward

1. James
2. Robin
3. Mark
Paul
5. Paul
Roy
Martin
David
Roy
Alan
Ground Level Despatcher
Steve

7 September 2025

Martin – Senior Steward

1. Brian
Malcolm
David
Steven
Grahame
Gordon
John
John
Michael
10. Ground Level Despatcher
Steve

5 October 2025

Derek – Senior Steward

- Derek
Michael
Mark
Casimir
Craig
Christopher
Timothy
Harry
James
Tim
Ground Level Despatcher
Steve

17 August 2025

Michael – Senior Steward

- John
Nigel
John
Peter
Jack
Derek
Dave
Roy
Romeo
10. Ground Level Despatcher
Steve

21 September 2025

Les – Senior Steward

- Bill
John
James
Robbie
Peter
Gerald
Edward
Daniel
Dudley
10. Ground Level Despatcher
Steve

19 October 2025

Keith – Senior Steward

- Billy
David
Joe
Peter
Susie
6. Max
Adam
Andrew
Graham
Antony
Ground Level Despatcher
Steve

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
<u>Every Saturday</u>	Ground Level Rly at Colney Heath
April 2025	
Tuesday 1 st	Council Meeting at Colney Heath – 13.00
Friday 4 th	HQ at 8pm - Geoff presents selection of G Cashmore's top-quality photographs
Sunday 6 th & 13 th	Working Party at Colney Heath 9.00 – 12.30
Wednesday 16 th	Gauge 1 MRA Surrey group visit Sponsor Geoff
Sunday 20 th	Working Party at Colney Heath 9.00 – 12.30
Wednesday 23 rd	Deadline for copy to Editor for May edition
Sunday 27 th	Working Party at Colney Heath 9.00 – 12.30
May 2025	
Friday 2 nd	AGM – 8pm at HQ
Sunday 4 th	Family Day at Colney Heath
Tuesday 6 th	Council Meeting at Colney Heath – 13.00
Sunday 11 th	VMYG regatta – Sponsor Peter
Saturday 17 th	Visit by Maidstone MES. Sponsor Nigel
Sunday 18 th	First Public Running Session 14.00 – 17.00
Saturday 25 th	Family Party – Sponsor Peter
Wednesday 31 st	East Anglia Gauge 1 group visit Sponsor Geoff
Advance notice of events in 2025	
23 rd July	MRA Southeast Gauge 1 group visit Sponsor Geoff
2 nd August	Brean Visit to Colney Heath Sponsor George
7 th September	St Mark's Picnic. Sponsor Les
13 th September	3.5 inch Running Day. Sponsor Martin
4 th October	Model Railways section Open day at HQ
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.