

Issue No. 865

April 2024

The News Sheet

North London Society of Model Engineers

April 2024



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Front cover; -

The site is starting to come to life in the spring sunshine. This picture taken on one of the few days in early March when the rain abated and the sky became blue. Camps Cairn showing off a fantastic display of Daffodils.

Picture by Nigel



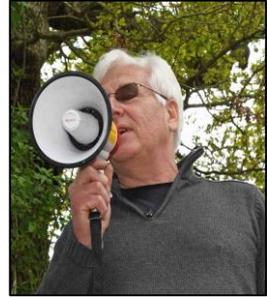
Your editor is very grateful to all those who have contributed to this edition. Your efforts are much appreciated by all the members of NLSME. This News Sheet would not be possible without you.

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

Chairman's Comments

Les

We have now completed the two consultation meetings regarding the steaming bay project as notified in the February news sheet. This was a very useful exercise gleaning feedback on the proposal and several comments made by members. As no objections were received the working group recommended to the council that the proposal, included in the February news sheet, be adopted, this was agreed.



The issue remaining was how best to meet the request for a cover to the steaming bays. It is important to determine this as provision must be incorporated in the layout for supporting columns. The working group, having considered that a pitched roof of similar proportions to that on the existing concrete building would aesthetically be most pleasing, looked at various options. With the constraint on span, to match existing roof, it is not possible to put all bays under the cover, nor do some members think that necessary. The plan also envisages that the cover will be erected in stages allowing more flexibility in construction. The updated plan will be included in the May news sheet, there is insufficient space in this issue, but if anyone wants a preview, please contact Keith or myself and will forward it to you. Next step is to plan the work in more detail and get started, planning is most important to minimise disruption to running whilst construction is underway. As always, any member wishing to be involved from an early stage is most welcome, just let me know.

Annual inspections of our rolling stock, both club and privately owned, are underway at Tyttenhanger. Also, our annual review of the infrastructure, buildings, bridges etc. This is another important task and assistance will be welcome to complete it. Maintenance of the running tracks is nearly complete at the time of writing. Thanks to all who have attended the working parties to ensure we are in good condition ready for 2024, our 60th year since formal opening in 1964.

We will be holding our next under 16 years of age drivers' day on Saturday 18th May. This is a very enjoyable event where all drivers, under supervision as may be necessary, are under 16. It is aimed at members' families so do bring along children, grandchildren etc. The club's electric locos will be available for those who do not want steam power.

I was not able to attend the model rail exhibition at Alexander Palace but reports I had said it was very popular with good attendance, which is encouraging for the future.

A reminder that the April general meeting is cancelled as this month we are instead holding an auction of tools and equipment at Tyttenhanger on Saturday 6th April. Viewing from 10am auction starts at 11am.

Agenda for the Annual General Meeting of the
North London Society of Model Engineers at HQ
Finchley 3rd May 2024 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 2023 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 2024
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.

NLSME Secretary

Minutes of the North London Society of Model Engineers AGM held on 5th May 2023 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 and Guy Ellerby who had passed away during the past year.

1. Apologies

Derek, Alan, Geoff, Alan, Peter, Jonathan.

2. Minutes of 2022 AGM

The minutes of the 2022 AGM meeting having been previously published in the News Sheet were proposed to be accepted by Nigel 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 Chairman gave his report for the year as follows:

Notably, the year to May 2023 has been the first free of Covid restrictions since 2019 and club activities fully returned to normal.

Events

Several events were held at Tyttenhanger. These comprise visits from other model engineering clubs, beaver groups and charities. A first for us was an extremely pleasant afternoon hosting St Marks Church, Colney Heath. Some of the congregation had been known to us for many years and us to them. This visit coincided with the second of two Toy Boat Regattas, which only added to the enjoyment. Fetes and Fairs attended eight events, some of which ran over two days. The 3.5inch running day in September was another success with many locos in steam or on display, showing the steady popularity of this gauge. A new venture was the under 16 years of age driving day, as successful event that we will repeat this year.

Numbers of visiting public to Tyttenhanger were less than pre pandemic levels but were at a level that provided a good balance between public and members.

HQ Sections activities

At HQ general meetings recommenced, except for the summer evenings when we decamp to Tyttenhanger. General meetings attendance has not recovered from pre Covid years despite the meetings being most entertaining and informative

All HQ sections are in full operation and slot car section hosted a national race day in February raising funds for the club.

The OO section has been a bit hampered by leaks to the roof but fortunately no lasting damage to the track. However, parts of the playout are showing their age and a rebuilding project is underway for Lytton Station.

Whilst not strictly an HQ section activity I should mention the visit we had from two staff members of the National Railway Museum to review the LBSC archive. This was preceded by one other visitor who is working on another book about LBSC. Both appreciated our custodianship of the archive, the NRM commenting that it is a treasure trove.

Tyttenhanger Sections activities

Regular attendance at G1 Section on Wednesdays has continued with good numbers of members attending. Some members also run on Tuesdays to get more time on track. The section plans, in addition, to run alternate Saturdays. The SMR 45 section scenery and building continue to develop and very entertaining they are too.

Both RT and GLR sections were kept busy on eleven public running days. In addition, a lot of mid-week and weekend running is undertaken. A RT reverse run was scheduled for one of the summer general meetings held at the track as was a nighttime run. Both were very much enjoyed by those who attended. In addition, the RT had its customary reverse direction run on new year's day.

The pond continues to see a variety of activity throughout the year and is a wonderful haven for those seeking a bit of solitude.

The grounds maintenance team continued with the eternal task of keeping the site in good condition.

Infrastructure.

In response to a question from the London Borough of Barnet we have confirmed we wish to continue with the lease on HQ building. A very positive conversation ensued but we have not had further communication to date. At HQ a leak to the gauge OO room roof has reappeared and the cause identified for correction. The kitchen and WC improvements scheme is on hold for time being.

At Tyttenhanger little progress was achieved on the steaming bay project. This is mostly due to the need to update the previous plans, dating from around 2012, to incorporate changes made since i.e. containers 5-7 and the machine shop and wash room.

The machine shop is available for use but to date there has not been much demand for it apart from the guillotine. The workshop fit out is complete which, unlike the machine shop, is available to all members on an unrestricted basis.

The GL section is proceeding with a signal manufacture and installation of a signal gantry at exit of Orchard junction. This will overcome some problems with sight lines with the existing low-level signals.

Organisation

An NLSME WhatsApp group has been established which is proving entertaining and informative.

The NLSME standardised formats for inspection reports of passenger vehicles, ground level wheel profiles and GL loading gauge have proved very useful and comprise the record necessary for such inspections. The early part of this year saw the second annual inspection of our passenger carrying vehicles.

HS 2020 states “The competencies of operational staff should be addressed....” and “Records should be kept of training and competency assessments”. Council has an approved list of competencies relevant to NLSME operations for drivers and guards on both tracks when hauling the public.

There is nothing new in any of these and all existing members that either drive or guard will not be surprised by any of them. The records of assessments are in draft form.

The council continues to meet monthly throughout the year to manage and direct the affairs of the club as necessary.

Conclusion

It has, in my opinion, been a successful year for the club with activities across all sections to the enjoyment I hope and benefit of you, its members. None of that would be possible without the input and efforts of members in all positions, formal and informal, undertaking the many and various tasks that make the NLSME function. Without naming individuals, I give thanks to all those

Ian proposed the Chairman’s report be accepted seconded by Geoff and the proposition duly passed.

Cont.....

5. Treasurer's report

A copy of the Annual Accounts was enclosed with the May News Sheet which you should have received by now. I apologise if the presentation of these accounts was difficult to read. There are a few hard copies available in the room. Nobody has phoned or sent me any emails raising any questions about the Annual Accounts since they were published. I would like to thank Geoff and Michael for carrying out an audit of the accounting records for the year.

At the 31st March 2023 our membership comprised of 80 Full Members; 78 Senior members; 24 Country members; 10 Junior members and 4 Honorary members, total 196, we gained nine new members, including two Juniors, but sadly lost one member to the great workshop in the sky. As of yesterday, I have 68 members who have yet to pay their outstanding subscriptions.

At the May Council meeting we accepted two new members, which is good for the Society.

Referring to the first page 'Incoming Resources' the two Total Columns on the right-hand side of the page show the comparison between 2022/2023 year and 2021/2022 year. Subscriptions dropped slightly, because of non-renewals and by more members falling into the Senior discount category.

Donations remained unchanged from the previous year.

For the first time since Covid we are pleased to have income from the Fetes and Fairs Section £3,260.00 and from activities at Colney Heath, total £4,798.77, mainly Carnet tickets £3,263.44. Thank you to all who have put in the effort to achieve these figures.

This last year has seen a drop in major project expenditure compared with 2021/22yr., general expenditure has held steady, but that is not to say that things will not change. The cost of insurance alone rose by about 8% on the previous year and utility bills will no doubt continue to rise.

During Covid with very little income into Tyttenhanger Site Fund, Central Funds loaned it £2000 to keep things moving. Council has decided not to recover this money from the Tyttenhanger Site Fund.

Page Two, shows the Balance Sheet, our funds are in a relatively healthy position despite Covid. To avoid further problems with changes in subscription rates in future years it is planned that any adjustments decided upon will be based upon changes in the Retail Price Index as stated for December each year.

At the bottom of the page is a brief summary of the various 'Miscellaneous Funds, and this will include in future the funds resulting from the recent insurance claim for the break-in at Tyttenhanger on the 03/01/2023.

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 2022/23.

Mike proposed the Treasurer's report be accepted seconded by Ray 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 8.25pm

NLSME COUNCIL NOMINATIONS 2024-2025

Council Officers	Proposed	Seconded
Chairman Les	Mike	Grahame
Vice Chairman Geoff	Dudley	Jonathan
Treasurer Mike	Brian	Grahame
Secretary Malcolm	Peter	Nigel
Council Members		
Nigel	Alan	John
Peter	John	Derek
Dudley	Geoff	Jonathan
Keith	Alan	Owen
Terry	Paul	Keith

Coal, Steam Oils and Lubricating Oil for Sale

Coal: Anthracite Beans in 25kg bags

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

Anthracite Grains in 20kg bags

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

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

Contact the Treasurer – Mike

David Marsden

We have to report that David sadly passed away at the beginning of March.



Photo by Owen

Being part of the club David took the advice from a number of members on how to get the best out of driving his engine. He would often allow others to take the controls for a few laps. He used replica nameplates of the Ffestiniog engine Linda on his locomotive, Speedy. David hadn't been seen at club events recently. Unfortunately, during the past two years his ill health restricted his visits to Colney Heath. But he was still progressing with the construction of a GW metro.

Treasurer's Report

By Mike



Enclosed with this copy of the News Sheet is your Orange Subscription Renewal form. Please complete it and pay your dues as quickly as possible so that I might enjoy my summer without having to spend time sending out unnecessary reminders.

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

Don't forget to enclose a Stamped Addressed Envelope when replying if you want your Membership Card returned or you require a member's Public Liability Certificate, this 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.

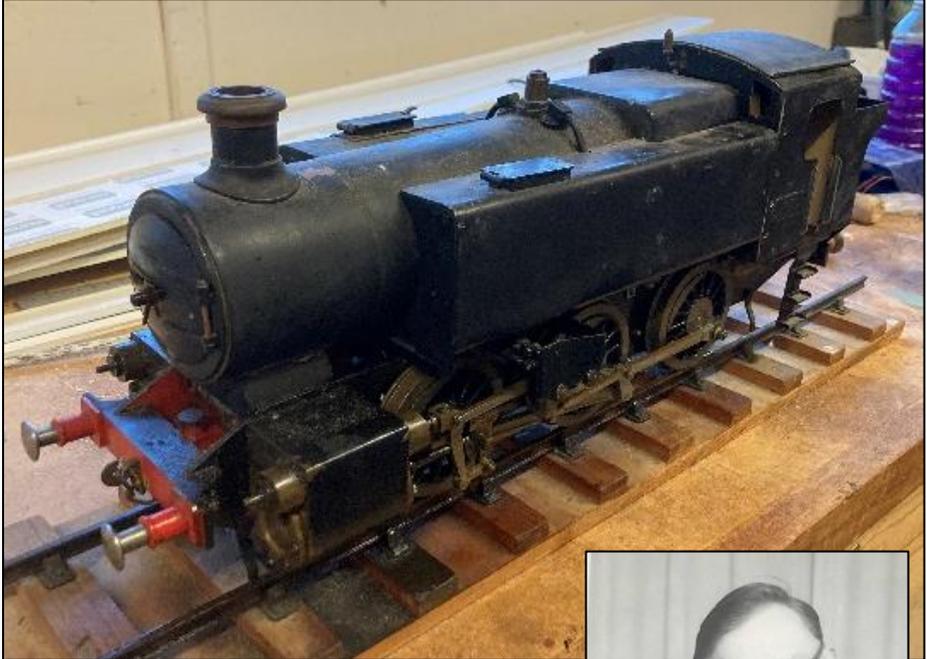
Good news is that we have retained our Retail Discount of 75% on the Business Rates for Finchley HQ, saving us over £1,400 pounds.

As I mentioned this time last year, if you are at a loose end for something to do any weekend, check out the fixtures list on page 38 for the Fetes & Fairs Section. They are always on the lookout for additional help at their events and it is a great way of encouraging new members into the hobby and they contribute a lot of money to the Society.

LBSC Speedy – 2 ½” Gauge

By Alan

You will, if you have been to Tyttenhanger on a Thursday, seen me at various stages of elation or frustration with my 2.5-inch gauge Speedy at the Cuckoo Line steaming bay. It has been a long, interesting and enjoyable journey, even with all the ups and downs. Getting a locomotive that has sat idle for 30 years plus years back to working order was always going to be a challenge. Now,



being able to raise steam consistently and being able to make a short run with the locomotive pulling me, I thought it would be a good time to share some of its history.

Speedy was hand built by my uncle, Ernest Dellow, shown on right. Uncle Ernie was a translator, author and draughtsman by trade, but he had a lifelong interest in model engineering. He and his brother Ron while in their late teens, had already built and run a steam locomotive in their family garden. Uncle Ron went on to model in 00 gauge but also used to take me along to visit heritage lines when I was younger.

Ernest and his wife Martha lived in Paignton in Devon and as a family we used to go down to visit and this is where my first memory of Speedy comes from. I suppose I was about 10 years old, so 1971. I was always fascinated by Uncle Ernie's workshop with his small lathe, mill and drawing board (more of why the drawing board was there later). I can recall on this first occasion there being the rough castings of the wheels and what was the start on the chassis.

From then on, I would see Speedy in various stages of build. I can recall seeing her with the wheels in place and Uncle Ernie showing me the connecting rods he was making. I can also remember the boiler being part built which was fascinating.

Then, sadly, Uncle Ernie unexpectedly passed away at the age of 57. My aunt asked me if I would like Speedy, and although at this stage I did not know what I was going to do with her, I was honoured to be given the responsibility of being her custodian.

And there Speedy sat in my loft for 30 years which passed in a blink of an eye! Then fate took a hand. We were having a satellite dish installed, which involved cabling in the loft. Ben Adams who was carrying out the work (can highly recommend him) came down and said, "Is that a real steam locomotive?" After a short conversation he said his father belonged to an engineering club in Colney Heath and would I like his number, enter Peter Funk! So, we arranged to meet at Tyttenhanger to have a look around. Peter introduced me to Les Brimson, our Club Chairman, who has given me much valuable advice and has been kind enough to allow me use of his workshop.

Everybody I have met at the Club have been friendly and helpful; even if the advice can be a bit overwhelming at times, albeit in a good way. That was it, I had found what I wanted to do for my retirement hobby and in my uncle's memory I would bring Speedy back to life, or more appropriately, full steam.

At this stage we did not know it was an LBCS Speedy, as no records could be found of any 2.5-inch gauge Speedy. I only had a limited number of hand drawn engineering drawings that came with the locomotive. What quickly became apparent is that my uncle (this is where the drawing board comes back into the story) had re drafted drawings reducing the scale down to 2.5 inch.

So now the responsibility went up a notch, as I was seemingly dealing with something that was a little unusual!

As you can imagine, after 30 years of storage nothing was going to be straight forward. We know it was put to steam at least once, as there was some evidence of ash in the pan. As a testament to my uncle's skill as an engineer the only real challenges we have had have been around the hand water pump and the panier tank's balance pipe. The later only being a challenge due to the almost total

inaccessibility of the connections and the subsequent fight to get them not leak is ongoing to this day.



Another obstacle was the outlet point of the pump from the pannier tank. This connection failed on my first steam, and we had to rethink how the connection was made, this is where Ron kindly stepped in. He designed a new fitting and the following week turned up with the made article which will now be a permanent part of Speedy.

The hand pump had suffered with the passing of time with several joint failures. Luckily my soldering skills, or lack of, cannot be seen on the repairs as its hidden inside the pannier tank! Once again thanks to Les for his patience and tuition to help me improve my soldering skills.

With all the challenges seemingly overcome I am looking forward to a busy 2024 season giving the locomotive plenty of opportunity to show what a lovely engine my uncle Ernie built and I can't think of a better way of remembering him than whilst steaming around on a nice summers' day.



Winter Maintenance activities

In the February edition of the News Sheet (p27) we reported the problems with a Poplar tree which had fallen in the winter gales. The tree was at an acute angle still partly supported by another tree and so needed a specialist contractor to remove it safely. In mid-March tree surgeons safely cut up the tree.

Work continues around the site. A number of sleepers



which support the raised track were in need of replacement. This task is now well advanced.

With sleepers replaced and as can be seen the new concrete screed being laid at one of the sites. The RT will remain closed until all the work has been completed.

The Cuckoo line was also in need of similar attention.



Thank you to all those who have been working hard during the winter. But many hands make light work and if you are able, they still need YOUR help. Whether it be painting the water stand pipes at the station, mixing concrete or any of the other many tasks around the site or at HQ, thank you to those who have



volunteered. The list of jobs is displayed just inside the coach with the most up to date details.

If you are able, please consider either contacting the nominated leader for the task and offer to assist. Or if you would like to take on one of the jobs which have yet to be started or you have completed any item listed, please let us know or put your name against the task on the notice in the carriage.

If you know of something which needs to be added to the list let us know.

COLNEY HEATH INFRASTRUCTURE MAINTENANCE THINGS TO DO LIST		
	TASK	LEADER / TEAM
1	Entrance Gate needs washing down and perhaps painting	Jack
2	Piles of ballast need to be stored on site but out of sight.	GL Section
3	Pot holes in lane to be filled using existing pile of MOT	All
4	Coach, both ends need wash, repair and painting with the appropriate colour.	

5	Coach high level window to be repaired	
6	Coach wells need clearing of rubbish and detritus.	
7	Coach Gutters need clearing.	
8	Coach, new 'Tooth' needed at BBQ end of platform.	
9	Benches to be washed down and a coat of Ronseal applied.	
10	Long benches to be repainted	Peter
11	Water tank on the tower at the leading edge of the platform to be repainted.	
12	The Toilet Block external needs a refurbishing coat of paint, internally to be cleaned and ceiling repainted.	
13	Orchard Junction Signal Box also needs appraisal and the excellent work of rehabilitation resumed.	
14	RT Tunnel in need of patching with torch on felt or otherwise to delay further deterioration.	Mike
15	Cuckoo Line. All benches' tables on chairs need a wash down and a coat of Ronseal.	
16	Tom Luxford's Locomotive Carrier and frame searched for, found and refurbished as needed. (To transfer locomotives in steam from steaming bay to track).	
17	RT line sleeper replacement as necessary.	Mike, George, Alan, Les
18	Cuckoo line sleepers and rail holding sleepers to be replaced as necessary	Les, Alan, George
19	GL signals to be repaired as necessary	Paul, Alan
20	Leaves to be collected and disposed in approved places	All
21	Carriage drains to be rerouted into sewer	
22	Complete green painting of the containers and doors 1 – 7	Keith
23	Replace handrail at coach platform	David
24	Repair groundsman Trailer	COMPLETED
25	Fence to be replaced alongside Orchard Junction GLR arrival platform	Paul

March 2024 General Meeting at HQ.

The main topic for the evening was the proposed raised track refurbishment of the steaming bays at Colney Heath. Our chairman gave a presentation of what had been considered and the option which was being proposed by the working group for consideration by the members. (*The proposal was published in the February news sheet*). Several members gave their views or asked for clarification of various elements of the design. The general view of those attending was in favour of the proposal. There had been a similar meeting held at Colney Heath to allow members who could not attend this meeting to give their views. The working group will now develop the design in more detail.

The last part of the meeting was filled with two films from the Casmore collection which illustrated the early days at the club both at Arkley and at Colney Heath.

Forthcoming General Meetings

Unless otherwise stated meetings are Friday evenings at HQ starting at 8pm.

The Programme at the moment reads thus: -

Friday 5th April. 2024.

Usual Friday evening CANCELLED meeting redated to 6th April

Saturday 6th April. 2024.

General meeting to be held at COLNEY HEATH

Auction of tools and equipment.

Viewing from 10am – Auction starts at 11am.

Friday 3rd May. 2024.

Annual General Meeting of NLSME starting at 8pm

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

Any questions regarding the meeting contact, Ian



Bookworm Writes – A New Years Story

Our Speaker for Tonight – Part 5

As the second tea break of the evening came to an end, I joined the small queue returning their tea cups to the little counter formed across the doorway of the tiny tea room from where it had been dispensed earlier, and followed the other members back into the meeting room to find our seats. As the room started to fill up once more the other half of the group, those that had braved the cold night air for a second time to have a smoke outside also returned, eager now to feel once again the inviting warmth within.

During the tea-break George and Harold had used the time to assemble a screen at the front of the meeting room and had also cleared a space amongst the chairs in the middle so that a small 8mm cine projector and stand could be set up and plugged in; on the stand's second shelf a slide projector was placed ready to be brought up onto the top when required. As I passed on my way back to find my seat near the window, I noticed the little film projector was like the one we used to have at home when I was growing up, even the same khaki colour. I also noticed the person sitting nearest the stand was cradling a box of slides having been press-ganged into looking after them and primed to be on standby ready to hand them up one at a time when the slide projector was being used.

With everyone finally seated, Curly finished what he was saying to Mac in the front row and returned the partially machined crank axle he had been discussing with him back to the safety of the 00 covers and took up a position to the left of the screen where he waited once more for the room to settle. Tom stood up tapping the side of his empty tea cup to gain the attention of the group.

'Gentleman, gentlemen' he called out above the chatter. 'Gentlemen, please.... that's....that's better' he said as the last of the hubbub died down. 'For this next part of the evening Curly is going to tell us a bit about his workshop and show us some slides, but before that 'he said gesturing towards the little projector 'we are going to start by showing a short film taken in recent times on the Polar Route, that's Curly's own test track in Purley. Now I am sure Curly won't mind if you want to ask the odd question whilst it is being shown, but try to keep them brief please.'

As Tom sat down, the fan on the side of the projector rattled into life followed shortly after by the distinctive repetitive pick, pick picking sound film makes as it started to run. Someone sitting by the doorway half stood up and pulled the door nearly closed leaving just enough light coming from the corridor outside to see a way out, whilst at the same time someone else turned off the meeting room lights just as the first black and white images pictures appeared on the screen.

Following a succession of black, white and grey flashes on the screen the first jerky pictures to appear were overlaid with a row of perforated white dots that danced across the picture partially obscuring a shot taken from the inside of a moving car as it pulled up outside a terraced house.

'Here then is the hacienda' Curly's voice spoke from his vantage point beside the screen. 'That's one of your well-known brothers getting steam up on his engine prior to taking to my road' he continued as the picture on the screen changed. The person operating the camera seemed then to be attempting to move their position to show the narrow-gauge engine *Susie M* in the process of having a blower pipe put into its chimney. Wobbling once more, the camera then tried to follow the pipe back to what looked like one of two motors mounted on a short plank of wood, the second one of which I thought looked like a small vacuum cleaner with a short handle on its side.

The sound from the projector became more dramatic, the picture suddenly jumped and swayed as a join in the film passed through, eventually settling to show a close-up of someone smiling, roll-up cigarette in his mouth determinedly turning the little handle I had just seen, apparently to produce power to make the blower fan work. 'As you have no doubt seen before, 'Curly's high-pitched voice sounded above the noise of the projector, 'that blower is one your Bro Narrow gauge made up from a surplus hand cranked six-volt generator and motor set-up you can buy from those government surplus shops in town'. Another commotion came from the projector, this time a close up shot of a small two pin electrical plug appeared, plugged into a socket on the lower wooden upright of a sturdily constructed water tower. The camera unsteadily pulled away and followed the lead to another blower in the top of the chimney of a second engine, this time a neat looking *Juliet* being steamed close to where *Suzie M* was being prepared. Curly spoke again. 'This is my current arrangement for driving blowers, the socket is one of those waterproof ones and is now fed from the house through a half inch underground galvanised pipe. I originally had that socket fixed on one of the track uprights' he continued as the camera attempted once more to *walk* round this time to show the pressure gauge on *Juliet's* footplate, 'but I found too much oil and dirt, not to mention the odd earwig was finding its way into the works, so I decided to move it'.

More clattering came from the direction of the projector as the picture leapt again settling once more to show a more general view of the Polar Route, the camera having now apparently been moved to the inside the oval of the railway. It started to pan, much steadier now, suggesting that during the move it had also been put on a tripod, past an animated scene of three members fussing generally around their engines as smoke was seen issuing from the respective blowers. It then continued to pan smoothly and slowly past a fourth member of the gang who was attempting to take a photograph of the full-size railway signal

Curly had set-up beside the raised track. At this point the camera stopped panning zoomed in with a motion something akin to us being shot forward from a cannon toward the signal, and we found ourselves looking at its top outline in close detail, the somewhat unsettling change of shot being taken I guessed to record some feature of the signal for future reference. Curly had just started to say 'that signal was the old number twelve shunt signal from Coulston station' when the camera leapt backwards to its original vantage point and continued panning in an anti-clockwise direction around the inside of the track.

By this time Curly was struggling to keep his commentary in step with what was being shown on the screen. 'Those lamp posts with the swan necks used to be gas lights' he said 'and I had them planted and converted to take Milly Amp when I got them about twenty-five years ago. Oh, yes, now that little hut you just had a glimpse of is my signal hut where'.....just as he said this the screen turned a brilliant white colour hurting my eyes and making everyone in front of me appear as black silhouettes; it was followed almost immediately by a spontaneous eruption of cheers and whistles from within the room as Alan, who was operating the projector, did his utmost to stop the now broken end of film from whipping his outstretched hand as he attempted to switch the machine off.

'Fixed in jiffy' Alan called out cheerfully fumbling for a torch as the slowly flickering white light finally went out. 'Tricky things I always think, bootlaces' Curly's voice commented from the nearly -dark corner where he was sitting. 'Always breaking, I remember my old friend Mr Grose trying to show a film to Mabel and I sometime back and he couldn't keep it on the screen for more than a minute before it broke again.'

'Right Ho' a voice from the middle of the room said a few moments later. The projector picked and clattered back into life as the picture flickered once more onto the screen. 'Distant and Stop' Curly said as the camera panned past a miniature two arm semaphore signal at the start of the back straight of the little railway. 'All twelve-volt working; I wrote an article about it all in the ME, 1951 if I remember'. The camera continued to pan showing the bottom curve and behind it a corrugated iron garage could be seen and appeared to fill much of the garden's width. 'And that's where the gasoline cart lives' his commentary now seemed to be back in step with the pictures on the screen, 'that's where the power box for the signals is kept set-up' adding 'again all in the ME article'. As the full-sized signal came back into view once more indicating the camera had now turned a full circle, the panning slowed to a stop to show that *Susie M* was now on the main track, its safety valves lifting as the driver was seen adding a shovel-full of coal.

Further clattering came from the projector, this time to reveal a couple of the lads carrying a short passenger car which they placed on the track behind *Susie M*, before climbing astride it. The picture jumped and the next shot showed a

smiling driver as he opened the regulator and set off with his passengers all waving enthusiastically as they passed the old lampposts heading in the direction of the far bend. Just as the engine entered the bend the camera suddenly swung nearly a full 180 degrees to look over to the far side of the railway, the movement being so rapid it caused many of us to instinctively lean slightly over in our seats and grab the back of the chair in front as if on a roller-coaster, only for it stop as suddenly as it had started seemingly focused on nothing in particular; then a moment later *Susie M's* distinctive shape and passenger carriage came slowly into view from the right and as it did so the camera effortlessly and most naturally started to pan with it for another 45 degrees or so before letting it exit the left side of the picture.

Another shaky couple of seconds followed as the picture clattered and swayed eventually settling to display the smaller engine *Juliet* once again, this time coming out of the bottom curve past the big signal and entering the little station area where it slowed allowing its driver time to wave and smile at the camera before accelerating past and away. Barely had it left the shot when *Susie M* came into view from the same direction. 'Unfortunately, the old Coulston signal wasn't working that day' Curly called out from his corner, 'I found later the magnetic valve on the top of the vacuum cylinder had stuck so your lads got a bit carried away... driving a bit too close I thought' he added disapprovingly.

'This is what the driver sees' he next said as the picture showed a view taken from the moving riding car looking ahead and over the top of the loco. 'Smoke gets in your eyes' he chuckled as the regulator on the engine was opened further and the camera was briefly enveloped in smoke. 'Up round dolls house viaduct now....and here we are just coming up to the distant.' Curly was just in mid-sentence when suddenly and without warning there was a loud bang accompanied by the sound of something like pellets hitting a fan and the room went completely dark save for the chink of light coming from the corridor. 'Bugger, bulbs gone I think' an irritated sounding Alan exclaimed in the dark over the ominous sound of metallic rattling coming from inside the projector as it came to an undignified stop.

With one or two lights in the room coming back on again and whilst a new bulb was hastily being located and fitted Curly, apparently completely unfazed by these events got up from the comfort of his padded stool saying; 'Well, while our friends who like to play with kinematographs remove the shrapnel and find another candle, I'll finish what I was saying about my signals and then if we need to fill in a bit more time I'll take another couple of questions.

I track circuited all that stretch after I'd got the big signal set up in.....'

G1 Group - Stake Wagon

By Gregory

I received a message from Geoff about a year ago, was I interested in a couple of wagons he had? Yes, I responded, and said wagons appeared a few days later. They were Marklin, all letter work was in German plus they had their own brand couplings. I went on the Marklin website and found that one was an open wagon, the other was a stake wagon.



I do not have a German loco, so decided to put them in with the rake of USA stock I have. Down the gauge 1 track no one – apart from a couple of us – is really interested in the American railcars, so I can get away with that. The stake wagon is basically a flat wagon with 18 upright “stakes”; these were in a bad way, warped with age and some were broken. I decided to replace them with 3D printed ones. Now 3D printing is a strange world on its own with odd words and long numbers so let me explain how it works;

Me to eldest son James “can you print these for me?”

James to me “Yes”

Me to James” thanks, here are a couple of bottles of beer”

See how simple 3D printing is. Anyway, within days the replacement stakes turn up, printed in a metallic plastic and they fitted perfectly. I replaced the couplings with knuckle couplings and the job was done. I have spares so if I break or damage any, I can replace them, but anyway the drawing for them is saved on James’s computer.

I may use the other wagon in the picture below for another project later in the year.



Can I add that the wagons came from the home of Francis Dobbs, who I unfortunately never met. Francis passed away in November 2022 at the grand old age of 96, and the wagons were found in amongst his quite vast collection of locos, carriages etc.

What he was doing with them we do not know because he did not have any German locos. Francis was a very active member of the gauge 1 fraternity, holding down positions as Chairman, President and Vice President of G1MRA.

Lastly, if you look under the gauge 1 track nearest the steaming bays you will see a few piles of track; that all came from Francis's back garden, and a lot of it is home made as well as wired for electric pickup.

Narrow Gauge News – March

By John

Spring greetings to all narrow-gauge fans and welcome to the latest news. By the time you receive this newsletter we should have had some running sessions on the garden railway and so May's edition will contain a report from those. Indeed, myself and George did have a very enjoyable session recently and can confirm all was ok with the layout after the winter lay-off, which was good news, though of course continual maintenance is always required. For this month however, Keith our estimable editor has twisted my arm and has asked me to present for your pleasure a report on my recently completed home micro layout in Gn15 scale.



Those club members who are on the club WhatsApp group have seen some of the progress already on there so I apologise to them but I hope you will enjoy the photos etc. So, what is Gn15? the G stands for G scale it's believed this came from the German company Lehman who launched LGB, Lehmann Grob Bahn (Lehmann's big train) in the 60's. the G became interpreted as garden scale. LGB took gauge 1 track with its 45mm gauge and interpreted that into standard European Metre gauge track so the models became 1:22.5 scale... the n in Gn15 indicates that the model is narrow gauge and the 15 indicates that the gauge in reality would be 15" such as the Romney Hythe and Dymchurch railway for example. To achieve this in this scale means using 00-gauge track.

My actual layout depicts a modern take on an estate or farm railway. These were popular in the past for wealthy land owners who incorporated their passion for their own railway with a practical use for transporting their produce to a nearby station and bringing coal etc. to the estate house. The Sand Hutton light railway was possibly the most well-known of these and was active in the 20's using ex WW1 rolling stock.



My layout "Bridgefoot Estate & Farm" is 3 foot long and 18" deep with a small fiddle yard bolted on the side. the rather simple track plan consists of 4 points which create sidings into a large shed and a loading dock and there is also a kick back into a loco service Lean-to. All track work is Peco 0-16.5 the points I modified so the electrical connection is not dependent on the blades touching the stock rails and i have used cobalt point motors to switch the frog polarity. The only other building other than the 2-road shed is a hut which is the estate



office this also hides the run out to the fiddle yard and the whole scene is surrounded by a brick wall. The layout is DC controlled and the control panel for isolating sections and point motors is incorporated into the actual layout hidden

within the large shed but accessed by one side of the layout. In operation a train with wagons loaded with produce will pull into the shed where another loco will back on pull it out and take it to the loading dock for transfer to a road vehicle. At present there are 3 locos, 2 electric and 1 diesel, various wagons all from 3D printed kits as are the figures, in fact pretty much everything on the layout is 3D printed, hasn't this technology changed our hobby!



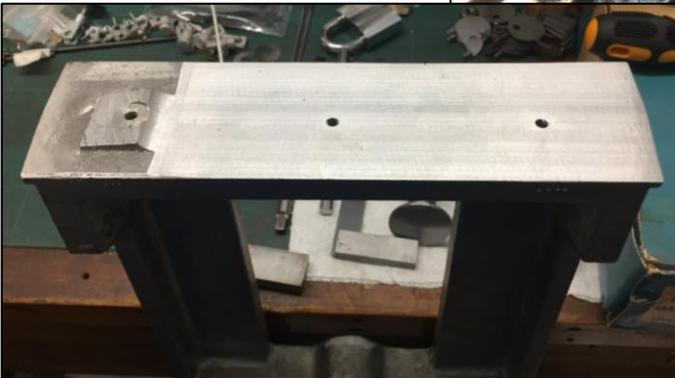
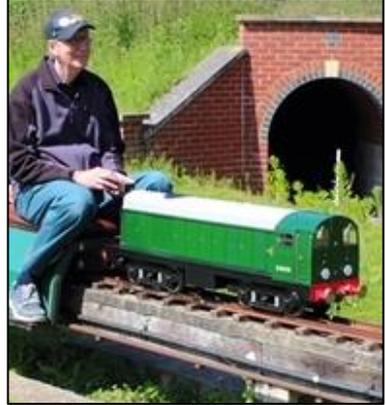
I have designed the layout to be shown at exhibitions, it sits on an extending leg table which itself stands on a wooden structure of my own design to bring the viewing height to a reasonable level and all hidden by some black floor length drapes. The transformers which supply the 12V, 16V AC and lighting supply sit in a separate box and are connected via cords and 1/4" jacks to the layout making for an easy set up. But that's enough of the description a picture says a thousand words, I hope you enjoy them, I am hoping at some point to bring it up to HQ, watch this space!

Building My Class 20 Electric Locomotive

By Nigel - Part 7

At the end of last month's enthralling episode (what? I hear you say) I had come to the conclusion that I was going to have to cut off the buffer stocks. Rather than just ploughing ahead and getting myself into deep and murky engineering water I decided to make new buffer stocks using some 30mm square steel I had in stock. I made a drawing for future reference, if needed, making sure that there was a 3/8" diameter locating lug on the back of the stock which I planned would locate in a counter-bored hole in the buffer beam. Well at least that was what the plan was!

Now came the moment of truth. The main chassis casting was clamped into my Black & Decker Workmate and I hacksawed the buffer stocks off. So, there was no going back now. I clamped the chassis onto the table of my Warco Mill Drill and using a long series milling cutter I cleaned up both ends of the casting. As my mill doesn't have sufficient travel in the 'Y' direction each end required two setups. I finished off by using a file with emery cloth to get a good finish



Before proceeding with fixing the new buffer stocks on the chassis I had to make sure that both of the bogies were correctly sprung and that

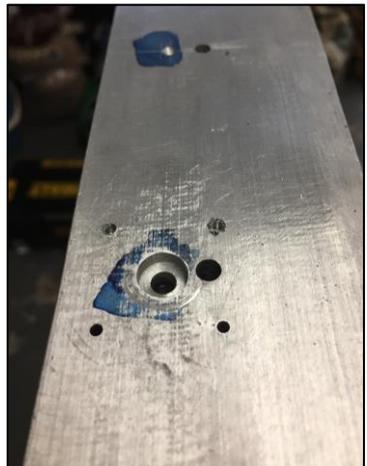
the batteries which would be powering the loco were in place.

A combination of correct bogie springing, the weight of the batteries and to a lesser extent the weight of the body moulding would ultimately decide the correct height above the railhead for the centreline of the buffer stocks. To achieve this there are a series of disc springs between the bogie pivot and the chassis and near each wheel on the equalising beam there is a coil spring. I found the coil springs I had bought from Dan many years ago were 1/8" too short against that specified on the list which he had given to me. I experimented with putting a smaller diameter coil spring inside the ones supplied but found once the batteries were put onto the chassis the Axleboxes ended very nearly hard up against the top of the horn guides. I also understand from discussions at the track that a coil spring inside another coil spring should be wound in the opposite direction to stop coil locking. Eventually, I overcame this problem by carrying out a search on the internet and purchased longer springs which I am pleased to say have worked well once the loco was finished and put into service.



Having satisfied myself that it was okay to proceed I marked out the new location for the buffer stocks and coupling hooks which also need to be lowered. I then drilled a through hole in the chassis for the bolt holding the buffer head and

spring and then used this to hold a drill jig to drill holes for tapping 6BA to hold the buffer stocks in place. I used a made up counterbore drill for the lug on the back of the buffer stock. I have a picture of the counterbore drill I made up/modified from a bag of odd drills I was given by a former BAe colleague when he retired but it is not a pretty sight and I wouldn't want to embarrass our worthy editor by sending it to him to publish!! Surprisingly all went well and I was pleased with the outcome, if not how the counterbore drill looked. I can't remember when I came to final assembly whether or not I put Loctite in the lug/counterbore as added



security. I probably did because in the event of having to lift a loco the easiest thing to grab hold of when lifting is the buffers.

I mentioned in an earlier instalment that I purchased additional detailing parts from a north east based model engineering company. A lot of these 'extras' would go on the buffer beams so I took the opportunity to drill the holes in the appropriate place using my Mk1 eyeball and by reference to photos I had. After the final painting of the buffer beam these would be permanently fixed.



So, what next? Looking at the sequence of photos I have it would appear that I undercoated and then spray paint the chassis satin black with the buffer beams bright red. For the aluminium chassis the undercoat I used was Upol #8 Acid Etch Primer which I found easy to use and is an excellent product for aluminium and galvanised steel. Note: If using this product or any other spray paint product or chemical in the garden or wood/MDF dust I very strongly recommended to use a good quality PPE Spray Mask. They don't cost a fortune and when used correctly you don't end up with the smell of spray paint or garden chemical smell up your nose or sneezing with all the dust inhaled!

Next it was onto painting the main body. In talking to Jonathan about painting a fibreglass body he recommended using Halfords Plastic Filler Primer which I can also highly recommend. Before spraying with this I rubbed down the shiny gel coat using fine wet and dry. After an initial coat with the Filler Primer this highlighted the odd area which need a bit of knifing putty. I then applied a second coat before spraying the top coat which, dear reader, you will have to wait to see and read about until next month.

GLR Waffle

By Paul

I have good news for those of you, who are dreading having to look at more photographs of my ugly mug which were taken in the past during my time on other railways, large and small. This month I have a little more to report.

The pile of ballast in the car park has almost gone and the GL track is well on the way to having the alignment on the worst section sorted out.

The broken entrance gate to Smallford station has been repaired and just needs a coat of paint or two before being rehung.



Our new ground level team member Dave is working on a new coupling design for the red ballast truck to replace the existing arrangement attached to the bogey which is often the cause of derailments when the wagon is empty. The new design will be fixed to the truck body and will solve this problem.

We have started on the yearly exams and servicing of all the ground level coaches and all the club stock is now done with no faults found. We are now working through the inspections of privately owned stock.

I have also spent time working on a competency assessment paper of those who do dispatching/controller duties during public running on the ground level railway. This is a requirement of the HS 2020 conditions. Once this assessment is approved by council, we will make a start of getting the people who wish to undertake these duties on public events passed out. Steve and anyone else who has carried out this task in the past need not be concerned as you already know all the answers.

Finally, another new member, Mark spent a day driving his 5-inch gauge Fowler 3F tank loco around the ground level as the RT is currently closed for winter maintenance. These locomotives were commonly known as Jintys, but were always called Dobbins in the London area.



He appeared to be enjoying the challenge of working up and down the GLR gradients which are quite a bit steeper than those which are encountered on the Raised Track. I must say the little engine did sound good when working hard. It was also good to see the 5 inch gauge ground level track being used.

Finally, another, where is it picture?



Gauge 1 section

By Geoffrey

NLSME members volunteered to assist G1MRA in manning a stand at the recent London Festival of Model Railways which was held at Alexandra Palace.

The stand some 18 foot long included an operational shunting layout to ensure there was something moving on the display. Also included was a tiered display stand showing off interesting and stunning models. While an area was set aside to show models under construction.



We even showed three models of the same prototype from over 100 years of G1 modelling using three different means of propulsion. These were Bing for Bassett Lowke clockwork M7, Pemberton Models etched kit electric powered M7 and the recently produced gas fired Accucraft M7

It was good to greet a number of NLSME members who visited the stand during the show.

Our stand attracted the attention of the national press and a photo was featured on page 2 of the Sunday Telegraph as photo.

We have had our usual weekly meetings during the last couple



of months with a healthy number of runners and visitors attending. We have only lost one Wednesday running session so far this year due to rain, but this did not stop us attending site to drink tea, nibble biscuits and offer advice to politicians.



As we are about to alter the clocks and summer is approaching it is time to make plans for our fortnightly Saturday running sessions at Colney Heath. We are starting this on 6th April and at fortnightly intervals. The 6th is also the date for the auction of small tools.

The Society will be running public trains from 19th May, twice monthly. Our group assist these events by manning the teas and coffees counter. Greg is drawing up the roster for these positions and is asking for volunteers for these duties. Please check your diary and let Greg know of your availability.

TRACK STEWARDS ROTA FOR 2024 + FAMILY AND FRIENDS DAY

Please find on the next page the Track Stewards Rota list for the first half of the 2024 running season.

Now is also an opportunity to remind all Society members that following the success of our family and friends' day on the first Sunday in May 2023, Council have agreed that this should be repeated for 2024. So, if you haven't already done so, please reserve Sunday 5th May 2024 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.

Coming back to the Track Steward Rota please make every effort to attend on the date you are allocated. We will be open for public running on the first and third Sundays each month until the third Sunday in October between 2.00pm and 5.00pm.

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.

Finally, it is intended to carry out a review of The Track Steward Duties Information Pullout which has been published in previous years and if necessary to update this to reflect any changes in our locomotive operations on the tracks at Colney Heath. This will be issued in centre of the May News Sheet which will allow you to pull this out for future reference. As in previous years, when you attend for your duty, we plan to have available a Stewarding Bullet Point Sheet which you can refer to on the day when carrying out your duty.

If you have any questions or points that require clarification, please do not hesitate to discuss these with the Senior Steward on your allocated day.

5 May 2024
Society Family & Friends Day

2 June 2024
Ian – Senior Steward

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

7 July 2024
Mike – Senior Steward

1. Robert
 2. Peter
 3. Henry
 4. Ian
 5. Rai
 6. David
 7. Robert
 8. Geoff
 9. Ian
 10. Howard
 11. Derek
- Ground Level Despatcher
Steve

19 May 2024
Peter – Senior Steward

1. David
 2. Malcolm
 3. George
 4. Steve
 5. Dave
 6. Chris
 7. Mark
 8. Mike
 9. Geoff
 10. Cheryl
 11. Richard
- Ground Level Despatcher
Steve

16 June 2024
Chris – Senior Steward

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

21 July 2024
Richard – Senior Steward

1. Jonathan
 2. Mike
 3. Robert
 4. Stephen
 5. Paul
 6. Jeremy
 7. Brian
 8. Peter
 9. Mark
 10. Terry
 11. Jack
- Ground Level Despatcher
Steve

Fetes & Fairs List of events 2024

This is the provisional list of events for this year. As you will see, we start next Friday and if Laurie isn't feeling better, Jim and I will be on our own unless any of you can help. We aim to start at 11 a.m. and if we have help, should take about 2 to 3 hours.

MARCH	EVENT	SET UP
22 nd 23 rd & 24 th	Oaklands Lambing weekend	Friday 21 st at 11 a.m.
MAY		
4 th	Baldock Beer festival	
25 th & 26 th	Enfield pageant	<i>Provisional</i>
JUNE		
1 st & 2 nd	Herts Steam Rally	Friday May 31 st
8 th & 9 th	Whitwell steam rally Codicote	Friday 7 th June
15 th	Hertingfordbury	
16 th	Marsworth	
22 nd	Coldfall Primary school	
29 th	Katies school	<i>Provisional (new)</i>
JULY		
6 th & 7 th	Chiltern Traction Engine Club Rally	<i>Provisional (new)</i>
13 th	Martin Primary	<i>Provisional (new)</i>
27 th & 28 th	Dacorum Steam Rally (Potton end)	<i>Provisional</i>
AUGUST		
16 th , 17 th & 18 th	Flamstead Scarecrow Festival	Rig and run Friday 16 th

The Fetes and Fairs team really need your help.

If you could help support the team either setting up or on the day of any of the events listed you can be assured of a warm welcome.

For more details, please contact Peter

Looking forward to seeing you all during the year.



Little LEC 2024

This year the Little LEC competition will be held at Colney Heath over two days on the 8th & 9th June.

Full details of how you can enter the competition can be found on the Little LEC web site at; - www.littlelec.co.uk/home

If you don't have a loco which meets the entry requirements you can still be involved. Martin or Les would very much like some assistance in organising the event or help on the day.



Welcome to LittleLEC - A Fun Competition for Drivers of Small Model Steam Locomotives

LittleLEC is an annual locomotive efficiency competition for drivers of small locomotives weighing less than 50lb dry. These are much more challenging to drive than larger ones, and so this competition was devised by Peter Langridge some 10 years ago to enable owners of small locomotives to take part in an IMLEC style efficiency competition.

The competition is usually held in June at a different Model Engineering Society's track each year, up, down, and across the country to allow a different set of locomotive owners to take part without having to travel great distances. This various tabs on this Home Page will take you to a comprehensive set of information about the history of the competition, its nature, and the efficiency calculations. The organisers would like to encourage owners of small locomotives to take up the challenge of entering this event.



Announcing LittleLEC 2024 - 8th & 9th June 2024 at the North London Society of Model Engineers

Full details of this years event can be seen here on 'This Years Host' page: [CLICK HERE](#)

LittleLEC 2023 - 11th June 2023 at Swansea SME

Full details of last years event can be seen here on the event page: [CLICK HERE](#)

Club Dates for your 2024 Diary

Every Wednesday; G1 group meet at Colney Heath	
Every Thursday; A mix of RT & GLR Loco running when track is available, working groups, and general conversation	
Every Saturday Ground Level Rly at Colney Heath	
Every Sunday; A mix of RT Loco running when track is available, working groups, and general conversation.	
April	
Fri 5 th April	General Meeting at HQ CANCELLED
Sat 6 th April	Colney Heath – Auction of small tools and equipment Viewing from 10am – Auction starts at 11am
Tue 9 nd Apr	Council Meeting at Colney Heath – 13.00
Wed 24 th April	Deadline for copy to editor for May edition
May	
Fri 3 rd May	AGM at HQ – 8pm
Sun 5 th May	Club Family & Friends Day at Colney Heath
Tue 7 th May	Council Meeting at Colney Heath – 13.00
Sun 12 th May	Vintage Model Yacht Group
Sat 16 th May	Under 16 drivers' day – Sponsor Les
Sun 19 th May	1 st Public running day at Colney Heath
Thur 23 rd May	Deadline for copy to editor for June edition
Advance notice of events in 2024	
Sat 13 th June	G1 Tom Barratt Memorial Day - Sponsor Geoff
Sat 3 rd Aug	Breen Loco group visit – Sponsor George
Sat 7 th Sept	3½ inch day – Sponsor Martin
Sun 8 th Sept	St Marks Church picnic – Sponsor Les
Sun 8 th Sept	Vintage Model Yacht Assoc visit – Sponsor Peter
Sat 21 st Sept	Keech Hospice visit – Sponsor Keith
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