

The News Sheet

North London Society of Model Engineers

May 2025



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

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Front cover; -

The Slot Car section meets most weeks at HQ. You really need to visit them to appreciate the speed and technical complexity of the cars they race. The track is up and running again after further maintenance. It was cleaned, thanks to Brian for his hard work, and they have just laid down some fresh grip for these 1:24 Production cars.

Photo by Steve

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

Firstly, a reminder that our AGM will be held at HQ commencing at 8pm on Friday 2nd May. This is an important meeting for the club, and I hope to see many of you there. I have been challenged to complete the proceedings in record time.

On completion of the formal business we will be showing film taken by the BBC at Tyttenhanger in the mid-1970s. These are outtakes from the Model World series broadcast at that time and to my knowledge have not been shown before. The filming has been the subject of Bookworm's article last month part two of which is published in this News Sheet.

Great progress has been made on the steaming bay project. A large number of members have been coming along, which has made the effort all the more pleasant by dividing the tasks among eager workers. By the time you read this all should be ready for our 2025 season. The next stage of the project is to complete the carriage storage in the old building and make the new connection onto the raised track main line. That work will commence in November this year.

Owners of blowers will need to replace the twin power supply plugs used hitherto. The new types are "4mm banana plugs" – I don't know what they are either! However, the club will obtain a number, and these will be given out - free of charge no less. The newly installed blower supplies are 12 and 24 volts.

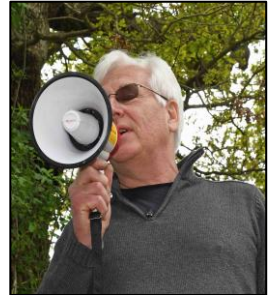
You will note the level crossing at entrance to our site has been provided with enhanced visual and audible warnings. These are manually activated by the ground level train driver via push buttons at the railway STOP boards and will be cleared by the train crew after leaving the crossing.

Rebuilding has not been limited to Tyttenhanger as the slot car section has been relaying the copper strips that provide electrical contact between the racetrack and motors.

No further progress on HQ improved kitchen facilities as yet but I am still hopeful this will start this year.

The first Sunday in May is family and friends' day. Format will be the same as in previous years, teas and snacks (cakes, biscuits) will be provided for you to serve yourselves.

See you at the track or HQ and most importantly at our AGM.



Safety notice – 1st May 2025

All Raised Track drivers & Senior Stewards

POOR RAIL HEAD CONDITIONS ON THE
RAISED TRACK.

SIGNALS ON THE RAISED TRACK MAY GIVE
FALSE INDICATION

ALL DRIVERS ARE INSTRUCTED TO DRIVE
BY LINE OF SIGHT UNTIL RAIL CONDITIONS
IMPROVE.

The raised track has seen virtually no use since last October and the rail head around the whole line is very rusty. The signaling system has been fully tested. The rust however is causing track circuits to fail to operate reliably.

Warning signs will be placed by the booking on point and traverser until such time rail conditions improve.

Once conditions have improved a notice will be displayed at the booking on point stating signaling systems now working normally.

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

Treasurer's Report

By Mike

Thanks to all those members who have paid their subscriptions so promptly. What with dealing with the end of year accounts and the audit, it has been a very busy month, so you may only just be receiving back any membership cards sent to me. Any member who has yet to pay or amend their Standing Orders to the new rates, please do so as quickly as possible.



Don't forget that Friday 2nd May is our Society AGM at Headquarters in Finchley and Sunday 4th May is our Members Family Day at Colney Heath, when I look forward to seeing many of you for these important events in our calendar. Followed on Sunday afternoon 18th May when we open our Colney Heath gate to the public for the first time this year.

Mike

Letter from the Editor

Dear reader

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

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

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

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

Regards

Keith



New Steaming Bays & RT Signaling

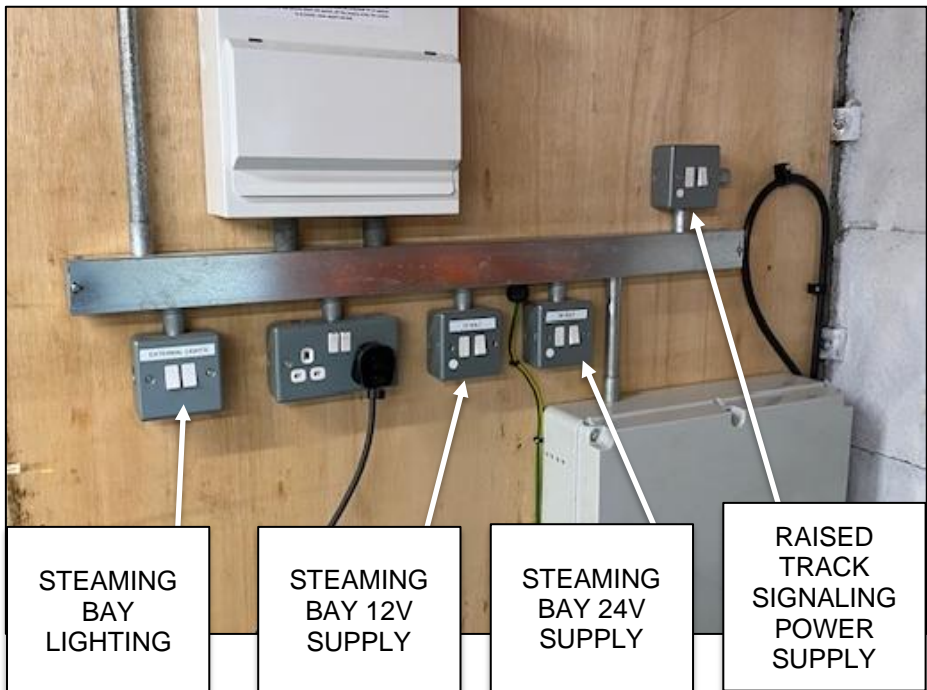
The refurbished steaming bays are now ready for use by members. Thank you to all those who have been involved with this project and the alterations to the RT signalling and workshop building during the winter.

There are a few changes which you should be aware of when you visit.



1. The booking on point lectern is now located within what is known as the old workshop building.
2. The 12v & 24v supply can be turned on at the switches beside the lectern. It is very important that the supply is turned off at the end of your visit.
3. There is 12v & 24v supply to every steaming bay. You will need 4mm banana plugs to connect your blower. These will be provided free, and a supply will be placed in the lectern on 1st May. Please take a pair for your use. We will have a supply available for visitors.
4. Water supply is provided with hoses long enough to reach any steaming bay. Please turn the water off at the taps at the end of your visit.
5. Water supply stopcock is located in the round manhole adjacent to the RT in the new concrete floor of the steaming bay.

6. Passenger carriages will continue to be stored as before at the RT Station until next year.
7. There is now a swing section to allow locomotives to be transferred from container 7 onto the steaming bays.
8. The traverser ramp has had to be adjusted to accommodate a small change in levels the has resulted in a steeper angle particularly with the short ramp. Drivers may find it preferable to use the longer ramp. This issue will be rectified during next winters maintenance programme of work.
9. **RAISED TRACK SIGNALING.**
 - a. The signaling power switch has been moved from the shed at the station down into the old workshop. This is now the only point where RT signaling can be turned on or off
 - b. The location of the permanent signals is unchanged except at the steaming bays where the original double red flashing warning lights for the traverser have been repositioned. These lights are now attached to the RT sleepers at the steps and traverser. They are operated exactly the same as before.
 - c. All removable signals are stored and positioned when required as before.



8th May 1945

On VE Day, May 8, 1945, the Allied forces celebrated the official end of World War II in Europe. On the previous day at his headquarters in Reims, France, Supreme Allied Commander General Eisenhower accepted the unconditional surrender of all German forces. The document of surrender was signed by General Jodl and came into effect the following day.

The day was declared a national holiday, That morning Churchill had gained assurances from the Ministry of food that there were enough beer supplies in the capital and the Board of Trade announced that people could purchase red, white and Blue bunting without ration coupons. There were even commemorative items hastily produced in time for the celebrations, including VE day mugs. Some restaurants had special victory menus too. Various events were organised to mark the occasion, including parades, thanksgiving services and street parties.

Millions took to the streets to rejoice, marking the end of a long and devastating conflict. In London, huge crowds gathered outside Buckingham Palace to see King George VI and Winston Churchill on the balcony, and the city was illuminated with fireworks. The 8th of May 2025 is the 80th anniversary of this momentous day in UK history.

The railways were in a very poor state at the end of the 5½ years of war in Europe. Sir Charles Newton (Chief General Manager of the L&NER) wrote in the June edition of the L&NER magazine; -

I need hardly emphasise the serious effect on the whole railway undertaking of 5 ½ years of war. As the result of enemy action, many of our principal passenger stations – Kings Cross, York, Norwich, Middlesborough as well as goods depots such as Marylebone, Farringdon Street and New Bridge street, stand in need of extensive repair, amounting in some cases to complete reconstruction. Vast areas of dock warehouses and markets at Hull and Grimsby await restoration. More than 150 locomotives, 4000 coaches and 6,500 wagons have been destroyed or damaged. Of our Harwich fleet, all but 2 passenger ships and 2 small cargo vessels have been lost.

The 80th anniversary of VE day allows us to remember “those gallant men and women who made the supreme sacrifice.” It is also worthy of note that whilst this was the end of the European war it was not the end of the fight which continued in other parts of the world until later the same year.

The extract from the May 1945 edition of the L&NER magazine reproduced on the following page is a message from the Chairman of the railway. Similar messages were published by the boards of all the other railway companies.

VOL. 35 No. 5



MAY, 1945

London & North Eastern Railway Magazine

A Message from the CHAIRMAN to the Staff of the L.N.E.R.

By the grace of Almighty God, the forces of Freedom have triumphed, and the torch of Liberty shines once more over the towns and villages of tortured Europe. For five and a half long years we have wrestled with Evil incarnate. There was a time when for a full year the people of the British Commonwealth fought alone, sustained by the knowledge of a righteous cause and by the inspiring leadership of our great Prime Minister.

We have a right to be proud as we look back over the years of struggle, and the hearts of all of us are full of gratitude to those gallant men and women who have made the supreme sacrifice for this dear country of ours.

It is right that we should rejoice, but in our rejoicings let us not forget the shadows that lie over so many homes, the starving millions of Europe, the grave responsibilities of the future.

You, men and women in the service of this great Company, may look back on your war record with pride and satisfaction. You have done a grand job. You have never let the fighting men down. You have fed the people. You have rescued the children. Day and night unceasingly, in all conditions, the work of the Railways has gone on. Well done, all of you.

Frank Matthews

Winter maintenance

The summer running season is almost upon us. 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.

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

Maintenance List (additional to the projects underway)

- Coach, both ends are in need of a wash, repair and then re-painting with the appropriate colour.
- Coach Gutters need clearing.
- The Main Toilet Block external wood needs a refurbishing coat of wood preservative and will also require an internal clean before the Society Family & Friends Day.
- The Machine shop and nearby Toilet Block both need a coat of green preservative. Other structures such as carriage sheds may also need a coat of wood preservative.
- Orchard Junction Signal Box needs a re-appraisal, and the excellent work of restoration resumed.
- The Top Tunnel is in need of patching with torch on felt or otherwise to delay further deterioration.
- All benches, tables & chairs need a wash down and a coat of wood preservative.
- 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 of in approved places.
- Coach drain to be rerouted into sewer.
- Complete green painting of the containers and doors 1 – 7.
- Erect replacement fence near to Main Toilet Block.

In the Workshop

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

Die Holder Mounting

By John

I was lucky enough to be able to purchase a set of dies and die holders at the NLSME auction at Colney Heath last year. In total there were 12. The 5 different BA sizes being of most interest to me, for my G1 locomotives. But some of the ME sizes are sure to come in handy for Juliet. I am not sure whether I will ever use the M14 x 1.0, as I rarely use French threads, but I can always use that die holder for something else. So overall I was very pleased with my purchase.



Some years ago, I made the Harold Hall design of die holders (I made 3 different sizes) and a no.2 Morse taper mounting to hold the die holders in on the Myford.



In Harold's design the die holders had the male mount, and the Die holder mounting was female. The problem with my new die holders was that they were all female and so required a male mounting. So I couldn't use my existing Morse taper mounting.

I considered making an adaptor, but I felt this would adversely affect the concentricity; therefore, it would be necessary to make another Morse taper mounting. As you can see in the picture below I have successfully made Morse taper tooling 3 times, but I must admit that making Morse tapers satisfactorily has not been the easiest task. If I were Ron Price, I would probably just swing the top slide over and cut a perfect no.2 Morse taper. But for a humble apprentice such as myself it is necessary to use a test piece to get the angle correct before even starting on the intended article.



Now, many people will tell you that there is no point on a Morse taper, as it either ends with a thread up the middle, or with a tang on it. But they are forgetting about the exasperation point. This point is located very close to the 9th attempt to get the Morse taper angle correct. And though as you can see from the above photo, I have been successful in making Morse tapers for my Milling cutter chuck, die stockholder and boring head, the making of more was not approached with great enthusiasm.

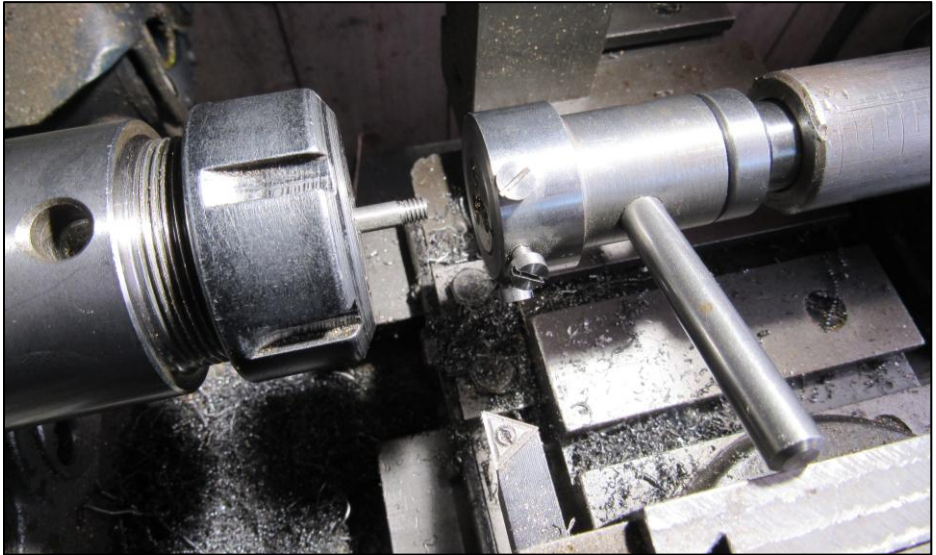
Therefore I did what I normally do when faced with a less desirable/difficult task – left it on one side and started something else.

A number of months later I was looking at the Arc Eurotrade web site at some bargain price Titanium coated drills (£1-06 for 5) and discovered that they also sold an MT2 blank end Arbor. So, I promptly bought a couple.



Now, you may consider this to be cheating, but I have made some Morse tapers in the past and so I like to think of it from the perspective that I have addressed that challenge and should try something different.

So, it then became a simple matter to just turn a 5/8" Male mount on the soft end of the Arbor and the job was complete. The final picture shows one of the die holders next to a freshly cut 2BA thread. Another useful tool added to the collection.



Now I can use all of my new die holders except one. The exception being that one of them has a bore of 1/2" instead of 5/8". I could make another MT2 die holder mounting but will probably bore it out to 5/8" instead – another day.

Ground Level Waffle.

By Paul

Hi, it's time for me to start waffling again, and I'm pleased to be able to tell you that this time I have some positive news for you.

Firstly, some time ago Terry had made for us a set of vinyl name and number plates for the club's battery loco, these have been instore for some time waiting for the weather to improve, because we all thought that trying to stick stiff vinyl to very cold metal would not work. So, with the recent warmer weather we decided to have ago at putting them on, all went well first time, and I hope you agree they look good on the loco.



Pete and Brian have been very busy cutting down the very spikey bushes between the narrows and Henley Halt and moving the cuttings to the burning pit. I can't remember what these bushes are called, but it's the ones that rip your skin to pieces and the wounds itch for several days if you go anywhere near them.

In the gaps left by removing these bushes our hard-working grounds dept. Have put in several Ivy plants, which when they have grown will hopefully shield the view of the piles of stored plant next door from view.

Finally, by the time you read this the new road/rail crossing lights and bells should be finished and fully operational. As I have said before this has taken longer than we had hoped, but I think taking our time and making sure it was right has been worth it.



During a recent test we received several positive comments which is always good to hear. Well done every-one who has help on this project especially Dave, we got there in the end.

I have now written an operations procedure for the crossing which hopefully will be passed by council at their next meeting, then I will include it in my next waffle for you all to read and take in, and if every-one follows it the crossing will be a far safer place.

It wasn't all work and no play, and I managed a short holiday in sunny, yes sunny Wales and had a trip behind a lovely loco Russell



Thats all folks Till next time Paul

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

The Gauge 1 section have whole heartedly moved into spring mode.

Our Wednesday visits to the track have continued and we have had some lovely weather, and we have welcomed over 20 of our members during the first months of this year.

April has seen the first of the visits from Gauge 1 area groups, this being some members from Surrey group. Unfortunately it did not occur on one of the warmer days that we have experienced recently.

We were shown the prototype Deltic which had 3D printed as well as a Midland Railway Compound along with other visiting models.



Personally I had a short break in Biggar, Scotland. Biggar is the home to a preserved Gas Works. I am sure we will all remember the days before North Sea Gas when practically every town had its own gas works to extract coal gas

from coal. Probably a large set up with the very visible gas holders towering over surrounding buildings. Bigger Gas works, however, is a far smaller affair with just two small gas holders some twenty feet in diameter and approx. 25 feet high.



The other equipment was equally of limited size including a retort house with just five hand feed retorts. All the other equipment is preserved, including such things as condensers, exhausters, scrubbers and purifiers. The works closed in 1973 when the new grid of underground pipework was extended to this area from the North Sea.

I have always had an interest in gas production as it ran in my family from the mid-19th century to the end of coal gas production.



Narrow gauge News March 2025

By John

Hi everyone and welcome to the latest narrow-gauge news, which to be honest is a bit light this month. We haven't really got any running sessions in yet but hopefully by the time you are reading this we will be in full swing. As for the actual layout as previously mentioned some rotten battens have been replaced, and recently some which were a tad soft I tried some wood hardener treatment, which does seem to have done the trick. This was followed up by brushing more preservative over all the layout, fingers crossed that this continues to extend the layout's life. Seeing as there is not much to report this month, I thought I might have another brief look at a real narrow-gauge railway, so I hope you enjoy a brief trip to....



The Corris Railway

The Corris Railway, located in the picturesque Dulas Valley in the heart of Mid Wales, is one of the most important and historically rich narrow-gauge railways in the United Kingdom. Its story spans over 150 years, from its inception as a transport system for the booming slate industry to its current status as a cherished heritage railway. Despite its relatively short operational history, the Corris Railway has had a significant impact on Wales' industrial past, the development of narrow-gauge railways, and the ongoing preservation efforts that keep it alive today.

The Corris Railway was conceived during a period of rapid industrialization in 19th-century Wales. During the 1840s and 1850s, the slate industry was flourishing, and the demand for an efficient transport system to move slate from the quarries to the main rail network was increasing. Prior to the construction of the railway, slate from the quarries in Corris, Aberllefenni, and other surrounding areas was transported by horse-drawn tramways or by packhorse, which was slow and inefficient.

In 1858, the Corris Railway was authorized by an Act of Parliament, with the aim of providing a more efficient means of transporting slate from the quarries to the port of Aberystwyth, where it could be shipped to markets across the UK and beyond. Initially, the railway was built as a horse-drawn tramway using wagons drawn by horses to transport goods over a 7.5-mile route. The line was designed with a track gauge of 2 feet 3 inches.

Construction of the railway began in 1859, and by 1863, the first section of the line connecting Corris to the village of Aberllefenni was completed. The Corris Railway was immediately successful in its primary role of moving slate, and by the late 1870s, it became clear that a more efficient, steam-powered system was needed.

In 1878, the Corris Railway became the first narrow-gauge railway in Britain to operate passenger services using steam engines. The line had already been carrying freight, but the success of passenger trains would open up new opportunities for the railway. The railway was incorporated as the Corris Railway Company, and the first steam locomotive, "No. 1" a Kerr Stuart engine was introduced to the line. This marked a turning point in the railway's history and heralded the beginning of a period of expansion.



Steam locomotives like the "Tattoo" class, a popular type of narrow-gauge engine, became a common sight on the line. These locomotives were designed specifically for the challenging terrain of Mid Wales, with steep gradients and sharp curves, which presented significant engineering challenges. The Corris Railway Company continued to expand its operations, extending the line further into the heart of the slate producing region, including to Maespoeth Junction, where it connected with the wider railway network.

By the 1880s, the Corris Railway was running regular passenger services alongside its freight services, attracting visitors to the area and making travel easier for locals. And so it became an important part of the region's economy.

The Corris Railway operated successfully for several decades, becoming an integral part of the Welsh narrow-gauge railway system. At its peak, the railway had a network that stretched over 7 miles, with multiple stations, workshops, and sidings. The line played a crucial role in transporting slate from the Corris and Aberllefenni quarries, and passenger trains provided a vital link between remote communities in the area and the rest of the country.

However, by the early 20th century, the slate industry began to decline. Several factors contributed to this, including the increasing competition from other building materials, the exhaustion of some slate quarries, and the rise of road

transport, which made it easier to move goods and passengers. The Corris Railway, like many narrow-gauge lines, struggled to compete with motor vehicles and the expansion of the road network.

In 1931, passenger services on the railway were discontinued, and freight services continued in a diminished capacity. In 1948 after nationalisation the Corris Railway ceased operations entirely. The tracks were removed, and the line was abandoned, leaving the area largely forgotten for several decades.

Despite its closure, the Corris Railway remained in the memories of railway enthusiasts, local historians, and those who had lived and worked in the area. In the 1960s, a group of dedicated railway enthusiasts and volunteers formed the Corris Railway Society with the goal of preserving the railway and restoring its heritage. They aimed to bring the line back to life, not just as a working railway, but as a cultural and educational resource that would help preserve the history of the region.

The restoration project was a massive undertaking, requiring years of effort and resources. The first major step was the reconstruction of the track bed, which had been largely overgrown with vegetation. Volunteers painstakingly cleared the land and laid new track, starting with a section of line that ran between Corris and Maespoeth Junction.



The society also worked to acquire and restore rolling stock, including steam locomotives, carriages, and freight wagons. The most notable of these restorations was the revival of "Tattoo" class locomotives, the same type of engine that had originally run on the line in the late 19th century. By 2002, the

first preserved train ran on the restored section of the line, marking a significant milestone in the railway's revival.

Today, the Corris Railway operates as a heritage railway, providing an immersive experience for visitors and serving as a vital part of the local tourism industry. The railway offers passengers a scenic ride through the lovely Welsh countryside. The restored stations, workshops, and locomotives provide an authentic glimpse into the past.

The Corris Railway is also committed to expanding its operations. Plans are in place to extend the line further towards the former terminus at Tan-y-Coed, and additional rolling stock and infrastructure are being restored to support the growth of the railway. This ongoing expansion and preservation effort is a testament to the dedication of the railway's supporters.

The Corris Railway is more than just a relic of the past it is a living, breathing piece of industrial heritage. From its humble beginnings as a horse-drawn tramway to its transformation into a vital passenger and freight route, the railway has witnessed the changing fortunes of the slate industry, the rise of road transport, and the efforts of passionate individuals to preserve its legacy.

Today, the Corris Railway stands as an example of the resilience of narrow-gauge railways and the enduring fascination they hold. Through ongoing preservation and expansion efforts, the Corris Railway continues to allow people to experience the magic of steam in one of the most scenic corners of Wales.

That's it for this month, hopefully see you up Colney Heath, and don't forget to enjoy your hobby!

Air compressor

Small portable air compressor available to any member for a small donation to club funds.

Please contact

Keith



Bookworm Special

...In a change of Programme we bring you:

Model World – Episode 2

This April marked the 50th anniversary since the BBC came to the track to film material for their programme Model World, Bookworm presents the first of two special on-the spot reports taken from the unedited pages of 'Roving Reporters' notebook, a writing career tragically cut short when the wife having read previous reports wouldn't let him write anymore

This month Bookworm continues to share the notes made by Roving Reporter of the BBCs 1975 visit.

The Day the BBC Came to TownBy Roving Reporter

I don't know if you have ever tried balancing two sausage rolls on the edge of a cup and saucer whilst trying to hurriedly finish a cigarette and sit down in a deckchair several inches lower than you think it is all at the same time, if not I have to tell you it's not without its challenges.

Presently the programme's director appeared at the station and proceeded to address the assembled gathering with all the gravitas of one delivering a message from upon high (which I suppose the BBC could be considered as qualifying). The gist of the request was for volunteers to act as passengers on the next train when it came round, and to that end, *'Could we have lots of children please and maybe an adult to go on the back to keep order.'*

Even though I fashion myself as being a Roving Reporter, I felt my own efforts should be confined to gathering the best first-hand account of the day's happenings as they happened by staying put. So feeling the full responsibility of being the Clubs 'Hack' for the day weighing heavily on me, I felt instead I should get under the skin of my own part by having another coffee, another cigarette and one more sausage roll while I was waiting for the next piece of action to occur.

Three quarters of an hour later saw a further succession of engines away from the steaming bays and onto the track, despatched with such speed and efficiency I don't think James Hunt could have complained if it had been done at last year's Grand Prix. Those steaming bay stewards would have been a credit to any pit-stop gang.

Leaving the comfort of my deckchair I wondered over and found the scrum of BBC types had set themselves up only a few feet away from the last place of action, though now with the camera facing in the direction of the station. I concluded this would also be a good place for me to wait and to report from (and any misplaced comments about it being conveniently close to where the pretty continuity girl had settled, will be refuted).



While we were waiting for the engines to appear, the director spotted the semaphore signal to the left of where we were all standing and made a B line for it followed by some of the great and the good from the club. *'Now that's what I call an erection'* he said in his educated voice patting the signal. On hearing this, the great and the good, started sniggering, but I for one didn't know where to look, I especially was not going to look in the direction of the pretty continuity girl for fear of turning crimson with embarrassment. But do you know, I learnt something that morning; and that is these educated BBC types still use a fair smattering of Victorian words in their speech, for I honestly don't think that he knew what he had just said,

least if he did he owns the straightest face I have ever seen.

Anyway the upshot was he thought it would be perfect for the camera to be focused on the signal, and on hearing a whistle, the signal arm would drop, the camera would then swivel round (Note: panning? Look this up) and for the engines to then pass one at a time at about 5 second intervals past the camera.

As it turned out I think the TV license paying public would be grateful if they knew how many times, he rehearsed that shot without success, but thankfully without wasting any film. Try as he might the cameraman couldn't get the camera moved down and round in time to face the oncoming engines, and once the only shot of smoke he caught was coming from the pipe of tobacco clenched between the teeth of one of the drivers as he flashed passed looking determinedly ahead as if late for an important appointment.

Then there was the difficulty in moving the signal arm in the first place, they learnt the hard way that signals are not keen on being touched at close quarters wishing at least half a mile of cable to exist between it and any operator; showing then its disgust by attempting to brake the shin of the assistant camera man when he swung the heavy counterbalanced crank over, only for the signal to throw it back at him unexpectedly.

So after numerous attempts and with lunch looming, the BBC gang dropped the signal idea and just concentrated on filming the engines passing at the prearranged 5 second intervals, which took them up to lunch being declared.

Lunch- You know it's remarkable the effect those magic words, ' *Anyone fancy a pint?* ' can have on an assembled group. For it left only those either too young, tee-total, or evidently from a different religion sitting at the station having their sandwiches and contemplating how to get into at least one shot that afternoon.

The cameraman having forgone the pleasure of joining his colleagues at the local, instead decided to keep a watchful eye on his camera left setup on its tripod on the other side of the track. I say watchful because having interviewed him in my capacity of Roving Reporter, he explained his vigil was in case one of the enthusiastic youngsters got a bit carried away and decided to start filming one of their

mates saying 'Ello Mum' whilst waving inanely, which apparently can happen.

In point of fact 'Stan,' the cameraman (he gave me permission to print his name), was very generous with his time for he allowed anyone that wanted to, to come and look through the eyepiece of the camera as he explained how it all worked. Thank you, Stan, I thought that good PR on your part.

A sour came for me after I had my sandwiches (Marmite) followed by a little doze, for I was awakened halfway through by the sound of giggling coming from the direction of the two deckchairs beside me. I should have known, for there in the next deckchair was the Clubs resident Romeo mid-way through telling one his risqué stories to the pretty continuity girl, who judging by her playful giggling was already under his spell (JEALOUS, ME! Don't you worry MATE I've got your name down!!) - Note: Don't type this bit up in case the missus reads it

After lunch with everyone safely back and apparently in good spirits, the director whose enthusiasm for his allotted task that day had grown significantly over lunch, next announced he thought it would be a good idea to have a shot taken from the footplate of a moving loco - Note: Oh yes...



So nothing daunted, he flagged down the next passing train and had my new friend Stan, perch his very expensive camera

on top of the coal in the tender with Stan himself seated behind the driver practically hugging him in what would in another type of film, have been considered an Oscar winning embrace.

A small clutch of youngsters filled the carriages behind them accompanied by the sound man holding this time not only his heavy tape recorder, but a short lance like microphone pole to capture the sounds of the journey. The train eventually moved off making the appropriate chuffing noises, a hum from the camera and not just the odd choice word coming from the footplate as the driver passed me struggling to reach round a couple of thousands of pounds of film camera without knocking it off and into a very expensive insurance claim.

However drama was indeed to follow, but not I might add from the obvious direction. For as I watched the train make its way up the back straight I could see Stan was still in intimate embrace with the driver, but to my horror I could see the soundman whose head, which was already above the line of the other heads and made higher by the head-phones



he was wearing, was half turned talking to the person sitting behind him as the train approached the tunnel. As

he slowly turned back, I could see him fiddling with something on the tape machine while the low portal of tunnel was getting ever closer, and his cranium nicely aligned, was moving with increasing velocity heading straight for its otherwise attractive architectural outline. At this point I like to think it was his profession that saved him, for being armed with probably the most expensive hearing aid ever to grace rails he must have heard with great clarity (as possibly did the rest of Tyttenhanger) someone behind me shout, 'duck!.....oil. I said DUCK!

Now as the director had entrusted this part of the filming to Stan and his soundman, no one was really surprised when after fifteen minutes the train still hadn't arrived back. Perhaps less expected was when it did eventually reappear it was without Stan or the soundman.

Worse was to come, and I was prepared to dismiss out of hand reports from the next train to arrive back, that someone had seen two bodies lying beside the track at Camps Kearn, when my 'Hacks' instinct kicked in and i realised I might be about to miss out on what could be the biggest news story of 1975 if I didn't go and investigate it myself. With me your intrepid Roving Reporter at its head, I led a hurriedly assembled rescue squad off in the direction of the back straight all the while thinking about what I could spend my 'Scoop of Year' award money on and wondering what headline the Daily Mail would run: '*Filming Ends in Tragedy. What went wrong? BBC Demands Answers*' or even more dramatically, 'BBC Film Crew slaughtered at Tyttenhanger''

However as I got closer, followed now by most of those from the station, including a Girl Guide helpfully sporting a first aid badge on her uniform and eagerly clasping the wooden first aid box, who all having got a whiff of something exciting happening at last had decided to tag along as well; my heart sank, for as I got near to Camps Kearn the sound man's microphone appeared out of the long grass like a heron lifting its head and looking for its next meal followed shortly after by the soundman himself half crouching. A whistle from the next train coming through Dingly Dell and about to enter the bottom bend explained the reason for the earlier dramatic report, for as it came towards us, Stan with his camera that up till then had been laying on his chest out of sight, slowly sat upright like Lazarus rising from the dead, placed the eyepiece to his

eye and followed the train with the camera until it had passed; by which point he was almost horizontal once more in the long grass and waiting for the next train.

Staring with incredulity at Stan's now supine body and feeling suddenly I had been robbed of an otherwise useful pecuniary up-lift in circumstance, I turned and with all the authority of a Jack Hawkins safe pair hands, man of the moment sort of a way, gave the strong impression that I had dealt decisively with the situation and could now lead them all back to the station and to safety. After which in my case, I fully intended to find a strong black coffee and to lace it with a spot of something from my trusty 'Hacks' hipflask, followed by two strong cigarettes.

Half an hour later as the afternoons long shadows started to be cast by the trees and hedges, I knew I didn't need to consult Old Jethro the Countryman's column in that week's St Albans Times to know that time was marching on.

Stan and the soundman eventually arrived safely back at the station oblivious to the exaggerated reports of their untimely demise where they were once more reunited with the rest of their colleagues.

A quick meeting of the BBCs finest minds over a hurried afternoon tea (note: add fairy cakes, might be a nice touch), confirmed that other than grabbing the odd shot here and there, the onset of the late afternoon light would have to draw their days work to a close

So Not long after with the last roll of film tucked safely into its tin and with all the paraphernalia of programme making put back into the green van - with the words 'BBC Film Unit' painted on its side - and having finally separated Romeo from the pretty continuity girl, the little convoy headed their way homeward leaving the track, Tyttenhanger and at least one broken heart...and it wasn't bloody Romeo's (I bet HE got her number!!!).

It only remains therefore for your dedicated Roving Reporter to close this special report by saying how impressed he was by the sheer entertainment value of having a BBC film crew at the track, and to wonder what people will say of it all in 50 years' time. Maybe they will read it and ponder the saying of us old *Hacks*, ' *Never let the truth get in the way of a half decent story.* Goodbye. For now.

Inspirational source News Sheet June 1975 and based loosely on events of April 20th, 1975, Bookworm 2025

My model-boat collection No 26

By Roy

I have already had my annual holiday in Australia managing this year to keep out of hospital! If anyone wants to know what the sting is like from a Portuguese Man-of-war jelly fish, then I am your man!

For me the sailing year started on the 7th. April, a lovely day not as much breeze as was promised but pleasantly warm. Good company over the lake and peace and quiet.

Previously I had decided my Graupner Gracia model yacht needed remedial work, you may remember the broken and then repaired mast from before. I had some original sails with the class number on them, but these were 'bent' (sorry jargon) on to a dodgy and genuinely bent mast. I rectified this by removing the sails I made from the good mast and replaced them with the numbered ones.

Lining everything up and going through the process took most of a day but finally it was done, the sails were clearly smaller, Hmmm! I wonder if this is going to work. So, I left all the string with long ends in case I had to re-arrange things after / during testing?

Brian Looker had gathered us up together for the Monday (7th). I loaded up the car with the yacht and various bits and my trusty trolley. Unusually it all hurt, all the joints in my body were complaining, is this the writing on the wall? Are my sailing days over? Later and after conversation and as I am writing this, the pains have gone it was that b****y Covid injection!

I drove to the lake and at the last turning there were road works, the diversion took me for miles all the way to Hatfield and back, so I was late arriving. Glad I had the trolley as the route to the lake was blocked off but as the trolley has 10-inch dia. wheels with pneumatic tyres she travels nicely over the rough ground. Just 4 of us there and Malcolm only stayed half an hour more as his boat failed before she got wet.

There was a little breeze, and I had Brian get my yacht in the water, remember I was suffering from all unnecessary movement! The breeze sprang up and she was a delight to watch sail perfectly balanced neither luffing up into wind or falling away. You may remember I mentioned not to increase the recommended sail area when making your own sails? Guilty as charged as 20 years ago I had done just that!

I brought her in, and my erstwhile assistant Brian lifted her out, I was so pleased that I cut all the spare bits of string off and tied off a few knots more permanently. Lunch was now uppermost in my mind, and we sat, munched and drank tea.

Now for some photos, the weather was not playing fair as the breeze was only fitful. However, the removal of some trees and bushes at the southern (far) end

of the lake had made a big difference to sailing a yacht as there was no longer a swirl of wind in the corner where the plank access is for beleaguered frogs. This was almost a no sail zone for yachts as many a time I have had to redirect a trapped yacht. So, I hope the now open view to the raised track railway will remain, giving a free flow of wind.

In the end I am not sure who took the photo as Brian, and I were dodging about all over the place trying to get a close-hauled picture of the yacht. This was so a comparison could be made to the previous set up. The mast was nice and straight the sails set a bit better but there was a stretch in the cloth causing a small wrinkle which may just be age related, around 50 years old. Just a reminder that the 70's was a time most of us remember well, but that was half a century ago now!

I was pleased with the yacht performance and the work was worthwhile doing. I still have a couple more sailing boats to start and complete. Next job is to locate a mystery leak in one of my fishing boats,



of my fishing boats, the bath or testing tank is full. I shall try lining the internal boat area with toilet tissue and see which part gets wet first.

Must not forget we had a nice big tugboat with us as well, which worked very well. (picture on next page)

That's all on the model side this month.

In the March edition, in the piece from me there is an anonymous photo of a gentleman standing in front of some yachts. He is Vic Smeed one time editor of Model Maker and Model Boats magazine. He was nearing 90 in the photo and the most famous man in the world for his incredible contribution to model

boat, yacht, and aircraft plans. No one has ever surpassed the number of plans he produced.

He is seen there at the St. Albans Model Show about 12 years ago, when he was an invited judge for the marine entries. I was Secretary of the club at the time and had the pleasure of escorting him around our exhibition. Over lunch I asked him about a few rumoured stories about him and he confirmed that he had been a Spitfire pilot, not one of the few but from 1943 onwards.

Another story he told us was that an American had used one of his model aircraft plans to build a full-size version which he actually flew for some time, it had a VW flat 4 air cooled engine. On the last occasion he landed and then another pilot asked him what aircraft it was. When all was disclosed, the aircraft was impounded and the engine removed as it had never been through the rigours of testing and monitoring of the build.

I am in possession of part of a large model boat kit. The hull is missing and presumed dead but the superstructure plus plans and all the fittings for a deep-sea tug are in the box, unused and still in their packets all at scale 1 : 50. Original model is 50 inches long. Anyone interested contact me, just requires a small contribution to club funds.



TRACK STEWARDS ROTA FOR 2025 + FAMILY AND FRIENDS DAY REMINDER

In last month's News Sheet the draft Track Stewards Rota for 2025 was published. In the note which accompanied this draft I stated that despite reducing the number of track stewards required by one we do not have the required number the Senior Steward plus 10 Stewards for all the Sundays we are open.

The Sundays we do not have the required number are the 17th of August and the 7th & 21st September. To compound matters I have recently been notified that for the first public running day of the season, the 18th of May, two of our stewards will unfortunately not be available due to a prior commitment and at present they have been unable to arrange a swap. So, if your name is not listed on the rota or you would be willing to do an additional duty, please contact either Peter Brown or myself. Both of our contact details can be found on the back sheet of the News Sheet.

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.

It is important that Track Stewards should arrive on site at 1.00pm to ensure that all preparations have been completed before the arrival of the public.

Finally, a reminder, after the great success of our Family and Friends days on the first Sunday in May for the last two years, please reserve Sunday 4th 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. Dave
6. Geoff
7. Cheryl
8. Richard
- 9.

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

Owen – Senior Steward

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

Ground Level Despatcher
Steve

STEWARDS DUTIES. [Page 1]

SENIOR STEWARDS.

The Senior Steward should send out an email reminder to his/her team of Stewards one to two weeks before the day of public running to ascertain that they will be attending. If they are not, then that individual Steward should have made arrangements with another Society Member for them to act as their replacement. On the day absent Stewards may be replaced by co-opting another member with their agreement. **All Stewards attending MUST HAVE THEIR NAMES RECORDED IN BLOCK CAPITALS in the Running Logbook.** Stewarding tasks are set out in a predefined list with recommended timings for swapping duties around. This list can be individually scheduled so each Steward is given on arrival a complete timed set of duties that can be followed. The Senior Steward can then monitor and ensure that the changeover of activities occurs promptly.

Before the commencement of public running the Senior Steward should complete the Running Logbook sheet by ensuring that pre-run inspections and proving runs have been carried out on both the Raised Track and Ground Level Railways and that the identity of the Person In Charge of the Ground Level Railway is recorded.

Occasionally there may be insufficient loco's/drivers on a busy afternoon and the Senior Steward should assess if assigning one of the Stewards to take a Society loco onto the track will alleviate any long queues avoiding the frustrations of parents and children. The Senior Steward has the authority to make decisions with the backing of the Council where anything is referred to him/her by another Steward for resolution and to suspend any activity, including closing the site to the public if there are insufficient Stewards for the safe control of activities.

GENERAL NOTE ABOUT STEWARDING.

Firstly, please arrive at the site by 1.00pm and sign your name in BLOCK CAPITALS in the Running Book. Stewarding requires that the public are adopting a standard of behaviour that is not detrimental to the site, its assets or other visitors. This can be a bit daunting if unruly children are not under parental control and examples of tree climbing, larking about on the bridge and picking wildflowers are typical of the issues needing to be dealt with. This may apply to adults as well.

A general duty that is important to Stewards and Drivers is to ensure they are supplied with refreshment by delivering teas to them. Bearing in mind the coach staff may be very busy they may appreciate a Steward making as well as delivering the teas. It is important to remember that all Stewards are Society Members and carry out the tasks as volunteers so when a member fails to turn up for their duty it puts an unfair added workload on the Senior Steward and on those Stewards trying to cover for the absenteeism. In severe cases of a shortage of Stewards some facilities may be shut down or limited in operation with the detrimental knock-on effect to our visiting public. The aim is to have a safe and enjoyable day at our track both for members and the public. Public running can involve managing a large number of people on the site, dealing with car parking arrangements (can be a sensitive issue), providing refreshments, getting safely on and off trains and ensuring the public are not in places that they are not supposed to be. Apart from the public arrangements Stewards have to ensure the steaming bay is managed efficiently with its attendant paperwork and the need for passenger cars and getting locomotives on and off the track with the minimum of disruption to running trains. Council appoint Senior Stewards who usually have his/her work cut out in getting the Stewards allocated to tasks and moving them around, so each has a fair share of the various workloads.

STEWARDS DUTIES. [Page 2]

GATE AND LANE ENTRANCE STEWARDS.

Note: - Both the Gate Steward and Lane Entrance Steward must be in possession of a 2-way radio in order to maintain communication as may be necessary with the Station Master at Smallford Station and/or the Senior Steward.

As most, if not all, will know, access to the Colney Heath site is via a lane now designated a bridleway although up to and just beyond the gate it is wide enough for two cars to pass. This path is used to park cars, not just for visitors to our site but also by members of the public walking dogs or visiting the gravel pits for bird watching etc. Clearly with the number of society members we cannot accommodate visitors' cars on site, so we have a policy that states no visitor cars are allowed on site. The exception to this is if a disabled person is unable to walk the distance from parking to the site. In this instance we have two disabled parking bays in front of Smallford Station which can be used. Once full any further vehicle carrying a disabled person is allowed on site on the understanding that once they have been dropped off the vehicle will exit the site and park elsewhere. Only member's cars are allowed on the site. (Members do have badges that can be displayed on car windows).

To manage this three Stewards are used, one at the gate and two at the lane entrance. The Stewards at the lane entrance are there to provide advice to drivers as to available space in the lane. If none is available visitors should be directed to park in Church Lane beyond the stone/marble business but definitely not in front of the houses at the lane entrance. Parking in the lane should be parallel to the left-hand fence (the water board site). **Once all parking in the lane is full one of the Stewards should walk up the lane and put out one of the signs advising the public that there is no available parking past this point.** So the Stewards here need the diplomacy skills necessary to get drivers to park sensibly and heed their advice.

The **Gate Steward** is there to ensure club member cars and any disabled visitor cars are sensibly parked using the available space on the site car parking area and double parking them wherever possible when full. There will always be the car ignoring the Steward at the head of the lane that needs to be turned around and sent back out!

As a GL train approaches the level crossing the Train Driver will stop at the stop sign and press the button located on an adjacent post to turn on the wig wags and audible alarm. The gate steward should then close the gate and clip the red and white chain across the car park side after which the train can proceed. This action applies in both directions of train travel. Once the train has cleared the level crossing the train crew will cancel the alarms and the gate can be reopened. If the alarm system is not operating the train crew will stop at stop sign and then move slowly forward to notify gate steward of need to close the gate before proceeding over the crossing.

The gate entrance has to be supervised to ensure that visiting public and or cars do not cross when there is a train approaching or traversing the site entrance. Finally there are the cyclists and those with dogs. We do not allow cycling on the site so the Steward needs to both advise and ensure cyclists dismount before entering and advise visitors that all dogs must be kept on a leash at all times.

The busy time for both stewards is of course the first 1½ hours or so, after that things start to calm down somewhat. Unfortunately we need to keep a Steward at the gate to prevent any late comers parking on the site and to control the Ground level rail crossing.

STEWARDS DUTIES. [Page 3]

STEAMING BAY STEWARDS.

Managing the steaming bay can be quite rewarding and busy so let's just list the jobs that have to be attended to:

Every Driver running **must sign the running logbook**, this resides on the lectern in the old workshop, but the Steward may choose to have it outside with him/her because they have to check that drivers have signed in with the appropriate details. All Society Members and visitors must fully complete the running book with details of the boiler certificate, including its expiry date, and that an enclosed ash pan, and an effective spark arrester is fitted. **The Steward should as a matter of routine ask to see both the current boiler certificate and check that the ash pan, and spark arrester are in position.**

If the answer to any of the above is no, **then the Driver must not be allowed to run the loco.** Any form of uncertainty should be referred to the Senior Steward for a decision. Members will be aware of the availability of water and the 12V DC supply for blowers, but visitors will need to have these pointed out. Visitors will also need a brief on where water is available around the track and also the signal operation on both railways. Bear in mind we have two areas for raising steam, the main raised track steaming bays and the ground level bay in front of the containers.

Stewards allocated to the steaming bay who may not be familiar with these aspects should not be put off but ask for assistance from the Senior Steward who should be able to find a member able to describe the above.

Once a loco is in steam, and the Driver is ready to go, the traverser has to be made available to the Driver and assistance given to loading the loco onto the track. If a passenger car is required for those without a driving truck, then this has to be called for from the raised track carriage shed. An internal telephone is available on the inside of the raised track to call the station – (the receiving telephone is located on the side of the raised track carriage shed). Should the telephone not be answered then enlisting the help of a Society Member to quickly go up to the station to obtain a carriage should be sought. Awareness is required of trains already on the track and the traverser must only be used when the raised track traverser warning signal is silent and its wigwag lights off. Likewise getting loco's off the track requires similar assistance.

Running on the Ground Level Railway from Smallford Station or movement of loco's and carriages up to Orchard Junction requires the same rules to apply to loco's running as they do on the Raised Track.

Last but not least, and perhaps it should have been first on the list, managing the cars wanting to load/unload loco's may be necessary for both Raised Track and Ground Level railways. Generally members are well organised and polite but occasionally a car may be left blocking the loading/unloading bay. We are quite a sociable lot and chatting can take seemingly a long time to anyone waiting their turn to load/unload.

Well that's just about it for the Steaming Bay Steward. Busy times are obviously at the commencement of running from about 1.00 pm onwards and then from about 3.30 pm onwards as Drivers will start to cease running through till 5.00 pm.

STEWARDS DUTIES. [Page 4]

RAISED TRACK STEWARDS

We now move up the site to the raised track station area where there are two Stewards, one on the platform assisting passengers onto trains and one on the exit platform assisting passengers off trains.

The Society operates on a donation basis on public running days asking for a donation of £1.50 per person (other than a child in arms or very young children who will obviously be free) for rides on both the Ground Level Railway and the Raised Track. Passengers are encouraged to make a donation of £10 in return for which they get a carnet (ticket) that provides for 7 rides valid for the whole and subsequent seasons we are open to the public. These tickets are available for purchase at the refreshment hatch at the coach.

The Steward at the embarking platform has two main duties, firstly he/she is there to either clip the tickets or get the passenger(s) to put £1.50 per person donation in the lamp situated on the fence just inside the entrance gate onto the station. Secondly, he/she is required to check with the Driver how many passengers the train should be loaded with and to see that the passengers are safely boarded. The Steward must advise the passengers not to stand up or lean out from the passenger cars and to keep their feet on the carriage footboards at all times. Children should be advised not to "lark about" or be boisterous. When children are passengers, the Steward must ensure there is a responsible adult sitting at the back of the passenger car (or the last car of a two-car train has a Society Member acting as the Guard). Once satisfied the train is safely loaded the Steward can advise the Driver that the train may proceed.

The Steward at the disembarking station is there to ensure passengers safely dismount from the passenger cars. He/she should be vigilant in ensuring that passengers do not stand up on one side of the footboards as otherwise the passenger car may tip causing the person to fall. Whilst anti-tip rails are there to prevent tipping, and the platform height is raised, a fall may still result from the unbalance a passenger may experience due to the allowable movement. The Steward should ensure that once the train has been unloaded the Driver moves up towards the embarking station. On busy days up to three trains can be in the disembarking platform at any one time with possibly more waiting to get in. Getting passengers off the train and platform expeditiously is thus important under such circumstances.

GROUND LEVEL RAILWAY STEWARDS

Turning to the GLR Stewards, they undertake exactly the same duties as described above. Some GLR passenger carriages are "sit in", where the seating area has been modified to ensure that passengers sit in mid position and with only one person per seat. The Steward must advise passengers not to stand up and to keep their arms and hands within the carriage at all times. The GLR operates with a Train Guard at all times who rides with the train, and it is the Guard rather than the embarking Station Steward who notifies the driver the train may leave as the Guard ensures the train is safely loaded.

At the GLR disembarking station the Train Guard ensures that passengers safely cross the line to the exit path and that no passengers enter the lake area, which is strictly for Society Members only on public running days.

2 - Day Open Weekend 24th & 25th May 2025

Rugby Model Engineering Society



We would like to welcome all Model Engineers to our Open Weekend at our Rugby Site

We have 1 Mile of ground level 7 1/4" Track and 2400ft of Raised 2 1/2", 3 1/2" & 5" track and lots of space for running Road Engines.

We have camping space available. For more information and to book in, please contact Aubyn Mee, rmes@gmx.co.uk

For our visitors information sheet and further details please refer to our website at www.rugbymes.co.uk



Narrow Gauge Rally



Photo courtesy: Lewis Day

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

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

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



Rugby Model Engineering Society
Onley Lane, Rugby, CV22 5QD
www.rugbymes.co.uk

12th & 13th
July 2025
10:00- 17:00

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

GUILDFORD MODEL
ENGINEERING SOCIETY

32ND SWEET PEA RALLY

Saturday 14th & Sunday 15th June 2025



5" and 3½" raised track & 5" and 7¼" ground level track.

For further information please email
sweetpea2025@gmes.org.uk

Guildford Model Engineering Society,
Stoke Park, Guildford, Surrey, GU1 1TU
www.gmes.org.uk

GMES
STOKE PARK
RAILWAY

The annual event for owners of Sweet Pea locomotives and its variants, Sweet Violet, Sweet William, and Metre Maid.

In 2025 it will be hosted by the Guildford Model Engineering Society at its site in Stoke Park, Guildford, Surrey, on 14th and 15th June.

The Rally will be run on the Society's dual gauged 3½" & 5" raised track which is 1405ft long with minimum 50ft radius, and the dual gauged 5" & 7¼" ground level which is about 990ft long with a minimum radius of 68ft.

For further information and an entry form, please contact GMES via;
sweetpea2025@gmes.org.uk

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
May 2025	
Sunday 4th	Family Day at Colney Heath
Tuesday 6th	Council Meeting at Colney Heath – 13.00
Sunday 11 th	VMYG regatta – Sponsor Peter
Saturday 17th	Visit by Maidstone MES. Sponsor Nigel
Sunday 18th	First Public Running Session 14.00 – 17.00
Sunday 25 th	Family Party – Sponsor Pete
Wednesday 31 st	East Anglia Gauge 1 group visit Sponsor Geoff
June 2025	
Sunday 1 st	Public Running Session 14.00 – 17.00
Tuesday 3 rd	Council Meeting at Colney Heath – 13.00
Friday 6 th	General Meeting at HQ 8pm
Sunday 15 th	Public Running Session 14.00 – 17.00
Advance notice of events in 2025	
23 rd July	MRA Southeast Gauge 1 group visit Sponsor Geoff
2 nd August	Brean Visit to Colney Heath Sponsor George
6 th September	3.5 inch Running Day. Sponsor Martin
7 th September	St Mark's Picnic. Sponsor Les
14 th September	VMYG regatta – Sponsor Peter
4 th October	Model Railways section Open day at HQ
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.