Issue No. 867 June 2024

The News Sheet

North London Society of Model Engineers

June 2024

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

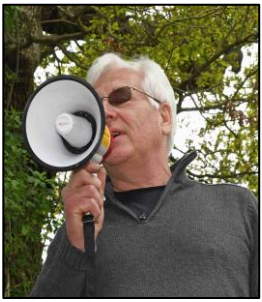
Contents

Front cover; -
This month the Vintage Model Boat Group Regatta which wasn't.
(see page 34 Ed).
Here we see Dave's Paddle steamer making good headway.

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



Summer is gradually coming along although with the incessant rain as I write this you would not think so. The members day in early May was a good event as was the under 16's day, though that had fewer participants than previous years. As can be seen in the picture below those who did attend had a good run

I missed the first public running day but am told there was a good balance of members and public, which always makes it more enjoyable for all.

More volunteers are needed for LittleLEC, especially manning the coach dispensing teas. Thanks to those who have offered so far, the rest of you can expect a bit of arm twisting!

Ian has for many years arranged interesting talks at HQ General Meetings. He has earned a well-earned rest and we need another volunteer to arrange the meeting topics, don't be shy coming forward. The summer General Meetings, June – August, will be at the track from 7pm with BBQ lit and available for those wanting al fresco dining and/or evening running or sailing.

The Vintage Model Yacht Association visit was perversely notable as no visitors attended from that club, though quite a few attended from our own. Perhaps this is an event that no longer has VMYC support and should be replaced by an NLSME sailing day?

I am pleased to report that the AGM was sufficiently well attended and that all officers and council members agreed to continue in post for another year. They each perform an important role in keeping out hobby enjoyable and the NLSME well managed.

The agreed plans for steaming bay improvement are being developed in more detail, hopefully for a start this year. Members wishing to assist others in planning these are very welcome, just let me know.

See you at track or HQ.

Little LEC 2024

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

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

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

Jack (Our Jack of all trades and master of all)

It is with great sadness that we have to announce that Jack peacefully passed away on Friday 10th May at the age of 95.

Jack worked for ICT (International Computers and Tabulators) in Stevenage which eventually merged with other companies to become ICL (International Computers Ltd) retiring from there having spent periods working abroad. Although employed as an electrical/electronics engineer Jack also had skills and abilities in both mechanical engineering and woodwork which were later to prove invaluable within our society. Jack met his wife Cris at their local cycling club and continued their hobbies of cycling, caravaning and gardening together. He also kept bees which he eventually gave up due to the bee varroa mite pest.

Jack will be remembered with much affection as being a stalwart of the Society where he and the late Keith formed a two-man team contributing considerable time and effort to the improvements which we see at our Colney Heath site. Jack joined the Society on 10th October 1995 and worked alongside Keith, Derek and Arthur on the winter working parties carrying out maintenance on our site cutting back the undergrowth and blackberry vines. In addition, he was involved in the raised track maintenance replacing any rotten main sleepers as well as the wooden sleepers in use at that time holding the flat bar stock track in place. These wooden sleepers were produced in large quantities on the society multi blade saw following which they were soaked in an old oil drum containing creosote before being left to dry and then used.

With the acquisition of the New Land and the expansion in length of both the raised and ground level tracks this is where the skills and effort of Jack and Keith really came to the fore. Between them they designed and made the metalwork for both the raised track and ground level bridges.

The brick abutments for both bridges were made by our skilled team of Graham, Mike, Jonathan and Ted which required liaison between both teams to ensure a successful outcome. Not resting on their laurels Jack and Keith made the metal frame and Alan the wheels for the then proposed traverser for the steaming bay refurbishment project.

Amongst a number of other works on site they switched their talents onto modifying the lifting table purchased for use in container number 7 into a traverser & lifting frame. Unfortunately, the Covid outbreak put a block on their attendance at the site and both have been much missed for not only their expertise but also as being two of the most polite and helpful individuals one would wish to meet.

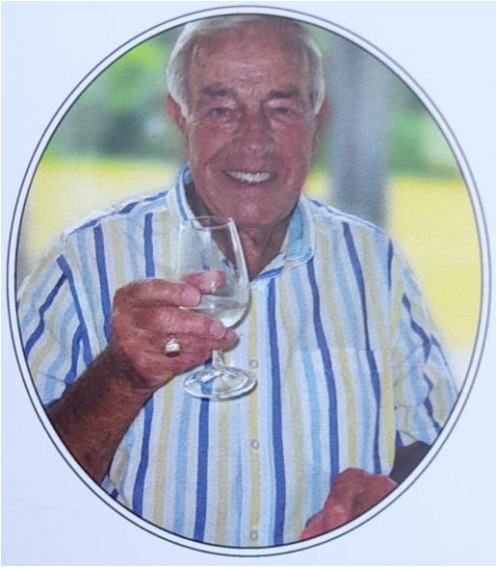
Jack also found time to pursue what most members would recognise as model engineering in the manufacture of a Tich and Sweet Pea locos. Living in the village of Kimpton Jack and his wife Cris contributed a lot to the local community, with his skills in a range of disciplines he was able to turn his hand to helping others in a variety of ways.

Our condolences go out to Cris, his daughter Bernice and son Paul along with granddaughters, Emma and Robyn, who both visited Colney Heath. Between them Jack, and not forgetting Keith, have left a fitting memorial at our Colney Heath site to two members who put the society needs very much to the fore.

Mike

12 April 1943 – 17 April 2024

Notes by Rev'd Jill Suttie and Mike



Born in Enfield, Mike lived all his life in the same house. From school he went into an apprenticeship and from there into a number of engineering related jobs. Although he lived in Enfield, he had a strong connection with Colney Heath where much of his social life was based, both with the Model Engineers and as a regular at the Crooked Billet.

It was in his last job with London Underground, from which he retired, where Mike found his working niche. As engineering manager based at Cockfosters depot, he had a real passion for his work and was good at it. A skilled engineer, not only in his career but also in his leisure time when working in his well-equipped workshop at home, he was building *Simplex,* a 5in. gauge 0-6-0 locomotive to Martin Evans' design. Sadly, it remains to be completed.

Many Colney Heath residents have discovered our railway and visit our site to enjoy the sights, sounds and pleasures of train rides, often with the excuse of an afternoon out with the children. Members and friends of St. Mark's church visit and arrange a picnic in September for all who wish to enjoy the surroundings and ride on the trains.

Not only a regular at the track, Mike participated in Society meetings at our Finchley headquarters and played his part in Society affairs as Locomotive Section Leader for a number of years and was Chairman of the Tyttenhanger Site Committee at the time. He wrote and illustrated monthly articles for the Society News Sheet about Society matters as well as accounts of visits to heritage railways in the UK and abroad together with descriptions of visits to museums and rallies, cruises and flights.

Mike seemed always to be smartly dressed - some have said 'dapper'. Many colleagues enjoyed discussions with him on a wide range of topics. Following sessions working on maintenance or a new project at the track, it became custom and practice to retire to the Crooked Billet for a pint or two and conversation on matters of mutual interest. We have happy recollections of sessions at the Billet where we could rely on a well-kept pint, enjoy a barbecue

and sometimes sit together for a meal, all in good company. One occasion recalled with amusement was when half a dozen or so of us realised all but one was a Mike. We promptly agreed the odd one out should change his forename from Alan to Mike to preserve protocol! Another memory is of when Ann, landlady at the time, known for her collection of local wildlife, brought a ferret into the bar, much to our entertainment but consternation to others who may have known her less well.

Mike was also a real foodie and an accomplished cook. A member of CAMRA, he enjoyed attending beer festivals with friends. Above all, he was a born conversationalist and story-teller, a true raconteur or - as Daphne describes him - a real 'talkaholic.'

Outgoing and sociable, Mike had a large number of interests and groups of friends, but his long-standing friendship with Daphne was particularly special. It's very appropriate, and a real testament to Mike, that so many of these groups were represented at his funeral including the North London Society of Model Engineers, the Thorpe Bay swimming group and the Pilot Group who enjoyed so many outings, activities and holidays together over the years.

Mike loved the sea and would emerge from a swim with a huge smile on his face, a picture that somehow seems to sum him up. He was someone who would throw himself wholeheartedly into things and get huge enjoyment from them.

Mike's cheerful demeanour, knowledgeable accounts of so many places he'd visited and people he'd met as well as his craftsmanship will be much missed by those of us pleased to call ourselves his friends.

Treasurer's Report

By Mike

Welcome to a new financial year for the Society. We are in good health financially and if the few remaining subscriptions (27 at the 22nd May) are received then we will be even better.

At the May Council meeting we were pleased to accepted and welcome an application to join from Chris, whose interest lies with the Gauge One Section.

As with last year the first public running season at Tyttenhanger went very well with a comfortable number of passengers, who all seemed to enjoy themselves in the sunshine. It was nice to see a good performance from a new engine fresh from the paint shop. Not quite as I remember L1s in full size looking quite so pristine in their latter years.

We ran out of Society badges a while ago. George has now sourced a new supply of badges and new windscreen stickers.

Any new member without a badge please contact me so that I can supply one. Anybody else wanting a new badge or sticker can purchase one at £2.50 or £0.50 respectively.

Enjoy the Summer and keep safe.

William Sutherland

We must report the sad death of William who passed away in February aged just 56. William was not a club member but many regulars at Colney Heath will remember him visiting our site over many years. (He was the chap who never wore any shoes).

He visited us as usual last summer and his mother Elizebeth says it was always a highlight of his week when he was able to come and ride on the trains on one of our public running days.

Elizabeth has asked if we would be prepared to accept a legacy from William in memory of his happy days on site.

We may just run trains but sometimes it is good to be reminded of what it means to some of those less fortunate than ourselves. To be able to come and enjoy our facilities when life can be so difficult for them and their family.

A Gauge 1 Group – June 2024

By Geoff

Strangely it seems a bit like summer is here. The sunny days have some warm in it.

It was only back at the end of April that we were experiencing the cold east winds. It was at this time my wife and I were enjoying a cruise in Amsterdam; however, the winds were chilling. Part way through the holiday the weather warmed up and it was far more pleasant.

During the holiday we visited both WW1 battlefields along the Tyne Cot Cemetery and the WW2 battlefield at Arnhem.

The highlight of the cruise (for me) was a trip on the Stoomtram from Hoorn to Medemblik. A very entertaining journey was spent on the veranda of the front coach immediately behind the locomotive for the 12-mile journey. They have a collection of small locomotives and steam trams. Well worth a visit.

Meanwhile, at Tyttenhanger, the Gauge 1 group has been meeting regularly and making the most of the facilities available. We had a welcome visit by a

Swiss G1MRA member, Susan Zeller while she was in the UK. It is really nice to meet like-minded people.

Some of our group enjoyed a visit to the G1MRA East Anglian group to partake in the use of their indoor track and some went back for a second visit when an All-American day was held there.

Let’s hope the summer weather continues so we can make full use of the track. We are always looking to welcome Club members on site, so why not come and see what we do. We may not have the largest locomotives on the site but we probably have the largest collection.

Track Steward Rota

Until the end of October on the first and third Sundays each month between 2pm and 5 pm the public will be admitted to take the opportunity of having rides on both our raised and ground level railways.

Would you please look at the updated Track Steward Rota below and check when you are scheduled to be a steward as there has been a small number of changes. The full years rota was published in the May edition.

Also, in the centre of the May News Sheet there was an updated copy of the Stewards Duties which you are advised to bring with you for reference when you are scheduled to be a steward.

2 June 2024
Ian – Senior Steward

1. Gerald Ackroyd
2. Roger Bell
3. Victor Burgess
4. Geoff Burton
5. Brian Church
6. David Drover
7. Marcin Luzny
8. Alan Morris
9. Simon Richardson
10. John Riches
11. Peter Stern

Ground Level Despatcher
Steve Coffill

7 July 2024
Mike – Senior Steward

1. Robert Ambler
2. Peter Badger
3. Henry Best
4. Ian Buswell
5. Rai Fenton
6. David Hall
7. Robert Hallums
8. Geoff Howard
9. Ian MacCabe
10. Howard Rosenberg
11. Derek Smith

Ground Level Despatcher
Steve Coffill

16 June 2024
Chris – Senior Steward

1. Stephen Aleck
2. Aaron Brady
3. Rob Brook
4. Thomas Brook
5. Bob Brooks
6. Keith Doherty
7. Julian Greenberg
8. Michael Gruetzner
9. Steve Jones
10. Robin Morgan
11. John West

Ground Level Despatcher
Steve Coffill

21 July 2024
Richard – Senior Steward

1. Jonathan Avery
2. Mike Avery
3. Robert Dolman
4. Stephen Farrar
5. Paul Jeffery
6. Jeremy Lewis
7. Brian Looker
8. Peter Seymour-Howell
9. Mark Weeks
10. Terry White
11. Jack Wills

Ground Level Despatcher
Steve Coffill

GLR Waffle

By Paul Jeffery

It's that time again for me to put pen paper and as I write this, I'm looking out of my window the sun is shining and the flowers are in full bloom. Summer is here at last. Not that this is an excuse for the ground level team to start taking it easy. Well, okay maybe I'll let them have a few weeks off as they have been working very hard recently.

As I said in my last waffle, we aimed to get the new fence between Orchard Junction arrival platform and the raised track completed before the first public running day. Well, we made it. In fact, it was almost done for the friends and family day with only the last two posts and panels being fitted on the Thursday prior to the first public running day.

Well, done, a fine example of what can be done with the GLR team and others working together. As I write this, the new fence posts are still 6 foot high and will probably have been cut down by the time you read this.

There have been many reasons suggested for keeping the posts full height some of the more polite ones are listed below;

1. Hang fairy lights on to
2. Hang bunting on
3. Use as a washing line
4. Put a hanging basket on each post
5. Install station lights on them

The above are the more printable suggestions. But as planned the posts have now been cut down to size.

The team can be found most Thursday's and Saturday's working or running trains on the GL. Over the past couple of weeks maintenance has continued with lineside shrub clearance and a bit more fencing repaired.

What a great day we all had at the friends and family's event. The weather was just perfect and a fantastic turnout. This was a perfect day to try out our new battery locomotive MERLIN and test out the new battery levels under load.

The loco was coupled to 3 coaches fully loaded with mostly adults. It pulled the load with ease in fact I think she would have taken two more coaches but the length of train would not fit into our platforms. Even with two 3 coach trains running the GLR was kept busy all day. Great fun, perhaps we could do it again at the end of the year.

To finish I must mention that I've been told by one of the ground level team that senior member of our society drove across the crossing by the entrance when all the lights were ringing, lights flashing and a train approaching. Come on chaps, these warnings are there for all our safety? Please stop when the lights are flashing and the bells ringing. We don't want anyone getting hurt

Issue No. 867 June 2024

A New Model Railway Project Part 4

By Paul & Jack Wills

The Power of 3D printing

1 – The Opportunities

At the end of Part 3 I rashly promised to do a piece about 3D printing.

Over my modelling lifetime model building materials have migrated from tinplate to Mazak castings to injection moulding to cast Whitemetal to etched brass, profile milled brass and lost wax brass castings. All needed skills beyond most home based modellers. Most of these materials can only be handled in well kitted out factories and workshops. But we now have materials forming techniques you can do at home the lead two of which are laser cutting and now 3D printing. In this article I focus on 3D printing.

New Member Jack and I will cover this topic in two parts. This part is by me and is about some applications of 3D printing in railway modelling. Accompanying this is a joint article on 3D Print technology for the home user.

The Application of 3D Printing in Railway Modelling

Given the maturity of 3D Printing I suppose it could be said that almost any three-dimensional objects used in railway modelling could be 3D printed. Maybe I could stop here and simply say, if you can imagine it and draw it then you could print it.

But there are things that you would not immediately consider that could, or would ever, be printed So by way of illustrating what can, and has, been done I will present a small selection of things I have experienced within the last handful of years.

My first encounter with 3D printing was the purchase of a body shell and chassis components for a 4mm scale “Tilbury Tank”.

The remarkable thing about this model was not just the body shell but the printed chassis frames, bogies and, amazingly, the brass coupling, connecting and piston rods. Yes, that's right, printed brass! Other metals are printable too.

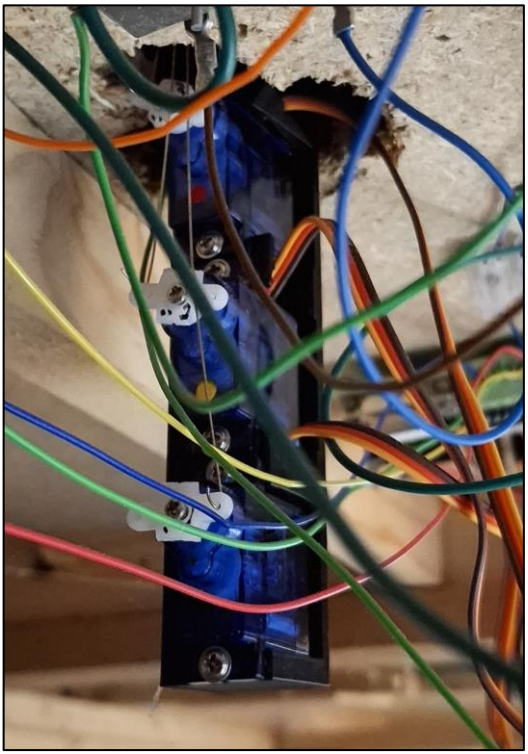
The Tilbury Tank was purchased from a website called "Shapeways" which is a Netherlands based "marketplace" and print provider. 3D Print designers who don't have printing machines can post their designs on the Shapeways site with an image and price tag. Anyone wishing to have a print of the design can buy a fully printed (in the Shapeways factory) product. I think Shapeways cornered the market when the latter first emerged. These days there are other sites available that operate in a similar way.

For those with their own printers at home there are now sites where enthusiasts can upload their print designs and which anyone can download to print for free if you have the equipment. See more in the accompanying article.

I have two other locomotives and a LNER Twin Coach set that are 3D prints, one loco is sourced from Shapeways and the other direct from an online designer/retailer. The coaches also come from an online designer/retailer.

In the last 5 years the "Ready to Run" model railway Suppliers, such as Hornby, have predominantly switched their tooling and production to China. But, in general, the design work (but not tooling design) is done by the Suppliers in the UK and, as part of product design development, they use 3D Printing for prototyping. I recently saw a 3D print of a forthcoming locomotive product from Rapido and was quite amazed at the detail. I asked if the print was worth selling as a static product, in its own right, only to be told, "well we could but it would cost you well over £1000"!

Model building structures in 3D print have recently become available via various model outlets. If you are going to have a go yourself, this might be the type of object to start as the tolerances required are rather more relaxed that in, say, a piece of rolling stock. But beware if you are creating brick structures – get the brick courses correct! (defaulters will know who they are). My Co-writer, Jack, has followed this path – that is creating structures - and I have seen some early efforts by others on a learning curve both within and outside the Society. An online search would yield you many examples these days although this market is currently dominated by laser cut model kits.



3D prints of small items of scenic interest or of operational accessories have proliferated in the modelling world. These have generally taken over from plastic mouldings and can include items from model dustbins to lineside cabinets to Overhead Line gantries, signals, controller housings and Servo motor mounts. One site specialises in scale coach seats, table lamps and even the kitchen facilities for restaurant coaches. In relation to Servo Mounts, I am grateful to member Steve for printing me an underboard mount for holding three servos for operating signals. Steve also produced some lattice girders for our Gauge 0 Club layout.

Miniature figures had traditionally been supplied as plastic mouldings (e.g. from Airfix) or as Whitemetal or pewter castings created from sculptured patterns. But the advent of 3D scanning coupled with 3D printing enables real people to be scanned and printed. Larger model railway exhibitions often host a company that specialises in scanning its customers who can choose to don suitable railway

apparel. That's an easy way to get on the Footplate if only vicariously. An example 3D print of a very dear friend is pictured alongside this article. Incidentally, the (real) dress was made by my wife.

But for all that even I was surprised to learn that 4mm scale (or other scales) trackwork components can now be printed direct from track design software. That is Sleepers and Chairs. I was fortunate to meet a model track builder who has taken it upon himself to master the print technology to print track components from my Templot generated Turnout designs. (Templot is described in my Part 2 published in the March News)

To sum up 3D printing has made a big impact in the railway modelling world as it enables very inexpensive mass production of components by small Suppliers and at home. The key is to get the hang of the software sitting between your imagination and a reasonably priced printer.

For those following my project there will be a pause in my reports for a month or two. I need to get on with building something to show you and talk about!

The Power of 3D printing

2 – The Technology

Introduction

This section, primarily written by Jack covers the technology related to 3D printing at home.

3D Printing Technology

3D Printing is a valuable technology for railway modellers and model engineers. It has become accessible to home-based users, and it works really well alongside other processes to create some lovely models. I'm currently working on a few 3D print projects which I sell online and am thankful it has paid me back for my printer and my Xtools S1 laser cutter. My favourite scratch-drawn projects nearing completion are a 4mm scale railway platform building for Paul which uses 3d printed brickwork, laser cut acrylic for the windows and laser cut ply for the platform crests & roof structure. I'm also working on my first Ffestiniog 2 Ton Slate wagon at 16mm narrow gauge which uses a mix of 3d printed parts, lathed brass axles, aluminium lathed wheels and laser engraved ply for the granite wagon version,

3D Printing & the technology involved has come a huge way since the start in 1981 but the process has always had the same basic principles. Filament and Resin printing are still the most popular choice. Having said that more exotic materials can be printed such as Concrete and metals (as mentioned by Paul above).

The pre-cursor to any printing project is to produce a suitable 3D drawing. There are many suitable CAD (computer aided design) packages available, many of which are both free and suitable for the likely complexity of the model concerned.

Having created a CAD drawing, this needs to be converted to a suitable format that a 3D printer will use to create the model. This conversion is known as "Slicing" and basically will convert the drawing to a series of layers (slices) of print that are built up into a complete product. If you have ever built a Lego model or a real brick wall, each course" is a "slice" in the 3D print world.

There are two basic types of printing available to the home modeller – Filament and Resin. Both have their place and have certain advantages over each other which are described below.

The prime choice hitherto for Model Railway and Wargame modellers is Filament printing. These machines can be quite inexpensive with variety to choose from when it comes to size, price, speed etc.… but they are all essentially a tiny hot glue gun on a moving Axis. Print machines pull a plastic filament (thread) off a reel dispenser, heats it through a nozzle and pushes it out into layered shapes piling one layer onto another according to the design. This is a quick process although, compared to a resin printer, louder, more prone to failure as there are more moving parts. The layer heights (slices) are thicker often leading to a striated or pixellated surface.

This often means that 3D Filament prints appear to have lines all over them and are less smooth than Resin. They do not require curing so can simply be snapped off the build area ready to paint. One advantage is that colour is determined by the filament that is being used and some printers can automatically swap between up to six colours. Personally, I find these colours to be too 'toy like' and the waste generated by the nozzle cleaning out between filament colours can quickly add up.

The advantage of Resin printing is the better, or finer, finish that can be achieved. But a downside of 3D Resin technology is the print needs to be cleaned and cured afterwards. This is a reasonably quick process and UV Curing stations can be purchased for around £80. I take my print off the build plate, cut off the supports that hold the model in position during the print and then I wash it in a Tupperware pot with Isopropyl alcohol in. The ISO Alcohol dissolves the uncured resin that is left on the model and then once patted dry with blue roll it goes into the UV Curing station where the model is 'cured' this turns the Resin into a rock-solid model.

With more complex parts I have a selection of toothbrushes I use to scrub the excess resin off while it sits in the ISO bath. Another downside of Resin printing is the Resin is around £18-£25 per kg compared to Filament which is around £10 per KG for the same strength type. The difference in quality is unmatched and I've had over 207 x Five-star reviews on my sold 3d prints all mentioning the quality of the model and the level of detail.

Another benefit of technology for 3D Modelers is the Open-source model sharing websites such as GrabCad and Thingiverse. Along with specific pages such as the Gauge 1 3D Printing group which, as the title suggests, share complete 3d files ready for slicing and printing. These models are all often available for free, but they have limits such as not being able to modify the file or sell it.

3D Scanning is also coming a huge way in small amounts of time, a real-life object such as a person can be scanned in a matter of minutes, imported into CAD and can be scaled, modified and 3D printed. This seems simple but often the details don't translate when scaled and you still need the knowledge and experience of knowing how thin aspects of the model need to be to print successfully, correct print angles etc …… This technology is also used across the world for Film prop makers, Dentistry, Prosthetics, documenting historical items, creating 3d 'walk arounds' of properties for sale and even digital models of crime scenes to name a few.

Another area of 3D Printing that can benefit model railways is using 3d printed parts for making patterns for metal casting. Wax-like resin can be purchased and is already a proven process in the Jewellery making industry. YouTuber ''GomeowCreations'' has a great short video on the 3D Printing & lost-wax casting process. This technology could easily be adapted to create metal parts in a variety of sizes & areas where resin would otherwise not be strong enough or likely to melt under the high temperatures. It is something I've always been keen to try but can't justify the startup costs for experimenting at this time.

My personal choice of machine for a 3D Printer is Anycubic's Mono X2 Resin Printer, weighing in at 7kg it can print a layer height of 0.05mm per layer, with a printing size of 200mm x 196mm x 122mm and can be purchased for around £200 brand new. It runs at around 25mm per hour depending on the settings.

A Couple of First Runs

It is always great to see a new locomotive with a new driver at the controls.

The picture says it all as a very happy Rob pulls away from the steaming bay with his 5-inch gauge Jinty for the first of what we all hope will be many trips around the track at Colney Heath.

The run was successful and cab has since been refitted and all seems to be working well.

Although not strictly a first run Derek can be seen with his L1 loco which was completed and ran unpainted last year. This was its first public running day run after it was stripped down and painted over the winter.

My 2-8-2 Mikado

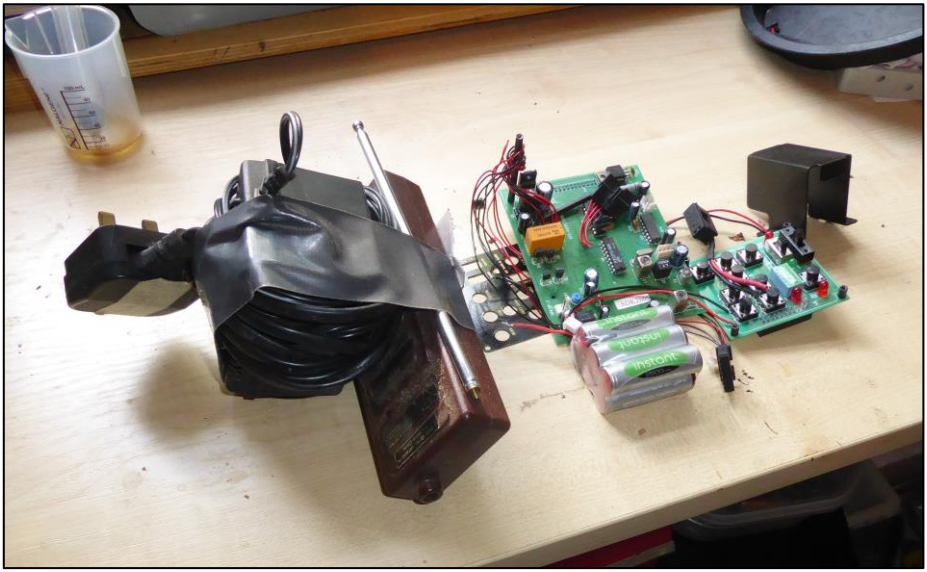
By Gregory Metcalf

I have a American 2-8-2 Mikado, it was made by Aristocraft models and sold through Polks Models of New York. The two companies went into liquidation on the 31st December 2013. The loco itself was radio controlled, gas fired; it has no hand pump or axle pump. You undo the boiler filler, put in half a liter of water and then tighten the boiler cap. It came complete with detailed instruction book, a tool kit and syringes.

Brother David acquired it from a chap in the model boating world, so having spent a few hours at Davids working out how it worked it was down to the track to run it. Having no real idea how it worked I remember seeing a chap lighting one up at the track of the late John Squires, so we turned the gas on, waved a lighted flame over the chimney and POP! It lit. Despite brother David and I being in our 70's both of us broke the record on old men leaping backwards!

The loco runs on butane gas, which I load up at home. I weigh the canister and then get about 40 grams of liquid gas in to the tank. On top of the tender is a control panel which is operated by a hand-held controller. The panel shows ignition, forward, reverse, whistle, sound and bell. After successfully running the loco for some months it went wrong. I could not charge it; the charger was working

so I decided to have a look inside. Oh dear, circuit boards and wires everywhere. So, into storage it went – under the bench!



However, a year later I pulled the loco out and had a good look. Electronics are double-Dutch to me but I noticed the regulator was linked to an electric motor, so when I detached the link from the motor, I could move the regulator by hand. So, a quick phone call to brother David who recommended I get a pair of pliers and cut out all the wires, circuit boards etc. and bin them. So, I did. It actually allows me to get the loco running a little faster, although speed is not the essence with these locos. Thanks to John Dixon for making an extendable regulator handle for me, I could not get my sausage sized finger s under the cab roof to adjust the regulator.

Lastly a little history, the original Mikado's were an order placed by Japan with the American manufacturers of steam locos in the early 1900's. Hence the name. There was a light and a heavy weight model, the heavier model having a boiler of the same length but being of a greater diameter. During the second World War the Americans came to dislike all Japanese names and tried to get the name of the loco changed to McCarthys, but it never caught on. The Americans anyway were committed to dieselisation as soon as the war ended. The Mikado's were a popular locomotive with the US railroaders, they were used for heavy freight as well as passenger use.

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.

The first two pictures are of a rather splendid but unpainted model of a Deeley Midland 4-4-0 locomotive No999 on the steaming bay at Arkley in the early 1960's. If anyone has any idea of who built this engine, please let your editor know.

The next picture is of Geoff Wren’s part-built Maisie on show at a club evening in 1961 we think.

And here is Geoff looking very smart with the locomotive complete less than a year later in 1962.

Last but not least a rather well-known club member drinking on the job whilst driving his loco speedy in we think was 1978. Can you work out who it is?

Bookworm Writes

Backroom Boys* of Model Engineering – Martin Cleeve

I was convinced this month's 'Backroom Boy' would be new to my loyal readers, that is until a pal took me to one side and pointed out that Martin Cleeve had in fact contributed workshop articles first to the Model Engineer magazine, then to Engineering in Miniature for the best part of thirty years on and off. So, if you already know who Martin Cleeve is or was, then please do skip the rest of this item and enjoy the other lad's contributions in this month's News Sheet.

HOWEVER, in anticipation of a decent proportion of members and the odd remaining loyal reader having not heard of MC, I will press on with my story...

I'll start then by suggesting that Martin Cleeve was probably the model engineering equivalent of *the bloke from next door,* and the sort of chap you would instinctively have felt comfortable having a mug of tea with whilst discussing tapping drill sizes and how busy you thought the next season at track was likely to be.

Beyond that it's actually not easy to provide you with much of a back story for MC for he rarely gave much away in his writings, however reading between the lines (little scribes joke there), and after much rummaging where I had to wait until I reached 1978 before locating anything meaningful (even then it was not in one of his articles!), I was eventually rewarded by finding out that he had worked in the electrical supply side of Southern railways working out of one of their control rooms from around 1935 to 1973. I imagine therefore in his early years he would have undertaken an electrical apprenticeship where he would have been trained in the ways of mechanical engineering alongside all things electrical – this could also explain his unusual choice of project in 1968 when he described the making of a model mechanical electrical trip (that's the big fat spark, not *wow man* type. Worth a look) - Following redundancy from BR in 1973 it seems he then pressed his own home workshop into use to earn his living until he retired.

Defining precisely where his skills fitted into the family of technical contributors to the Model Engineer magazine would be difficult, for he certainly wasn't an E.T Westbury or say Tubal Cain, but as his interests lay largely in the design and crafting of accessories for the workshop, he could perhaps be thought of as being the opposite book end to that other 'Backroom Boy' of model engineering, George Thomas. For in both cases their interests lay mainly in the making of tooling rather than the making of models 'per se'. But if G.T. was the professional *gentleman* engineer, then MC seemed more the knowledgeable lad from the bench.

Nowadays with so much tooling readily available to buy, and arguably at a time in history when people have more money in their pockets to buy it, it is perhaps easy to forget that there was a time not that long ago when to make your own workshop accessories was for some yes, a pleasure, but for others would have been the only way to improve the versatility of their workshops. By offering

accessories mostly for the lathe, MC in his own quiet efficient way ploughed his own furrow to bring many interesting designs or otherwise unaffordable items within the scope of those having overalls with shallower pockets.

I should if I am to provide you with an accurate picture of MC just mention that as some of his designs didn't always follow the prevailing trends of the time, in that he appeared to go his own way when tackling some jobs, his writings didn't always find favour with the traditionalists who on occasion could be a bit sniffy about his approach.

But as his list of designs grew it seemed what MC couldn't make with lumps of mild steel (occasionally other steels) and a pot full of cap-head screws probably wasn't really worth fretting over. For whilst MC did occasionally specify material other than mild steel in his designs, it does appear to have been his *go to* metal intimating in his articles that its wearing properties were probably sufficient for the limited use amateur tooling was likely to be subject to in its life (note I didn't use the word everyday), and as such was considerably easier to source and to machine. In fairness though, he did sometimes suggest using silver steel where something tougher could help and on occasion he did even refer prospective builders to sourcing that old-time *super-steel* for the amateur to use, an old car back axle.

His approach from the largest item to the smallest was to fabricate as much as possible and then to screw all the bits together, kit form. He always sought to bring his projects within the scope of the aforementioned *average man in a shed* who may have limited time and money. So instead of suggesting wasting precious resources preparing patterns and having castings made, by reducing things down to a number of smaller fabricated component parts, he showed how the individual pieces could all be machined using the average 3.5inch lathe (sometimes smaller) and then assembled using his ubiquitous cap-head screws. His view was that castings, aside from time and cost could slow down the start of a new project by having to wait to have them cast and delivered, and then possibly to find some to be unwieldy and requiring the use of much larger machines to carry out the work. ''You can get exactly what you want only if you make it yourself'' was his mantra.

MC always came across well in his writings and whilst his style couldn't have been described as humorous or infectious, he did come across as confident, almost academic at times and did much in his own way to instil in the reader that all important, *''I could do that''* attitude. He therefore didn't often allow the focus of his articles to stray from the ongoing description of a new design, not for him ''*a funny thing happened to me on the way to the workshop''* type of story to entertain; in fact, certainly in the years he wrote for the Model Engineer he gave almost nothing away with regard to his own experiences beyond describing the job in hand. Rarely did he depart from workshop subjects and the times that he did, such as when he wrote about the Hastings Miniature Railway (where he was a volunteer driver for a time), the circuit breaker (re above) and in the building of

a sophisticated toy crane for a youngster, were but a few of the exceptions. He could however just once in a while surprise when he would compete with the best when it came to sharing an anecdote of some extraordinary feat he had just pulled off in his own workshop in Bexley – go on we all love those tales of daring-do really - But just how do you process 144ft of ½ inch mild steel into screws and still have room to be in the shed at the same time?

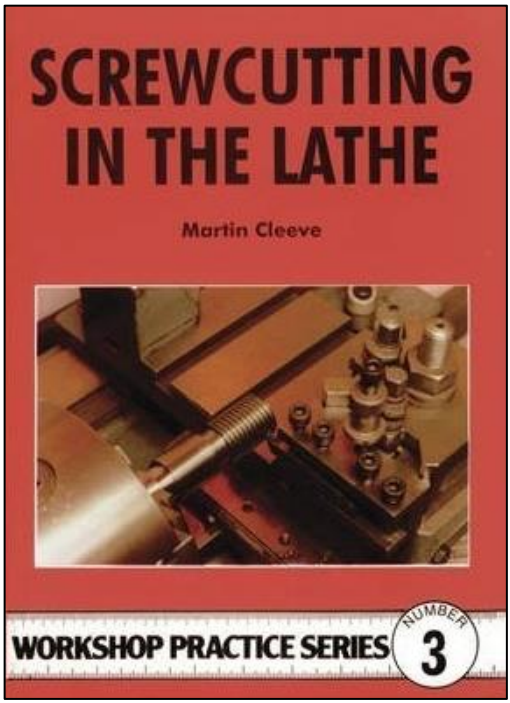
Something that could be easily overlooked in the telling of MCs story as just being part of the ancient history of model engineering would be to leave out mentioning his championing of the long forgotten 2.5inch lathe known as the E.W. For despite being a dedicated Myford ML7 owner for which many of his tool designs were intended to be used, MC did at one point over a period of several articles in the mid to late 1950s offer quite a number of improvements to what was originally quite a basic machine to make it into something more special and capable of doing a lot more work (discerning people still talk about his T-slotted faceplate for the E.W.). Favourable comment was even forthcoming from the Model Engineer magazines own workshop of the 1960s when it spoke of the EW's potential to produce accurate work, within its class. Possibly seen as an unfashionable machine today with its simple construction the E.W. would none the less with MC's 'improvements', probably still be an ideal machine for someone with limited space but looking to build or maintain locomotives in the smaller gauges, that is 2.5'' or less.

To list all of MCs designs here would take more space than I am allowed, but a quick look round the shed would include: useful machine Vice / skew back tailstock / milling arbour steady / swing clear boring tool holder / tool post turrets / cross slide extension with graduated feed dials / vertical slide / T-slotted faceplate /alternative gearbox /sensitive drilling machine press / semi-automatic tapping machine / gauge blocks / set of micrometers /circular saw bench /making cap-head screws (essential reading)..And the list goes on...

So then loyal reader, having spent many a happy hour in the good company of MC's writings researching this month's missive, I am pretty sure I can assert that MC did indeed do much to influence model engineers over the years he contributed his articles; and I don't think it would even be too outlandish for me to suggest to you that having experimented with his own, we also have him to thank for introducing all of us to the Swedish method (..) at a time when if you were British, well you did it the British way, no question. But then people have always been a bit a bit coy about how they do it in their own sheds, their preferred way of.... countersinking.

Yes, I can certainly imagine many a *next project* to have been planned and started on the breakfast tables of England (not sure if I am allowed to say Great Britain anymore, anyway the country with the all-embracing Union Jack....Oh apparently, have just heard I have to write. Union flag now), with that week's copy of the Model Engineer leaning against the tea pot, whilst *Mr average model engineer* mentally went through his stockholding of mild steel (not forgetting cap head

screws) and writing a shopping list to take on a Saturday morning pilgrimage to Kennions or nearest stockist to pick up any missing sizes. Then upon returning home again and coffee partaken of, a start would have been made by late morning and it would either have been well under way or finished and ready to go by the close of play on Sunday evening.



Your guide is of the (humble) opinion that the model engineering world has been left poorer for not having been given the chance to access Martin Cleeve's writings and designs in book form – The ''Workshop Practice Series'' publication '*Screw cutting in the lathe'* being the only exception - for whilst tool making has not attracted the same level of interest over the years as say loco building, it has and continues to have its followers; in fact even now many a cash strapped model engineer wishing to add to or improve their workshop could well have good reason to follow MCs mantra by doing it for themselves.

However, it's never too late, for even in these more affluent times we can all still think about making instead of buying, in fact we have a saying on these shelves,*'' Don't forget yesterday was once someone's tomorrow"...* no idea what it means but it sounds good and we often quote it to new Bookworms to keep everyone on the same page...so to speak.

So I'll finish by suggesting that you don't need to wait for the urge to go all retro with your next project, especially if you are maybe looking to save a few pennies along the way, but when you do feel the vibe and head out to the workshop dressed in your favourite old *teddy boy* jacket or don those *drainpipe* trousers or put on those *flares* with the platform shoes or even go all *new romantic* (delete as applicable) pause a moment, think about Martin Cleeve and how nice it would be to keep that name alive by having a stab at making one of those useful items for your own workshop, maybe for a friend or family member... you may even have found a use for the back axle from that old 'Ford Cortina' you couldn't bear to part with in 1978 and now have rusting on your drive (despite management

dropping broad hints) or for all those cap-head screws you inherited years ago....

Don’t let the Backroom Boys* of model engineering history be forgotten say I.....

*= Heritage expression - precedent on identified sexual stereotype

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Coal, Steam Oils and Lubricating Oil for Sale

Coal; Anthracite Beans in 25kg bags

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

Anthracite Grains in 20kg bags

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

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

OIL; 1000 grade Steam Cylinder Oil is available in 1-pint bottles for £3.00 or in 2-pint bottles for £5.00.
460 grade Steam Cylinder Oil is available in 1-pint bottles for £3.00 or in 2-pint bottles for £5.00
Lubricating oil for your locos is available in 1-pint bottles for £3.00 or in 2-pint bottles for £5.00.

Contact the Treasurer – Mike Foreman

For Sale

I have a selection of engineering tools which may be of interest to some of your members.

I have for sale a really nice "ball" type height gauge, a small dividing head and a Myford lathe with table and tools. if anyone is interested in making an offer for the said tools, please do not hesitate to contact me.

NAME: Peter Burn
TEL: 07584261851
EMAIL: peter.l.burn@gmail.com

Vintage Model Yacht Group Regatta

By Peter Stern

The 12th of May was to be the VMYG regatta. So, in true style I arose early and proceeded to the pond in an orderly manner. By 8.30am I had swept the top of the pond with one of the nets to remove the leaves etc. As usual I picked the net with a hole in the bottom. So, most of what I collected came out, as I went on my happy way. Things got a lot better when I swapped it for a 'good one'.

Anyway, after four sweeps all was ready for the triumphant arrival of our guests. But by 11.00am I was starting to worry that nobody had turned up.

To cut a long story short, no visitors arrived but fourteen of our own members appeared with boats. So, we had a NL vintage and any other boats which came along regatta instead.

It was brilliant to see Dave who came along, with Andrew as his chauffeur for the day. He couldn't have come at a better time as the weather was lovely, although a bit lacking in sail wind. He must have known there was going to be a lack of the blowing criteria as he brought a paddle steamer. *(See front page ed)* It certainly was a great afternoon for sailing boats and a good conversation.

My model boat collection No. 17 Inga IV.

By Roy Verden

This article is a little different as it was written when I was given the yacht. Mostly written in 2006 by a more innocent version of myself! But edited recently just a little.

It started with a phone call in April 2006, this was a few years before I joined our club. I was very pleased to receive a phone call from fellow club member Phil, but surprised by the content. As his sailing boats had been lying idle for several years, he asked me to take them over and run them. This was very good timing for me as I was thinking I needed to run some different boats.

So, I took on the Inga lV and a few other sailing boats. I had sailed Inga IV, before and Phil knew that I had always admired her, so it was Inga that got my attentions first. I had a good look at her and started a page off in my "Notes on boats" book. I listed her various problems, or let's say, "opportunities for improvement" and also made up a wish list.

The varnish needed attention, the stanchions were nearly all loose, there was a crack in the main mast, the electrical wiring and battery arrangements were over complex and I could not get the R.C. to work.

None of this detracts from the excellent construction of the boat, built in 1989, the model having won the sail trophy at our own exhibition.

But 17 years takes a toll on models, and I was looking forward to putting right some of the small things that go wrong over the years.

So where do you start? I decided that the insides should be done first so that I did not have to worry too much about the finish, as I would be attending to that later.

I have a 27Mhz F.M. multi-channel set, which has not been in use for a while, and I decided to bring it out of retirement. I bought the set 2nd. hand and it must be over 30 years old now. The receiver died a while back but I have a couple of F.M Micron receivers that have always worked well with the Futaba set, so I used that combination. The only problem with using F.M. is that the crystals are so hard to find now, but I have 4 sets so am hoping for the best.

As I worked my way inside the full hull, I kept finding batteries running various circuits. Now I like simple systems; and I decided that everything should run in a much simpler manner.

I opted to run everything from a 6. volt battery pack and this first meant changing the 12-volt drive motor. I put in a 6 volt Monoperm Special with a 1 : 2 gear reduction ratio.

The 12-volt motor had been controlled by a 'Bobs' board speed controller. Fortunately, I also had by me an electronic speed controller with a built-in battery eliminator circuit (bec). This could then run the R.C. receiver and servos.

The servo winch was driven by another 6. volt battery and had a home built electronic control to it. I decided that this would remain, as it would have been a big job to change it and it worked well in any case

I sorted out the wiring but decided that there was too much of it and did a few diagrams to see what the minimum requirements were. Most of the wiring was devoted to the separate battery systems and the rather inconveniently placed charging system that Phil had developed. I went for one charging system and opted for a switch to enable the servo-controlled light switching system

So now the main motor, lights and the sail servo run directly from the 6. volt battery and the BEC runs everything else at about 4.8 volts.

However, I also thought that the rudder servo had more than earned its keep over the 17 years and changed it out.

Now for the model.

I had already taken the crew off and put them carefully aside in a box and soon the fittings started to join them. The difficult ones were the stanchions the pushpit and the pulpit. I could not get the stanchions with chains out so had to work round them.

As I worked on the deck, I checked it was all secure and found a few points where water had seeped in, I squirted glue in the gaps and put weights on to hold the wood down. I use a fast-acting aliphatic glue and it 'grabs' in about 10 – 15 minutes.

It became clear that I would have to scrape off the old deck varnish with a wide blade. Sounds drastic but it did not take very long; I also treated the superstructure in the same way.

I used a UV resisting type varnish and put it on with a soft cloth over my finger. This puts on thin coats and it dries very quickly. Also, it does not puddle or leave brush marks. I did this about 6 times in all.

However, it was not working out so well for the bridge roof, which remained rather dull. There was enough varnish there and I wondered what would happen if I 'painted' it with thinners, while the varnish was wet. I was pleasantly surprised to see a gloss finish emerge.

I had managed to remove the plastic window frames without damage, as I took them out, I placed them on a strip of double-sided Sellotape attached to some card from my always saved cornflake packets, so that they would not get lost. Cornflake packets are made of very good quality card and deserve re-cycling like this. Later I cleaned them up and as I did not like the original gold colour very much, I decided an unobtrusive brown would look better.

I now turned my attention to the masts. I first slipped the sails out past the top of the mast. The masts are each made of two lengths of internally grooved pine, stuck together along their length. This gives a 'luff slot' (at the back of the mast) to fit the sail into, it has a cross section of keyhole shape and the trapped part of the sail has a string run through the seam. This is drawn down the wider part of the groove in the mast so that it cannot now pull out through the gap.

The fore mast had an old crack where the cross trees are and on the other side there was a short split in the wood. There is a lot of strain in this area. I considered several repair methods but finally settled on brass staples, two on each side. The split had two short ones to hold the split together and the crack across the grain of the wood had two 2-inch-long staples 3/8ths.of an inch apart.

I made the staples first and then used a hammer to flatten the bridging part, then I pricked the mast where they were to fit and I cut shallow grooves for the staples to lie in and drilled holes to give a tight fit for the brass rod. They were pushed into place with a liberal coating of araldite and clamped against a long straight edge to ensure the mast remained straight.

I could not match the wood in colour, so I painted it white, which is quite authentic.

I had to replace several of the fishing trace wire mast stays as they had frayed, I

was hoping to find a way of not using the turn buckles as they do make assembly rather tedious but I am still trying to work that one out.

The stanchions and front and back rails were next. I filled the holes in the deck with wood dowels (cocktail sticks) and drilled a new hole for each stanchion. These were inserted into the Araldited holes and checked for uprightednessholesmanship. When all was dry, I tentatively threaded the cord through the holes in the stanchions. It did not look right. After some experimentation I found that pulling the same cord through beeswax gave it some ‘body’ and this looked much better. Each set of cords is a loop with an unobtrusive spring keeping it taut.

The hull is fibreglass and painted white above the waterline. This I cleaned with a creamy, slightly abrasive kitchen cleaner and it came up very well, the red hull getting a clean with washing up liquid. There was no damage to the hull, but it had tried to glue itself to the foam plastic support of the boat stand. Phil had made a very nice formal stand for the boat from mahogany. I cleaned this up and sealed it with varnish and this is the stand I use for moving the boat around.

The motor under load uses a bit less than 1 amp (< 6watts) and this is enough to send her along at a reasonable pace. I mainly use the motor to help turn her when tacking if she is too near the bank, so it is in use for 10 seconds or so at a time.

So how long did it take? Well, I had the boat home on the 26th. April and she was sailing again on the 4th. June, quite a few days in the workshop, but all very enjoyable.

Update another 17 years later, 2023! The yacht has been in slightly irregular use due to its weight but the internals have all worked well with no tangles. A couple of years ago I had a lucky find with the sale of some of items left over from an original kit. These included a new set of sails which were brought into use straight away. I replaced the 5-cell battery for a 6 cell one (6v to a 7.2v one) did a few minor repairs and she awaits further use.

The 30-year-old radio? Well, it is now 50 years old, it was and is a classic design, The Futaba 27 Mhtz FM brushed aluminium finish M3, 6 channel transmitter and it still looks and feels excellent. Very similar to the Fleet transmitter design. Batteries have been replaced but that is all.

Letter to the Editor.

Regarding the Finchley MES mentioned last month. *(May page 29 ed)* A good number of years ago I was contacted via our website by the son in law of one of the offspring of Pritchard of Peco fame. They had in their loft in Beer a wooden chest of memorabilia relating to the FMES and would we like it as successors? I said yes and duly collected the chest which contained a mountain of items, including membership lists, names of their speakers over the years, badges, signs and most importantly the minutes of the council meetings. Their varnished Society badge is in the corridor at HQ plus a price list for their catering. The society dissolved in the late thirties, not because of the war but through 'internal' strife. When the files come to light in my loft office, I can reveal more in due course if anybody is interested.

Regards Mike Foreman

The HO Group

The HO North American group have an extensive layout at HQ which is well worth a visit. They meet every Wednesday evening and you can be assured of a warm welcome.

Owen has sent in just a couple of pictures taken at last week's running session.

Fetes & Fairs List of events 2024

By Peter Davies

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

	EVENT	SET UP
JUNE		
1st & 2nd	Herts Steam Rally	Friday May 31st
8th & 9th	Whitwell steam rally Codicote	Friday 7th June
15th	Hertingfordbury	
16th	Marsworth	
22nd	Coldfall Primary school	
29th	Katies school	*Provisional (new)*
30th	George Spicer school 12-4pm	
JULY		
6th & 7th	Chiltern Traction Engine Club Rally	*Provisional (new)*
13th	Martin Primary	*Provisional (new)*
AUGUST		
16th, 17th & 18th	Flamstead Scarecrow Festival	Rig and run Friday 16th
26th	Burnham Green Village Festival (near Tewin)	

The Fetes and Fairs team need your help.

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

For more details, please contact Peter Davies;
Tel; - 01727 855779
Email; - hebranko@aol.com

Looking forward to seeing you all during the year.

Royston & District Model Engineering Society.

We have received an invite from the RADMES who are celebrating their 60th anniversary and are organising a birthday bash at their club in Meldreth near Cambridge on Saturday 10th August. The plan is to have a celebration with as many local Model Engineering societies as possible attending the event showcasing their membership and interests whatever it may be and to generally celebrate our hobby.

There is plenty of space for your club to set up a display stand and space for camping if you desire. Please bring a gazebo/party tent if you have one because of bad weather for your stand.

The club house at Meldreth is where the celebration will be held and the clubs raised 5" and 3.5" gauge track will be open to everyone who wants to run a loco. They are hoping to have a ground level 7.25" gauge track set up as well. By the time the event is held the new R/C truck and earth moving area will be completed which will Include a boating pond.
Camping and caravan space is available from Friday 9th August and you are welcome to come and set up on the 9th too.

There will be a catering van on site throughout the event on Saturday until the afternoon. There are plenty of pubs and chippy's around for dinner on Friday and Saturday evening but they are hoping to have a BBQ on Saturday evening accompanied by a barrel of beer.

If your society would like to join us then please let us know as soon as you can by contacting;
Jamie Allen – Tel: 07577303757 – Email: jamier9188@googlemail.com

The event is a private event and won't be open to the public. Please bring your family along to celebrate with us, it will be fantastic to see you all! We look forward to hearing from you and joining our celebrations.

Club Dates for your 2024 Diary

Every Wednesday; G1 group meet at Colney Heath Every Thursday; A mix of RT & GLR Loco running & working groups Every Saturday Ground Level Rly at Colney Heath Every Sunday; A mix of RT Loco running & working groups,	
June	
Sat 1st June	John's Family event on Raised Track 10am-3pm
Sun 2nd June	Public running day at Colney Heath
Tue 4th June	Council Meeting at Colney Heath – 13.00
Fri 7th June	General meeting 7pm BBQ and evening running at Colney Heath (bring own food)
8th & 9th June	Little LEC – Sponsors Martin & Les
Sun 16th June	Public running day at Colney Heath
Sat 22nd June	Barnet Beavers – Sponsor Les 1pm-5pm
July	
Tue 2nd July	Council Meeting at Colney Heath – 13.00
Fri 5th July	General meeting 7pm BBQ and evening running at Colney Heath (bring own food)
Sat 6th July	Byan's Family event
Sun 7th July	Public running day at Colney Heath
Sat 13th July	G1 Tom Barratt Memorial Day Sponsor Geoff 9am – 5pm
Sun 21st July	Public running day at Colney Heath
Advance notice of events in 2024	
Sat 3rd Aug	7pm BBQ at Colney Heath (bring own food)
Sat 3rd Aug	Breen Loco group visit – Sponsor George
Sat 7th Sept	3½ inch day – Sponsor Martin
Sun 8th Sept	St Marks Church picnic – Sponsor Les
Sun 8th Sept	Vintage Model Yacht Assoc visit – Sponsor Peter
Sat 21st Sept	Keech Hospice visit – Sponsor Keith
Please notify our secretary of all meetings and other Society events for inclusion in the Society Calendar and also tell the news sheet editor. Approval for special events still rests with Council.	

A representative of any Section or Committee or an Officer of the Society shall, on request to the Secretary, be entitled to attend a Council Meeting as an observer and submit proposals thereat. If attendance is agreed the secretary will advise the member concerned. The Editor of the News Sheet shall be entitled to attend, ex officio, all Council Meetings.