

Issue No. 866

May 2024

# The News Sheet

North London Society of Model Engineers

May 2024



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

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### **Front cover; -**

This month Nigel concludes his series of articles on building a class 20 locomotive. The finished loco can be seen here looking splendid at the start of one of the early test runs.  
Picture by Nigel



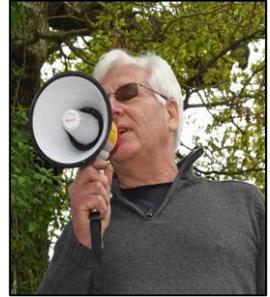
Your editor is very grateful to all those who have contributed to this edition. Your efforts are much appreciated by all the members of NLSME. This News Sheet would not be possible without you.

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

Before we start another year's organised running at Tyttenhanger we have the AGM on Friday 3<sup>rd</sup> May. I hope we have a good turnout for this important event. To entice you, should any inducement be necessary, I have a "not seen before" film to show after conclusion of the AGM. It is another from Geoff Cashmore's collection, filmed at Tyttenhanger in 1964 and showing the opening day.



We have also been donated books and magazines that belonged to Geoff. These are being sorted to supplement missing or damaged volumes in our club library. Surplus items, including pre and post war Model Engineers, are offered to members. These will be at HQ for the AGM and available to take away on first come first served basis.

Many will by now have heard the sad news of Mike's death on 16<sup>th</sup> April. He was in hospital recovering from a stroke when suffered a heart attack. The funeral arrangements are provided on the next page. An obituary will be published in the June edition of the News Sheet.

On a more upbeat note, and one Mike would surely appreciate, the auction on 6<sup>th</sup> April was a great success, particularly so for the range of engineering tools and fittings obtained by our members to pursue this absorbing hobby of ours.

The final and approved concept drawing for the steaming bay upgrade is included as a single page supplement with this issue. This incorporates provision for roofing over most of the bays. The roof will be a modular design allowing construction in stages. We do not necessarily have to build it all, the final extent will be determined by yourselves. As I stated last month, we now need to develop the plans in detail to allow budgeting and construction stages to be worked out. There are three elements to the project – modifications to the existing building, the swing out section to the raised track and the steaming bays themselves. Members wishing to assist others in planning these are very welcome, just let me know.

In June we are hosting LittleLEC. The event is run under the auspices of Guildford MES but we, as host society, provide the volunteer work force enabling it to function. The various roles are listed in this news sheet with approximate "on duty" times. Some members have already come forward with offers to help but more are required. Please review the roles and contact Martin, Owen or myself for those you want to undertake - or have your arms twisted later.

A requirement of the 2018 Boiler Test Code that falls due next year (Article 9.2) is for steel boilers to have their cladding removed unless the inspector can justify otherwise. This has prompted some debate within the club. It has also flagged up that at present we only have two inspectors who are undertaking steel boiler inspections. We feel that a third will be useful. Anyone with suitable experience of building and operating steel boilers should contact myself. It will be necessary to attend the boiler seminar run by FMES, another is due this autumn.

I hope to see you at our family and members day on Sunday afternoon, 5<sup>th</sup> May. Tea and coffee plus some snacks will be available from 2pm on a do-it-yourself basis. This year is the 80<sup>th</sup> since the formation of NLSME in 1944. What better reason is there to come along to Tyttenhanger for the afternoon, let's hope for some sunshine.

Don't forget our next under 16 years of age drivers' day on Saturday 18th May. This is a very enjoyable event where all drivers, under supervision as may be necessary, are under 16. It is aimed at members' families so do bring along children, grandchildren etc. The club's electric locos will be available for those who do not want steam power.

See you at track or HQ.

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## Mike

Sadly, I have to report the passing of Mike who suffered a stroke in early March and died in hospital mid-April.

Mike's funeral will be held at St Mark's Church, Colney Heath (AL4 0NH) from 10.30am on Tuesday 21<sup>st</sup> May followed by cremation at Hatfield Crematorium (AL10 8HS) then a gathering at the Crooked Billet, Colney Heath (AL4 0NP) from about 12.45pm.

Members and friends are welcome. However, for obvious reasons, we need to know how many plan to attend. I've told Daphne I'm prepared to be her contact so please let me know as soon as possible if you plan to join us. Time is obviously of the essence.

Mike C

*We will be publishing an obituary for Mike in the June edition of our News Sheet (Ed)*



## Agenda for the Annual General Meeting of the North London Society of Model Engineers at HQ Finchley 3<sup>rd</sup> May 2024 at 8p.m.

1. To open the meeting.
2. Receive any apologies for absence and remember any member who has passed away since the last AGM.
3. To receive and approve the Minutes of the 2023 Annual General Meeting and consider any matters arising therefrom.
4. To receive the Chairman's report for the past year.
5. To receive the Treasurer's report and approve the Annual Accounts to 31st March 2024
6. To propose a vote of thanks to the Auditors and appoint two auditors for the next 12 months.
7. To propose a vote of thanks to the officers of the past year and to elect a Chairman, Vice Chairman, Secretary and Treasurer for the next twelve months.
8. To propose a vote of thanks to the Council Members and News Sheet editor for the past year and to elect five Council Members and a News Sheet Editor for the next 12 months.
9. To transact any other business properly brought to the Annual General Meeting, notice of which shall have been received and sent to members 10 days before the meeting.
10. To close the Annual General Meeting.

NLSME Secretary

## NLSME COUNCIL NOMINATIONS 2024-2025

<b>Council Officers</b>	<b>Proposed</b>	<b>Seconded</b>
<b>Chairman</b> Les	Mike	Grahame
<b>Vice Chairman</b> Geoff	Dudley	Jonathan
<b>Treasurer</b> Mike	Brian	Grahame
<b>Secretary</b> Malcolm	Peter	Nigel
<b>Council Members</b>		
Nigel	Alan	John
Peter	John	Derek
Dudley	Geoff	Jonathan
Keith	Alan	Owen
Terry	Paul	Keith

## Treasurer's Report

By Mike



At our April Council Meeting we were pleased to accept and welcome two new junior members into the Society, Gareth and six-year-old William. All good news as they help reduce the average age of our membership!

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.

As mentioned elsewhere in the New Sheet the sad passing of Mike is reported. He was member number 377 and joined the Society in April 1981, a stalwart who we will miss immensely.

The recent Auction of tools and ephemera held on the 6th April was a resounding success and thanks to Mike C's auctioneering skills we raised over £2,000, of which the Society took a percentage commission. Thanks to all who opened their wallets so generously.

We have recently taken delivery of a new supply of Society windscreen stickers; these will be available at £0.50 each at the AGM or when you see me.

In addition, George has very kindly taken on the task of sourcing a new supply of the Society lapel badges, these should be available shortly. Because our stock was exhausted some of our more recent members did not have one supplied with their intro pack.

Don't forget that Friday 3rd May is our AGM at Headquarters in Finchley and

Sunday 5th May is our Members Family Day at Colney Heath. Followed on Sunday 19th May afternoon when we open our Colney Heath gate to the public for the first time this year.

In June we are holding the LittleLEC competition over 8th and 9th June for little engines. It would be really nice to see a few more entries from within the Societies ranks. It is a fun event.

Details of all events can be found towards the back of the news sheet in the dates for your diary section.

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## Winter Maintenance activities

Thank you to all those who have been working hard during the winter. But many hands make light work and if you are able, they still need YOUR help. Whether it be painting, mixing concrete or any of the other many tasks around the site or at HQ, thank you to those who have volunteered. The list of jobs is displayed just inside the coach with the most up to date details.

If you are able, please consider either contacting the nominated leader for the task and offer to assist. Or if you would like to take on one of the jobs which have yet to be started or you have completed any item listed, please let us know or put your name against the task on the notice in the carriage.

The work to repair and secure the garage doors has now well underway and by the time you read this should be complete. One of the original doors has been completely removed and replaced with a block wall. The other door has been repaired and reinstated with additional strengthening.



All the repairs to the RT are now complete and trains are running again.

Send your editor pictures of all that you have been doing to get the site or HQ fit for use and we will publish them in future editions.

## Narrow Gauge News – May

By John

Welcome everyone to the latest news and ramblings from the narrow-gauge world. By the time you are reading this the “Family and Friends” day at Colney Heath might have been and gone and if the weather played ball (as I write this its freezing and my garden lawn is a quagmire so fingers crossed!) hopefully it was a fantastic day, and a good start to the new season for public running. I am hoping that this year’s public days are similar to last year’s which seemed to have just the right number of visitors unlike previous years which at times got somewhat too busy.



As for the narrow-gauge layout it’s been full steam ahead in preparing it for plenty of enjoyable running sessions. I have started to replace all the timber edging strips to the track support battens with what are actually lawn edging it looks much better and will last indefinitely and so no more having to apply preservative every year. The support posts are all being painted along with the access bridges so the whole layout should hopefully look as good if not better than it has for done for a few years. Also, the cover net has received some attention and where it used to lay on the ground when removed for operation it got trodden on and accidentally ripped, there is now a retention and tidy shelf to keep it tucked safely out of the way. The shrub which fronts the whole layout

and as you know suffered during the last few years drought and heat is slowly recovering. I have given it a feed and by the end of the year hoping it will almost be back to normal, also not forgetting the topiary figure, he continues to be clipped and shaped, he may receive his cap and green flag soon!!

You may recall in a recent issue a photo of the new building, fencing etc. replacement for Waterend station, it did look a bit forlorn but this has now received some passenger's sitting on the benches waiting for the next train to Tyttenhanger, hopefully this may stave off the threat of closure for a while!



But of course, it's not all work and no play and we have had some enjoyable running sessions already, the accompanying photos show two of George's locos the black one on the previous page is "Euterpe" its an Archangel Sgt. Murphy 2 cylinder with Hackworth valve gear and his red Roundhouse Charles "Merlin" depicted above is a model of a Hunslet Penrhyn loco. Both not only look fabulous but performed faultlessly on a visit from his own Northern Heights Light Railway. Alongside the red engine is my own Roundhouse "Erin Ann" hauling a consist of Lynton & Barnstable freight stock.

Let's hope by the time you read this the weather has definitely taken a turn for the better and we are all thoroughly enjoying our wonderful site at Colney Heath, see you there!

## Building My Class 20 Electric Locomotive

By Nigel - Part 8 (conclusion)

So, looking back at last month's instalment where had I got to? Ah yes, painting the fibreglass moulded body. Now some people take to tasks like a duck to water but for me spray painting, woodworking, electrical wiring and definitely domestic plumbing I much prefer to leave to the experts. Some years ago, I bought an air brush and mini-compressor to re-spray the smokebox of my 5" gauge Horwich Crab as the paint had started to come off. I read and re-read about the ratio of paint to thinners in an air brush and found that in the end I had to thin it down so much to get it to spray I decided that if I went down that route on the Class 20 body it would take several coats to get a reasonable covering.

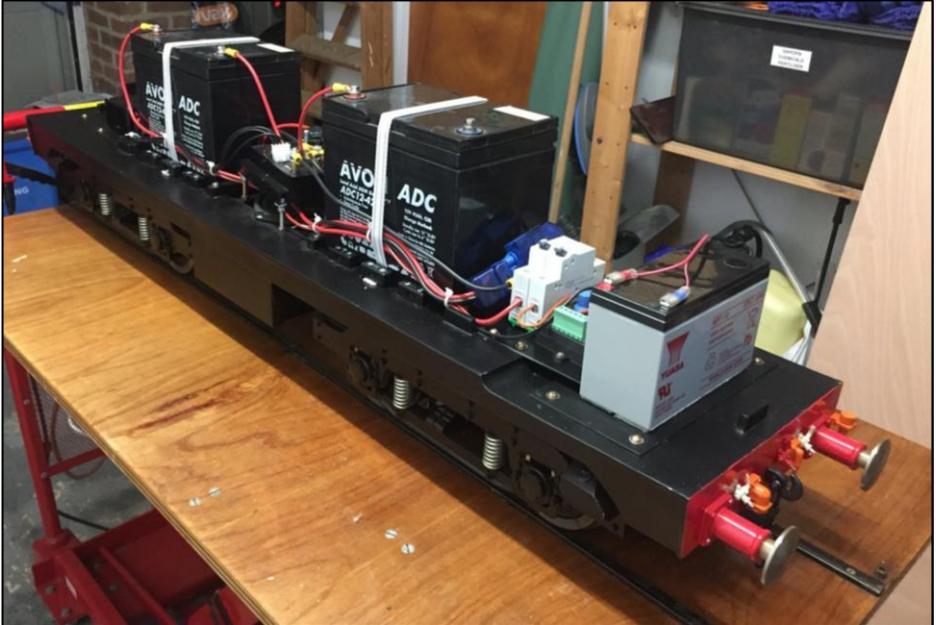
So, what did I do? Well, I remembered that I had read an article where a list of Halfords Rattle Can paint equivalents to BR colours had been given. I surprised myself that I had even gone to the trouble of taking a copy of this for future reference! I found this list on my computer and went along to Halfords and bought cans of Rover Brooklands Green for the main part of the body and Ford Polar Grey. The latter colour wasn't on the colour list for the roofs of diesels but to my eye and the colour of the roof on an OO gauge Bachmann Class 20 I have looked to be a good colour match.

According to the dates on the very few pictures I took at the time I sprayed the body during October 2022 which is not an ideal month but needs must as they say. Luckily, we have solar panels on our roof so on sunny days I got the fan heater going in the garage and warmed the tins of paint by putting these on top of the hot water tank in the airing cupboard. I was pleased with the end result. Next it was onto attaching the handrails, fitting the cooling grill on the roof, applying the BR transfers, adding other embellishments and finally securing the Perspex windows I had made.



Next came, for me, the really complicated part – wiring up the motors to the controller and adding the sound module. Fortunately for me my very good friend Alan kindly offered to do this for me, with me providing assistance??!! I want you to picture this in your mind's eye – there we were in late November in a somewhat cool garage performing, what to me looked like open heart surgery where Alan is the very experienced surgeon and me a very junior nurse handing him the instruments. The conversation went a bit like this: - Alan – wire cutters, me –slapping them into his hand, Alan – small screwdriver, me – posi-drive or flat, Alan – posi, me –slapping it into his hand. And so, it went on until all the wiring was completed.

I would like to report that everything went smoothly but when power was applied the isolator tripped. After speaking to the supplier this was traced to a relay board where the wiring instructions weren't very clear. Once this had been sorted the loco was put up on blocks and the wheels went round - success! The only thing was the speed the wheels were going round and the torque that was being produced wouldn't, to quote a phrase, pull the skin off a rice pudding. So, what to do? The motors I had bought many years ago would have been used in 12-volt car heaters and from an earlier investigation had very substantial windings so the voltage from the two batteries installed was changed from 12 to 24 volts. This transformed the performance dramatically.



As already mentioned in the March instalment I had fitted head code light holders which would hold the LED's which came with them. Working from a wiring diagram supplied by Alan I made 2x plastic boxes for either end of the loco body, one to hold 2 AA batteries and the other the breadboard and wiring for the switches where I could change the head code as required. By the time I finished making up the boxes and installing them into the body it was about the middle of April 2023 so any thought of trying the loco out on the track would have to wait until the start of the running season and the warmer weather.

It was on 7<sup>th</sup> May 2023 when the loco had its first run on our track at Colney Heath. It ran well then and has proven itself to be exactly what I was hoping for both at Colney Heath and also running on ground level at two different tracks. Driving a steam loco around our track at Colney Heath may well be the ultimate achievement we desire. However, for the less experienced amongst us and those who want to just enjoy themselves without having to ensure that we have a good fire and enough water in the boiler an electric loco may well be the way to go. My wife Helen has also enjoyed driving it and my Grandson, William, will doubtless be enjoying it this coming year. The 16-month-old Granddaughter may have to wait a few years before she can be let loose on it.



Finally, I hope that you dear reader have enjoyed reading about how I built my Class 20 and perhaps it may give you the impetus to do likewise. Please feel free to ask me any questions and maybe, just maybe, I might be able to answer them!

## The Geoff Cashmore Photo collection

The Society has been gifted the photographic collection of the late Geoff Cashmore. It is a vast collection, prints, slides and negatives, mainly dating from the late 1950's to mid-1960's.

This month; - The gentleman behind a very young-looking Ron is Don Coveney who bought John Sumpter's Schools loco but can anyone identify the chap at the back? Or the second loco, there's a challenge for you! It's Christmas day 1960 at Arkley?



We have been in discussion over the past few months regarding the refurbishment of the RT steaming bays. (See supplement for agreed outline layout)

The pictures on the next page are not from the Cashmore collection. They illustrate the devastation caused by the fire in August 1982 which totally destroyed the original building on the site of what is now referred to as the old workshop. The only part which survived was the store used until last year in the workshop for securely storing club locomotives. It can just be made out in the first of the two pictures



## David

By Ian

We have not seen David's cheery face for some time because he has been severely ill with a kidney complaint. I could not understand the workings of the kidneys even when I was a medical student so I will try not to elaborate. Suffice it to say the kidneys perform many complicated functions for us to sustain a good quality of life. David was treated initially at Barnet hospital where his family were able to visit and to sympathise with him and with the hard-working staff who know that a severely ill kidney patient can look to the layman as reasonably well.

That then, dear reader is why David has not been seen brewing delivering that essential mug of tea during the interval at General Meetings at HQ on the first Friday of the month.

During David's sojourn at Barnet the family were able to visit daily by leaving the family car at my house and hence avoid many punishing car parking fees. That is all in the past now and they all look forward to increasing activity and a gradual return to normal health.

The note below is from Pat (David's wife). She has given permission for it to be published in the *News Sheet*.

*Dear Ian,*

*David was 4 weeks in the Royal Free and 2 weeks in Barnet before that, he also had 2 weeks in the heart hospital. It's fine to mention him in the News sheet, we don't want to make visitors feel unwelcome in any way but he really isn't up to seeing a lot of people yet, he has lots of appointments to attend as well and we have started the ball rolling to get a stair-lift fitted. I am trying to build up his strength with good food and Andrew is taking him for a walk every day, the district nurse came today. She is originally from Iran. All for now from Pat.*

We will keep in contact with David and look forward to the continuance of those mugs of tea in the near future.

All at the club wish you a speedy recovery David and look forward to seeing you again soon.

## TRACK STEWARDS ROTA FOR 2024 + FAMILY AND FRIENDS DAY

Following on from last year's successful Members, Family and Friends Day we will be repeating this on **Sunday 5<sup>th</sup> May** at our Tyttenhanger Site in Colney Heath. Although the afternoon from 2pm has been reserved for the event it is highly likely that members may wish to arrive earlier in the day to exercise their locomotives on the GL, RT, Cuckoo, Gauge 1 and Narrow-Gauge tracks plus sail on the lake after their winter hibernation.

Tea, coffee and squash will be provided free of charge and it is hoped that volunteers from within the society will be ready, willing and able to assist in making these available. It is hoped that members and their family and friends will take the opportunity to bring along a picnic.

We are expecting a good turnout so if you are planning to attend, and with our limited parking facilities, would you please ensure only members cars come on onsite and friends either park in the lane or in Church Lane way before the bridge.

All that remains now is to keep our fingers crossed and hope for fine weather.

### Track Steward Rota & Stewards Duties Pullout.

From Sunday 19<sup>th</sup> May until the end of October on the First and Third Sundays between 2pm and 5 pm the public will be admitted to take the opportunity of having rides on both our raised and ground level railways.

Would you please look at the updated Track Steward Rota on the following pages and check when you are scheduled to be a steward as there has been a small number of changes.

In the centre of this News Sheet, you will find an updated copy of the Stewards Duties which you are advised to pull out and bring with you for reference when you are scheduled to be a steward.

**5 May 2024**  
**Society Family & Friends Day**

**2 June 2024**  
**Ian – Senior Steward**

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

**7 July 2024**  
**Mike – Senior Steward**

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

**19 May 2024**  
**Peter – Senior Steward**

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

**16 June 2024**  
**Chris – Senior Steward**

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

**21 July 2024**  
**Richard – Senior Steward**

1. Jonathan
  2. Mike
  3. Robert
  4. Stephen
  5. Paul
  6. Jeremy
  7. Brian
  8. Peter
  9. Mark
  10. Terry
  11. Jack
- Ground Level Despatcher  
Steve

**4 August 2024**

**Owen – Senior Steward**

1. James
2. Robin
3. Alan
4. Mark
5. Paul
6. Paul
7. Roy
8. Casimir
9. David
10. Roy
11. Alan

Ground Level Despatcher  
Steve

**18 August 2024**

**Michael – Senior Steward**

1. Frank
2. Peter
3. Peter
4. Peter
5. Waz
6. Nigel
7. Alan
8. Jack
9. Dave
10. Roy
- 11.

Ground Level Despatcher  
Steve

**1 September 2024**

**Martin – Senior Steward**

1. Brian
2. Malcolm
3. David
4. Steven
5. Grahame
6. Rob
7. Gordon
8. John
9. John
10. Michael

Ground Level Despatcher  
Steve

**15 September 2024**

**Les – Senior Steward**

1. Bill
2. John
3. James
4. Robbie
5. John
6. Peter
7. Gerald
8. Daniel
9. Daniel
10. Dudley

Ground Level Despatcher  
Steve

**6 October 2024**

**Derek – Senior Steward**

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

Ground Level Despatcher  
Steve Coffill

**20 October 2024**

**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

**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 the Running Log-Book. 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 Log-Book Sheet by ensuring that pre-run inspections and proving runs have been carried out on both the Raised Track and Ground Level Railways and 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 and avoid the frustrations of waiting parents with 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.**

Those allocated to general stewarding are there to ensure 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 the wild flowers are typical of the issues needing to be dealt with. Even adults might need a word too if they enter areas not intended to be accessible.

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 the 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 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 has 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]**

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**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! When a train leaves Smallford Station (the station in the car park) the wig-wags will sound and flash automatically. As the train approaches the level crossing the Train Driver will sound his/her whistle or horn and stop at the stop sign before the crossing. The gate Steward is required to clip the red and white chain across the car park side. Only when the Train Driver can see the way is safe and clear can the train move forward. This action applies in both directions for Drivers and Stewards. Once the train has cleared the level crossing the wig wags will stop and then the red and white chain can be removed. 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]**

Issue 7 – May 2024

**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 log-book**, this now resides on the lectern in the machine shop lobby 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 locos off the track requires similar assistance.

Running on the Ground Level Railway from Smallford Station or movement of locos 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]**

Issue 7 – May 2024

**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 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 12 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 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 Steward's only extra duty, in conjunction with the Train Guard, is to ensure that passengers safely cross the line to the exit path and that no passengers enter the lake area, which is strictly for Society Members on public running days.

Issue 7 – May 2024

## GLR Waffle

By Paul I'm afraid this report is rather short this month because I will be away for two weeks leading up to when the new sheet is issued. So, I'm writing down a few words in between servicing my caravan and getting it ready for a holiday in sunny Kent.



Dave has completed a new coupling and fitted them to the red ball wagon. They've been tested and worked perfectly.

The fence separating the GLR from the RT at the GLR platform has reached the end of its life and has now been removed. New fencing panels have now been delivered to site and with the new auger available should hopefully be in place before the first public running session.



The annual exams of the private own coaches as well and what way is well underway with only two left to be completed.

Finally, I include a photo of one of my grandsons when he was given the honour of being allowed to drive Roy's loco and train.

He enjoyed driving very much and is still telling everyone about it.

Hopefully next time I'll have a little more to report.



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## Coal, Steam Oils and Lubricating Oil for Sale

Coal: Anthracite Beans in 25kg bags

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

Anthracite Grains in 20kg bags

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

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

Contact the Treasurer – Mike

## Bookworm Writes – Our Speaker for Tonight

### Part 6

After what seemed a long time and with the projector still in several pieces Alan, our projectionist for the evening now a mixture of frustration and embarrassment, suggested to Tom the section leader that maybe Curly could continue taking questions until the new bulb was fitted and he had the machine back in one piece. Curly readily agreed to the suggestion and looked almost relieved at the prospect of speaking directly once more to his audience.

Wasting no time he stepped forward, 'Are there any more questions then?' he asked looking around the room.

'Curly,' Bills rich fruity voice asked from behind where Alan was tinkering with the projector, 'you were talking about cylinders earlier, what are your feelings about port sizes?'

Curly stood for a moment and half smiled; then leaning against the edge of the speakers table he said, 'People just won't be told. I have written goodness knows how many times about following the *Words and Music* when building my engines, and STILL' he said with great emphasis on the last word 'they do something different then write to me telling me it's a shy steamer, or loses as much steam as it can make and wants to know why. And when I write back and ask if it is built to my specification.... inevitably they say something like, *I only increased the so and so or I thought a bigger something would be better.*'

Standing away from the table once more and looking somewhat irritated by the tale he was relating, Curly fixed everyone in the room with a hard stare and said, 'If you choose not to follow my instructions, then if it doesn't perform, that is entirely your own fault. I build and describe engines that DO work and if you mess with the music.... or the words I provide, then it is completely at your own risk.'

Restoring his composure once more he went on now looking less tense. 'Ports are a common problem which people will insist on changing. Now a case in point, someone wrote me telling me their engine was a losing steam as quickly as it could make it and wanted to know why. Seems they had instead of drilling three holes of such a size that I had specified, they had cut one large slot about the width of the inlet port, between said port and the cylinder bore. Well, of course' he explained, 'with such big spaces to fill with steam I knew straight away it had likely messed with the timing and with so much extra steam in those big passages, I just reckoned that some of it wasn't even reaching its destination before the piston was pushing it all back and out of the exhaust....' He paused for a moment, seemingly content with his explanation and waited for a reaction or for another question to be asked; with none immediately forthcoming the naked sound of a sweet being unwrapped from a particularly noisy wrapper filled the available silence instead.

Sensing competition Curly wasted no time in warding off the threat of any more sweets making an appearance to interrupt him by clearing his throat loudly and then cheerfully saying, 'Next question please as they say on *What's My Line*....'

'Curly,' Don's soft West Country burr pleasantly embraced us, 'can you say anything about turning and finishing wheels successfully?' he asked hopefully. 'I'd say make sure they are round' Curly answered mischievously. The room erupted in a roar of laughter, 'though seriously,' he went on, 'I know they can be tricky depending on their size and the quality of lathe you have. In fact, it's probably THE most frequently asked question I am asked in the letters sent to me,' a degree of weariness was once again sounding in his voice; but he continued, 'I always use tipped tools, tipped because my first tip is always not to run the lathe too fast, use back-gear and get under the skin of the casting with that first cut and second tip, don't faff with a thousand tiny cuts after. I reckon I can do a five-inch wheel on my old Milnes lathe; you'll see it in the pictures of my workshop shortly, using a tipped tool and in two cuts, one roughing and one finishing.' As he said this I became aware that around me a number of my companions appeared to be quietly whistling under their breath expressing I imagined either incredulity or awe.. or maybe it was a bit of both.

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By this point in the evening the warmth of the meeting room and the comforting effect of having enjoyed two tea breaks and chatted a lot, was starting to have its affect upon me making me feel sleepy and I was finding it hard to keep my concentration. It was not being helped as a tree branch outside the window was now starting to knock against the sill becoming intrusive and making it difficult for me to hear what Curly was saying. '...poorly positioned crank pins. So no, I say once more, stick to my *Words and Music* and you won't go wrong...' By now his words were becoming smothered and I was really struggling to hear what he was saying as the knocking outside became even louder.

Moments later the noise outside unexpectedly stopped and Curly's voice came through clear as day. 'I offer guaranteed results my friends'...'Neil, Neil' I heard Jacqueline my wife's voice calling from behind the door of the room where the Club library and slot car section was housed close to where I was sitting. ... 'Jackie?'...I said to myself straining again to catch what Curly was saying, his voice losing the battle against this new intrusion.

From outside the window a swishing and flapping noise now started like leaves rubbing and smacking the panes of glass. 'Neil.....Neil!' my wife's voice was now sounding much more urgent. Suddenly I felt myself falling.... falling....falling ... 'Neil for goodness sake!' I felt Jackie's grip holding me and stopping me falling any further. 'Wake up Neil you've been asleep.'

-----

Coming to I could see I was no longer in the Clubroom but inside our spare bedroom at home and Jackie was standing beside me.

She leant past me and switched off my father's old tape recorder, the sound of the switch making an impressive metallic clunk as she did so. The full reel of tape finally slowed with the loose end sweeping one last broad arc before coming completely to rest.

Stepping back from where I was sitting in her mother's old high backed chair that we kept in the spare room, she sat on the edge of the bed and looked across at me with an affectionate but pitying smile reserved for such occasions. 'I gather you've been listening to your dad's old recording' she said quietly. 'Sorry, I only shut my eyes for moment' was the best I could manage to say.

As my head started to clear I stood up, picked up the empty tape box from the top of the bedside cabinet where I had left it and retrieved the full spool of tape from the machine putting it carefully inside. "20<sup>th</sup> Anniversary talk LBSC 1964 tape 1" the label said written in my dad's unmistakably clear handwriting.

'Will you go out to the workshop?' Jackie enquired. 'It's a terrible night outside you can't see beyond the fence', adding 'I don't think you'll make it to the meeting this evening.' Getting up from the bed she walked towards the bedroom door and just as she reached it, stopped. Turning her head she looked back at me. 'I've made some tea if you want to come down'. She stood for a moment longer then half-turned to face me, as I looked back, I could see a slightly puzzled look on her face. Casually she ventured, 'oh by the way you left your mobile downstairs and someone rang so I took a message.' As she said this, she reached into her jeans pocket and pulled out a crumpled yellow post-it note and looked carefully at what she had written. 'A Mr Lawrence, is it? It wasn't a great line but he said you knew him and could you phone him back.' Reaching over to hand me the note, I could see she was now looking very puzzled as she said, 'I am sure I misheard him, but did he say his first name was 'Curly?'

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## Letter to the Editor – NLSME 80<sup>th</sup> Anniversary

Dear Sir, your Grace.

This being the 80th year since the founding of the North London Society of Model Engineers, I hope you will feel able to find room in the News Sheet for the enclosed item.

I recently discovered it after venturing once more into the depths of the my owners desk and finding it in a folder simply labelled 'Items of Interest' - However as some of the items I found in there are so ancient, some obviously filed by his own father (I mean what use is an old half torn tram ticket destination Barnet High Road?), I do wonder if any one-time 'interest' may have given way to '*I didn't know it was there*' long ago.

Just to give you a bit of context then, I may in the past have alluded to the fact that my owner's father was also a lover of railways and all things steam, and thanks to the metalwork Master at his school keen on model engineering. When his father was old enough, he joined the 'Finchley Model Engineers Society' becoming quite an active member for a time, helping out at track events hospital fetes etc and where he apparently had a great time.

*" The Finchley Club was terrific and we had some smashing members, 'Uncle Jim', that's Jim Crebbin was one and I vaguely remember J.N Maskelyne was the Vice President at that time. It was all really exciting as we used to have 'track nights' up at 'Deansgarth' in East Finchley, then of course we had Club meetings as well; Initially we used to meet in the 'Wander Inn' on Kings Parade, Church End when I first joined, but then later on these were moved to Avenue House. We had some good meetings there, I remember Henry Greenly coming one time and Mr Beaumont of the Sentinel Wagon Works was another speaker who came and gave a talk about railcars at some point, but the highlight of the year was always when our Patron, Earl of Northesk came and awarded the prize for best model. Of course it was never going to come to me!*

*The Club also usually had models displayed at the Model Engineer exhibition, all prewar of course. During the war I occasionally used to cycle or get the bus over to see Mr H.E White in Southgate where he had an up down line in his garden, I saw one or two nice engines run there.*

*But next thing, an advert appeared in the ME for a new club in Barnet starting up and as we had by then moved to Cockfosters, I drifted across to the new club leaving the Finchley Club and the track days at The Bishops Avenue behind me....."*

This I imagine is why he had saved these cuttings....

'Clubs' page in the Model Engineer for Thurs Sept 28 1944 p 312 carried the following item:

### The Barnet and District Model Engineering and Aeroplane Society

Following an unofficial discussion between several local model engineers and model aeroplane enthusiasts, it has been decided to form a new club in the Barnet (Herts) district, to be known as The Barnet and District Model Engineering and Aeroplane Club. The proposal already has the support of several well-known model makers in the district, and some well- equipped workshops are represented. Suitable accommodation has been promised and the proposers invite applications from local model makers who would be interested in forming a really strong, up-to-date association. Applicants should be over 14 years of age, and need not necessarily be possessed of equipped workshops. The scope of the club is to embrace any branch of model making.

Persons with suitable radio qualifications which may enable them to obtain experimental transmitting licences are welcome, as it is proposed to conduct experiments with radio-controlled model aircraft, model boats and other mechanisms.

Applicants from the district are cordially invited to write to – Mr.H.C. Hanley

No sooner had he put pen to paper to join this new club when they made another announcement in the 'Clubs' page in Model Engineer this time Thurs Nov 2 1944 p 431:

### The Barnet and District Model Engineering and Aeroplane Society

At a meeting of the founder members of the above society, it was decided to change the somewhat cumbersome name of the society to " The North London Society of Model Engineers." At this same meeting, it was further agreed to call a general meeting of all prospective members, at 3pm, on Sunday, November 5th 1944. This meeting will be held at the offices of The Barnet and District Gas and Water Company, 21 Station Road, New Barnet, by the courtesy of Mr E. Stace. All interested persons are cordially invited.

Further enquiries should be addressed to – Mr.H.C. Hanley.

So, there you have it had that second meeting not taken place today's Club badge would be the size of a dinner plate just to get the whole name on. What happened to the Finchley Club after my owner's father left is unknown and at this point is lost to history, but I suspect the Second World War was probably the cause of any change.

Your Obedient Servant Bookworm

## Wheel chair accessible coach appeal.

By Peter

Dear members, it is my unadorned pleasure to tell you that the appeal for funding for a wheelchair carriage has now surpassed even my expectations! The coach will be named Jessica's carriage and will be used for events at Tyttenhanger such as the Keech invitation day and the like. Its use will be limited to members willing to be trained in its use. Guards and drivers operating a train with this coach attached will also need to pass a competency assessment specifically relating to the wheel chair coach. The operating procedures, inspections and competencies have yet to be fully defined. They will be presented to council for approval before the coach can be used.

I have recently been in contact with Christopher Dixon who is the proprietor of Miniature Trains who are constructing the coach. He has advised me that they have orders for this type of coach from a number of societies and the prototype carriage will be available in a few weeks' time for inspection.

In the last few years, I have become all too aware that some of our members now require a wheelchair to get around. I am hoping they too will enjoy the new facility with our blessing. Once we have the carriage on site and we fully understand how its use will be controlled and operated we will advertise that it is available. You will then be able to ask any of the G.L. crew if you would like a ride in private or at a public event and they will point you in the right direction to arrange the day.

I would like to sincerely thank all the people who donated to this most worthy cause, some whose arms I twisted, and some who I have not even met to this day. There are a lot of very generous people out there who have restored my faith in human beings once again!

Last but by no means least thank you to those who without their help the project would have been much harder and taken longer for me to get to where we are now. A very big thank you for all your help in securing donations and collating the funds. We even have an organisation and two private individuals who have already donated willing to make up any shortfall in funding if it becomes necessary.

One last big thank you to the ever smelling, sorry, smiling Greg for his important role acting as independent auditor of the finances associated with this project.

Happy Days, we are nearly there.

Regards Pete.

## A New Model Railway Project Part 3

### Modelling Rabbit Holes by Paul

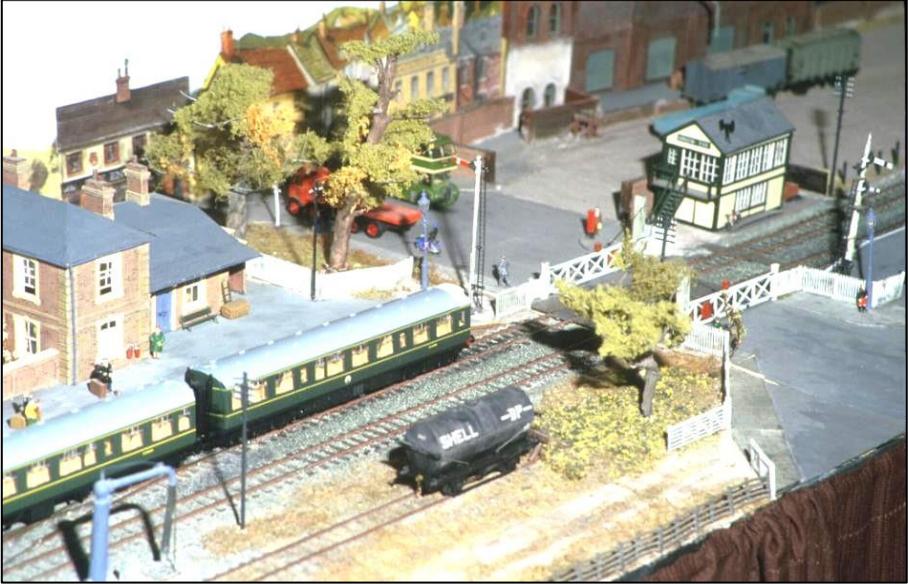
The trouble with serialising a modelling, or model engineering, project is that the pace of publication far exceeds the speed of the visible progress of the model. In the case of my Cameo layout, there is far more to it than just the conventional building a baseboard fixing track, wiring up, adding some scenery and buildings, and finishing with small details and after thoughts that many would be modellers don't know about or think to do. In the background there is the historical research, field visits, mental planning or "envisioning", life in general and modelling rabbit holes.

Now, you may ask, why would I write about how to model a rabbit hole. Well folks, I am not about to write a blow-by-blow account of creating a 4mm scale rabbit hole. I use the term more as a Trope or idiom where "Down the rabbit hole" means getting deep into something or ending up somewhere strange. Lewis Carroll introduced the phrase as the title for chapter one of his 1865 novel Alice's Adventures in Wonderland, after which the term slowly entered the English vernacular.

Roll back to the 1990's. I had an exhibition layout called Green Tye. My mates from the erstwhile Barnet MRC will no doubt remember it as they kindly supplied the labour to cart Green Tye around the country to help erect, test, provide some trains, operate, and dismantle the layout at exhibition venues.

Green Tye was a model of a modest country station situated on a single-track cross-country line once typical of those in East Anglia. The station had a passing loop with two staggered platform faces, one each side of a level crossing. At each end of the layout was a hidden fiddle yard where trains were prepared to send through the station to the other end. Even back then I realised that just running trains from one end to the other, stopping along the way, wasn't entirely fulfilling for either operators or the general spectating public. To add to the entertainment value, I introduced some features to catch the attention of the public and sustain their interest for longer than the time it took to see a couple of trains going by. I installed an electromechanical bell under the signal box so fiddle yard operators could ring it with realistic bell codes so common to the mechanical signalling era. I mechanised the signals and the level crossing. This meant that even with no trains in sight, these simple sound and movement measures would catch the attention of spectators even if there was no train running. More than once, when I saw someone come to look, see there was no train and begin to turn away, I hit the bell code button, and the spectator instantly knew something was about to happen. After the bell code rings, the level crossing gates moved and, when they were open to trains, the signals were cleared. Only then would the trains appear – one before the other in accordance to correct operating practice. The trains arrived, stopped at the platforms, waited then departed after which there was more signal box bell ringing, signals moving to "On" and the gates closing. Taken

together the actions described above turned the whole operation into a choreographed performance.



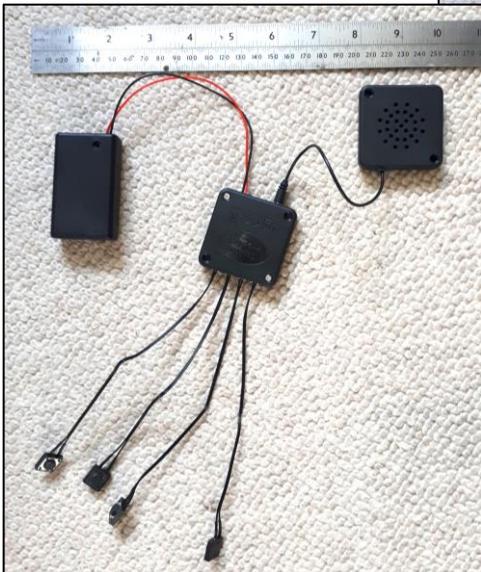
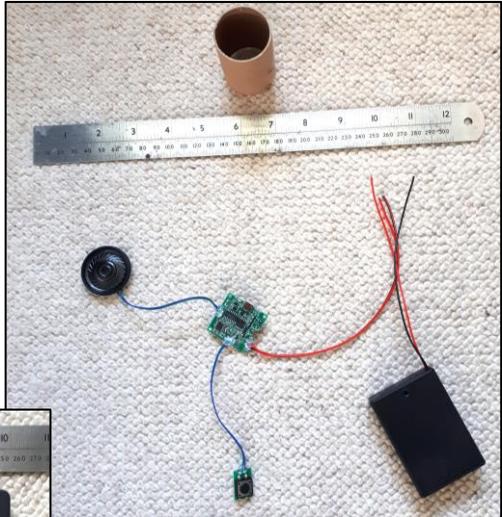
### *Green Tye signal box & Level Crossing*

What about the rabbit holes I hear you ask? Well, it's now 2024, and knowing my Widford layout will not feature endless train movements, my thoughts have returned to producing the same, and as it turns out potentially more elaborate, performance. The Rabbit Hole I have recently gone down is one of Ambient Layout Sounds.

The genesis to my rabbit hole endeavours is my current home layout. I have a couple of modified doorbells installed so operators can ring bell codes before moving trains. This works well but doesn't quite sound right in either bell tone or where the sound is located. I really want the bells to ring within the modelled signal boxes, not from under the base boards. But no decent sounding conventional bell is small enough to install within my model signal boxes, one of which already conceals a point motor. A conventional bell that would fit just would not sound right.

I hunted the Interweb in an effort to find a solution and, through a Model Railway Forum, I discovered tiny recordable sound modules on which you can upload your own sound sequences of up to eight minutes. These modules can be obtained for as little as £8 from eBay complete with miniature, yet powerful, speakers and push buttons. They come direct from China preloaded with a Chinese song, but this can be replaced with your own sound file or files. I have four of these plus a UK sourced unit which can hold four different sound sequences playable at choice. This cost me £18.

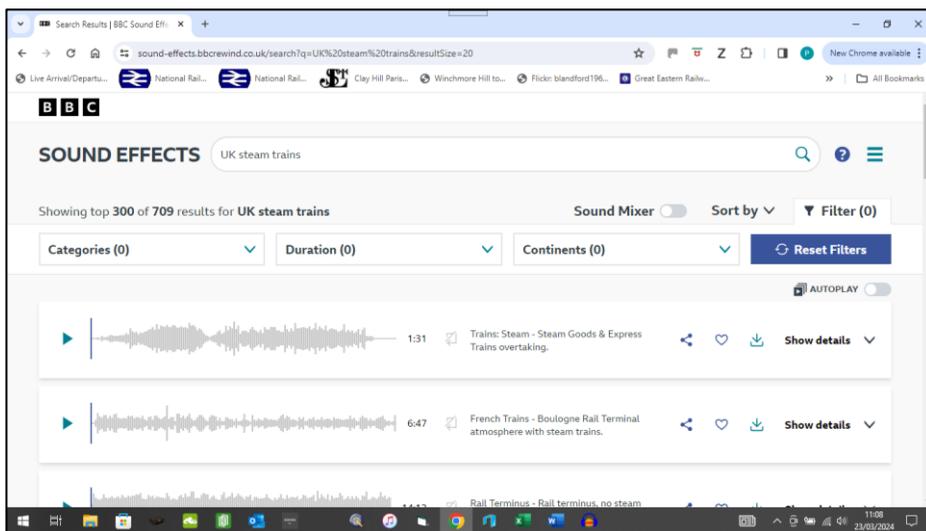
*Small Sound Module, battery holder, operating switch and speaker – all for circa £8 including postage.*



*Large 4 Track sound module and speaker. Circa £18.*

Now for the technical bit:

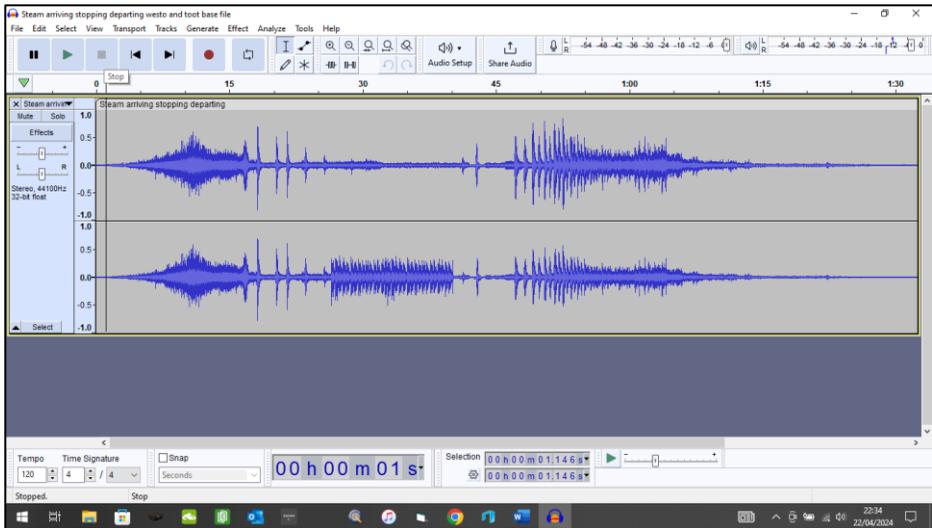
Sound files are readily available for free on various web sites with the leading source being the BBC Sound archive. A search on, say, “steam train”, “diesel train”, “railway signalling”, “birdsong”, “country” results in hundreds of sound clips coming up, usually of 2-5mins duration with brief descriptions of the sound in question. One click enables a chosen sound clip to be heard to determine if its anywhere near what one is looking for. In my first attempt I looked for, and listened to, signal box sounds that could fit my requirement. If there was something near to my requirement a single click will download the sound it as an MP3 File to a chosen Folder on a Laptop.



*Screen shot of BBC Sound Archive.*

Having downloaded various sounds, they can be doctored, and mixed, and this is the real depth of my rabbit hole of research and learning. A free Programme can be downloaded to manipulate sounds. It is called Audacity. This programme comes with tutorials and instructions. These plus a bit of “Youtube” watching quickly enabled me to conjure up all sorts of sound sequences that can be played as a continuous loop or one- offs at the push of a button. Using Audacity really isn’t any harder than word processing. Much of it is visual as you can see the sound waveforms on your screen and can cut and paste those sounds you want to string together for your own sequence. See the picture and caption. By using two sound modules I have even been able to create a 4 minute Stereo sequence to emulate the sound of the signal box bells, a steam train approaching “stage left” arriving in the centre, stopping with brake squeal, doors slamming, Westinghouse Pump pumping, guards whistle for right away, steam “toot”, the loco starting away and fading stage right and ending with the “train on section” signal box bells. I will be installing a trial rig on my home layout with the intent to practice driving the train to the sound sequence. All of this fits my general approach to this layout which is to stage an operating performance rather than just run trains.

If this fires your imagination, please do get in touch. For a short video, please join the NLSME WhatsApp Group (by writing to John). I will post the video after publication of this article.



Screen shot of Audacity showing three key points of interest:

1. *The sound wave form(s)*
2. *The vertical line & Green Triangle which traverses left to right as the sound plays. This enables one to precisely identify a specific sound which can then be isolated and manipulated by cut, paste and other functions. The line is just to the right of a sound spike which is a train door slamming.*
3. *The two Stereo channels that can be separately manipulated. The lower one has the sound of a Westinghouse pump inserted and the whole channel has a reduced volume.*

Perhaps next time I will share another modelling rabbit hole.  
(the power of 3D printing).

## April 2024 General Meeting – Auction at Colney Heath.

By Ian

Saturday the 6<sup>th</sup> of April arrived to greet the Auction of workshop materials for members of the NLSME. The items to be auctioned were displayed at or near the coach platform for appraisal of intending bidders and for those who wished to admire the metal workmanship of the donor. The Donor was not a member of the Society or of any other society for that matter. He was probably in the crowd of onlookers we used to see at Ally Pally in the good old days. When *Model Engineer* managed those exceptionally busy winter exhibitions. Where; I'm sure; the likes of our donor would inspect the models and materials for his appraisal and perhaps criticism.



Back to Colney Heath. A large number of members assembled on the platform getting bidding cards to identify themselves to the auctioneer if when they had successfully bid for an item. One or two members kept their hands firmly in their pockets in case they mistakenly bought a precious woggle maker. Mike was invited to be the auctioneer and was supported by the well matured team of Mike and Jonathan who had numbered and displayed all the items for sale. Our treasurer, Mike was of course in attendance and with Geof the mastermind in

charge of the computer what could go wrong? And it didn't.



Les introduced the team and Mike to the expectant gathering, and it all started with Mike C wielding very effectively what looked rather like LBSC's toffee hammer. With well over one hundred lots to be sold, no time could be lost in selling which proceeded at a phenomenal rate. Soon the number of items sold mounted up with Jonathan having to run to keep up with the Auctioneer supplying him with items for the auction.

About two hours later it was all-over the sale was complete and all that was left was for the lucky participants to pay their dues and collect their new treasures. Sincere thanks were given to Mike who we hope did not get too cold sitting in what became a 'slip stream' of cold air racing round the corner of the signal shed.

Thank You to all who attended and bid at the auction and thank you to the slick team managing the auction firstly by sorting and itemising of all the lots in *The News Sheet*. Then moving the lots to Colney Heath. And working very hard to move the sold items on. Most of all thank you Mike for coming out of retirement to provide both humour and efficiency to a very successful Auction. As mentioned by our treasurer we raised over £2000 of which NLSME took a percentage.

# Maisie Build Update

By Martin

Latest work has been on the boiler lagging, cladding, running boards, splashers and cab.



For the lagging I used 1.5mm thick ceramic fibre sheet which I found surprising easy to cut for the bushes for the dome and safety valve, simply place ceramic fibre sheet over the bush and run your finger around the edge of the bush and the hole is formed. To make the cladding I used a sheet of 26-gauge brass and thick paper to make the template. Boiler bands are made from 3/16" wide brass.

Next up was the running boards and splashers which I had lasers cut. The running boards required bending to shape to match the profile of the stiffener strip that goes on the underside.



I had this strip laser cut to the profile shown the LBSC drawing.

Splashers are brass and the tops needed rolling, the whole lot, running boards, stiffener, splashers, were then soldered together.

Plates for side steps were laser cut and I made some steps from mild steel and brazed these on, the steps are fixed to the stiffener plate by 8BA bolts.



Then onto the cab, again laser cut. This comes in two parts, cab roof, sides and the cab front. The cab roof requires two bends in it to make the sides. The two pieces are then riveted together using 1/4" brass angle. I finally ran a bit of solder around the edge to fill any slight gaps.

Next jobs will be to solder half round brass to the cab edge, fit a dummy whistle for the cab roof and make and fit oil boxes for the tops of the splashers.

I can then start thinking about painting.

## Fetes & Fairs List of events 2024

By Peter

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

	EVENT	SET UP
<b>MAY</b>		
4 <sup>th</sup>	Baldock Beer festival	
25 <sup>th</sup> & 26 <sup>th</sup>	Enfield pageant	Friday May 24 <sup>th</sup>
<b>JUNE</b>		
1 <sup>st</sup> & 2 <sup>nd</sup>	Herts Steam Rally	Friday May 31 <sup>st</sup>
8 <sup>th</sup> & 9 <sup>th</sup>	Whitwell steam rally Codicote	Friday 7 <sup>th</sup> June
15 <sup>th</sup>	Hertingfordbury	
16 <sup>th</sup>	Marsworth	
22 <sup>nd</sup>	Coldfall Primary school	
29 <sup>th</sup>	Katies school	<i>Provisional (new)</i>
30 <sup>th</sup>	George Spicer school 12-4pm	
<b>JULY</b>		
6 <sup>th</sup> & 7 <sup>th</sup>	Chiltern Traction Engine Club Rally	<i>Provisional (new)</i>
13 <sup>th</sup>	Martin Primary	<i>Provisional (new)</i>
<b>AUGUST</b>		
16 <sup>th</sup> , 17 <sup>th</sup> & 18 <sup>th</sup>	Flamstead Scarecrow Festival	Rig and run Friday 16 <sup>th</sup>
26 <sup>th</sup>	Burnham Green Village Festival (near Tewin)	

The Fates and Fairs team need your help.

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

For more details, please contact Peter

Looking forward to seeing you all during the year.

## Royston & District Model Engineering Society.

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

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

The club house at Meldreth is where the celebration will be held and the clubs raised 5" and 3.5" gauge track will be open to everyone who wants to run a loco. They are hoping to have a ground level 7.25" gauge track set up as well. By the time the event is held the new R/C truck and earth moving area will be completed which will include a boating pond.

Camping and caravan space is available from Friday 9th August and you are welcome to come and set up on the 9th too.

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

If your society would like to join us then please let us know as soon as you can by contacting;

Jamie Allen – Tel: 07577303757 – Email: [jamier9188@googlemail.com](mailto:jamier9188@googlemail.com)

The event is a private event and won't be open to the public.

Please bring your family along to celebrate with us, it will be fantastic to see you all! We look forward to hearing from you and joining our celebrations.

## Little LEC 2024



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

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

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

Position	Role	Approx times	Saturday Name	Sunday Name
Meet at lane		9- 10am		
Meet at gate	Inform competitors where to park on our site (spaces to be reserved)	9- 10am		
Admin	Check boiler certificates	All Day		
	Issue name badges to competitors			
	Direct competitors to steaming up area at due time			
Recorder 1	Meet competitor when ready to raise steam	All day		
	Record competitors run details			
	Weighs locomotive, driver, plus passengers and or ballast			
	Note any coal used raising steam			
	Starts the track side timer and record staring time			
	Records time of each completed lap			
	Record any coal delivered to driver during run			
	Records finishing time of run and collect remaining coal			
	Takes remaining coal to Calculator for weighing			
	Enters weight of coal on recording sheet and give sheet to Calculator			
	Accompany competitor to unloading steaming bays	Approx one hour shifts		
	Collects new record sheet and repeat process for another competitor			
Recorder 2	Ditto			
Recorder 3	Ditto			
Recorder 4	Ditto			
Calculator	Has laptop with excell spreadsheet Both provided)			
	Weighs the residual coal from each competitor			
	Enters data from the record sheets into the excell program			
	Spreadsheet calculates performances			
	Update leader board as day progresses			
Observer 1		During each run		
Bottom loop	Keep an eye on things, presence to deter "manual assistance"			
Observer 2		During each run		
Tunnel exit	Keep an eye on things, presence to deter "manual assistance"			
Observer 3		During each run		
New land loop	Keep an eye on things, presence to deter "manual assistance"			
Adjudicator	Handles concerns or queries	All day		
Catering	Teas coffees biscuits	Two hour shifts		
Lunches	For competitors and members performing above roles	12-2pm		

## Club Dates for your 2024 Diary

Every Wednesday; G1 group meet at Colney Heath	
Every Thursday; A mix of RT & GLR Loco running when track is available, working groups, and general conversation	
Every Saturday Ground Level Rly at Colney Heath	
Every Sunday; A mix of RT Loco running when track is available, working groups, and general conversation.	
<b>May</b>	
Fri 3 <sup>rd</sup> May	AGM at HQ – 8pm
Sun 5 <sup>th</sup> May	Club Family & Friends Day at Colney Heath
Tue 7 <sup>th</sup> May	Council Meeting at Colney Heath – 13.00
Sun 12 <sup>th</sup> May	Vintage Model Yacht Group
Sat 18 <sup>th</sup> May	Under 16 drivers day – Sponsor Les
Sun 19 <sup>th</sup> May	1 <sup>st</sup> Public running day at Colney Heath
Thur 23 <sup>rd</sup> May	<b>Deadline for copy to editor for June edition</b>
<b>June</b>	
Sat 1 <sup>st</sup> June	John – Family event on RT at Colney Heath
Sun 2 <sup>nd</sup> June	Public running day at Colney Heath
Tue 4 <sup>th</sup> June	Council Meeting at Colney Heath – 13.00
8 <sup>th</sup> & 9 <sup>th</sup> June	Little LEC – Sponsors Martin & Les
Sun 16 <sup>th</sup> June	Public running day at Colney Heath
Sat 22 <sup>nd</sup> June	Local Beavers group – Sponsor Les
<b>Advance notice of events in 2024</b>	
Sat 13 <sup>th</sup> July	G1 Tom Barratt Memorial Day Sponsor Geoff
Sat 3 <sup>rd</sup> Aug	Breen Loco group visit – Sponsor George
Sat 7 <sup>th</sup> Sept	3½ inch day – Sponsor Martin
Sun 8 <sup>th</sup> Sept	St Marks Church picnic – Sponsor Les
Sun 8 <sup>th</sup> Sept	Vintage Model Yacht Assoc visit – Sponsor Peter
Sat 21 <sup>st</sup> Sept	Keech Hospice visit – Sponsor Keith
Please notify our secretary of all meetings and other Society events for inclusion in the Society Calendar and also tell the news sheet editor. Approval for special events still rests with Council.	

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