

Issue No. 879

July 2025

# The News Sheet

**North London Society of Model Engineers**



**July 2025**

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

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### **Front cover; -**

Club member George visited the Statford Barn Railway in June. He describes the visit in this month's issue on page 12. The front cover picture sees 1923 built Peckett 0-6-0ST Liassic and 1899 built Krauss 0-4-2T Sragi No 1 at work on the railway in June.

Picture by George

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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

Following my request in the June news sheet for comments on the value of donations for rides at Tyttenhanger I have received three responses. These, together with others council members may have received, and those prior to the June news sheet, will be considered at the July council meeting.



The steaming bay improvements have met with approval. We are now about to start planning the final phase of the project, for undertaking this winter. This is primarily the rail connection to the raised track, carriage storage, refurbishment of the store building and a roof over the steaming bays. The group working on the details of this are myself, Keith, David, Mike, George, Alan and Grahame. If you require more information contact any of these.



With the Tyttenhanger work in hand we are turning our attention to the long overdue improvements to kitchen and WC at HQ. Outline plans for this were presented at a general meeting. They will be published for all to see in the August news sheet.



We have obtained a quote for the work to be undertaken by a builder; however it is excess of what we can afford at present. A rethink of what we could do ourselves and scheduling the project into different phases will reduce the cost. The first phase would be to reconfigure the side storeroom into a kitchen. I say kitchen but we need only basic facilities of sink, worktop, hot and cold water plus a few cupboards. We are not planning on any white goods so you will not be able to drop off your laundry.

Key to any work proceeding was locating the existing sewer that runs somewhere behind the OO and HO rooms. An intrepid group of members studied old photographs and, having located a manhole in floor of the O Gauge room, projected where the outgoing sewer might be, excavated a hole and found it.

The council will be considering how to proceed at the July council meeting.

Summer is well and truly here so enjoy the sunshine and remember that we gather at Tyttenhanger on the first Friday of the month at 6pm for a run, BBQ (bring your own food) and chat during summer.



See you at the track or HQ.

## 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

## Treasurer's Report

By Mike



Writing this report on the 20th of June and following a quick email to those members for whom I have email addresses; I list the following Post Codes for the rest who have yet to respond with either a subscription or a notification of wishing to relinquish their membership of the Society. I look forward to hearing from you very soon.

<b>AL1 3AF</b>	<b>AL10 9NR</b>	<b>NW2 5PJ</b>	<b>PE38 9SE</b>	<b>WD25 9TP</b>
<b>AL1 4UU</b>	<b>AL3 4SP</b>	<b>NW9 6EB</b>	<b>SG13 7TE</b>	<b>YO8 6DQ</b>
<b>AL1 4UX</b>	<b>AL5 4TS</b>	<b>PE33 9DX</b>	<b>SO40 3LZ</b>	

The Open Sundays at Tyttenhanger have produced a good turnout of steam locos providing haulage on the Raised Track, eight on the 15th of June and a satisfactory boost to our coffers ready for the next stage in our Steaming Bay Project and any other activities which we might get involved in.

Whilst recently waiting at HQ for EON to install a Smart meter, not successfully, as the fitter couldn't release the main fuses, Paul, Bill, Stephen and I continued our exploratory digging to locate the illusive sewer pipe, so that we can connect up the new toilet and kitchen when work commences, we hope later in the year.

With the hot weather with us for a while let us all enjoy our facilities.

Good steaming and engineering.

## 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



## STILL WANTED - VOLUNTEER TRACK STEWARDS

In last month's News Sheet I explained 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 Track Stewards for all the Sundays we are open to the public this year.

We still do not have the required number of stewards for the 6<sup>th</sup> of July 17<sup>th</sup> August and the 21<sup>st</sup> of September. So, if you are willing to do an additional duty, please contact the Senior Steward for the allocated date 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 arrive on site at 1.00pm to ensure that all preparations have been completed before the arrival of the public.**

### **6 July 2025**

#### **Nigel – Senior Steward**

1. Robert
2. Peter
3. Henry
4. Ian
5. Robert
6. Geoff
7. Alan
8. Howard
9. ....
10. ....

Ground Level Despatcher  
Steve

### **20 July 2025**

#### **Owen - Senior Steward**

1. Jonathan
2. Mike
3. Robert
4. Stephen
5. Paul
6. Jeremy
7. Brian
8. Ian
9. Terry
10. Jack

Ground Level Despatcher  
Steve

### **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

### **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. ....

Ground Level Despatcher  
Steve

## In the Workshop

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

Colin is offering to one or more members a 5inch Simplex chassis and a 3.5inch Maisy chassis. They are free to any member who are prepared to complete them. The Simplex's original builder unknown and has been partially rebuilt by Colin who serialised his experience with it in the news sheet some time ago. Colin for offering these at no cost and only asks that the new owner(s) share their own experiences when completing these projects via the clubs news sheet. The Maisy chassis is an excellent base for anyone wanting to build one of LBSCs most popular designs.



Interested parties can contact Colin direct, address is in the club address list, or via Les

Both chassis are available for inspection at Tyttenhanger.

Ron has over the many years built a large number of models in various sizes. He continues modelling but this month we have gone down again in scale to this tiny fully working engine. Ron says it purrs along on compressed air. I hope you can appreciate the size from the picture below taken with the engine standing on the running board of a 5inch scale loco. And yes, that is a 50p piece.



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## 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

It's time again to send in my waffle for the next edition of the news sheet, and as usual I have nothing prepared, so I shall sit here for a few moments and try to think of something to tell you. Thinking time is up.

At about the time of our last sheet, Merlin our large battery loco was suffering from intermittent power surges usually at the most inconvenient times. These could become quite dangerous if allowed to get any worse. So, I rang 4QD (the makers of the loco control gear) and spoke to a very helpful lady there, who confirmed what I thought that the handheld part of the controller had developed a fault. I was assured this was an easy fix it just needed a new potentiometer (pot.) soldering in.

Now I'm sure you have all at some time or other been told something was a quick fix and it's turned out to be anything but. So, I ordered a new handheld controller and new pot to allow me to repair the old one and we would have a spare. I also asked if the new one could be posted as soon as possible as we had a visiting club coming the next weekend. This they did and the parts arrived the next morning. (well done 4QD an excellent service) I have also now found out that soldering in the new pot actually was a quick job.

Merlin has since been put to the test once again on the last public running day (father's day) when for various reasons the GLR was a bit short of members to run the service. In fact, only 3 of us. You will all have noticed we normally run 2 or 3 trains to keep the loadings down, as the smaller locos tend to



slip on the banks at the slightest hint of rain with heavy trains. As this was not possible, we put all 4 of the club's coaches behind Merlin, this did result in some very heavy trains of 25+ passengers, and on one train the weight on one carriage probably equalled the rest of the combined train weight and Merlin pulled them all with no problem. In fact on the steepest bank only using 73% of maximum power.



Now a short history lesson and a bit of modelling continuing from my brief mention of the Corris Rly in our last news sheet. I can now add a bit more about their Kerr Stuart loco No4. None of the C.R. locos were ever named always



being known by their numbers, although they did not carry any numbers on them, making numbers 1, 2 and 3 very difficult to identify. No 4 was not so hard as it was different to the others and was sometimes known as the Tattoo this being the class of the loco. Although it was a special version as it was made lower and narrower than standard to fit under the bridges. The Tattoo was numbered 4 on arrival at Corris but as I said above did not carry a number at this time. When the G.W.R. took over the line, they did not have a loco No4 on their books, so she kept her number. After nationalization of the rail network she became the property of British Railways and stayed as No4.

B.R. closed the line very soon after taking over, and the station master at Machynlleth was told to have locos Nos 3 & 4 scrapped. But he didn't and hid them until the Talylyn Rly had the money to buy them and this is where they are to this day.

When the T.R. brought the two locos they only had the two original TR locos so 3 & 4 kept their numbers once again having had them through all four-owning company's.

Now for the modelling bit. When No4 was owned by GWR she was sent to Swindon for overhaul unusually when there she was not given the standard GWR number plate, but the Centre of the works plate was chiselled off and a cast No4 riveted on. I wanted to copy on my model and was lucky enough to find that the T.R. sold a small brass copy of the works plate in their gift shop. This turned out to be the right size for a 7 1/4" gauge loco so I brought two and tried to chisel off the centres, but this only bent the plate. I ended up having to machine them off. I cut out a couple of steel 4's and soldered them on, which I think has worked well.



Thats, it till next time. Paul

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## For Sale – 7 1/4" Gauge Romulus

The Loco is in working order and has a copper boiler.

There are two matching coaches (8ft Long).

There is a handy heights lifting frame and all the other bits needed to run the engine.

The loco and associated items can be viewed by appointment in Luton.

Open to sensible offers

## Narrow gauge News June 2025

By John

Hi everyone and welcome to July's narrow-gauge news. This month I am delighted to stand aside and let George tell us about his recent visit to the Statfold Barn railway, however firstly before handing over to George you may recall in last month's article there was the story of the mallard nesting on the garden railway tunnel, I am afraid there is no happy ending I can only assume a fox or similar paid a visit as there were signs of damage to the shrub but no mallard or eggs or ducklings, sad but that's nature !...now over to George !!



## Statfold Barn Railway – A Narrow-Gauge Mecca

By George

16mm scale garden railway narrow gauge modelling in the UK is generally based to a greater or lesser extent on existing prototype railways – e.g. the presently operating Ffestiniog, Talyllyn, Darjeeling etc. systems or railways that have closed, and in some cases are being revived – e.g. Lynton & Barnstable, Southwold, Glyn Valley lines. And for most people their garden railway is a system in miniature where they and their friends can run their collections of locomotives and rolling stock. Literally hundreds of modellers have such a railway in their garden and/or access to a club line such as the set up at Tyttenhanger.

The degree of prototypical detail apparent in these garden railways of course varies from very impressive modelling through to a tail chasing train set, but the basic aim is consistent – a small version of a full-size narrow-gauge railway.

Imagine, however, the opposite of this concept – a full-size representation of a garden railway! This would be a place where someone who has a large collection of locomotives could run them with a few representative trains, reverse modelling what the NG group does at Tyttenhanger. Such a railway is, broadly, what Graham and Carol Lee have constructed near Tamworth in Staffordshire.

The SBR originated as a 2' gauge loop, which the Lees actually called the 'garden railway', around a small lake on the farm where they had set up home. They followed this by building a new end-to-end line extending to about 1½ miles across the farm. The SBR even follows a common model railway practice with a reversing loop at one end.

The SBR steam locomotive collection is huge, amounting to some 45 engines of which around half are operational. In addition, there is a sizeable fleet of



diesel and petrol locomotives and a few railcars and trams. The fleet includes the late Adrian Shooter's Darjeeling B class 0-4-0 together with the two replica Darjeeling locomotives he had built for the Beeches Light Railway, his own 'full scale' garden railway at his home in Oxfordshire.

Most of the locomotives are two-foot gauge, which is the gauge of the main running line. There is also a 12¼" gauge line.

In the world of 16mm narrow gauge modelling a number of prototype locomotives have achieved, largely through the building of models, almost legendary status. One thinks, for example, of the two Fletcher Jennings tanks on the Talylyn, the Fairlie's on the Ffestiniog or the Beyer Peacock 2-4-0Ts on the Isle of Man Railway. At Statfold the collection includes Harrogate, a Peckett 0-6-0ST built in 1944 for the Harrogate Gas Works and originally preserved by the Ffestiniog Railway. A model Harrogate is now available from Roundhouse. Then there is Isibutu, a Bagnall 4-4-0T built for a South African sugar plantation in 1945. A set of home-build drawings have been designed by well-known model engineer Keith Bucklitch. Also in the collection is Trangkil No. 4, an 0-4-2ST built by Hunslet to a Kerr Stewart design for a Java sugar plantation in 1971. This was the last narrow gauge steam locomotive built in the UK for a commercial railway as opposed to a heritage line. And, of course, Statfold is home to several of the North Wales quarry Hunslet's.

Much of the loco fleet is on display in a roundhouse setting museum, but there is also a running shed which is not open to the public.



*1889 built Hunslet 0-4-0ST King of the Scarlets*

Operationally the track design, as well as providing for a passenger service is set out for simply watching the trains go by. There are two main stations, Statfold Junction, effectively a terminus but with through lines to an engine shed, and Oak Tree Halt accessed from the main collection roundhouse and from where most passengers join their trains.

There are of course other very interesting new-build narrow gauge railways in the UK but as far as I know none has anything like the loco collection at Statfold. The Railway is well worth visiting especially during a special event, such as their recent Spectacle of Steam which celebrated the 20<sup>th</sup> anniversary of the line's



opening, which saw ten locomotives in steam on the 2' gauge and one on the 12¼" line.

All photos in this article were taken by George on 7<sup>th</sup> June 2025.

*1945 built Bagnall 4-4-0T Isibutu on display in the main hall*

*1944 built Peckett 0-6-0ST Harrogate at work on the Railway*



*1936 built Hunslet 0-4-0ST Howard with the two replica Darjeeling carriages from Adrian Shooter's Beeches Barn Railway*

## OO Model Railway Section News Update

By Geoff

Greetings from the OO room at HQ and in the news today – the upgrade and refurbishment of Lytton Station has been completed.

Yippee and other cries of joy!!! Yes – it has taken just over two years of work, but this part of the layout has been handed back full time to enable us to operate the layout once more. Special thanks and applause to Jonathan for the work he has done on the two lengthy retaining walls either side of the



station and the road leading to the station forecourt. The photos which accompany this update will illustrate the final look.

Over the last few months, Dudley has reinstated the signals, not just in Lytton Station but all around the layout and is now, I believe, working his magic with numerous lengths of wire and switches to get them operational.

Henry has refurbished the brick work on the various walls that support the bridges leading to and from Binegar. This area now looks a lot better – well done to Henry for undertaking such an awkward task.

At the time of writing, Jonathan and I are now in the process of finishing the road and fencing that leads to the small industrial area behind the loco shed. To facilitate this work, one baseboard from the shed has been removed to allow us access to the area being worked on.

Mike has also been kept busy, as it was noted that the garage adjacent to the bridge next to Seabrook station was not sitting level. He has undertaken work to rectify this, and the building looks a lot better now that it is level.

**Special Notice for all Society members** and that includes those of you who very rarely or have never attended a meeting at HQ. The **October General Meeting** will be held at HQ on **Saturday, October 4, 2025, at 2.00pm** (and **not** the usual Friday night) and 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 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.



Whilst the sections have included many images of the layouts within the news sheet over recent years, they do not show the full quality of the finish we have achieved which can only be appreciated when seen in the flesh.



## Bookworm Writes – Memoir of a Clubman

(continued from March 2025)

*(As we have space, we are publishing parts 5 & 6 of the series this month ed)*

### Curly - Part 5

Curly leant back on his stool slowly rotating the machined cylinder casting I had brought to show him against the light coming from the window and frowned. 'Hmm' he said after a while. 'Something doesn't look right here... let's see what going on.'

With that he slid forward from his stool and walked over to the far side of the workshop, returning back with a small surface plate which he set down with a dull thud onto the top of the bench where he had just been sitting.

Removing the wooden cover that protected its machined and scraped surface, he placed one end of the upturned machined cylinder onto the plates smooth top, lifted down a scribing block from a shelf above the bench and adjusted its height until its point was exactly level with the top of the rear bolting face. He ran the pointer slowly along the edge. 'Ah, ha, I see' he said quietly.

Next, he put a 4" engineer's square up against the bolting face before stooping slightly so he could sight down the edge of contact. 'Hmm' he said again, 'as I suspected, not overly square. What's the other end like' his words this time half spoken obviously still intending them as a private thought. 'Ah, now that's ok.'

After he had finished checking he straightened up and looked over to me.

'Not sure how you did it, but one end is not square to the bolting face or to the other end, which means it's not square to the bore either.' His comments sounded leaden. Then just as I was going to offer an explanation he said rather pointedly, 'I'll guess you turned and bored the first end alright using the faceplate, turned the casting round and tried facing the other end without using a stub mandrel to locate it from the bore...and somehow in the process you also managed to tip it up slightly. Probably by trapping a bit of swarf underneath when you clamped it down...am I right?'

'Y..e..s, that sounds about right' I started to reply feeling the workshop had suddenly taken on a less welcoming air. 'When I turned it round, I put a bit packing between the faceplate and the turned end to space it over the front of the angle plate; that would likely have put the clamp off centre as well'. I think I added this last bit of information in the misguided belief that it would somehow make things sound better.

I hesitated before saying anything further. I think Curly could see in my face my discomfort and reluctance to engage, so it was a pleasant surprise when he suddenly allowed a slight smile to break his disapproving look. 'I'll also guess

you're going to tell me about another misdemeanour' he said more kindly. 'Go on, tell me the worse then.'

'Well', I could feel the blood thumping in my head, 'I turned the steam chest bore after I had turned the casting round as well.'

I wasn't sure initially if Curly had heard me because he didn't immediately say anything. Instead I could see he was mulling something for he was pursing his lips as he considered his options before speaking. Finally he said, 'ah,' there was another long pause while he was obviously wrestling with what to follow this with, then to my huge relief added, 'we all make mistakes in the early stages'.

Given Curly's reputation for being pretty straight talking when dealing with people he considered had strayed unwisely from the path he outlined for them in his constructional articles, I felt if that was the worst he was going to say, then I had got off extremely lightly.

'So, what's to do?' Curly's question suggested he was now stimulated by the challenge I had apparently set him.

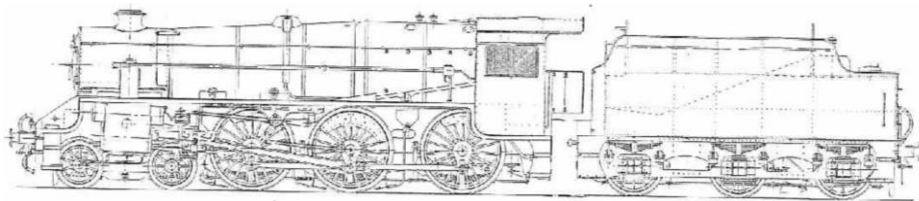
'Do you know what length you have left the block overall?' He called across the workshop from where he had gone to look for something. 'No, not really' I replied, 'once the second end was cleaned up, I just went ahead and bored it. It was only when I took it all off the angle plate and noticed the packing didn't look parallel, that I thought something might be wrong'.

'How did you know where the bore for the piston valve liner should go' Curly asked as he returned carrying a Vernier height gauge, 'after all you should have marked them both out on the same end....didn't you?' he narrowed his eyes again and looked at me.

Ten minutes later found us back on our respective stools considering what Curly had ascertained so far from his investigations. More correctly Curly was telling me what he had found and what he thought should be done about it short of scrapping the casting and starting again, something which he had left me in no doubt he was not prepared to consider as he thought it unworthy of anyone who, even as an amateur considered themselves in any way to have engineering aspirations. 'A good engineer saves materials, not wastes them' he told me.

Happily, Curly was of the opinion that the block would still *just* face to length once the bore for the piston valve had been trued. 'I think at this stage we need a drawing', he said tucking the pencil he had been using to scribble down some dimensions, into the top pocket of his workshop coat, 'otherwise we might be storing up problems for ourselves later on. We need to plan a way forward based on facts do not guess. Look, pop next door and ask Mabel if she will show

you where the drawings are kept in my writing room upstairs and bring down the ones for "*Doris*."



I got up and made to leave. 'Hold-on' Curly called after me, ' make sure they are the ones for 3.5inch gauge as I did a couple of drawings for a 5" gauge "*Doris*" as far as I remember. Meantime I'll continue to look this over.'

I found Mabel in the sitting room comfortably settled listening to the radio in front of a cheerful looking coal fire now burning in the fireplace I had seen earlier. Having presented my apologies for disturbing her and explaining the reason for my visit, she quietly put the sewing she had been working on to one side, got up from her chair and led the way back out of the room and up the stairs on the opposite side of the hall, pausing momentarily to turn the radio down as she passed.

As she walked, she started to tell me about the play she had just been listening to and in such detail that I wondered if she had been expecting such an interruption to her afternoon and had therefore tried to remember as much of the story as she could so she could work out any missing part upon her return.

'I suspect Curly, and I must walk the equivalent of two or three circuits of Purley Oaks common each week walking up and down these stairs,' she said in a slightly breathless voice as she reached the last step. 'So sorry, what was it Curly wanted you to look for?' Mabel asked again on reaching the landing and making for a door opposite the top of the stairs that I took to be the back bedroom where Curly had told me he kept his drawings. 'Oh, one or two drawings for my engine' I answered as I arrived at the top of the stairs and followed briskly after her.

## Curly - part 6

'Curly keeps all his original drawings in those large chests over there' Mabel said entering the room and indicating two large plan chests under a short row of windows at the far end.

I looked over and could see two wooden multi-drawer cabinets that between them filled most of the width of the room on top of which Curly had set up a large drawing board with its instruments.

'You'll find all the drawings identified by name and drawer number written on this list here,' she said patting a handful of papers held together by a large bulldog clip and hanging on a hook attached to the inner wall of the room. I could see the list was not the only one for it was in a row with several others some with plain clips some on clipboards, but all neatly arranged on their own little hooks attached to a wall batten, tidy so as to be ready to hand. Below the hooks a small office desk and chair were positioned up against the inside of the landing wall. This, I told myself must be where Curly did his writing.

On the desk prominently positioned, was a typewriter with a red plastic dust cover over it in front of which was a leather edged green blotter, and to its left stood upended, a large machined 5" gauge loco cylinder that was being used to store pens and pencils. In front of the cylinder lay a thick notebook with the handwritten title, 'Building Notes 1965 Book 1' clearly visible; and on the typewriter's other side lay a copy of Bernard's Engineers Reference Tables, its red covers tatty and worn from years of use.

The tidiness of the desk impressed me greatly as had Curly's workshop downstairs, especially when I thought of the sheer volume of articles and work that I knew had come from these otherwise unassuming rooms.

'Penny for your thoughts' Mabel's voice suddenly broke the spell. 'I am sorry it's not quite what I was expecting', I said as my gaze moved from the desk to the rest of the room.

'Most people say that the first time they see it' Mabel replied smiling, 'you'd be surprised by some of the important people from industry that have come here and said just that,' then seeing the look on my face added, 'yes, even to finding it hard to find somewhere to sit.'

Given the compactness of the room I was now standing in with no trace of it having ever been used as a bedroom, I could see that even in its current guise it left little space to accommodate the refinement of additional furniture, like a spare chair. I was at once amused at the thought of any distinguished visitor finding it difficult to find room to sit and having instead to resort to standing unless they were going to perch on the edge of Curly's desk or rest up against the plan chests.

'Right I'll leave you to look and get back to the afternoon play and my sewing', Mabel said making to leave. 'Only one thing' she cautioned from the landing, 'put things back where you find them, he's a stickler for it.'

After Mabel had left I stayed rooted to the spot trying to take it all in and soak up the magic of just being there with all the paraphernalia of Curly's writing and drawing career around me; his typewriter, the drawing board where so many of his designs had first come to life and all the shelves attached to the party-wall



on the far side of the room that contained book after book of reference tables, engineering information and railway histories. Yet more shelves filled the wall opposite the windows and contained floor to ceiling box files and bound volume after volume of *Model Engineer* and *Mechanics* magazine going back to the first copy, all clearly identified by gold tooled lettering on their spines.

I walked over to the shelves and ran my finger along the backs of the Model Engineers pulling the odd volume out here and there to look at.

By the time I returned the last volume back to its place on the shelf having flicked through its many pages, I must have built half a dozen workshop items and at least two if not three locomotives.

Next my attention was taken by the row of dull mottled paper covered box files arranged along the whole of the top two shelves for I could see they had the names of Curly's engines written on each one in blue inked capital letters. 'Ford Pacific', 'Fayette', 'Purley Grange,' 'Maisie' I read before reaching to select the file with the name 'Doris' written upon it.

Lifting it down I opened the cover to find it contained typed carbon copies of the constructional articles Curly had sent to the Model Engineer offices, and on the inside of the lid was written the date the first article had been submitted, and extraordinarily I thought, by which post, followed by a list of all the dates and times the others had been sent, right up to the conclusion of the series; all in Curly's neat copperplate handwriting.

I don't know how long I spent looking at the papers; I was just enthralled by seeing and handling them, their odour of fustiness thrilling my senses with the turn of every page as I imagine any archaeologist would have experienced when encountering some ancient papyrus scrolls; but I eventually looked up and realised the room was becoming darker as the afternoon sun was starting to dip.

'Have you found them?' Curly's shrill voice called up to me from the bottom of the stairs. 'Just looking now' I shouted back hurriedly heeding Mabel's warning by returning the box file back to its place on the shelf, feeling strangely like a teenager that had been caught doing something they shouldn't.

'What kept you?' Curly asked as I re-entered the workshop a few minutes later. 'Sorry I thought a bit of reverence was called for 'I said without thinking or really knowing why I had just said it. 'Hmm, I am sure you're right', Curly said looking quizzically at me though I did think rather contently at my comment.

'I can see I'll have to call you Bro Pilgrim from now on' he smiled, 'I hope you only brought down the drawings for the cylinders. I don't often bring any down when I am working, normally I just use my notebooks.' then allowing himself a moment of boastfulness , ' don't forget I've done it a lot of times before....'

I carefully unrolled the drawings and draped them temporarily over the arm of Curly's bench mounted jigsaw having already decided this was the least likely place for them to become spoiled with oil, while Curly considered where they should go so as to be easily read.

'Let's see, where we can put them?' Curly said looking around the room.' Right, you see that picture of the Terrier tank engine over there in that corner, lift that down off the picture hooks and we'll put up the Curly Lawrence patent drawing hanger in its place'.

Having set me my task he rummaged under the bench where we had recently had our tea and extracted a length of wooden batten about two feet long with a length of picture chord wrapped around it which he proceeded to unwind.

As he did so it revealed two more bulldog clips spaced about fifteen inches apart and screwed to the wood.

'Right Bro Pilgrim', Curly called over, 'put this chord over the hooks and we can hang the drawings up and see what we are at. While you were upstairs, I turned up a couple of gauges to help with the detective work,' Curly held up the cylinder casting and indicated two rods now pointing out of the ends of the respective bores.

'From what I have seen so far,' he continued cheerfully, 'The good news is that both bores are as near to size as to makes no difference and the bolting face is nicely parallel to the main bore taken from the first end you turned...the wasp in the jam pot is that the steam chest bore is inclined about six thou closer to the main bore by the time it emerges out from that end. However as there is a decent bit of meat between the bores, if all goes well, we can re-bore that and increase the size of the valve liner without danger of it shaking hands with the main piston.

Now we have the drawings here I can check the positioning of the valve chest and the main bore in relation to one another then I'll have a better idea of how it will all turn out.' He picked up the piece of paper he had been using to write down his findings and walked over to the drawing now hanging on the wall opposite.

' Bye the wee' he said looking across to me , ' the only downside of having this drawing here by the door, is if you hear footsteps approaching from the other side, move out of the way quick otherwise you might be biffed if the door is opened suddenly. Mabel caught me a lovely *fourpenny one* on the elbow once... I was rubbing it for a fortnight'.

## 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.



From the records held by the club it is clear Geoff witnessed many rail tours all of the UK and some in Europe in the early 1960's. This month 7<sup>th</sup> April 1962 was his day out and we recall using his extensive collection of photographs the LCGB Great Eastern Suburban Rail tour.

Departing Liverpool Street just after 1pm with N7 number 69621 the tour took in the exotic London suburbs first stop South Tottenham then on to Palace Gates where it can be seen in the picture above running round the train. Then via Severn Sisters and on to Stratford.

Chingford was the next stop at 15.15 and a quick change of motive power with another classic great eastern locomotive class J15 number 65476 attached and ready to depart by 15.30 .

Back again towards Stratford before turning off towards Leytonstone and what is now the LUL operated route to Epping and on to the now heritage line to Ongar.



It was now just after 5pm and time for another reversal to allow the train to travel back to Stratford low level and on to North Woolwich.

It was now too dark for more pictures and so after yet another run round it was back via Silvertown tunnel and Custom House which is now part of the Crossrail route the tour finally terminated back at Liverpool Street within a minute of 8pm.

A much-changed railway and journey since this date in 1962.



## My model-boat collection No 28

By Roy

At last, a day of triumph! My little 16inch long Huntsman 31, that is 1: 24th. scale performed and planed along, very much like the prototype which were often used in Round Britain races in the past. She is around 42 years old and early damage to the windscreen saw her put on a back shelf awaiting a repair which accounts for her still smart appearance. The power was always there but it was deciding on the battery and prop size combination plus the weight distribution that determines success.



*My Huntsman performing or maybe just showing off.*

I had recently bought some non-standard cells, four fifths sub-C and 2.8 Ahrs for their low weight and also ready attached welding tabs, so that I could construct my own battery pack. I had bought a mini welder which ran on a LiPo cell, with some nickel strip and battery wrap. The welder has 2 probes which when placed on the battery tabs welded them and 3 or 4 zaps gives a good joint. When making the battery you glue the cells into the shape required, and I wanted 2 groups of 3 joined by a 3inch long wire and then a wired socket to make the electrical circuit for the charge and discharge of the battery.

The 2 groups enabled me to straddle the keel for a balanced weight distribution. When the welding and the connection wires were soldered in place, I used some adhesive 1 cm. wide stretch rubber insulator to cover the soldered joints. Next, I cut two lengths of thin heat shrink plastic tubing (Battery wrap) to slide over the battery and then used a standard hair dryer to heat and shrink the plastic into a tight fit around the 2 sets of cells. Now I fitted Tamiya connectors to match the rest of my batteries in my collection.

Just in case before doing the plastic work I connected my Watt Meter unit to the battery and charged the battery through it. This tells me how much current is running and charge voltage and watts delivered and eventually stored as Watt hours (Wh). This is current x time x voltage.

Batteries are often referred to in Amp hours capacity and when multiplied by voltage you get Wh. When the automatic charge is complete you are left with good data about the battery. I did this as I had been 'done' over some Chinese batteries once before, but these latest ones came from a reputedly good source,

and they were fine. (AliExpress). I bought a pack of 24 cells, so I have several sets of batteries to make up.

Actually, when I first put her in the water, she still would not plane, then I shifted the battery back just one inch and she surged ahead and planed. I thought the motor was working rather hard and brought her in again and fitted a smaller propellor, and she went even better. The battery seemed to give around half an hour run time which was good.

This was all on the 18th. June and one of our Wednesdays at the lake with a good turnout as can be seen from the photos. Brian Looker had his first successful sail of the deep-sea tug Zwart Zee and I will tell you the story of that next month.



We also had the "Two Johns" and the Titanic is also shown, very noisy as she is a pop-pop boat and about 10 inches long but was going most of the day.



The Pilot boat has been worked on and has a modern Radio control set to operate it. As with modern items she remains a mystery to me as to how the transmitter works and even the on-line instructions left us not much wiser. Malcolm made a flying visit with his steamboat and there was much discussion about some small steam engines with good friend Anthony.





We spent the best part of the day there and had to find shade for tired legs (OK so it was me) while we ate our sandwiches and drank all the tea that Brian kindly made. Gradually members departed until just Brian, and I were left. I had taken a yacht on the off chance of some wind, and it was not until we were packing up that the wind picked up!

As usual there was much discussion on how things work and helping each other out with problems. Subsequent visits show improvement in performance and the odd new boat being worked on. All very friendly and enjoyable, probably do it again next week as the weather patterns are becoming more predictable.

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## 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

**July 6<sup>th</sup> - 12 noon to 4pm – Set up TBA**

George Spicer Primary School, Sketty road entrance Enfield EN1 3SQ

**July 13<sup>th</sup> - 12 noon to 4pm – Set up from 9am**

The Cottonmill Gathering, Cottonmill Community Centre, 12 Old Oak, (off Cottonmill Lane) St Albans AL1 2EF

**August 15<sup>th</sup> – 17<sup>th</sup> Details TBA**

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

**August 25<sup>th</sup> – 1pm to 4pm – Set up 11am**

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

**August 31<sup>st</sup>**

Hatfield House (provisional)

# Narrow Gauge Rally



Photo courtesy: Lewis Day

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

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

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



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

12<sup>th</sup> & 13<sup>th</sup>  
July 2025  
10:00- 17:00

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



## 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 7¼" 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**

Camping is permitted with pre-booking only by contacting the rally organisers via email at [George.cannon@hotmail.co.uk](mailto:George.cannon@hotmail.co.uk), with the caveat that ALL waste be taken home as the site does not have sewage or waste disposal systems.

If you require more information, contact George Cannon by email at [George.cannon@hotmail.co.uk](mailto:George.cannon@hotmail.co.uk)

## Colney Heath Site Maintenance

Over the winter months, as well as the new steaming bays, a number of maintenance tasks were also completed. Now that the summer running season is with us, please find below an updated list of maintenance jobs on site at Colney Heath which are currently ongoing or have yet to be started.

If you have a few spare hours, please take on one of the items on the to-do list below during the summer months.

### Maintenance List

- Carriage, both ends and the back adjacent to the apple trees are in need of repair and then re-painting with the appropriate colour.
  - The Main Toilet Block external wood needs a coat of wood preservative.
  - The Machine shop and nearby Toilet Block both need a coat of green preservative. Other structures such as carriage sheds may also need a coat of wood preservative.
  - Orchard Junction Signal Box needs a re-appraisal, and the excellent work of restoration resumed.
  - The Top Tunnel is in need of patching with torch on felt or otherwise to delay further deterioration.
  - All benches, tables & chairs need a wash down and a coat of wood preservative.
  - GL signals to be repaired as necessary.
  - Coach drain to be rerouted into sewer.
  - Complete green painting of the containers and doors 1 – 7.
  - Erect replacement fence near to Main Toilet Block.
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## 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
<b>July 2025</b>	
Tuesday 1 <sup>st</sup>	Council Meeting at Colney Heath – 13.00
Friday 4 <sup>th</sup>	General Meeting and steam up at Colney Heath 6pm to 8pm. BBQ (bring your own food)
Sunday 6 <sup>th</sup>	Public Running Session 14.00 – 17.00
Tuesday 8 <sup>th</sup>	3 <sup>rd</sup> St Albans Beavers 6pm – Sponsor Les
Saturday 12 <sup>th</sup>	Private Party – Sponsor Pete
Sunday 20 <sup>th</sup>	Public Running Session 14.00 – 17.00
Wednesday 23 <sup>rd</sup>	MRA Southeast Gauge 1 group visit Sponsor Geoff
<b>August 2025</b>	
Friday 1 <sup>st</sup>	General Meeting and steam up at Colney Heath 6pm to 8pm. BBQ (bring your own food)
Saturday 2 <sup>nd</sup>	Brean Visit - Colney Heath Sponsor George
Sunday 3 <sup>rd</sup>	Public Running Session 14.00 – 17.00
10 <sup>th</sup> August	Private Party – Sponsor Pete
Sunday 17 <sup>th</sup>	Public Running Session 14.00 – 17.00
Saturday 23 <sup>rd</sup>	Fareham club visit - Colney Heath Sponsor Les
Saturday 23 <sup>rd</sup>	Private Party – Sponsor Jim
<b>Advance notice of events in 2025</b>	
6 <sup>th</sup> September	3.5 inch Running Day. Sponsor Martin
6 <sup>th</sup> September	Private Party – Sponsor Paul
14 <sup>th</sup> September	St Mark's Picnic. Sponsor Les
14 <sup>th</sup> September	VMYG regatta – Sponsor Peter
4 <sup>th</sup> 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.