

Issue No. 875

March 2025

# The News Sheet

North London Society of Model Engineers

March 2025



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

## Contents

Chairman’s Comments	Page 3
Treasurers Report	Page 5
Call for Council nominations	Page 6
Tack Stewards rota 2025	Page 6
Winter maintenance list	Page10
In the workshop	Page 12
Narrow Gauge	Page 15
G Cashmore photo collection	Page 18
A New Railway Project pt 8	Page 20
Ground Level report	Page 23
G1 report	Page 25
Bookworm	Page 26
St Albans club	Page 30
My model boat collection Pt 24.	Page 31
Booking an Event at CH	Page 34
Club Dates for your Diary	Page 35
Contacts list	Page 36

---

### **Front cover; -**

The steaming bay project is progressing with the first delivery of concrete being laid in late February. Photo by Jim

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

---

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

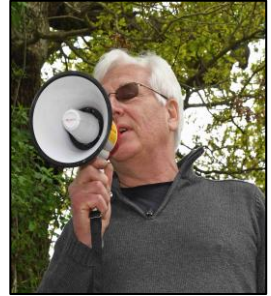
Articles long or short on any subject which would be of interest to members of NLSME will be gratefully received for inclusion in future editions. If you don’t want to put pen to paper but have a suggestion for a topic which is of interest let the editor know and we will do the rest.



## Chairman's Comments

Les

There is plenty of activity at NLSME this winter. Work parties at Tyttenhanger on Sundays, Thursdays and Saturdays are extremely busy with maintenance tasks as well as the steaming bay project. At HQ clearance works of undergrowth at rear of building and sorting out of accumulated useless/useful items in the storeroom is underway.



The scope of works at Tyttenhanger was covered in my December report, no need to repeat it here other than to say all parts of the site are receiving attention. In addition to our own efforts our landlord's contractors will be on site as you read this to address several trees in need of pruning or removal. We are grateful to them for undertaking this professional work. Our own workforce (members that is) have endured some very wet weather which has also delayed the steaming bays by a few weeks but, as you read this, the first pours of the renewed and improved steaming bay bases will have been completed including the base for the relocated access steps over the track to the gauge 1 layout.



The clearance work at HQ is in preparation for a potential start of the kitchen and WC improvements. A contractor has shown interest in undertaking the heavier work in advance of us doing the fit out and finishes. More will be reported after costs are received for review.

The February general meeting, an auction tools and materials, mostly from Mike Ruffell's workshop, was a success. Mike took on the role of auctioneer ably assisted by Jonathan & Mick. It was an entertaining morning providing entertainment for us and at the same



time raising a reasonable sum for Mike's estate, in which we are one of the beneficiaries.

Mike's Simplex has also been largely assembled, reaching a stage where it has passed a steam test. We can expect to see it run at Tyttenhanger this summer.

I take this opportunity to again thank all members for the various work they are undertaking for our club. A list would run to several dozens of names, I hesitate to provide such list only in case I miss a few.

See you at the track or HQ.

---

## All Drivers running at Colney Heath please note.

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

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

---



## Treasurer's Report

By Mike

The working parties at Tyttenhanger building the new RTR Steaming Bays have had a bit of a struggle given the inclement weather we have been experiencing, but last Thursday and today (23rd), a great improvement in temperature has enabled everybody to really get down to it without freezing our fingers off. So much so that tomorrow the first load of concrete will be laid down the length of the traverser track and selected other locations. Within the workshop the electrics have been connected, the uneven floor made good so that now Jonathan can start building the blockwork wall between the various areas.

Fortunately the RTR will not require any major sleepers replacing this year, but a watch will continue to monitor those that are suspect. Signal rewiring work is in progress and a number of ordinary sleepers are going to be replaced with plastic ones to improve the efficiency of the system.

But It's not all work and there is always time for tea, coffee and conversation.



Not to be outdone a team at HQ have started on preparatory work towards building a new kitchen and a more civilised toilet. . .

These activities will all cost money and as mentioned in the February News Sheet I was proposing a modest increase in subscriptions (£2.00 pa.) in line with RPI index. This was accepted by Council, and I would ask all members who pay by Standing Order to amend their payments as per the details which will be on the yellow renewal form to out with the April News Sheet as quickly as possible.

## NLSME AGM call for Council Member Nominations 2025

Nominations are invited from members of the Society for the elected positions on the Society's Council to be elected at the AGM on the 2<sup>d</sup> May 2025.

The elected positions are Chairman, Vice Chairman, Treasurer, Secretary, and five Committee members.

Nominations are to be submitted by e-mail by 7.00pm 16<sup>th</sup> March 2025 to the Secretary, whose e-mail address is listed on the News Sheet back page. Nominations after this date will not be considered.

Submitted e-mail nominations should include the nominee's name and supporting e-mails from the proposer and the seconder, and the position for which election is sought.

In the past nominations from all candidates required a brief statement describing the Nominees interests, reasons for standing and vision for the future of the Society this now will be only necessary for any candidate who has not previously served on the Council and wishes to stand for the 2025-2026 Council.

Candidates' nominations and any new statements will be circulated to all members in the April News Sheet

**Nomination deadline: received by the Secretary  
by 7.00pm 16<sup>h</sup> March 2025**

The NLSME Council

---

## TRACK STEWARDS ROTA FOR 2025 + FAMILY AND FRIENDS DAY

In the December 2024 issue of the News Sheet, I wrote that it was my intention to issue a draft Track Stewards Rota for 2025 in either the February or March News Sheet. Well, I failed miserably to meet the editorial deadline for the February News Sheet, so on pages 8 & 9 you will find the rota for you to peruse and note when you have been allocated a track steward duty.

When drawing up the rota I have taken into consideration country membership, advancing years, fitness and members of the Gauge 1 Group who, in 2025, will be continuing to do Sunday tea duties, so not every member of the society has been listed.

Going forward from this year, based on experience, we have reduced the number of track stewards required by one but even taking this into consideration we do not have the required number of Senior Steward plus 10 Stewards for every Sunday we will be running. So, if your name is not listed and you will be able to do a duty later in the year please contact me – my contact details can be found on the back sheet.

As usual, apart from the first Sunday in May (see announcement below), we will be open for public running on the first and third Sundays each month until the third Sunday in October between 2.00pm and 5.00pm. Track Stewards should arrive on site at 1.00pm to ensure that all preparations have been completed before the arrival of the public.

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

Our public running days provide a lot of pleasure to parents and children who come along to our site at Colney Heath. With rising costs in general over the last year and the projects the society is either currently engaged upon or planned for the future, the income from the public, the Fetes and Fairs Section, as well as the subscriptions we pay go towards improving and/or maintaining our facilities not only at the track but also at Headquarters.

Finally, after the great success of our family and friend's days on the first Sunday in May for the last two years, Council have agreed that this should be repeated for 2025. So, please reserve Sunday 4<sup>th</sup> May 2025 when our Colney Heath Site will be a **Society Members and their family and friends only** running day. Tea, coffee and biscuits will be provided (volunteers please form an orderly queue at the kitchen door in the carriage) and it is hoped members, and their families and friends will bring picnics along to enjoy our site.

**Nigel (On behalf of the Council) March 2025**

**4 May 2025**

**Society Family & Friends Day**

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

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

**1 June 2025**

**Mike – Senior Steward**

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

**6 July 2025**

**Nigel – Senior Steward**

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

**18 May 2025**

**Peter – Senior Steward**

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

**15 June 2025**

**Chris – Senior Steward**

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

**20 July 2025**

**Richard – Senior Steward**

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



**3 August 2025**

**Owen** – Senior Steward

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

**7 September 2025**

**Martin** – Senior Steward

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

**5 October 2025**

**Derek** – Senior Steward

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

**21 September 2025**

**Les** – Senior Steward

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

**19 October 2025**

**Keith** – Senior Steward

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

## Winter maintenance

### YOUR SOCIETY NEEDS YOUR HELP

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

### Winter Maintenance List (additional to the projects underway)

- Coach, both ends are in need of a wash repair and painting with the appropriate colour.
- Coach Gutters need clearing.
- Coach, new 'Tooth' needed at BBQ end of platform.
- The Toilet Block external needs a refurbishing coat of paint, internally to be cleaned.
- Machine shop needs a coat of green preservative. Ditto for other structures such as carriage sheds etc.
- Orchard Junction Signal Box also needs appraisal, and the excellent work of rehabilitation resumed.
- 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 Ronseal.
- RT and Cuckoo line sleeper replacement as necessary.
- RT and Cuckoo line rail holding sleepers to be replaced as necessary
- GL signals to be repaired as necessary
- Leaves to be collected and disposed in approved places
- Carriage drain to be rerouted into sewer
- Complete green painting of the containers and doors 1 – 7
- Erect new fence at entrance to toilet block

Progress has been made with a few of the items listed above. George and Paul are working hard to complete the rewiring and other repairs to the raised track signalling system. General repairs to the RT & GLR continue.

The most visible evidence of maintenance activity is the refurbishment of the steaming bays and old workshop. Rewiring of the workshop is almost complete with the new concrete floor now laid. The next stage is to start the internal walls. Outside the ground works required to supply water and electrical supply to the steaming bays is almost done and the first delivery of ready-mix concrete

arrived in late February. As can be seen in the following pictures there is now visible progress towards our target of having the steaming bays ready for the family day in May.



As reported in the GLR report this month our grounds maintenance team have been busy cutting back the bamboo in the car park and continuing with the yearly job of clearing leaves. We seem to be utilising all the wide variety of skills available within the club to achieve our aim of being up and running for the summer season.

If you enjoy the facilities on offer to all members at Colney Heath or at HQ there is always room for you to come and help us to complete the list of things to be done which is set out on the previous page. If you could take on or help, just come to HQ or Colney Heath on one of our workdays. It's a great way to get to know other people and the tea and coffee is free. What's not to like.

## In the Workshop

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

### The Gauge 1 Atlantic Project

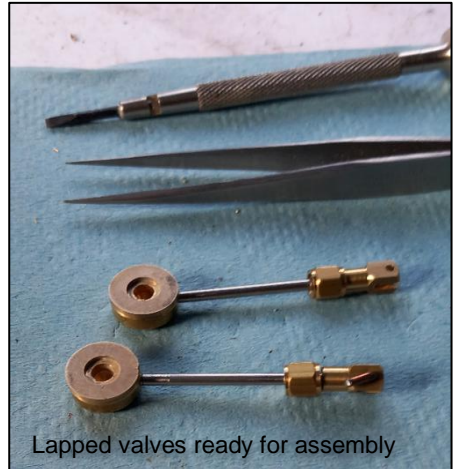
By Julian

My workshop is in a converted garage and even though it has some insulation, during the winter it can drop to about +/- 3.0 C. With the amount of machinery and metal packed in such a small area, it is difficult to raise the temperature of the workspace. Infact, it can be warmer outside than in and I sometimes leave the door open in the winter.

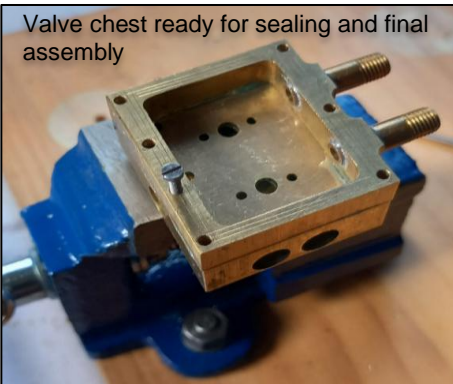
Now the weather is milder, it is not so cold in my workshop and with a heater on, it becomes more bearable for extended periods.

I decided to get back to my Gauge 1 Atlantic kit construction project. (It came as a pile of bits of which some were missing)

I had finished the frames last year and bought/ made some missing parts and it was now time to revisit the cylinders and valve gear. I had previously lapped up the surfaces of the slide valves / port face and was now ready to assemble the valve chest, marrying



it onto the cylinders.



I did the sensible thing and dry assembled all the bits making sure all the 10 BA screws went into the pre tapped holes. All seemed to go well, and I decided to seal one joint surface at a time. I then discovered that my PTFE sealer that I had bought when working on my Polly V, went out of date in November 2022! I decided to go ahead regardless as it still seemed to be a liquid form. This was my first big mistake as it went hard in seconds and

before I could line up all the 10 BA holes. I broke the seal and tried again, I got all the screws in bar one which was a fraction out and refused to line up with the tapped hole.

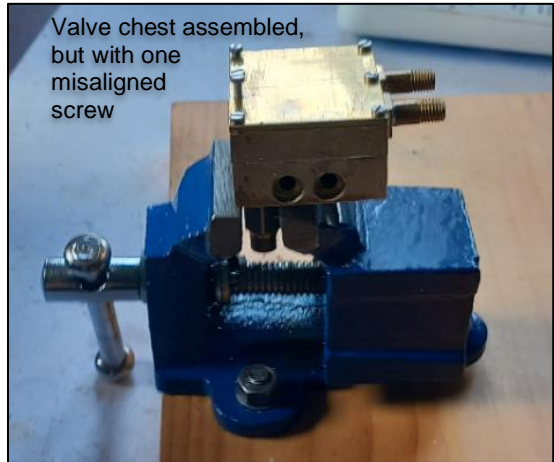
You will note in the picture the valve assembly is being held in a mini vice made somewhere in the Far East. Infact, it of such poor construction and finish, it is well useless! (Fortunately, I did not buy it as it came with a pile of other unwanted bits)

I then had to strip the whole thing down, clean all surfaces and start again. This time I used Red Hematite which was left over from my motorcycling days. (British bikes leaked oil from everywhere!) This type of sealer does not set so quickly and would give me more time to line things up.

Having lined up all the various holes, cleaned out all the 10 BA threads, I spread the sealant and then attempted to reassemble the valve chest. To my intense displeasure I found that one of the slide valves was hitting the top cover. The valve stem ran freely in the guide tube until everything was tightened down! The supplier preassembled the middle valve chest, but one valve guide was perhaps misaligned. I am not sure how to proceed with this problem. I will be consulting with some of the Gauge 1 Group for some advice on how to solve this problem.

Rather than wasting time, I decided to move on to fitting the cladding to the cylinders. I preheated the brass sheet to soften the metal and tried to form them around the cylinders. However, the Brass material is really too thick, and one has to somehow line up the cladding to allow the 10 BA screws to secure them

I found it impossible to form the required shapes and I will have to find some thinner alternative material.



Valve chest assembled,  
but with one  
misaligned  
screw



Cylinders with the cladding  
waiting to be formed to shape.



The Atlantic will be coal fired so the smoke box assembly had to be silver soldered. The last stage of assembly was to fit the saddle to the smoke box. I hit a problem in that the mass of the smoke box required a significant amount of heat in order to get the silver solder to flow, whereas the 1mm brass that made the saddle, required a lot less. The result was a disaster as I managed to melt the saddle material and blow away some material.

Hopefully after cleaning up all the surfaces, I will be able to apply some hidden patches to hide my disaster.

I will keep plugging away and hopefully before the winter, I will have the loco up and running. I just need to learn the "Black Art" of coal firing a Gauge 1 Loco!



Smoke box saddle badly over heated.

---

## New supply of bags of coal available for sale at the Colney Heath site.

Anthracite Beans in 20 kg bags at a **new** price of £16.00 per bag.

The size most used on our locos.

Anthracite Grains in 20 kg bags at a **new** price of £16.00 per bag.

Suitable for 3 1/2" gauge or those with very small fire-hole doors.

Contact the Treasurer, Mike

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

---

## Narrow gauge News March 2025

By John

Hi everyone and welcome to my latest musings on anything narrow gauge related. With not much action on the layout I thought I might have one of my occasional looks at a real railway and this time its regarding the Fairbourne Railway located in Northwest Wales. It is now a small tourist attraction but has a long history which saw it have no less than 4 different gauges over its long life.



The Fairbourne Railway is a 12 $\frac{1}{4}$ " gauge *miniature railway* running for 2 miles from the village of *Fairbourne* on the *Mid-Wales* coast, alongside the beach to the end of a peninsula at *Barmouth Ferry railway station*, where there is a connection with the *Barmouth Ferry* across the *Mawddach* estuary to the seaside resort of Barmouth.



The line has provided a service between Fairbourne village and Penrhyn Point since its opening in 1895 as a 2 foot *narrow gauge* horse-drawn construction tramway. It was *converted* in 1916 to 15" gauge, and again to its present gauge in 1986. Originally built to carry building materials, the railway has carried holidaymakers for over a hundred years. At its peak in the 1970s it was carrying in excess of 70,000 passengers a year.

Following the construction of the *Cambrian Coast Line* in 1865 and the completion of the *Barmouth Bridge* in 1867 there were lavish schemes to

develop the area for tourism, the area being easily accessible to day-trippers and weekend visitors from the *Midlands*.

There were several horse-drawn construction tramways in the area serving the Henddol Quarry above the neighbouring village of *Friog*. The tramway that was used to construct the Fairbourne village soon introduced passenger cars to transport people to the ferry station.

The line was converted to a 15" gauge steam railway in 1916 by *Wenman Joseph Bassett-Lowke* of *Narrow Gauge Railways Ltd*. They were keen to promote tourism in the area. The railway actually played an important role in the development of subsequent 15" gauge railways in the UK such as the Romney Hythe and Dymchurch. Services were operated by a Bassett-Lowke locomotive *Prince Edward of Wales* designed by *Henry Greenly* and passengers were conveyed in four open top carriages.



The railway had mixed fortunes during the inter-war years and went through a series of changes in ownership. At one time it was leased to the ferrymen. The railway experienced motive power problems and at one stage experimented with *dual gauge* track after purchasing an 18" gauge locomotive. This was a model of a *GNR Stirling 4-2-2*. A *third rail* was laid for part of the railway to accommodate the loco. The line closed in 1940 after operating its final year with just a *Lister* 'Rail truck' petrol locomotive.

The railway was rescued by a consortium of businessmen from the *Midlands* in 1946 and after rebuilding, was reopened by 1947. The line's owner John Charles Wilkins funded the redevelopment of the railway and the purchase of new steam locomotives. The line's heyday was in the 1960s and early 1970s but the advent of mass foreign holidays meant there was a steady decline in passenger numbers during the 1970s and 1980s. Towards the end of the Wilkins era, the condition of the Fairbourne Railway was in serious decline and in much need of improvements. It was, subsequently, put up for sale. It was bought in 1984 by the Ellerton family and underwent dramatic changes to the infrastructure which included construction of a new station at Fairbourne and the re-gauging to 12¼" in 1986 to accommodate the four new steam locomotives introduced. Most of the 15" gauge locomotives left the site and found new homes elsewhere.

All four of the new steam locomotives are half sized replicas of narrow-gauge engines, Yeo, Sherpa, Beddgelert and Russell. In 1990 the railway built their first steam locomotive, a replica of a locomotive from the *Sandy River & Rangeley Lakes*



*Railroad* in *Maine*. The locomotive has since left the line and now operates on the *Cleethorpes Coast Light Railway* in *Lincolnshire*.

Professor Tony Atkinson and Dr Roger Melton bought the line in April 1995. There was considerable investment in the railway to improve reliability of the locomotives and the quality of the track, and a new attraction, the Rowen indoor nature centre, was set up at Fairbourne station. In 2007 a large *G scale* model railway was started and is gradually being added to by local modellers.

In 2008 ownership of the railway was transferred to a charity, Professor Atkinson subsidised the railway's operation, but the subsidy was withdrawn after he died on 19 June 2011, leaving the railway's future in doubt. With reductions in staff and by the encouragement of donations the railway has been able to continue in operation.

The previous 15" gauge was restored as part of a *dual gauge* track from Fairbourne station as far as Car Park crossing over the winter of 2016/17 to allow visiting 15" gauge stock to run on at least part of the line usually as part of special events.

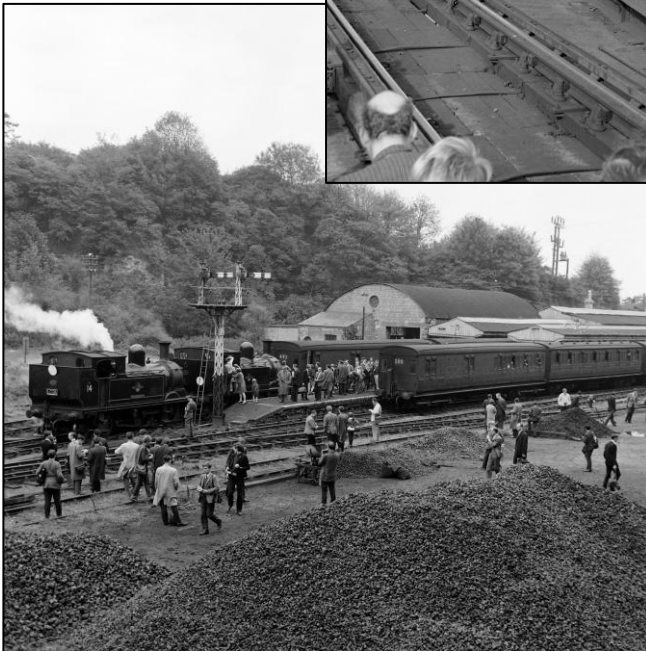
So, if you are visiting that part of Wales pay a visit to a small little railway but with a long and fascinating history.

## 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.

As promised in the December edition we continue with a selection of pictures recording Geoff's travels. This month the archives provide a pictorial record of his day out on 3<sup>rd</sup> October 1965 to the Isle of Wight on yet another a special excursion.

Ryde Pier was the starting point for the LGGB tour of the island's railways. The two locomotives are numbers 14 & 24. Calbourne is now preserved and is part of the islands preserved railway.



In this second picture the train has arrived at Ventnor and passengers with cameras had no hesitation in those days about stepping off the platform to get the perfect shot. The engines were about to detach and run round in preparation for the return journey



Another picture of the excursion train ready to depart Ventnor on its return journey through the tunnel at the base of the cliffs.



The final picture shows normal service train, single headed with a different engine (No28) having passed through the tunnel arriving at Wroxall station.

This section of the islands railway system is no more. It was on the section of line between Ventnor and Shanklin and was closed as part of the Beeching cuts to the BR system in 1966.

More next month.

If you want to see more of the collection Geoff will be presenting selection of G Cashmore's top-quality photographs from this vast collection at HQ on 4<sup>th</sup> April at 8pm.

## A New Model Railway Project Part 8

By Paul

Modeller gets caught in several compromising positions!"

I have reached the point in any model railway project when realities set in and challenges ambition.

Of course, railway modelling is always about compromise. Most modellers in the UK model in 4mm/ft scale mostly with 00 track which is the most intractable compromise of all. Most model railways are built to fit in smallish dwellings or other spaces and are compromised in available space.

There are two iconic layouts, both in 4mm scale, one dating from the mid '40's and the other from the '80's I have had the pleasure of visiting and operating. They illustrate what can be done in the space available for them and, in my opinion, illustrate how a "space compromised" layout can be more attractive.

Buckingham Great Central (BGC) is well known to modellers through the writings of its creator, the Rev. Peter Denny. He authored many articles about his modelling, mainly in the Railway Modeller and spin off books. The layout was started in the '50's and built to 18mm gauge. It has been continuously updated and extended by Peter until his passing in 2009. Almost everything is scratch built. The layout consists of an impressive Great Central terminus, a junction station, a branch line and hidden sidings (aka fiddle Yard). It oozes authenticity and atmosphere, works well despite its age, and fits comfortably into a 20' x 14' shed.

Retford, on the other hand, is a dead scale sized layout, in EM (18.2mm) gauge. It was created by the late Roy Jackson and is still a work in progress under the watchful eye of its new custodian. This model is housed in a ginormous building. One cannot fault its authenticity and accuracy except, to my mind, it hasn't the soul that BGC which I attribute to its size despite the remarkable accuracy of its modelling.

So, a compromise in size isn't necessarily a bad thing, and I would go as far as to say that compromising on layout size is, very often, a good thing.

So, I hear you ask, what are the realities that confront me, and how have I dealt with on my Widford project. What compromises have I made or will me making?

The first reality concerns **Track Gauge**.

To continue to pursue my original intent to use 3D printed EM gauge (18.2mm) track would involve the conversion of many items of my rolling stock that are key to the operation of my 00 layouts and which visit other layouts.

Do I have the time, skill, and inclination? No, yes and no is the answer.

In the period I am modelling (late steam/early diesel) the locos and rolling stock I need are items already in heavy use on my home layout. I had considered the

possibility of wheel changes depending on which layout the stock is to run on. I considered dedicated stock for this layout. But why would I commit myself to doing that? When viewed, other than through a camera lens, the difference between 16.5mm gauge and 18.2mm gauge isn't enough to justify the hassle of temporary or permanent gauge change.

Then it turns out that the 3D Printed turnout (point) sleepers I was promised was abandoned by my friend who was unable to coax his resin printer to print the rail chairs. Plan B was to build my own track from commercial plastic components, and I did build two out of five turnouts. Building these take time and I find it quite a dull activity.

Both items above made me self-question my EM gauge ambition. The final straw that has caused me to stick with 00 gauge was a heavily discounted price offer, by a well-known retailer, of the rather fine "ready to lay" 00-gauge PECO bullhead finescale trackwork.

The second reality concerns **Layout Dimensions**. I am trying to squeeze a station that is a little over 900' long between station limits and 257' at its widest point. In 4mm scale, this would need a baseboard of 3600mm x 1027mm. The modelling space I have is 1800mm width x 450mm depth of baseboard which is half the scaled length and less than half the depth. These dimensions dictate the solutions to the other realities.

In theory, the baseboards could be lengthened but since I have no suitable additional storage space for more boards, I have accepted this compromise.

I have drawn the track layout in full scale and trimmed it down to fit the baseboards. The primary features of Widford are the track layout, track curvature, bridge, signal box, loading bay and, above all, platform. The trick here is to omit much of the plain track where it is not alongside or part of these primary features. In terms of depth, that's also fixed and mainly affects how to deal with the elevation issues.

The third reality concerns **Track Curvature**. The real station sat on a continuous curve and my baseboards are straight. For operational reasons, the tracks need to leave the modelled scene at roughly right angles to the ends, and roughly at the midpoint, to reach the hidden "fiddle yards" at either end. For aesthetics, the tracks should be curved.

I have reduced the track curvature to something straighter than the original and have allowed for reverse curves at the baseboard exit positions to the Fiddle Yards at each end.

The fourth reality concerns relative **Elevations**. The elevation changes considerably from the water level of the River Ash at the front of the scene to the public road at the rear, which rises on an embankment to cross the railway. In full size that's an average level change, albeit in steps from river to road, of about 1 in 10. On my model it will be more like 1 in 5!

I thought this might be a showstopper but after a morning of “mocking up” the whole scene in cardboard and polystyrene, trimming height here and adding height there, I think I have cracked this issue without breaking too many Civil Engineering rules such as embankment grades.

Not a Compromise, more of a reality check, concerns **storage, construction space and time.**

Knocking up a viable layout of the dimensions I have would normally be a piece of cake for me. However, the **time** reality has really set in.

Remember my boards are two bulky boxes which bolt together to form a “stage” with proscenium arch to display the layout as a “Cameo.” I store these boards under my fixed home layout in a dedicated building in my back garden. My original intent was to make this a single summer project where I could get the boards out, put them on our garden table and work on the layout. But there never seems to be a good time to do this. The weather has not been particularly good at the times I could have done this. Plus, I have turned my attention to vastly upgrading my fixed layouts with major and minor upgrades including Overhead electrification, some automation, building and backscene changes and building or upgrading rolling stock. Some of these upgrades result from trialling new techniques needed for Widford – especially to address some layout depth dimension issues through creative use of backscenes as describe last month and further progressed this month.

My mitigation for this is to cut some “sub boards” – flat sheets of MDF on which most of the layout can be built on my desk in the house before mounting lock, stock, and barrel onto the cameo boards.

But there is progress, and I will leave you with a picture of my completed Widford station buildings positioned on “Little Easton” station that some of you will know first-hand or via the NLSME WhatsApp Group is on one of my fixed layouts.



# Ground Level Waffle.

By Paul

Hi. Welcome to the latest ground level waffle. Those who are regulars at Colney Heath, could be forgiven for thinking not much has happened since my last scribblings, but the team have been working hard.



Some of you may be aware that Gremlins managed to get into the signal control system around Orchard junction at the end of last running season. Alan and Mick have put in a lot of time, tracking down what I believe was in fact several faults, and putting them right. The station area signals now all appear to be working as they should. Well done and thanks to both of you I know it has not been easy.

Modifications to the site entrance level crossing lights and bells is still ongoing. It's taking a little longer than we had thought it would. We had hoped to just change the switching from treadle operation to manual push button



and add a couple more crosses with lights on would be all that was required. I should have learned by now that things are never that simple. Sadly when the old control gear was stripped down for overhaul it was found that much of it was damaged by water egress and needed to be replaced. Much of which Dave is doing at home. (At least it's warm there Dave).



Finally on one particularly cold day we decided to reduce the large pile of cut greenery, which was starting to build up and move it to the burning area. Nigel is defiantly much fitter and stronger than me, I could not cut back that much in such a short time even if I tried.



One thing we have learned is that bamboo burns very well even when green and soaking wet.

After putting it onto the fire it smokes a lot for a short time then suddenly becomes a ragging inferno, burning away very quickly. So we managed to almost clear one of the large piles.



In-between these jobs the team are also managing to clear more leaves from the track (where are they all coming from?) and trim back some of the track side bushes.

Oh! And we also spent a little time playing trains. Well we do need to remind ourselves why we are doing all this work.

Thats, it until next time

-----

## Steel sections for sale

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

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

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

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

All bars are approximately four feet long.

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

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

## Gauge 1 Report

By Geoff & Gregory

As part of the new Steaming Bay project the Gauge 1 group have been working on a set of new access steps over the raised track and a trolley underpass. The underpass, predominantly the work of Mike Gibbs, has been now completed.



### Gauge 1 Tea Duties - 2025

As all the gauge 1 members are aware our section is responsible for manning the coach on open days and serving tea, coffee and juice. The open dates for this year are again always the first and third Sundays in the month. The dates are as follows; May 4<sup>th</sup> and 18<sup>th</sup>; June 1<sup>st</sup> and 15<sup>th</sup>; July 6<sup>th</sup> and 20<sup>th</sup>; August 3<sup>rd</sup> and 17<sup>th</sup>; September 7<sup>th</sup> and 21<sup>st</sup> and finally October 5<sup>th</sup> and 19<sup>th</sup>.

The first date - May 4<sup>th</sup> - is a members and friends' day only

and we will not be required. The date for the 18<sup>th</sup> of May will be covered by myself and the October 5<sup>th</sup> date is already taken by Dave and John.

From now on we shall be asking members to take up the dates. Nearer the time you will be given the float, you will need to bring the milk with you, and we shall show you the appropriate form that Mike likes us to complete.

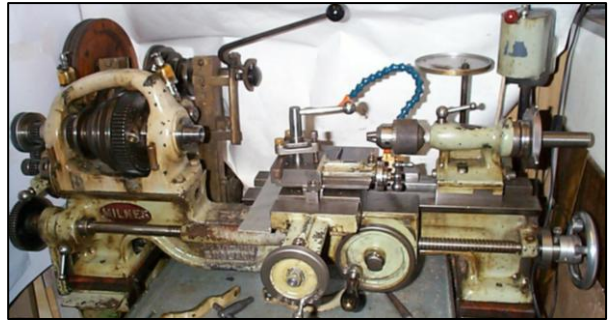
We shall look forward to speaking to you all soon!

## Bookworm Writes – Memoir of a Clubman

### Curly - Part 3

Mabel left both Curly and I sitting at the workbench to the right of the garden door located at the far end of his workshop. Curly *going Pullman* as he put it was seated on his favourite padded stool with his back to a tall wooden tool chest tucked into one of the alcoves and between the two benches he used to work on his engines, the 12 inch 'Diacro' bending rolls that he thought highly of and believed, certainly at the time of my visit, to be the only example in England were on the end of the bench by his right shoulder. I sat at the other end of the same bench; in fact, technically I was in the doorway that led out to the garden perched on a bare wooden stool, and to my right under the left-hand window stood his very substantially built Milnes lathe set on its own cast iron stand.

From our respective positions we both had a good view of either the body of the workshop itself or if we half turned, a view out of the back windows into the pretty



garden that Mabel tended, and further beyond that could be seen the outline of the full-sized railway signal Curly had set up beside his test track, the line he liked to call the Polar Route.

Having given the sandwiches and cakes, I had taken from Mabel earlier a long anticipatory look of appreciation, I took a deep contented breath and thought the afternoon really couldn't get any better.

'I see you are looking at the Wolf-Jahn mill' Curly said, seeing my gaze had eventually rested upon a machine on the far side of the room. 'Well, it's just much more compact than I thought it would be,' I said 'I've only ever seen a photo of one in the past and you couldn't get a sense of scale from that. I always thought having a rotary table as part of the design must make it a really useful machine'. It



certainly is useful' Curly agreed, 'but you can't push it. You must only see it for doing light work, after all it is essentially for instrument making so you can't expect it to take much metal off, but I do agree the rotary table really is a Godsend. I do most of the cutting of ports on it so long as the vice will hold the cylinder block.' 'Using endmills of the required size I imagine' I said perhaps rather arrogantly by expecting Curly to immediately agree with me. 'Only occasionally, and I think you ideally mean slot drills' he said tersely immediately taking me down a peg, 'point of fact I nearly always use dental burrs as I find them more controllable, but a slot drill of the correct size will definitely do a good job, the burrs *do* of course get into the corners better'.

'No, if I need to remove metal' he continued, reaching for the teapot, 'I rely on the Burke horizontal miller to get the vast majority off, that's it there' he said with a slight gesture in the direction of a solid looking machine about three feet in front of where I was sitting. 'The Leinen Boley mill over there has its uses but to do serious cutting it has to be the Burke miller every time, never lets me down'.

Having dispensed the tea Curly next offered me a sandwich. 'Red Salmon, just the thing for an afternoon chat at the bench' he said smiling. By the way' he said heading back to his stool and putting down the little plate he was holding onto the nearest surface, 'I need to give you this'. He reached up to a shelf above the bending rolls and to my surprise lifted down one of my dad's boxed reels of recording tape which he handed to me.



'You asked how I had met your father. Well he contacted me...goodness probably around 1957 or 1958..'he said sitting down again,' I remember I was just on writing the series for 'Pansy' at the time, and he told me he had an idea to write a series for your News Sheet a sort of 'People of Our Time,' and he thought that since I was Patron of your Club, perhaps I would make a good subject to be the first person to interview. I did wonder at the time if he had mixed me up with a film star; imagine, Sir Curly Lawrence star of stage screen and the Polar Route' Curly chuckled at the thought. 'Anyway, I liked the idea and that's how we first met; and when he came back to do the interview it came out that we had mutual friends from the war years, even though he had only been caught up in the *blood and thunder* racket towards the end, but it transpired he knew people that I knew.' Curly paused, 'possibly I said a bit too

much. Anyway, we got on well.’ He picked up his cup and idly stirred the contents with the spoon from its saucer, ‘I seem to recall he wanted to call the piece something like “Tea with Curly” which I thought made it sound rather cosy, like a chat in the lobby, so I was all for it.’

‘On his second visit he told me he was starting to build ‘Doris’ to my *words and music*, so after we had done talking, I got down the drawings and we went over a few things. Tell me, did he overcome that problem he was having with the cradle for the expansion links do you know?’ Curly took a sip from his teacup and looked expectantly at me. ‘Yes, I think so’ I ventured, ‘but of course he was on with building it when I first started to take an interest in his workshop, but as far as I know he did.’

‘Well a little while after we had recorded those conversations’, Curly continued putting his cup and saucer down again, ‘I was approached by the ME to see if I would like to write a sort of autobiography which they said they would serialise, it was around the time the ownership of the magazine was changing and had I known what was to follow I wouldn’t have even given it any thought. Anyway what with already being up to top nut with my writing and building series, for don’t forget I was still writing for *the others* at that time, I was too busy to stop and give any time to thinking about the past, then it occurred to me that if your father was happy to let me have what I believe our ‘Court’ friends call a transcript of his recording, then most of the information I would need was already there. So he lent me the tape to type up and, well as you know time and events overtook us.’

We both sat quietly for a moment each with our own thoughts and I wondered if now would be a good moment to start talking about the problems I was having machining the cylinders for my engine, but judged that the time was not quite right yet, I really just wanted to absorb this agreeable atmosphere and anyway I didn’t want to let my father down by appearing too ignorant in front of Curly. In the silence I became aware of the ticking of a large old station clock mounted above the fireplace looking as if it was in some old railway station waiting room awaiting the arrival of a train to somewhere. The illusion of the waiting room was somewhat diminished however by it being flanked on the wall by a calendar on one side and a framed citation on the other and by Curly having also used the top of the mantelpiece to store his sets of drills and taps. It all struck me as being *very Curly* but marvellous to have each working day measured by such an historic object, setting the pace as it had no doubt done so for many years past and how it must have counted every minute of every year since my father had sat, probably in this very room and talked with Curly as I was doing now ....and in that continuity I suddenly felt very comforted.

I took a bite of my sandwich and looked slowly around the workshop searching uneasily for something else to talk about. Curly reached over and took a slice



of Mabel's cake losing a small piece to the floor as he did so. 'Is that a *Myford* I can see over there?' I eventually asked realising too late I was talking with my mouthful. 'Oh, you mean the *supersonic*' Curly answered cradling the slice of cake he had taken before taking a bite. 'Yes, our Mr Moore gifted me that one nearly ten years ago now. In some ways it was a difficult present as I had then to make the hard decision to give up my old Drummond as their capacities are about the same.' 'It's a *Super 7* isn't it?' I continued feeling happy to have got the conversation off the ground once more, the one I have is an ML7, least I should say dad's old one is an ML7 that I inherited from him' I corrected myself. 'Yes, I remember him telling me, Curly said, 'I seem to remember suggesting to your father that when the time came to make the injectors for Doris, that he should consider fitting a different two step motor pulley to it, to get the speed well up for drilling the cones, that is where the old *Supersonic* scores of course, Yes. I do like my *Supersonic*.'

The muffled sound of the telephone ringing in the hall filtered through the door of the workshop once more distracting Curly just as he was offering me a piece of cake. 'Thank you' I replied taking a slice and resting it on the edge of my saucer. 'It was a good addition to the *works* though' he continued looking toward the door sensing Mabel was likely to appear at any moment, 'I aim to have a different machine set-up for each part of the job in hand, it's more efficient that way'. Sure enough as Curly finished his sentence there was a gentle knock at the door and Mabel looked in. 'Curly, sorry to disturb you but Alec's on the phone and would just like to know if you are happy with the latest set of castings he sent you,' Mabel asked, 'he said he would like to give the foundry the go ahead before Wednesday if you are happy with them.' 'Ok, I'll come and talk with him', Curly replied putting the tea pot back on the tray after he had just poured himself another cup.

He stood up, reached to the back of the bench behind the tray of tea and lifted out a cardboard box that I could see contained a clutch of castings and made to leave. 'Sorry, I'll be back in a jiff' he said clasping the box against his warehouse coat with one hand and tucking a 6inch ruler he had extracted from one of the drawers under the bench into his top pocket with the other. 'Help yourself to another piece of cake' he called from the doorway ....'back soon' and with that he was gone.

Inspirational source: LBSCs writings for Model Engineer Magazine - Bookworm original story 2025

-----

## St Albans Club meetings

Hello to all NLSME members from St. Albans club members. We also have a few joint members already from both of our clubs.

We have club evenings on the 2nd. Wednesday evening of each month at the Christchurch Centre High Oaks St. Albans AL36DJ.

The venue is comfortable, and the parking is easy. We have a full IT suite and broadband available to use.

Web site; - <https://stalbansmes.com>

There is seating for up to 100 and we have a break for tea and biscuits around 9 in the evening. We open at 7pm and leave by 10.15pm.

There is always a talk or perhaps 2 talks each evening and always about a modelling or engineering activity and members work in progress. Check out the web site, NEWS, for previous evenings subjects, mostly from our own members each time.

We can promise you a friendly welcome and introduce you to one of our members with shared interests. I personally do the greeting with my worthy assistant David Jones.

We have a hall charge of £3 per evening and if you Join us, it is £33 p.a. These days belonging to several clubs keeps the attendances up and makes the evenings viable for all clubs, not seeking to poach members just happy to extend a welcome to you to enjoy another club's activities.

The March evening is on the 12th. March and has a talk first on construction of a Lantern clock and then after the break an update on Scalextric racing cars with a track to have a go on.

If you look on the web site under Callendar you will see the year's speaker programme set out and there is always a review of the evening to see what you missed.

We look forward to seeing you soon.

## My model-boat collection No 24

By Roy

Hello to my readers. Sailing boats: in my first attempts at deciding how big the sails should be I thought the bigger the better. Wrong! The sail is the engine and if you think in those terms, you can see that a V8 in a mini would be a squeeze to say the least apart from the danger of driving it.



There is a bit of a science regarding sails, the materials, shape and where they are placed are all relevant. If you watched the Americas Cup races last year you may have noticed the seemingly absence of a mast. It was there alright but the sails were wrapped around it so there were 2 actual sails one each side and carrying on to the leech or edge. This created more of the shape of an aircraft wing and inside the sails there were freely adjustable pads for shaping the aerofoil section.

These are probably the most efficient sails ever produced, the carbon fibre material lets no air through and creates a smooth surface. The sails themselves only adjusted 20 degrees either side of the centre line of the hull. The shape produced got rid of turbulence from a free-standing mast, close observation showed no supporting stays or ropes holding the mast upright. The strength of the construction is extreme but light, as the yachts were able to travel in excess

of 4 times the apparent wind speed. I think 60 knots was registered: that's nearly 70 mph!

So, with model yachts we go back to traditional construction with the sails attached to the mast, methods vary but a close fit to the rear of the mast is good. I often use a shirt material for the smaller scales like 1:12 to 1:24. But, when you model at say 1:35 then the material as such vanishes and so I would use a stiff but flexible material like Mylar drawing paper or a thin Dacron (Terylene) which you can cut with a hot knife.

The Bermuda rig is probably the most efficient rig (tall triangles). We use a main and a jib. The jib has a separate function and that is to feed high speed air over the outside of the sail. This reduces the air pressure and creates sideways lift in much the same way as an aircraft wing creates lift. This is where the Bermuda rig is best as it enables the yacht to sail close to the wind, well up to about 40 degrees either side of a headwind.

My last yacht had an additional flying jib with a small adjustment and after a tack across the wind I can tighten it and the effect of the speeded-up airflow can be seen in an increase in speed, so it does work! Often especially with old pictures of small sailing boats the sails can be seen almost ballooning out. These are worn out sails that have stretched as far as they can before splitting down a seam!

You will see full size yachts with large fore sails referred to as Genoas. They have the same function as described but also contribute to the power of the sail configuration. They are adjusted by winding up the sail apparently around the forestay and some do. There is a pulley system leading back to the cockpit where you can pull or release the 'winding up process' and reel in sail or let out more.

So, what is the sailor at the helm looking for? A fluttering of the rear edge of the sail shows a turbulent flow of air and he may also have tiny bits of string which align with the airflow to show a good shape and power to the sail. The other is how much effort is he putting into keeping the rudder in position to hold the course of the yacht. Any angle off the centre line of the hull is drag, which is slowing the yacht down. So, the genoa is adjusted by winding it in or out until he can maintain a course with a neutral rudder position. This is called balancing the boat.

This translates into a model by doing the balancing first, by setting the position of the sails / mast and the areas of jib and main so that with about a 25-degree angle of the main and jib she will sail on her own straight and true, with no adjustment from the radio to correct the trim.

The result in the model yacht is, she will spin in her own length when tacking. We have one other consideration and that is the fin or long keel depending on hull shape, we need to know where the centre of that is. Easily

worked out but has a posh name of Centre of lateral resistance. Knowing this tells us where the sails should be.

Fellow club member Malcolm makes lovely sailing models and does none of this but has a very good eye for what looks right! And they always look good on the water. However, us lesser mortals have to resort to 'O' level arithmetic.

The only other item is the side area of the keel. Water is approx. 800 times denser than air so even a tiny bump or extrusion on the underwater surface has the potential to slow the boat down. When the wind blows, the keel will try to resist sideways movement, and without water flowing across it will just drift sideways. When heading into wind there starts to be a wing action from the keel, and it is a good idea to give it



some aerofoil shape the same for both sides and the faster the hull speed the more effective it is.

Much of the above involves tuning of the yacht but really not noticeable unless you are racing with one design yachts when it becomes more apparent.

I suppose I should add that the hull shape is also a feature of the design. The fore part of the yacht has V shape section evolving into a U shape at the stern. Weight of the hull is critical as for modellers we like to get 40% of the displacement into the keel weight.

As I said at the beginning too much sail can be a hindrance, Froude introduced a calculation to show the maximum speed of a hull, generally this is where the bow and the stern sit across one wave, crest to crest. So too big a power source can lead to the hull trying to climb up the impossible slope! Some hulls are meant to plane and usually of light weight and a broader flatter beam, where the hull rises up and goes over rather than climbs up the bow wave. I had one such yacht and she could sail with a third of the hull in the air, what a sight!

All yachts should be sailed as upright as possible because as the boat heels over air is spilled over the top of the mast and the effective sail area is reduced.



There are many different sail options but for single mast models the other main choice is the Gaff rig. This does mean that the sail areas are reduced so crew can be reduced. Also, the gaff rig gives a certain age and gravitas to a sailboat which many like to see.

I will mention controls perhaps next time and it is nice to know that the commercial side supports us very well including the numerous electronics that can be brought into use.

---

## Booking an Event at Colney Heath?

Tyttenhanger site is open to all members at all times.

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

### Public running days 2pm – 5pm

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

Priority given to public passenger hauling

On site parking for members and disabled badge holders only

### Event Days

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

Notified in news sheet

Priority given to event passenger hauling.

On site parking for visitors at sponsor's discretion

### Private parties

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

Notified in news sheet

Priority given to party passenger hauling.

On site parking for visitors at sponsor's discretion

### Members days

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

No priorities apply

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

## 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>March 2025</b>	
Sunday 2 <sup>nd</sup>	Working Party at Colney Heath 9.00 – 12.30
Tuesday 4 <sup>th</sup>	Council Meeting at HQ – 13.00
Friday 7 <sup>th</sup>	Gauge 1 section entertains – 8pm at HQ
Sunday 9 <sup>th</sup>	Working Party at Colney Heath 9.00 – 12.30
Sunday 16 <sup>th</sup>	Working Party at Colney Heath 9.00 – 12.30
<b>Sunday 23<sup>rd</sup></b>	<b>Deadline for copy to the editor</b>
Sunday 23 <sup>rd</sup>	Working Party at Colney Heath 9.00 – 12.30
Sunday 30 <sup>th</sup>	Working Party at Colney Heath 9.00 – 12.30
<b>April 2025</b>	
Tuesday 1 <sup>st</sup>	Council Meeting at HQ – 13.00
Friday 4 <sup>th</sup>	HQ at 8pm - Geoff presents selection of G Cashmore's top-quality photographs
Sunday 6 <sup>th</sup>	Working Party at Colney Heath 9.00 – 12.30
Sunday 13 <sup>th</sup>	Working Party at Colney Heath 9.00 – 12.30
Sunday 20 <sup>th</sup>	Working Party at Colney Heath 9.00 – 12.30
Sunday 27 <sup>th</sup>	Working Party at Colney Heath 9.00 – 12.30
<b>Advance notice of events in 2025</b>	
4 <sup>th</sup> May	Family Day at Colney Heath
17 <sup>th</sup> May	Visit by Maidstone MES. Sponsor Nigel
2 <sup>nd</sup> August	Brean Visit to Colney Heath Sponsor George
7 <sup>th</sup> September	St Mark's Picnic. Sponsor Les
13 <sup>th</sup> September	3.5 inch Running Day. Sponsor Martin
4 <sup>th</sup> October	Model Railways section Open day at HQ
<p>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.</p>	

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.