

Issue No. 880

August 2025

The News Sheet

North London Society of Model Engineers



August 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; -

Is this another new model from the Accurascale range? If you view this picture on the NLSME web site, you might think so. But Infact it was taken by Paul on a recent visit to the charming Derwent Valley Railway on the outskirts of York. See GLR news this month.

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.

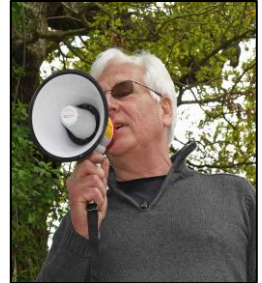


Chairman's Comments

Les

At time of writing we are having some wet weather and consequently are able to now rescind the steam ban at Tyttenhanger.

A particular risk at our site is the new land where, being out of sight of station and steaming bays, a smouldering ember may not be noticed.



Informing members of a ban, its imposition or relief, is a time consuming task and of course not all members are contactable by email or the WhatsApp group. Therefore we will revert to placing notices at the RT and GL steaming bays plus the signing in point. Inevitably there will be a delay in posting these notices, so members are expected to use common sense. If in doubt do not run steam locos.

Included in this news sheet is the Council statement regarding charges for rides and teas. I hope this reflects the majority view.

St Albans MES have again invited us to participate in their exhibition on 27th and 28th September at the Townsend School St Albans. This is something we should attend, to support them and their exhibition. We will have one table, and I ask you to suggest items, including your own models, that we should put on display.

Whilst we are at the height of summer, we need to consider our winter program of Friday meetings at HQ. The first of these will in fact be on Saturday 4th October (2pm – 5pm) when all model railway sections will be presenting their layouts. If you have not been to HQ, ever, or for some years, this is an event not to be missed.

The Friday summer meetings at Tyttenhanger have been well supported this year with the July one being a real treat. Members brought along a variety of Mamod models, most stored away for many years, and ran them on the station platform. It was delightfully chaotic, just as it would have been when we were in our youth.

Regarding the kitchen and WC improvements at HQ, the council are now actively looking at staging the work commencing with the kitchen but a setback with a potential builder availability needs to be addressed first.

Remember that we gather at Tyttenhanger at 6pm for a run, BBQ (bring your own food) and chat on the first Friday of Augst and September.

See you at the track or HQ.

Ride charges and refreshments on public running days.

By Les

At our July council meeting the written comments received from members were reviewed and discussed. Council also discussed verbal comments that had been received. We thank all who have responded.

Ride Charges.

To summarise the comments received from members, there was no support for the reintroduction of the £2/per ride that we briefly introduced earlier this year. As you will be aware we have reverted to last year's rate pending the outcome of this review. One member suggested 8 rides for a £10 carnet, equivalent to £1.25 per ride, another £10 carnet for 10 rides or £1.50 for individual rides, and two others who commented said leave things as they were. Another comment was that at a different club a £2 charge had been introduced with no push back from paying public.

However, most comments were not aimed at specific charge levels but instead emphasised the point that NLSME are hobby based club and not a commercial concern. The majority view was that ride charges should be sufficient to cover our costs. There was one suggestion that we charge for entry and free rides thereafter on that day. Another that we should only seek to cover our running costs; any excess should be given to charity. The first of these presents its own administrative problems and Council concern of the second was how would the membership select a valid charity and how do we assess what is a surplus? A suggestion, tabled at the meeting, that we revert fully to a voluntary donation basis did not meet with any approval.

It is worth noting that we do not have an annual expense budget for Tyttenhanger and never have. We meet running costs as they occur, and project costs as approved by council. Running costs cover, maintenance, insurance, rent and consumables.

Project costs are one off's such as the steaming bay rebuild, capital purchases such as Merlin for the GLR, and passenger coaches for RT and GLR. Our Hon Treasurer keeps a close eye on things and consequently we keep our heads above water.

It should also be noted that Tyttenhanger income has been supplemented by legacy donations. In recent years we have received nearly £33,000, making a considerable difference to our financial status. We assume such legacies will not be repeated. Fetes and Fairs income is also allocated to Tyttenhanger, and HQ, in proportions decided by members who assist setting up and running the fetes.

Inflationary pressures can and have increased our costs. Insurance and fire extinguisher inspections being major external examples that we cannot control, and consequently there is a case for annually increasing the ride charge. Conversely, on completion of the current project and capital purchase it is not likely that we will incur similar costs for several years, except possibly for enhanced security of an improved CCTV system.

Mindful that the situation will require review on completion of the existing project, Council consider that charges of £10 carnet for 11 rides are appropriate for 2025. For 2026, a £10 carnet for 10 rides. Individual rides to be £1.00 for both years. These prices will be reviewed prior to 2027 season.

Refreshments

Three comments have been received about refreshment pricing, one each over tea and squash pricing and one that covered both.

Noting that we have already reduced the price of squash back to last year's levels, council debated the comments received regarding the price currently being charged of teas and coffees. Some members had stated the quality did not justify the £2 price per cup. It is accepted that quality does vary, (none of us joined the club to make teas) and steps have been taken to inform tea makers of the number of tea bags to be used. The pricing of refreshments was discussed and was subject to a vote by council. A split vote for and against resulted in the Chairman having the casting vote which settled that teas and coffees remain at £2 and squash at £1 for 2025. The prices to be charged for refreshments is to be reviewed again prior to 2026 season and your inputs will again be welcome prior to that.

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 Foreman.

Bookworms: Memoir of a Clubman – Curly

Due to lack of popular demand the complete story including the previously unpublished final chapters are now available on the NLSME club web site just look on the articles page.

What the critics have said about Memoir of a Clubman - Curly:

"Why did he bother" – Model Engineers Friend

"If read you only one book this summer, don't make it this one" –
Nut and Screw Monthly

"I couldn't wait to put it down" – Authors Support Centre

"Wasn't worth the cover price" – Recycling Monthly

"Don't know why I read this" – Angling Times

Prove the critics wrong this summer, show you are made of sterner stuff by reading, Bookworms: Memoir of a Clubman – Curly

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

The complete book including the final chapters are now available on the NLSME club web site just look on the articles page.

Letter from the Editor

Dear reader

As mentioned in the April & May News Sheet my last edition as editor of the news sheet will be the December 2025.

So far there has been little or no response to my offer to work with my successor during the year to allow a seamless transfer. Unless someone steps forward to take on this role there will be no News Sheets from the beginning of 2026.

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

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

Regards Keith



Gauge 1 News August 2025

By Geoff

Having missed a couple of News sheet reports I thought I had better let you all know the Gauge 1 Section are alive and kicking.

What have we been up to, you may ask.

Well basically more of the same, what we enjoy doing from week to week.

We have made the most of the fine weather and the shady position of our track means that we are not in the direct sunshine during the heat wave(s) that we have experienced.

Our new boy Peter has made good progress and acquired a second locomotive. Well done. There have been a couple of other new locos appearing during recent weeks.

As many of the G1'ers were unable to attend the first Friday of the month meeting and BBQ, our group made the most of the warm light evening by holding one of our Wednesday sessions in the cooler late afternoon and early evening. Numbers were good and we were able to enjoy sausages cooked on a gas ring loaned by one of our group. Thanks Dave. The aroma of sausages and burgers filled the track, and a great time was had by all. We plan to do it again. Let's hope the weather is kind again.

With the recent fire risks we held an Electric's only running session and we were able to see some different models on display.

Now some bad news. It was noted that the Gauge 1 track had been used during the period between the usual Wednesday visits on 25th June and 2nd July when on arrival we found that a major fire had taken place on the outer circuit underneath the metal foot bridge. The fire had caused the plastic sleepers for a complete yard of track to catch fire and burn. The sleepers then shrunk and narrowed the gauge causing all vehicles to derail, making the circuit unusable. A significant amount of liquid fuel must have been spilt and burnt for a considerable time to cause this extensive damage.

Sadly no message was left at the track or bothy of this incident nor reported elsewhere, and no one has stood up to report an accident. As a result costs have been incurred to repair the track. It is understood that accidents can happen, but breakages and damage should be reported.

STILL WANTED - VOLUNTEER TRACK STEWARDS

Over the last couple of months I have explained in the News Sheet that despite Council taking the decision earlier this year to reduce the number of track stewards we require we still do not have the required number of Stewards for for Sunday 7th September.

So, if you are willing to do an additional duty, please contact the Senior Steward or myself. My contact details can be found on the back sheet of the News Sheet and the contact details for all the Senior Stewards can be found on the Society Membership List which has been distributed to all members with an earlier News Sheet this year.

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. Nigel (On behalf of the Council) August 2025

3 August 2025

Richard – Senior Steward

1. James
 2. Brian
 3. Robin
 4. Mark
 5. Paul
 6. Roy
 7. Steve
 8. David
 9. Roy
 10. Alan
- Ground Level Despatcher
Steve

7 September 2025

Martin – Senior Steward

1. Brian
 2. Malcolm
 3. Steven
 4. Grahame
 5. Rob
 6. Gordon
 7. John
 8. John
 9. Michael
 10.
- Ground Level Despatcher
Steve

17 August 2025

Michael – Senior Steward

1. John
 2. Nigel
 3. John
 4. Peter
 5. Jack
 6. Derek
 7. Dave
 8. Roy
 9. Romeo
 10. Jack
- Ground Level Despatcher
Steve

21 September 2025

Les – Senior Steward

1. Bill
 2. John
 3. James
 4. Robbie
 5. Peter
 6. Peter
 7. Gerald
 8. Edward
 9. Daniel
 10. Dudley
- Ground Level Despatcher
Steve

5 October 2025

Derek – Senior Steward

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

19 October 2025

Keith – Senior Steward

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

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.

Ground Level Waffle.

By Paul

Hello and welcome again to my latest waffle. I will begin with a photo which some of you may find amusing, of the four wheeled grounds dept. trolley which Nigel rebuilt a little while back and now has our clubs new welding set in it (only temporally). Why ? you ask. The welder is a very nice unit and works very well but is very heavy and difficult to move any distance, even the younger and strongest among us would find it very difficult to push it round to the New Lands and back, where we use it regularly to build up the track welds which are a little weak in this area.



Putting it in the trolley made moving the welder much easier but still very tiring. So after some discussion the G.L. Team hatched a plan ,and now with a little temporary modification the trolley handle can be coupled to the back of a train. making life much easier. As the saying goes "Let the train take the strain"

As I've been away for the last couple of weeks, camping in a very hot Yorkshire. I do not have much I can tell you about the G.L. teams activity's during this time so I will fill in the space with a little bit about two railways I visited whilst I was away. Firstly the Yorkshire Wold Rly. A line I had never heard off, and is not on any map I own, but has been running for a few years now. Its only about a ¼ of a mile long and is Standard gauge, they own two locos both ex industrial diesels ,one looks like it has not run in preservation and another which is used



to give rides in their ex BR brake van. Sadly the one working loco ? Developed a bad air leak so all trains had to be cancelled. Oh well I'll just have to visit again.

The second line was the Derwent valley Line, again only about $\frac{1}{4}$ mile long standard gauge.



This line is attached to a farming museum, which although set up for children had some interesting implements and old tractors to look at. This railway has quite a lot of rolling stock crammed into a small space, including a new build coach built on a wagon chassis and a BR std mk1 coach. These two completely filled the short platform making it impossible for the loco to run round so every other train was pulled by a different engine. Both these short lines were run by very friendly people ,and well worth a visit if you are in the area.

And finally we have included the operating procedure for the GLR road crossing in this months news sheet. These procedures are applicable to all those on foot, in a car or driving a train so it's important you read these.

That's all for this time, I'll be back.

Operating Procedure for Road/Rail Crossing at Colney Heath

Council approved Issued May 2025

The following procedure has been displayed on the notice board at the signing in desk at Colney Heath but is now published to increase members awareness. This procedure will be incorporated in the next issue of the Rules and Regulations for the Tyttenhanger site.

1. Road Users.

- 1.a For persons on foot and cars the procedure is exactly the same as all ungated crossings worldwide, that is, on approaching the crossing if the red wig-wag lights are flashing all cars and persons on foot must stop before and clear of the tracks. When the lights go out they may cross.
- 1b. If on approaching the crossing the lights are not flashing cars and persons on foot, should approach the crossing slowly and be prepared to stop if a train is seen approaching, if /when the track is clear they may cross the track.
- 1c Crossing stewards during public running. On seeing the crossing lights flash and the bells ring the steward must stop all pedestrians and road traffic from attempting to cross the track until after the lights go out. In the event of a crossing light failure the train crew act in accordance with para. 2c. On seeing or hearing a train at the Stop board the gate steward must stop all pedestrians and road traffic from crossing the track until the train has cleared the crossing.

2. For Train Drivers.

- 2a. On approaching the level crossing you will see on the opposite side of the track to the 'Stop and Proceed' board a post on which is two buttons one facing you and one on the rear of the post. You must push the button facing you. You will see the red wig-wag lights start to flash and a bell ring, sound loco. horn or whistle then proceed towards the crossing at caution looking out for cars and pedestrians who may not have cleared the track. When past the level crossing you will come to another post, push the button facing you and this will turn off the crossing lights. The procedure is the same for travelling in either direction.
- 2b If a train is being propelled towards the crossing (loco at the rear) the guard who will be travelling in the leading vehicle, must push the buttons, to activate the lights and bell. Then blow his/her whistle and indicate to the driver it is safe to proceed.

2c If at any time the crossing lights fail all trains must come to a halt at the stop board sound horn or whistle and then approach the crossing at caution and be prepared to stop if necessary.

3. Private and other events.

The crossing shall be operated in accordance with the sponsors instructions.

Booking an Event at Colney Heath?

Tyttenhanger site is open to all members at all times.

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

Public running days 2pm – 5pm

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

Priority given to public passenger hauling

On site parking for members and disabled badge holders only

Event Days

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

Notified in news sheet

Priority given to event passenger hauling.

On site parking for visitors at sponsor's discretion

Private parties

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

Notified in news sheet

Priority given to party passenger hauling.

On site parking for visitors at sponsor's discretion

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

Members days

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

No priorities apply

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

Wheelchair coach appeal.

By Keith & Peter

It was July 2022 when we first started looking into the possibility of purchasing a wheelchair accessible coach. In November 2023 we first asked for donations to support the cost of a new coach for use on the GLR.

The appeal was very successful with both club members and private individuals contributing to the appeal. At no time have NLSME club funds or accounts been used to support this project.

As a result in late February 2024 we were able to place an order with a supplier who was developing their own design for this special type of carriage. The estimated cost was significantly lower than that quoted by other suppliers which recognised that the timescale for delivery would be longer as this would be the first of a new design. We were originally given an estimate for delivery in about September 2024.

The supplier is a small enterprise with a good reputation and so the order was placed in good faith. No money has been paid to the supplier. Initially things were progressing well with the basic frame fabricated. Unfortunately, the key person doing the work fell seriously ill which stopped all but very minor work at the factory. I am pleased to say that person is recovering but now only able to undertake light work. This has resulted in our supplier having to sub-contract the work which has further delayed our order.

With little prospect of the carriage being completed in 2025 we are now of the opinion it is unreasonable to continue without any firm date for delivery of the carriage. We have therefore reluctantly made the decision to abandon the project and return all the money collected to each individual who made a donation by 5th September 2025. We wish to reiterate none of the money donated has been spent. The accounts will be independently checked once all money has been returned.

We are very disappointed that this project is to be abandoned. The cost of ordering from other suppliers is not viable as the purchase price would be more than double the funds available. This we consider far exceeds what we can reasonably ask people to contribute towards.

All contributors have been individually contacted and advised of this decision before publication of this statement in the news sheet.

Narrow gauge News June 2025

By John

Welcome everyone to the latest from the narrow gauge world.

Amongst our happy band of narrow gaugers there are some of us who are big fans of all things American . Although personally I was never particularly interested in the world of American railways I have to say over the years seeing the locos and rolling stock that our member's own it has completely changed my opinion.



Seeing a Shay , a Climax or any other type of loco most of which are BIG! with a rake of Reefers. So unlike anything on our own railways is a fabulous sight.



The standard of the models is very high and generally with impressive sounds too is also very impressive.

And so this year as in previous years on the nearest public running day to Independence day on the 4th July , Richard, Cheryl and John ran their amazing collection of models for the public to enjoy and what a spectacle they made.

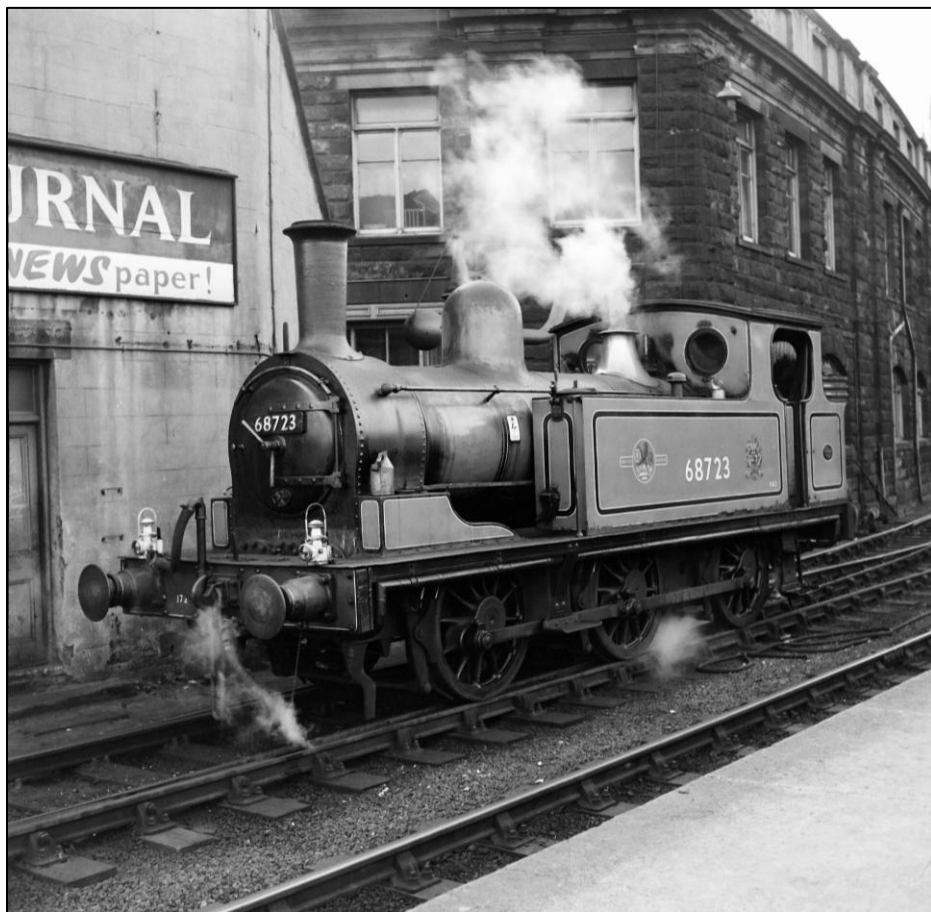


That's enough from me, as ever the photographs speak for themselves. Until next month enjoy your hobby!

The Geoff Cashmore Photo collection

The Society has been gifted the photographic collection of the late Geoff Cashmore. It is a vast collection, prints, slides and negatives, mainly dating from the late 1950's to mid-1960's. This month we have selected three pictures of less glamorous but essential little locomotives. Some were extravagantly painted others more plain, but all were essential to the efficient operation of the timetable.

This first picture is of a well maintained J72 standing at Newcastle on the 2nd May 1962 awaiting its next duty. 68723 carries two crests on the bunker and is obviously well cared for by the local depot. This was typical of many station pilot locomotives. The much photographed Liverpool Street station pilot was another example.



These next two pictures were taken at Hatfield on 14th April 1962 on another of Mr Cashmore's special workings.

68846 was built by in Glasgow in 1899 as a GNR class J13 locomotive numbered 1247. It started life allocated to Doncaster where it remained until February 1950 when it was transferred to New England. Here it stayed until March 1956 when it moved to Hornsey before being allocated to Kings Cross in February 1959.

As BR 68846 it worked at the top shed at Kings Cross shunting the larger engines allocated there around the shed until withdrawn from service in May 1959. Whilst at Kings Cross it acquired the nickname of Old Lady.

It was the first locomotive to be purchased directly from BR when it was purchased by Captain W G Smith in 1959.





Now something rather unusual. Two Bettie well tanks numbers 30565 and 30567 are seen approaching Clapham Junction station in December 1962. Possibly another special working as these locomotives were usually found further afield.



Today most passenger services are worked by multiple unit type trains requiring no shunting at the end of a journey. But in the days of steam station pilot engines had to always be available to facilitate the positioning of coaches and the release of express engines.

N2 69568 is standing on the short shut neck by Gasworks tunnel awaiting its next task on 1st May 1962



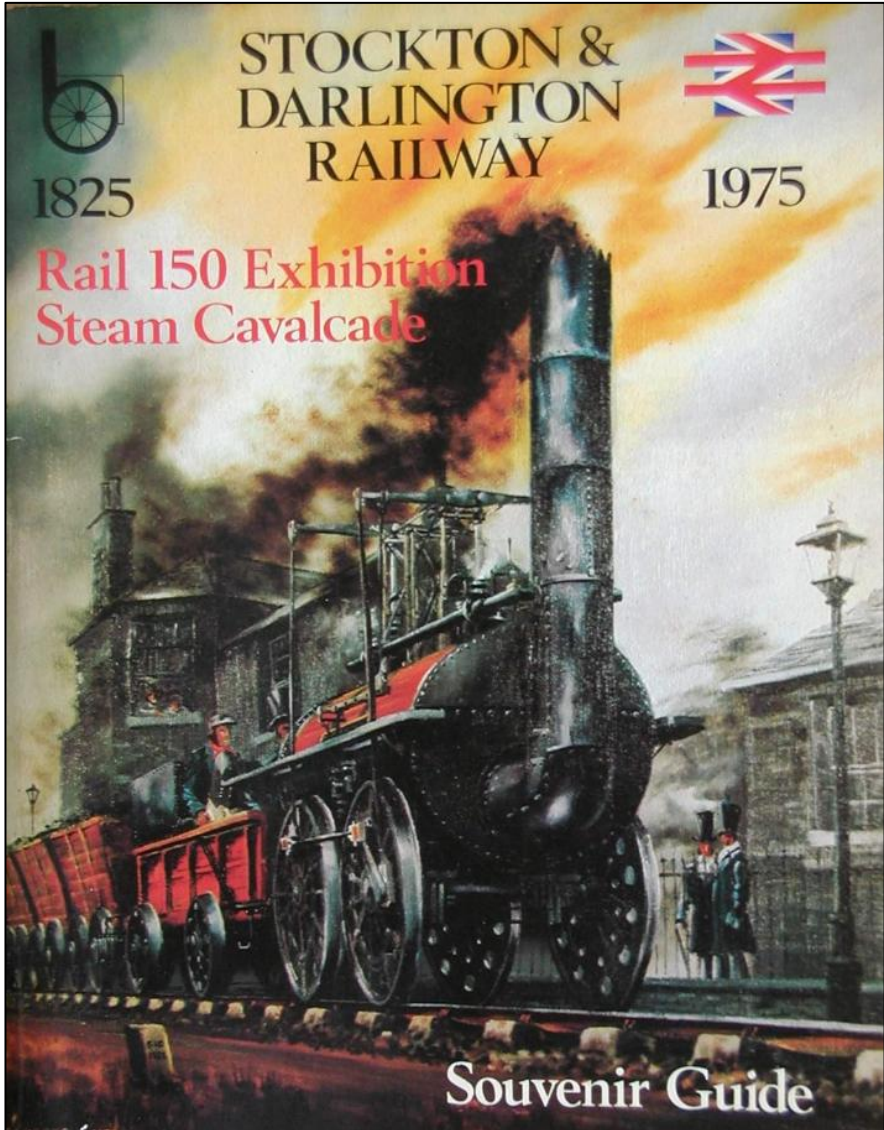
On the next page this last picture for this month is perhaps your editors favourite picture in the whole collection. Taken from the York Road platform, 69568 is now in the background.

The picture depicts the future of express traction with a Deltic on shed, a splendid A4 Woodcock backing out of Kings Cross and in the short shut neck the same N2 awaiting its next empty coaching stock movement.



Bookworm Writes – 1975 a Summer Story Part 1

2025 is proving to be a year of 50th anniversaries. 50 years since the BBC came to film at the Club, 50 years since the Club's Butch first took to the rails and 50 years since the Rail 150 Cavalcade, a celebration of the opening of the Stockton to Darlington railway in 1825, took place in Shildon.



It was to be the largest gathering of working steam engines brought together since the end of the steam era on Britain's railways. At the time any thought such an event would never happen again.

I am proud therefore to once again be in a position this month to share with you another on- the- spot report from the pen of the Club's very own *Roving Reporter*. A completely fictional story made all the more extraordinary this time by the diary it was taken from having only survived by stopping it falling into the wrong hands...like she who must obeyed!

WARNING – Danger of Offence

But first the Editor has asked for the following warning to be issued (as he wishes to distance himself from what follows): As this story is taken from the 1975 diary of *Roving Reporter* aged 20¾, it reflects moods and social attitudes of the time and describes a time when PC meant a short fat man with a helmet on his head (*the laughing policeman*) and a snowflake was something that came out of the sky in winter – Thank you.

I will now set the scene for you. Picture a young twenty something, a vision in Denim flares, cheesecloth and Old Spice, sporting luxuriant sideburns, tear-drop Foster Grants car sharing with a group of other lads from the West Country Steam Preservation Society, all heading up the A1 towards the north and County Durham. All with one aim in mind (..) to help support the full size loco belonging to their preservation group as it waited on display before becoming part of the cavalcade of steam at the end of the week and do their bit to sell merchandise to raise funds for its upkeep.

The potential to find time to chat up a few local girls and drink some beer has also probably not escaped them, dreams of a steam themed Club 18 – 30 holiday atmosphere that only the 1970s could produce. Bookworm Note: For my younger readers, Club 18 – 30 holidays were a bit like TV's "Love Island" today, only with cigarettes and Worthington 'E' beer added.

How I survived Rail 150 or where can I buy a pint round here? By Roving Reporter

Saturday -You catch me this month not on my usual home patch of Colney Heath but halfway up the A1 going to a place called Shildon, a location unknown to *Roving Reporter* until he pored over his ESSO road map of Great Britain last night to plan the route. The Austin Maxi we are travelling in is putting up a good performance considering there are five of us plus cases squeezed in. But having "Put a tiger in the tank" first thing this morning, we are progressing well, first to Durham to drop off our bags at the university halls where our accommodation will be, before

heading on to Shildon to find our loco and crew, and hopefully find a pint.

Sunday - Breakfast at the Uni was great, just like my place. Long queues to the counter, then to find been in wrong cue, didn't want cereals. Should have known biggest queue was for the hot counter; kippers, eggs, bacon, sausages, fried bread, black pudding (yuk) by the yard and bin - full of baked beans and toast available. Like being in heaven! Not sure about the stuff they call tea, looks like creosote and is dispensed from huge catering sized teapots. Dave (he of the beard), reckons it will work wonders after a skiful the night before though, can't wait to find out.

On site by 9am to find drama already, seems *Evening star* managed to jump the rails while being moved yesterday, plenty of lads supported by the BREL boys still heaving and sweating even now. Some wag just had to say it, ' ' got a puncture mate? 'glad it wasn't me. Otherwise loads of engines many with support coaches are here, plenty of great lads about, not many girls spotted yet, but early days, Dave seems as always to be ahead of the pack though by having chatted one of the canteen girls as we arrived. Found our loco, still warm after arriving on Friday. Pete (the seat, *why stand?*) says the plan is to keep the fire clean until probably Fri then bring it into light steam during Fri, build it up slowly over Sat for big day on Sun. Job for the morning is fixing up and painting the temporary steps that will allow the public access to the loco (not sure white is a good colour), then off to find a beer. Plenty of back-chat from the other lads, ' ooh Jack dear, do wipe your boots I've just painted the step.' ' After lunch Pete and self-dragged painted steps over to the footplate to provide access, I wonder where you buy fags round here.

Monday - Fag buying first up, then spent morning in sales coach learning the ropes. Good session, shown stock and told about using the till and that lump of thing used for Access credit card receipts. Apparently, the item they want us to push are train shaped sponges for people to wash their cars with, Trev (the rev) reckons they could sell well. Lovely sister of SW working alongside me, think I like her.

Lunch taken of a few pints and a pork pie and a bag of crisps with Trev at the Masons Arms, as it's by the yard it's the nearest pub.

Afternoon spent trying to sell stuff to the few visitors already here, yet to pick up, occasional visit to the rest area for smoke or two, def think I am becoming smitten with Debbie, SHE likes Led Zepplin. Dave showed me the on-site bar (now they tell me!) so no more trekking over the crossing to the Masons (beer not my taste anyway).

Tuesday - Bit of a head this morning (Dave's right, the creosote works miracles) worked morning in sales coach, took 4 pounds 50 pence, old money 90 shillings, so i guess that's not bad. Break around 11.45 to find more fags, lunch of couple of pints with Dave and Trev, not sure about the grub in the onsite bar, so called 'heated' steak pies still in their wrappers out of a bar top warming cabinet.

Afternoon. Had a shuftly round the engines a bit then given job of washing the muck off the wheels of our engine with paraffin. Great place to do a bit talent spotting and catch an eye or two. Dick dropped the second bucket of paraffin on the steps of the brake van so that stopped me having a quiet smoke in there. Arranged with the lads from the 'Valley Railway' to have a few beers and do a bit talent spotting tonight.

Wednesday - Brilliant night out, Dave, me, Trev, Dick, Rich (the tich), Pete and old Roger (*the codger*-don't tell him) plus the 'Valley Railway' boys, 'Bingo and a Turn' at the Working Men's Club, plenty of beer (rough, all head and no body, bit of chat with the girls followed by fish a chip supper. Seems the BREL lads like to keep a close eye on their maidens, one of them got a bit heavy with Trev, safety in numbers from us sorted it...

Feeling rough this morning, (Creosote came to the rescue) could only face bacon roll first thing. Morning spent on the footplate answering questions despite head, one or two interesting visitors, Rev Awdry popped up, Eric Tracey complete with camera and artist fella who paints tigers, though the know-alls DO get wearing, especially the under

12's!! One or two pretty girl visitors made up for it. Bit of banter with the lads off Greene King when they came up, cheeky s..ds, *'seen a bigger fire in my grate at home, where do you put the key to wind it up then?'* must think of something witty to come back with.

Afternoon spent topping up the coal in the tender from the coal truck on the other road, bl..dy hot work! Pete actually good lad to work with, plenty of banter, girls kept looking our way especially when he took his shirt off! Must work with Pete more often, he's a hefty lad and can shift some coal, plenty of muscle, gets us noticed. Def approve of his afternoon beer break instead of tea. Finally found that I can buy my brand of smokes from the on-site bar.

Thursday - GOOD night. Teamed up with the lads off 'The big blue engine' and the 'Flying Sausage'. Started at the bar then a couple at the Mason's (beer still not my taste) then into B. Auckland in two ropey vans for a few more beers (heard Cameron's might be worth trying), boys had also heard the talent might be worth a look, kebab to finish...if I say the kebab was the highlight...you will get the picture...

Morning spent in the sales coach again, plenty of those brass pin trays sold (where do people put them?) postcards and slides selling well, couple of LPs, yet MORE sponges sold, should have bought shares in Kodak and Ilford with all the film we have shifted. Met Trev, Pete and Debbie (could this be the real thing?) for lunch and a couple of pints.

First thing after lunch toddled over to look at the exhibition and the other engines. Plenty of banter with the lads on their sales stands; we all agreed the sun's bringing more girls out now, plenty to see...engines that is. Bumped into old Phil (the squire) from Somerset, wonderful what a cultured accent does to turn a pretty head, think I should spend some time with Phil, he does wonders for my street cred...

Once back given task of collecting a wheelbarrow for tomorrow's lighting up. BREL are providing those that need

them with a new one (if you get in quick), otherwise they palm you off with any old bit of rubbish with a wheel, can't think why so stingy since they have a mountain of them!

Friday - Bl..dy fantastic night!! several noggins in the bar before we all left and went into town for a bit of a bop followed by scampi and chips plus a few more beers. Dave's girl getting a bit serious, Trev and Pete seemed well fixed up, Roger said his gammy leg held him back, me well...a gentleman doesn't say... Head seriously rough this morning (must ease back on the fags) four BIG cups of creosote needed before the mist started to clear.

Back in the yard to find several engines had been visited overnight. This morning *Ravingham Hall* now sported a large bird's nest sitting atop its funnel in which sat a large pink plastic flamingo minus its legs which had instead been pushed horizontally into the front of the nest. An old '*Danger Men Working*' road sign was found leaning against the steps of *Leander* to which someone had carefully added *NO* and *OF* in black paint. Another old road sign that said, '*Cats Eyes Removed*', had proved irresistible for someone to add, '*Tom Cats castrated while U wait*'.

Believing we had been spared Roger was shocked when he hobbled up onto our footplate to start laying the fire only to find a washing line of ladies underwear strung between the regulator and the front of the tender and a female mannequin someone had purloined from a shop, sitting in the driver's seat wearing nothing but a smile and a grease top hat.

Anyway got cracking with the new barrow (after finding someone had nicked the wheel and left it on bricks!). Multiple trips made to the pile of old sleepers and wood to light the fire with Dave helped unload it into the tender by which time Gaz (the geezer) and Des (*mine's a pint*) arrived to help us over the weekend. Felt sorry for poor old Roger and his gammy leg so lobbed a bit more wood up, this time onto the footplate before early lunch declared, Dave, me, Gaz, Des and Trev. Des didn't waste any time by chatting up one of the barmaids to get her to join us tonight.

Eventually left to get back, heard later Des had got slaughtered and was found trying to board the London Underground tube exhibit thinking he was going home to Wood Green- nice one Des.

Nipped round to speak to the lads on *Clan Line* to see if they wanted to join us and the others in town tonight, should be a good turnout. Wangled a session on the loco polishing bright bits up top with Gaz, better to see and be seen Gaz reckons. Just our luck drizzling with rain by the end of the afternoon, didn't stop Gaz getting fixed up for tonight though, just what does the *posh tottie* see in him?

Saturday - Man, I feel rough. Only just managed to crawl down to breakfast in the refectory and drink a gallon of creosote before we all headed away. But WHAT a night! Us, the boys from the 'Valley railway' the other 'Valley Railway', 'God's Wonderfals', boys from the 'Blue stuff ' plus the lads from the Steam Towns and goodness knows who else all hit downtown Shildon. Having partaken of a beer or two in a pub or two tried to get into the disco again, too many of us this time so had a bit of a sing song outside instead, then we all piled into *Ho Sins Chinese Restaurant*, the *Bombay Nights Indian* and the *Shildon Trattoria and Bistro*. Don't think the boys from BREL stood a chance tonight and judging by the number of girls that joined us, they were going to be a bit light on comforts as well.

Big mystery was where Trev disappeared off to halfway through our rendition of ''*Swing Low Sweet Chariot* '' (with the actions), just as we were approaching the curry house as no one saw him go....What was he getting up to we asked ourselves.... and all will be revealed in Part 2.

If you have been affected by anything you have read: tell your friends, they may want to read it as well.

OO Model Railway Section News Update

By Geoff

Special Notice for all Society members

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

The October General Meeting at HQ

Saturday, October 4, 2025, 2pm – 5pm
(**not** the usual Friday night)

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

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

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

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

MARINE MUMBLES MkIII

By Pete (Marine Section)

I'm sure many of you know that the St Albans Big Model Show is being held on the 27/28th September 2025. The venue is, as always: Townsend Church of England School, High Oaks, St Albans AL3 6DR.

Opening Times are:

Saturday 27th 10.00am - 5.00pm and Sunday 28th 10.00am - 4.30am.

The NLSME has been asked if we would like to participate this year. I did a one man Marine Section stand two years ago. It would be good if we could show a diversity of our sections this year.

We have been offered four 6'x 2'3" tables. I'm looking for as much help as possible in model supply and set up, which is after 4.00pm on Friday 26th. We can put models on tables early Saturday morning.

Large heavy locos etc would have to have their own display stand, due to table strength.

As St. Albans MES is our sister society it would be good to support their show.

Please let me know if you can help with this plea.

Just phone me

Fetes & Faires calendar 2025

The following events are planned for the remainder of this year. The group are always in need of assistance setting up, running and packing away. If you can help for an hour or two then Peter would be delighted to hear from you. Contact details on the back page of the news sheet

August 15th – 17th Details TBA

Flamstead Scarecrow festival, St Leonards Churchyard, High Street
Flamstead AL3 8BS

August 25th – 1pm to 4pm – Set up 11am

Burnham Green village Festival, Two Oaks Drive Burnham Green AL6 0EZ

August 31st

Hatfield House (provisional)

My model-boat collection No 29

By Roy

A sea going rescue tug.



This month is about a model I once owned that was donated to me by the builder and later passed on to Brian Looker for completion. The timescale spans 35 years until final completion in July 2025. Enter Zwartz Zee a Billing kit and an original one with the wood hull, current model has a plastic hull.



Back in 2002 I visited the donor, on request, who had been building the model on/off for the last decade. If it had not been done reasonably well, I would have declined it but the part made hull was good and also all the fittings were

there (over 200) so it was complete. I started work in my usual way by looking and opening another chapter in my "Notes on Boats" Vol.2.

I write up any alterations I would like to make and odd thoughts I have at the time. This way ideas do not vanish without trace the next day. Progress was quite fast with the main super structure being made less fragile and the detailed masts constructed and painted. Deck work was sorted out which the build pictures show.



The boat needed to have a large propeller to look right and so I used a 1 : 2 pile type gearbox to enable the large (for me) 4 bladed prop to perform with my usual Monoperm super motors. These are long gone from the model shops as they were too expensive to sell.

I came to a halt with the rudder / servo control. I put ZZ (Zee Zee) as I now called her on the top shelf while I thought about it, but there she stayed until a few months ago when Brian asked me about the ZZ boat. How had he known? Perhaps I blurted it out when stoked up on too many Madeline cakes (supplied by Brian).

I said I would bring in all of the kit for him to see. I saw his eyes light up and of course I said these models are very rare and command a good market price! He kept offering me money, well the current price for the kit is £260. I had fitted a nice motor, so the deal went through with Brian paying for the motor only and the ship came with it. Well, the motors I use are a bit rare!!

Brian set to work to solve the rudder servo problem in a good style and after initial testing the ZZ hit the water a matter of weeks ago. which comes across quite well in the pictures. Brian is currently under training as photographer's Deputy assistant and is almost up to the mark now. Not allowed near a camera yet but is allowed to operate the radio under instruction of course to show models in a good light.

The pictures follow a sequence, the old ones from 2002 were taken with a 1 Mpixel camera long since replaced.



With the 'spoiler' photo last month of the finished and working model, here are some of the photos taken during the building when ZZ was with me.





Federation of Model Engineering Societies Rally 2025



Hosted by the
Rugby Model Engineering Society

Saturday 6th September 2025

The Rugby Model Engineering Society is pleased to invite you and your members to attend the FMES rally, hosted by the RME, on Saturday, 6th September 2025.

The society has a 2 ½", 3½ & 5-inch gauge raised track approximately 731 meters long, and one of the longest ground-level 7¼ inch gauge tracks of roughly 1 mile in length.

A current boiler certificate will be required for any model running steam. Proof of club membership and insurance certificates are required for running models at the rally.

- A locomotive of any type up to 71/4" gauge
- A limited number of driving trolleys are available.
- Road vehicle of any type up to 4" scale.
- Clocks which will be displayed indoors.
- Static Marine (no pool or pond to run on)
- Static aircraft (no airfield to launch from)
- Any stationary engine, running or static.
- Dioramas, which will be displayed indoors.

ALSO

- Refreshments on the day to include a buffet lunch.
- Car parking is available on-site.
- The Australian Association award will be made at the rally.

Our address is:

Rugby Model Engineering Society
Onley Lane
Rugby
CV22 5QD.

Site entrance can be found using the following What 3 Words

Wool.chase.agreed

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
August 2025	
Friday 1 st	General Meeting and steam up at Colney Heath 6pm to 8pm. BBQ (bring your own food)
Saturday 2 nd	Brean Visit - Colney Heath Sponsor George
Sunday 3 rd	Public Running Session 14.00 – 17.00
Tuesday 5 th	Council Meeting at Colney Heath – 13.00
Sunday 10 th	Private Party – Sponsor Peter
Sunday 17 th	Public Running Session 14.00 – 17.00
Saturday 23 rd	Fareham club visit - Colney Heath Sponsor Les
Saturday 23 rd	Private Party – Sponsor Jim
Saturday 23 rd	Deadline for Copy to Editor for September edition
September 2025	
Tuesday 2 nd	Council Meeting at Colney Heath – 13.00
Friday 5 th	General Meeting and steam up at Colney Heath 6pm to 8pm. BBQ (bring your own food)
Saturday 6 th	3.5 inch Running Day. Sponsor Martin
Saturday 6 th	Private Party – Sponsor Paul
Sunday 7 th	Public Running Session 14.00 – 17.00
Sunday 14 th	St Mark's Picnic. Sponsor Les
Sunday 14 th	VMYG regatta – Sponsor Peter
Sunday 21 st	Public Running Session 14.00 – 17.00
Sat&Sun 27 th & 28 th	St Albans Exhibition
Advance notice of events in 2025	
4 th October	Model Railways section Open day at HQ 2pm – 5pm
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.