

Issue No. 872    November 2024

# The News Sheet

**North London Society of Model Engineers**



**November  
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 picture of the fire having been dropped from the chairman's SECR loco provides an atmospheric shot of the last few days running before the steaming bays are closed for the winter. Details of the planned refurbishment which is due to start in November can be found elsewhere in this edition.

Picture by. Keith

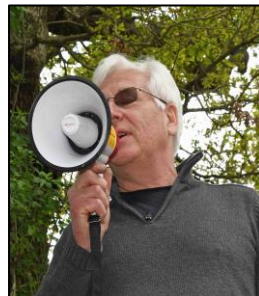


Your editor is very grateful to all those who have contributed to this edition. Your efforts are much appreciated by all the members of NLSME. This News Sheet would not be possible without you.

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



Our 2024 season of public running is now over. Thanks to each of you who attended stewarding, without your support we could not run for the public which many members enjoy so much. I give a special thanks to the Senior Stewards without whom we could not run at all.

The working group developing the steaming bays project have held their final meeting to review the outline plans. These are now formalised and reported on elsewhere in the issue. The plans follow those developed in consultation with members earlier this year. The only significant change has been to replace the swing out point with a single-track traverser. This will enable us to reuse components from the one built a few years ago and will result in a simpler structure.

We have decided to go for broke and break out the entire existing bays in one go rather than take a piecemeal approach to it. This does mean that from second week of November, Friday the 8<sup>th</sup> in fact, there will be no RT steaming bays available until the new bays are constructed. This will be the priority for this winter. We will need to do some prep clearance works on Saturday the 9<sup>th</sup> & Sunday 10<sup>th</sup> November which will be co-ordinated by David who would like some assistance so please contact him. (see page 27 & 28).

A Contractor will do the breakout and remove material from site. Installation of conduits, traverser rails and shuttering for the new base will be by ourselves, replacement concrete to be ready mix – no more thrashing of our concrete mixer, or members, this time!

The above is a significant amount of work naturally all of you are welcome to come along and lend a hand. This is in addition to our normal winter maintenance tasks – there is plenty to do prior to next spring! Working parties remain Sunday mornings and Thursdays though no doubt there will be periods when we need to extend some of these.

See you at track or HQ.

**All members should be advised the raised track steaming bays at Colney Heath will be out of use from 19.00 Thursday 7<sup>th</sup> November 2024 until further advised.**

See Page 27 of this news sheet for further details

## HQ Friday 1<sup>st</sup> November at 8pm

A presentation by Paul entitled  
"The East Coast Mainline in Art and Models".

This will be a picture and video presentation taking us on the journey from London to the Forth Bridge with some excursions of fantasy along the way. It is certain to be a great night so, please come along and support this event if you can. Usual refreshments will be available.

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### Treasurer's Report

By Mike

The last Tyttenhanger public run on the 20th was initially a damp event but finished sunny. The previous one on the 6th of October had nine engines running at one time or another on the Raised Track and was despite a little drizzle wetting the rail head very successful.

Funds raised this year will be put to good use this winter with the start of the Steaming Bay Project kicking off.

One new member has joined us this month, John, whose interests are Locomotives, and the smaller gauges. Welcome and we look forward to seeing you at TYT and at HQ.

Winter survey of our assets will continue this winter and job identified will be dealt with, but NOT on a freelance basis off your own bat. This work has to be monitored and recorded.

Look forward to seeing you on working parties and at the Friday General Meetings at HQ during the winter.

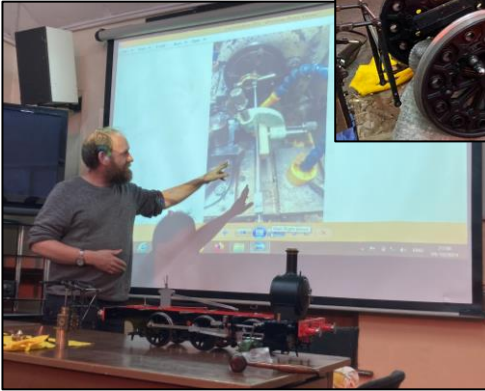
Keep safe and keep on engineering.



## October Work in Progress meeting at HQ

Various items were on display including Mike Ruffel's Simplex which is featured elsewhere in this issue.

Johnathan had the wheels and valve gear for his 7 ¼" gauge model of locomotion on show and he explained that what might seem to have been



an error with one of the wheels being different to the other three was in fact just like the full size one. He went on to explain how the conrods which taper from 5/16" in the middle to 7/32" about 3/4 " from the end where the taper goes back to 5/16" were machined using a Hemmingway tail

stock taper turner bought and made for this job. This method stopped the vibration whilst turning. He also used a traveling steady with a piece of wood and a spring behind it so the steady would work on a taper and with very light cuts the con rods were successfully completed.

The picture below shows the set up on the lathe.



## Ian

*In the August 2024 (pg4) edition we had news from Ian that due to serious health issues he would not be out and about for a few months. Your editor has received the following note from Ian which is a really good news story which I am more than happy to pass on to all members.*



Dear Reader, thank you for reading this.

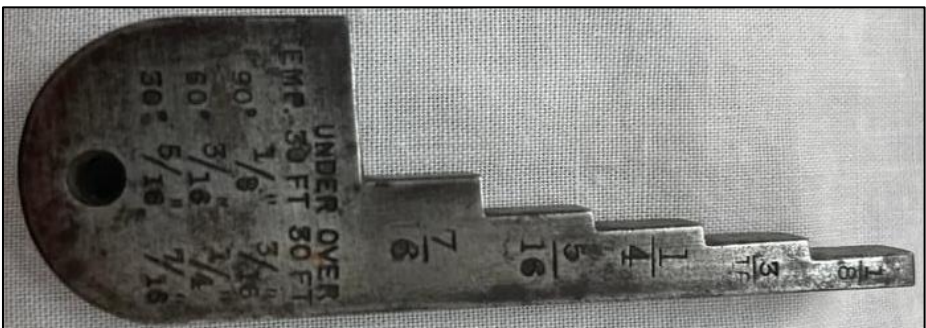
I was feeling quite disheartened about the progress of my skin tests and treatment when visiting the hospital recently. Then I had a request from one of the charming Specialist Nurses to return to the theatre. I immediately thought that they were going to advise me regarding a sympathetic undertaker! However, the message was that a group meeting had decided that a further excision of the wounds was needed and to get my shirt off!

My daughter said that the surgeon simply drew a biro mark round the recent scars and then proceeded to simply cut along the line he had drawn! Then my now ex-skin was sent to Histology where they looked at the samples under a microscope. They said that the excision had cleared all the suspicious cells and that I was free of the Melanoma, which was fantastic news. So, my journeys in the Sun with Blue Funnel in the South China Seas seventy years ago had not caught up with me and I was Free! So, if needed I can help with the teas on Sunday mornings.

Cheers Ian

## Mystery Item

There are times when something comes out of the blue and brings back memories long forgotten. This picture did just that. So, can you think for what specific purpose for which it might have been manufactured? Please don't just turn to page 38 for the answer, see if you can work it out before you look.



## Another Unsafe Tree

Members who have visited the site over the last year or so may well have noticed that the large tree near the main toilet block has been progressively dying. We have now reached a point where recently a medium sized branch partially broke off and has since fallen to the ground.

With our last public running having been planned for 20<sup>th</sup> October the decision was taken to erect a temporary orange barrier fence to exclude the public from a large area under the apple trees behind the carriage and in particular from using the bridge over the ground level track to access the toilets. An alternative route to access the toilet block was provided through the lift out section near the bridge, across the ground level track and access gained to the toilet block from the opposite side of the block to that normally used.

Pictures are attached to this article showing the barrier which has been erected and the route to the toilet block. Members are strongly advised to use this route until action has been taken to make the tree safe.

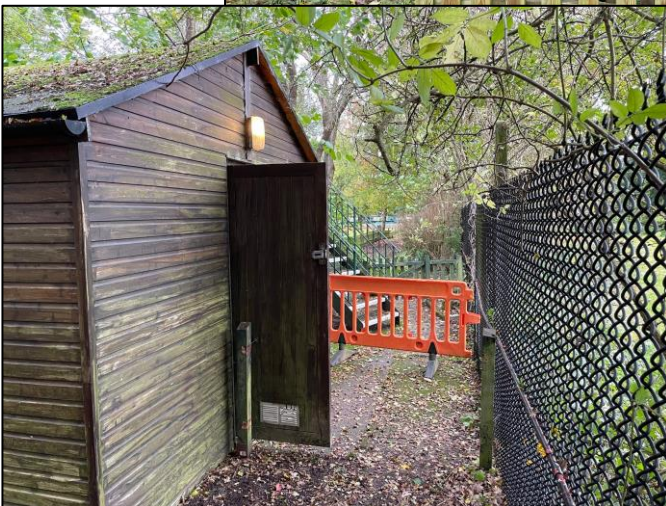
By the time this article appears in the News Sheet the Managing Agents for Affinity Water will have visited the site with their contractor and hopefully it won't be too long until some positive action is taken to remove this tree.

In the meantime

**Please do not enter the area where the barrier has been erected and on no account is any member to take any action to cut or remove any part of this tree.**

Nigel  
On behalf of NLSME Council







## Grounds Maintenance & Winter Working Parties

By Nigel



Now that we have reached the end of our public running season our thoughts must now turn to the upcoming winter working parties. For those of us who look after the ground maintenance the leaf collecting season is about to start. But that is not all we hope to be doing this winter, and this is where you – well you, the one who is reading this article will be most welcome to join us.

I will explain, because of the very wet summer we have had this year we have not been able to keep in check the undergrowth which continually threatens to envelope the various activities we enjoy at our Colney Heath Site.

In particular the brambles have been particularly active this year and areas which we cleared only a year ago need to be cleared again. As well as that Council have given the okay to reduce the height and width of the bamboo in the car park which again has grown tremendously this year. This in itself will be quite a big job and many hands will make light work.

To prove it can be done and we have the equipment to do it with I attach a photo taken on 24<sup>th</sup> October where John Pashley and I have cut down part of the overgrown area in the New Land. We will need to collect this up and move it to the “burn pit” adjacent to the ground level bridge for later disposal when we have a dry spell.

So, you would be made most welcome with friendly chat and banter and cups of tea on either a Thursday from about 10.30 or Sunday morning from about 9.00. Training will be given in the use of any motorised equipment. All you will need to bring is a stout pair of gardening gloves. Hope to see you there!

Nigel - Grounds Maintenance Team Leader

## 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.

Following on from last month we continue Geoff's tour of the Western region during June 1961. Our pictures were taken on his journey from Paddington to Exeter and Cardiff on the 6<sup>th</sup> and 20<sup>th</sup> June. More from this trip next month.



*Class 55XX Tank No 5572 on a local train arriving at Saltash station.*

*Two titled trains pictured below are awaiting early evening departure from Paddington.*

*The Warship class diesel No 603 Conquest is at the head*

*of "The Mayflower". This service was introduced by the Western Region of British Railways in June 1957, leaving Plymouth at 08:30 for London Paddington and returning at 17:30.*

*On the adjoining platform unknown Britannia on "The Red Dragon" booked for departure at 17.55 it took just under 6 hours to travel from Paddington to Carmarthen.*





*We have now arrived at Newton Abbott station and Geoff has spotted this oddity on platform 3. Your editor has the ability to zoom in on the picture and can see the vertical boiler locomotive has the nameplate TINY on the solebar.*

*Perhaps one of our readers might like to find out a little more about this engine in time for next month's edition.*

*A very grubby class 14XX number 1466 stands at Newton Abbott ready for its next duty possibly along the branch line to Torbay.*





*This last picture for this month is of 1004 County of Somerset arriving at Exeter St Davids station with a van train.*

Next month we will be travelling with Geoff again but this time to the narrow-gauge railways of Wales.

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

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

The size most used on our locos.

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

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

Contact the Treasurer, Mike

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

# Narrow gauge News Nov 24

By John

Autumnal greetings narrow gauge fans here is the latest news from an increasingly chilly garden railway.

As we enter the winter period its essential that the layout is prepared as much as possible to protect it from the ravages that the weather will throw at it. The layout is surprisingly hardy which is a testament to the original creators.



However, some parts have increasingly become of some concern, particularly one corner which is directly under a large tree and takes a long time to dry after a wet period. Some of the battens have become completely rotten and just a gentle prod has made them disintegrate. With this in mind, urgent attention was required. As you can see from the before and after photographs a fair amount of work has taken place.

Completely rotten ones



have been replaced with treated timber battens, others that had minimal rot have been filled with exterior filler to help inhibit water ingress and all have then been treated with exterior wood paint.

The batten edging which was a timber strip has now all been completely replaced by plastic as well. There is still some work that is required to be done and hopefully as time (and holidays!) permit will be done soon.

The last public running day has just taken place as I write this, and despite a few of us not being able to make it Derek had an enjoyable running session with his Roundhouse Fairlie, we do enjoy our running sessions for the public days and from comments received people do seem to be entertained whilst queuing for the



raised track ride or just simply train spotting from the public side of the fence. I would like to thank everyone that has taken the time and effort to bring along their rolling stock on the public days and helped to make everyone a really enjoyable afternoon. I would be very lonely otherwise!

Lastly, congratulations to our chairman Les for not just making the cover of our last News sheet but now for making the cover of Model Engineer with his SE&CR L class...a superb model of a very attractive Loco indeed.

As ever enjoy your hobby and as the days shorten the workshops beckon and I hope your new projects bring nothing but pleasure and satisfaction. Myself for a change I've embarked on a radio-controlled yacht, wish me luck!

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## For Sale, Mike Ruffell's Simplex.



The workmanship on this locomotive is top quality. Mike built it over a 40-year period and had dismantled it for painting. It has never been steamed. So far as can be assessed, other than by completing its reassembly, all component parts are there. The chassis is basic simplex but with several refinements and is complete. The boiler is home built but comes with a shell test certificate.

This would suit an experienced builder looking for a project. The main beneficiary of Mikes' will prefer it to remain within the membership of NSME. (Full disclosure, the will also states that NLSME benefit by 1/3<sup>rd</sup> of its value). The trade have offered £2,400 and so an offer matching or exceeding this would be acceptable

The platemwork however is not to Simplex design, Mike made it all in GWR style, curved side tanks and bunker, brass safely valve bonnet and rivets galore. Lots

of details, latches on window frames for example. It has an excellent standard of paint finish; each part is wrapped in protective cloth.



I can arrange for it to be available for inspection for those with genuine interest. If more than one member declares an intention it will be subject to an auction amongst those members. Reserve will be £2,400.

The main beneficiary is keen to complete the sale so please note; -

**Deadline for  
expressing  
an interest, to  
Les,  
by 8pm  
Friday 15<sup>th</sup>  
November.**





## Gauge1 Report

By Geoff

I must start this month's G1 Report with a correction and apology. I incorrectly captioned one of last month's pictures as being a Royal Scot belonging to Dave Metcalf. The observant amongst our readers will have spotted this as an error. It was in fact a Patriot. Having an interest in things Brighton & Southern, my excuse is all red engines look the same! A bit like those from places west that have those polished brass safety valve covers!).

This month is definitely turning to Autumn, and we are suffering from leaves on the line. Luckily our covers keep most of them clear by removing the cover and any leaf debris that has dropped. This enables us to commence our running session without too much work. We do still have to keep a close eye on the still falling leaves during the day. However, some of the covers are suffering and are in need of replacement. We are looking for a suitable replacement.

Our weekly running session at the track has been enjoyed by our usual group and we had a visit from a perspective new member. He had a very nice model of a LMS Duchess (I think it was a Duchess but being red I may be wrong) Hopefully we can sweet talk him to join.

October is the time for exhibitions. Following the St Albans show, the Gauge 1 Association held their AGM & Autumn show in Swindon (land of brass safety valve covers). On display was a very nice model of a LSWR T3 with a detailed boiler back head.

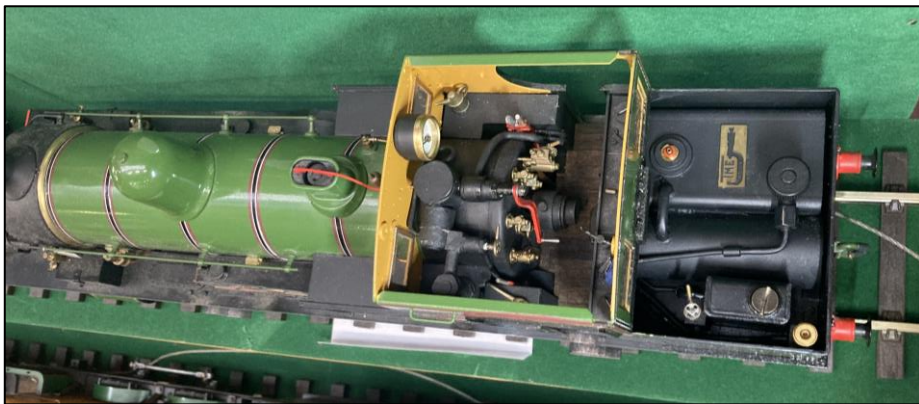
The regulator handle is scale and the castings for water gauge brake and other controls look lovely. (I am safe with this as it became a Southern locomotive).

Please see the photos. They will look even better if you go to the News Sheet online in glorious colour.





With this was a super detailed model of the Accucraft Adams Radial Tank, again with the detailed boiler back head. Remember the width across the cab is just over 3" wide. The builders are Derek Pollard and Chris Tolhurst. It's something to aspire too.



The Midlands Model Engineer Exhibition was also worth a visit & I am sure others will comment on their visits.

## For Sale

One of our members, Nick Rudoie, has moved into a care home and decided with his wife to dispose of his Gauge 1 Models. These may interest some of our members that are finding the big steam locos a bit heavy.

The models will be sold as seen. These consist of; -

- LMS 8F, Brassworks, battery powered with Fosworks Radio Control. £1800
- GWR 45XX 2-6-2, Brassworks battery powered with Fosworks Radio Control. £600
- LMS Jubilee 4-6-0, Brassworks in maroon livery battery powered with Fosworks Radio Control. £1500
- LMS 0-6-2 tank no 7806 with wagon battery powered with Fosworks radio Control. £600
- LMS Black 5 no 5276 Brassworks battery powered with Fosworks Radio Control. £1200
- Thomas the tank engine, plastic body, believed to be radio control. £500

Please contact Geoff; Contact details on the clubs Names & address list

## Advice please.

My apprenticeship in engineering consisted of O level Metalwork at School, where we had use of the lathe. Since then, I have moved onto a homework assignment shop with my Myford to build my gauge 1 locomotives.

In the old days I was using HSS tool bits mounted on the boat type tool holder. These would be sharpened on the grinder and shaped depending on the work in hand. (left, right, roughing, and round ended for finishing).

I progressed on to a Tungsten Tipped tool for turning wheel castings. Then I acquired the Dickson quick change tool post. I have a selection with various tool bits each with their holder. More recently I acquired a tool holder with the indexable tips. The tip I use is triangular and while it is nice to work with stays sharp and will do some nice roughing out, but it does not act as a finishing cut. Additionally, it does not easily allow facing and reducing the diameter when in the same setting which defeats the use of the quick-change carrier.

From what I have seen each shape of indexable tool requires a different holder all available at about £30 each.

I ask what advice can be offered as to the ideal set of indexable tips and their preferred holder?

If you can help, please contact Geoff who would welcome your call.

## Ground Level Waffle.

By Paul

Hi all, firstly I must apologize for not putting anything in last month news sheet, now I could make up all sorts of excuses for this, but I've always believed that honesty is the best bet so I will come clean and say, I just forgot.

The regular ground level maintenance team as always have been working very hard keeping the track in a good state of repair ready for anyone to use. I won't repeat what this involves as you've heard it all before.

One job which has been low down the outstanding list of things to do for some time is the fitting of the vacuum pump holding brackets to both ends of the two newer of the club coaches. This job has now been completed and these coaches can now be marshalled anywhere in a train and face either way. This reduces the amount of shunting required to make sure the pumps with brake control switches on can be fitted on the back of the train were the guard sits.

Anyone who was who was at the track during the public running day on the 6th will know that it was a little on the damp side which make the rails very slippery, causing a lot of problems with trains slipping to a stand on the banks. The exception being trains hauled by the battery loco Merlin which had no problem at all. This is probably because all of the driver's weight is over the driving wheels (in some cases being quite a lot of extra weight). So, as we still had quite a long queue of people waiting for a ride, two trains were coupled together. Merlin was pulling her own train and assisting the second loco and coaches. They then managed to get round without any more slipping, well-done team.

Since writing the above, on the last public running day on the 20th when not only was it wet, but half the track was also covered in leaves, (why do they always fall the night before public running), We found Merlin's limit, on this day with a full 3 coach train and pushing Pete's large steam loco (a little short of steam). Merlin had more than enough power but just started to slip a little on the steeper banks.

Thats it for this time so I will finish with another where is it picture for you to enjoy.



## Juliet Work in progress report No.3

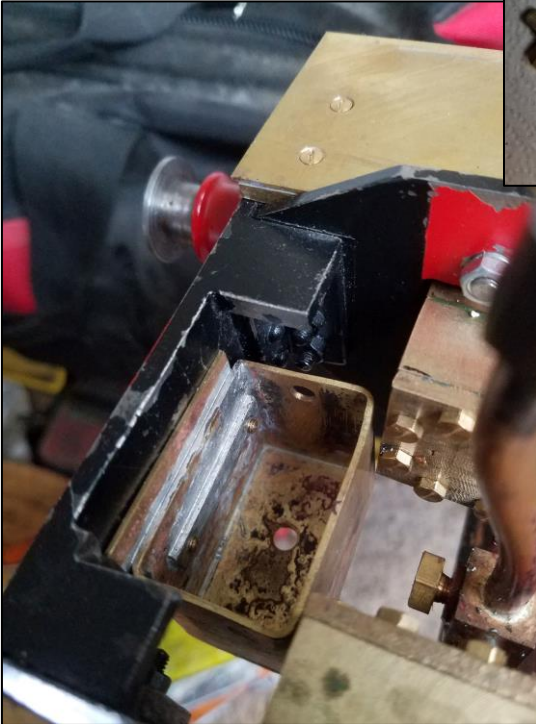
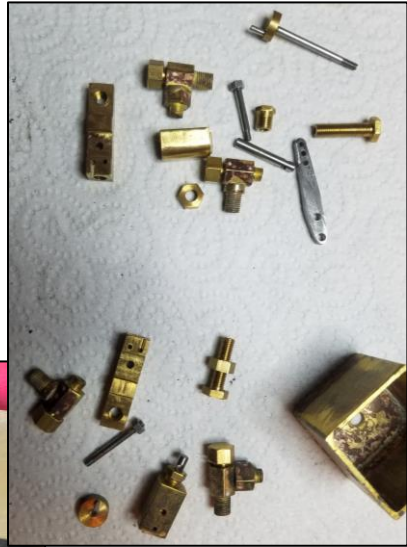
By John

At the end of the last report, I stated that though there was still quite a bit to do on the chassis that I was going to have to think about how I was going to do the boiler. Well, I have thought about it, but there is not much actual progress to report on it. However, I have made some progress in a number of areas of the chassis, not without frustration though.

### 1. Lubricator

I thought I could save some time overall with the lubricator as Maisie has a very similar design, so I made 2 sets of parts. Though Juliet's is not as yet assembled, or tested, I have had some head scratching about how it works, but I think I am clear now.

One of the problems I have had, is getting the tank in the space between the



frames and cylinders. Its rather a tight fit, but the tank is now installed.

Initially I attached it to the buffer beam (which is quite thick steel angle) with bolts screwed from the inside into the buffer beam, but it took ages to assemble as there was only room to tighten one flat at a time. Both Alan and Les told me it was virtually certain that the lubricator would have to be removed and refitted a number

of times to cure blockages and so it would be better having screws through the buffer beam into captive nuts in the tank, so this is what I have done now.

On Les advice I have decided to provide the drive for the lubricator from an eccentric rather than from the valve rod. As I didn't originally plan to do this, I hadn't fitted an eccentric on the axle and have now pressed the wheels onto the axle, so I had to make a split eccentric to fit. I had a bit of a mix up of dimensions abut fortunately I decided to make a test piece using my 3d printer, so I didn't actually cut any metal. This at least saved some frustration, and the metal one is almost ready to fit, the last part being a second side to hold the strap on.

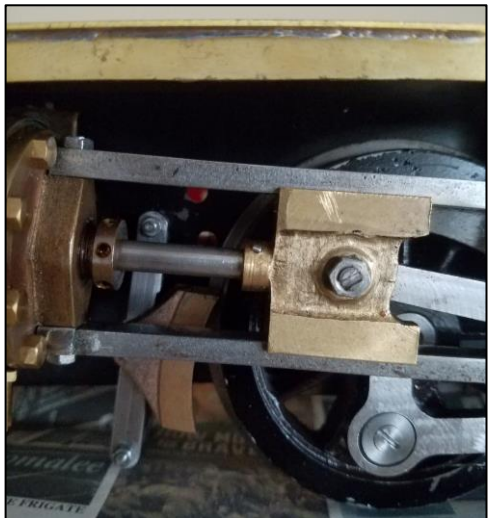


## 2.Brakes

I decided it would be a good idea to have a hand brake to prevent the loco from moving unexpectedly. Though having made up the brake's hangars and cross beams, I was concerned at how close the pull beams might be to the valve gear, so, thought I had better make that before attaching the brake pull beams and handbrake itself.

## 3.Valve Gear

Having already made some of the parts I thought this wouldn't take long, however it was a lot more frustrating than I expected. Initially I was going to make the die blocks of Phosphor Bronze rather than hardened Steel (as recommended by LBSC), but I was persuaded to make them in Steel as "they don't move very much, and Steel will last longer". This sounded reasonable as I have found the die blocks



frustrating than I expected. Initially I was going to make the die blocks of Phosphor Bronze rather than hardened Steel (as recommended by LBSC), but I was persuaded to make them in Steel as "they don't move very much, and Steel will last longer". This sounded reasonable as I have found the die blocks

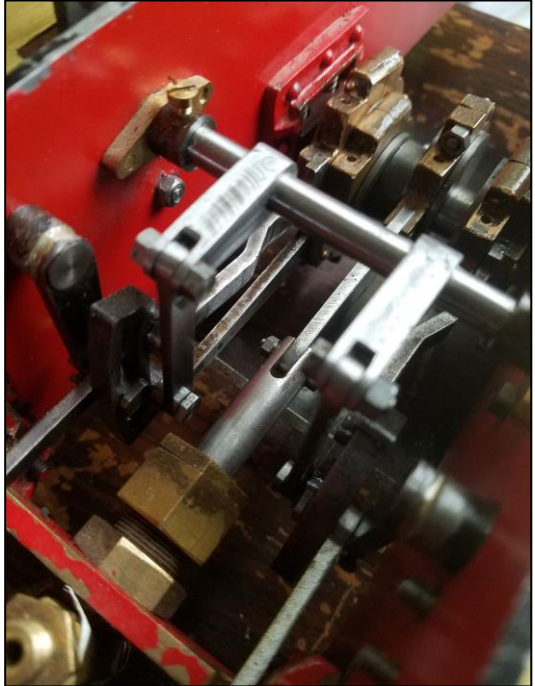
on my G1 8F hardly move at all up and down the slides, except when changing the cut-off. But as for Juliet, we'll come back to this statement a bit later.

I got all the parts made and decided that the best way to set up the valve gear would be to do one side at a time as it would be easier to see the valve setting without the other cylinder in the way, Once I had done this, I could remove No.1 gear and cylinder and set up No.2 viewing from the opposite side. Those people who have made up Juliet's Stephenson valve gear may have a bit of chuckle at the next bit. I had some difficulty initially setting up No.1 as there seemed to be too much movement available on the expansion link. The die block could move well past being in line with the eccentric rod pivots, which meant that as I hadn't made the reversing lever to hold the weigh shaft steady that it kept on dropping beyond full forward gear. To prevent this, I made up some little steel blocks to fit in the ends of the expansion link so the die block couldn't move too far. This then made setting up full forward and full back easier. I then removed gear No.1 and went through the same process with gear No.2 (including making and fitting some little steel blocks). Both seemed to turn over okay without problems. So, I reassembled gear No.1 as well.

So far so good. However, when I then tried to turn the motion over – wham it seized solid. I couldn't understand what the problem was and tried removing and replacing each gear in turn until I finally realised that actually the statement “they don't move very much, and Steel will last longer” is actually not at all applicable to this design. They do move quite a bit with each revolution of the wheels, I presume that this may be due to the simplified form of suspension of the gear. It is hung from the same pivot as the rear eccentric rod rather than a point in space near the centre of the expansion link. Anyway, what I now realise is that though the die block is in exactly the right place in line with the eccentric rod pivot at the point that it is supposed to open, once the wheels turn a bit more it then wants to over travel beyond this point. My little blocks were preventing this. With only one gear in place, it worked as the weigh shaft was bobbing up and down. But with the second gear in place the weigh shaft was constrained and hence it all seized. All I had to do was remove the little blocks and all was well. Or it should have been, but actually in my efforts to determine the problem, one pair of eccentrics had shifted slightly on the axle, so now I had to go back and sort that out again,

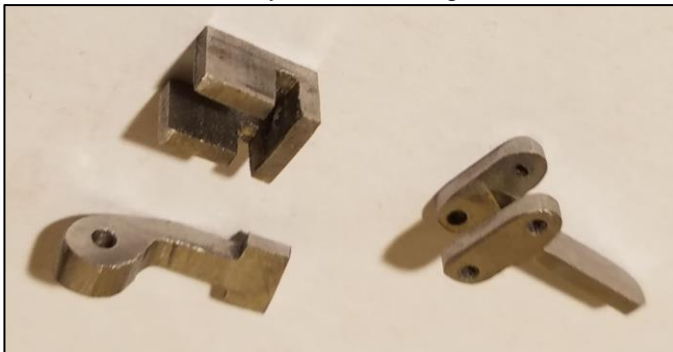
Mike advised pinning them to the axle, so I did this too while I was about it. Once this was done the gear was all assembled again (without the little blocks) and it all turned over. At last, I could test it on air. It did turn over but required about 50psi and stopped abruptly when the air was turned off. In discussion with Les he said that this was too tight. So further investigation was required as all had seemed to turn over satisfactorily when initially assembled.

Ultimately, I found that the No.2 side crosshead pivot connection to the connecting rod was very tight. In fact, I found it was only just possible to move it up and down manually when I removed the assembly from the loco. I think perhaps the thread did not go fully in when I originally assembled it and so it appeared fine, but on final assembly it did, so became too tight. Once this was corrected the chassis will now turn over on about 15psi. The assembled valve gear can be seen in this picture.



#### 4.Reversing Lever

I thought this should be reasonably straight forward, but as usual it wasn't as easy as it might first appear. I thought I could save time for the future by making the parts for Maisie's lever at the same time, but I think I really just doubled the amount of work. Making the parts associated with the trigger and latch is the part I found most difficult. To be fair LBSC does describe the latch as "a tricky little doings" and I can assure you he wasn't kidding. The problem is that it's difficult to hold. In the end I did a lot more filing than I would have liked, and I held it in my fingers. But I also found the trigger very difficult to make as it gets closer and closer to completion, you realise there isn't very much of it to get hold of, and it becomes very difficult to



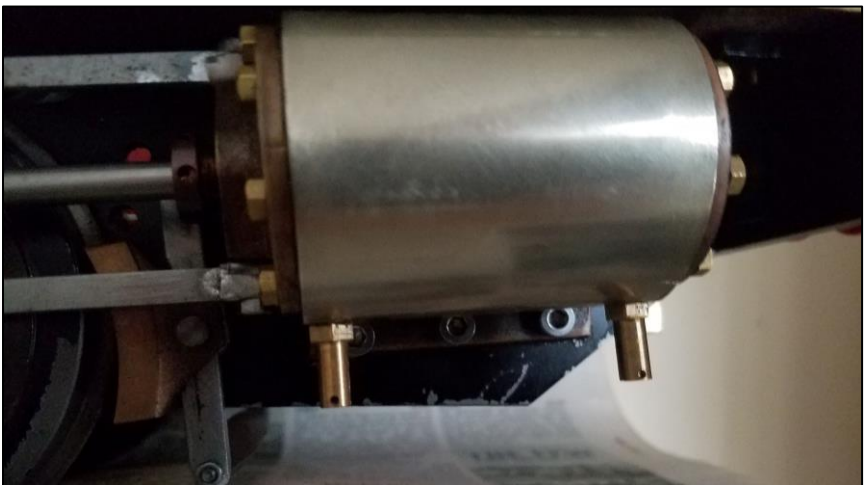
hold too. But in the end, I got two sets of it all made – that's when I realised that Maisie's latch has to be longer than Juliet's. So now I don't have one for Maisie, but I have 2 for Juliet. Trigger and latch shown here.



I was a bit concerned about whether there would be enough movement available as I had managed to get the height of the quadrant about 3/16" short, so I had to attach the weigh shaft slightly lower down, meaning it had less travel than the design. However, in the event I found that I had too much movement and had to block up part of the travel. Completed reversing lever.

### 5. Relief valves

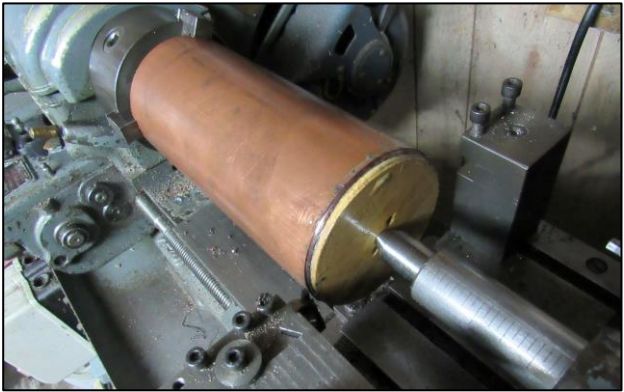
There aren't any relief valves mentioned in the Juliet design, but it seemed to be a good idea to me. So, I have made relief valves to Maisie's design and fitted them as shown. Rather than grinding them in I decided it would be better to fit tiny 'O' rings to seat them. They seem to hold when the chassis was run on air, but we'll have to see what happens when Steam and lubricating oil get on them. As you can see, I still have to make the mechanism for lifting the relief valves



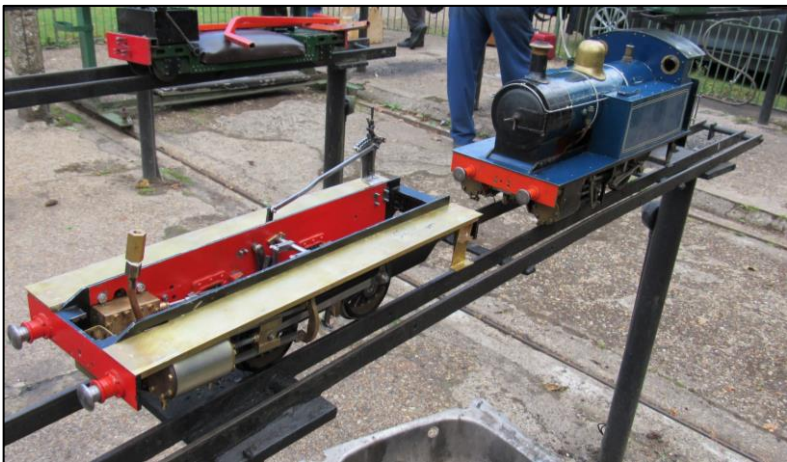
## 6.Boiler

Finally, the boiler, well I've done some thinking and purchased a kit of flanged boiler parts from Blackgates – Yes, I know, its cheating really to have somebody else flange the parts, it's a bit like not making your own pipe nipples and union nuts, but only you and I know that I've got someone else to flange the parts and I am sure I can rely on your discretion.

The Blackgates parts include boiler material in the flat, but as I had a tube that I purchased many years ago from Kennions in Hertford I decided to make the barrel from tube and just the firebox from flat material formed to shape. So, the first task was to cut the



boiler to length and face off the ends. Sawing to close to length wasn't too hard but LBSC says to be extra careful facing the tube to length as the lathe tool likes to dig into soft Copper. Well, it didn't dig in, but the facing off of the boiler barrel in the lathe was not an enjoyable part of the hobby. I certainly needed a stiff drink afterwards! The picture above shows the barrel faced. So at least I can say now I have started on the boiler. The next task is to stop thinking about it and get on with it. This final picture shows the current state of my Juliet compared to Les completed Juliet at this year's 3 1/2" day.



## Steaming bay project

We have long been planning to improve the RT steaming bays, many will recall a scheme to have them updated for the year 2000. I would ask you to take a moment to remind yourself of the list of requirements detailed on page 5 of the October 2023 edition.

The need to refurbish the steaming bays was proposed many years ago but it has only been in the past year that it has been considered again by the members of NLSME. Following publication of the list of requirements, two meetings were held one at



Colney Heath and the other at HQ to present the basic ideas and seek members views. The outcome of these consultations were reported in the December 2023 edition (page 9). Council then decided to form a small working group to consider the comments from members and how we could best deliver the list of requirements set out in the October 2023 edition and the views of the members were taken forward by the working group and considered in more detail. The objective being to provide a viable outline design for each element and present a concept plan describing the basic outline of what might be done. This plan was included as a supplement with the May 2024 News Sheet.

Feedback received from members following the issue of the plan has allowed a basic design to developed for each element of the project. This has established the viability of what is proposed. Discussions also considered how and when each element might be constructed.

We are now ready to start the project as part of the 2024/25 winter working parties. The concept plan published with the May news sheet gives the overall plan of what is proposed. It has changed slightly with the swing section now replaced with a traverser and details of ducting and roof foundations added.

A more detailed document describing the proposals has been prepared. It is a large document and will be uploaded onto the NLSME web site as an attachment to the November edition. Anyone who cannot access the web site can contact the editor who will email or print off a copy for them. A copy of this document will also be placed on the notice board in the coach at Colney Heath on 31<sup>st</sup> October. If you would like to discuss any aspect of what is proposed, please contact any member of the working group who are.

Les Brimson, Alan Marshall, Mike Foreman, Graham Gardener,  
George Cannon, Keith Hughes, David Morgan

It is now time to start construction, and it is planned to refurbish the steaming bay concrete floor, install the new water and electric supplies to each bay and extend the existing traverser rails this winter. This is a large job, so an outside contractor has been employed to remove the existing concrete and steaming bays. They are due to start on Monday 11<sup>th</sup> November or soon thereafter. So,

All members should be advised  
the steaming bays will be out of use from  
19.00 Thursday 7<sup>th</sup> November until further advised.

Access to the G1 railway will be possible but restricted as one set of steps will have been removed.

Anyone wishing to remove locomotives from container 7 via the steaming bay end must do so before the steaming bays close. From the 8/11/24 the only access to container 7 will be via the main doors.

Although we are using a contractor to clear and excavate the site, we will still need help to then install shuttering and lay ducting for services etc. Once the site has been prepared, we will seek estimates for pouring the new concrete base. It is our hope that by using contractors for the heavy work and the assistance of club members to place ducting and fabricate the new steaming bay rails etc we will have the new steaming bays available the start of May 2025 using the existing traverser.

Once this initial work is completed and the steaming bays are back in use we will consider how and when we will approach the remaining elements of the project. These include installing the relocated traverser, the new roof and any residual works.

So, if you would like to help the refurbishment of the steaming bays this winter is being co-ordinated by David Morgan.

The first job is a little bit of clearance work disconnecting services moving the traverser etc prior to the contractor starting on site. We need a few volunteers to help on Saturday 9<sup>th</sup> (9.30) and Sunday 10<sup>th</sup> November with this.

David cannot achieve this phase of the project on his own so would welcome any help you can give.

He has already had some offers of assistance with steel fabrication and welding from the GLR team once the new base is in place but needs others to join in on Thursday's & Sundays over the winter months.

If you would be able to help David please call or email him.

Contact details on the clubs Names & address list

## Bookworm Writes

I returned to the shelf the other morning having had a quick elevenses with an old friend, to find my owner sitting in his favourite chair by the fire enveloped in fuf of tobacco smoke and muttering. This is a sure sign he is not happy about something and in this case, it was because of an item he had been reading about in the News Sheet.

Not for the first time I seem to have metaphorically dropped a much-needed spanner behind his lathe, and on this occasion, it was because of my recent tale of the engine that emigrated and my assertion (did I actually say that?) that the engine had been built in thirty days, for in his opinion it simply couldn't be done.

Well of course it shouldn't be overlooked that in those far off days of the early post-war period when time was still measured by how much swarf you could create in a day and how many packets of Woodbines you had got through, just about anything appeared possible. In fact, I'll wager many a big idea was developed over a pint or two in the smoke-filled ale houses of old England by those of the bulldog breed.

Interestingly, while I was on my *leaving no page unturned* travels to research background material for the 'Summer Mystery,' I came across a story that was so similar and so thrilling I'll speculate it was the inspiration for the hero of my tale Mr Rolleux Wuidart to even consider that such a thing as building an engine in little, or no time may have been possible. For the article in question had all the same ingredients, a gang of lads a decent sized workshop and plenty of tea and determination; it was in fact the perfect tale of pitting the skill of man and machine against the odds, when individuals went the extra mile, when despite everything like the rumour that the last No 8 bus was about to stop running and leave them stranded, and even though every man was down to his last cigarette... they fought on regardless of thought for their own comfort, only to see the job through.

I am of course referring to the heroic efforts of the lads from the Malden and District Society of Model Engineers when they set out to build a 5" gauge 4-4-0 tender engine "Maid of Kent" from scratch, not in 30 but in the 10 days of the 1949 Model Engineer Exhibition....

*"Go on pull the other one."* I hear you say.

Well, don't take my word for it, but the article in the 11<sup>th</sup> of May 1950 edition of the Model Engineer there was the following eyewitness account of all the proceedings; -

**Day 1** – Main and bogie frames cut out (by hand), drilled and horn blocks fitted, driving and bogie wheel's part machined. Cylinder block part machined and bored.

**Day 2** – Steam chest and all covers machined, all axles (except crankshaft) completed, feed pump started, driving wheels completed, motion plate machined, smokebox door started.

**Day 3** – Buffer beams cut out and slotted, pistons completed, feed pump continued, crankshaft started, bogie and tender wheels completed, smokebox door completed, grate made, barrel turned to size.

**Day 4** - Ports milled, frame stretchers and reverse lever completed, crankshaft completed, feed pump completed, bogie and pump assembled, tender frames, axle boxes, eccentrics all started.

**Day 5** – Cylinder block studs nuts and eccentrics completed, crankshaft and chimney completed, connecting rods started, , boiler ends plates flanged.

**Day 6** – Cylinders assembly commenced, Joy valve-gear links etc started, Axleboxes finished and fitted, Boiler tubes cut to size, bushes and buffers started, connecting rods completed, tender parts completed.

**Day 7** – Frames assembled, Valve-gear links, shafts, bushes, buffers, continued, boiler barrel continued.

**Day 8** – Wheels fitted to chassis, buffers completed, coupling rods milled etc.

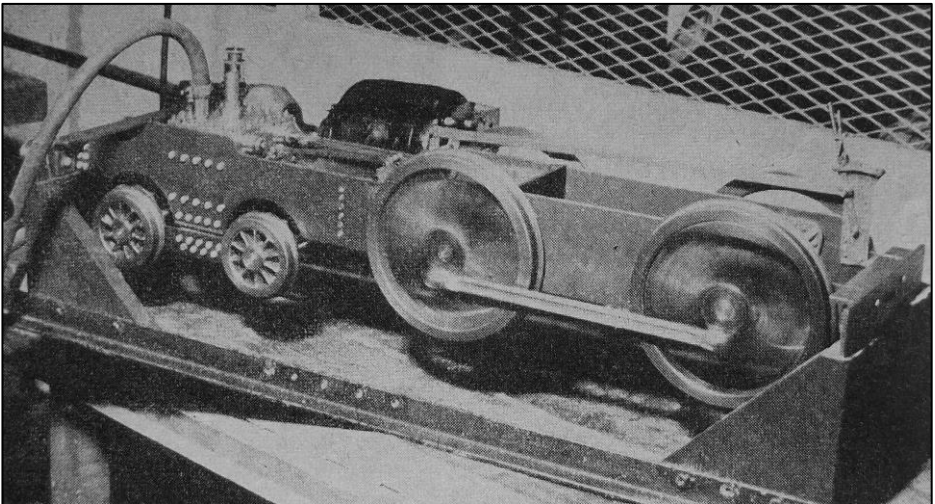
**Day 9** – Cylinders fitted to frames, coupling rods and buffers fitted, partial valve gear fitting.

**Day 10** – Final assembly of remaining parts to the chassis, chassis then made ready to run on air by 3.30pm followed by trial run on air, thereafter, run until a full demonstration in the Grand arena under the watchful eye of an Exhibition representative J.N. Maskelyne at 6pm.

Total man hours\* spent building the engine: 440 approx

Total number of parts produced: 500 approx

Total number of jugs of tea consumed: 30 approx (must have been good tea)

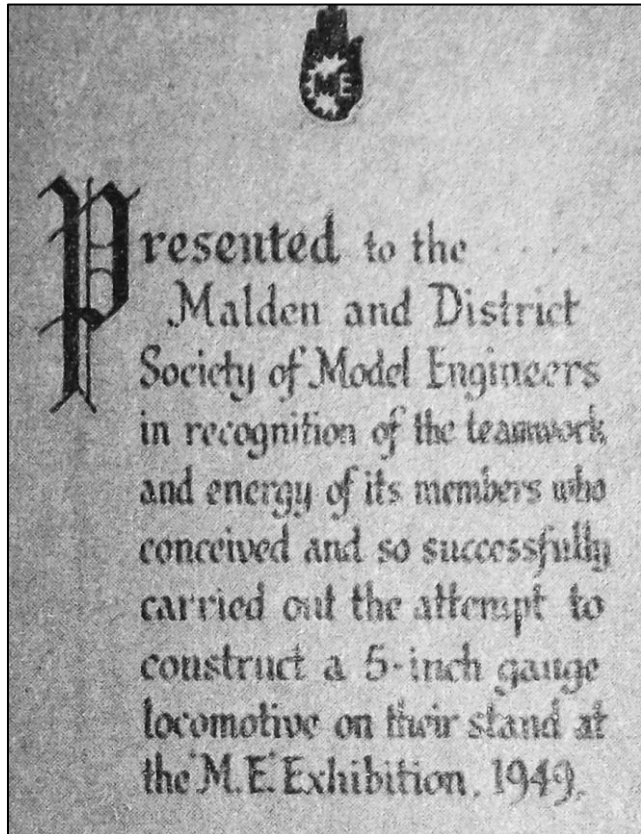


The workforce ranged between 5 and 10 lads a day though an average of 5 was settled upon eventually as it was found to be the most workable (i.e. they didn't get in each other's way!) and for those that like to know all the details, the

equipment they had at their disposal comprised: 3 x lathes with attachments, a bench top milling machine, Progress No.1 table model drilling machine, sensitive drilling machine, 3 x work benches, double grinder and welding equipment plus all small tools and surface plates etc required.

All castings were supplied by Kennion Bros (Hertford) and others by Dick Simmonds of Kent.

I know for my younger readers that the rate of progress referred to above may seem astonishing without having access to a row of CNC machines and to the Gen Zs (whoever they are) the Malden lads output looks probably even quicker than an online order to China could achieve today; but think on, that gallant group of lads didn't in 1949 have the distractions of the 21<sup>st</sup> century such as multi-channel television, mobile phones, the internet, media (social or otherwise) nor get hung up on whether their Myford looked its best in their latest 'Tick Tock' posting.



NO! Instead, those stalwart boys measured their days in units of solid productive achievement. Setting forth each day with a British Standard breakfast of eggs, bacon, lashings of toast and marmalade and a pot of tea inside them, ready to throw themselves into a full day's work - excepting lunch - at the bench then finishing it all off with a pint or two of wallop\* down at the local. and if they really were looking for an exciting end to the day a sing song around the piano as well.... innocent pleasures maybe.... but look what they achieved without all those distractions...I do sometimes have to wonder if we have lost sight of the simpler ways of life...hey ho...

Anyway, all that said whether the lads completed the loco in 10 days I can't say for sure as the 1950 article was non-committal on this point and I have to say I found no other compelling evidence to say they did. However as can be seen from the above rate of progress, if room could have been found for completing construction of the boiler by having another one or two hands working on it and another one or two hands working on the platerwork, your guide of the printed word is of the (humble) opinion a full working loco could certainly have resulted from the 10 days available.

"So, *is that it?*" I hear you ask with a heavy sigh in your voice.

Well, I would be failing in my mission as a Bookworm dedicated to finding and sharing with you fascinating stories of model engineering history if I left you this month with an anti-climax; so, after burning even more midnight-oil (and risking my green credentials) I was able to obtain further information...

Seems the lads of Malden Club having already shown what they could achieve didn't want the chassis to end its days unloved and tucked away under some dusty old bench in Thames Ditton, so not long after the 1949 exhibition a band was put together (not the *Popular beat combo* type) and completed the remaining work. The result was a splendid example of LBSCs "Maid of Kent" finished to resemble a Southern Railways L1.



Thirty years after it first graced the rails Malden Club entered the loco in the 1984 IMLEC competition where it held 2<sup>nd</sup> place for a time before eventually ending 4<sup>th</sup> overall with an efficiency of 1.924%.



It is believed to have had only one boiler change in its astonishing life and continues to this day to give much pleasure to members and visitors alike as part of the Malden Clubs stable of engines.



Now as to the question that caused all the upset for my owner. "*Could Mr Wuidart have built his engine in 30 days*"? Since it is believed the 30 days didn't include the building of a tender (it came later) and if it a small engineering works staff of say 4 or 5 individuals had been available, and given the precedent set by the lads of the Malden society, I think I would have to say on the balance of probability...yes that would have been possible...how say you?

Source: Model Engineer 11 May 1950 p655 / 18 May 1950 p695 / 30Sept 1984 p324

Photos copyright Malden SDME Ltd / G.F Tonnstein \* = Heritage expression refers to beer.

Bookworm 2024

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## St Albans exhibition

St Albans society held the "BIG St Albans Model Show at the end of September. Roy has sent us a link to a video of the day which was a great success.

[https://www.google.com/search?client=firefox-b-d&q=St+Albans+model+show+2924#fpstate=ive&vld=cid:72005773,vid:wu1CnG1\\_tZE,st:0](https://www.google.com/search?client=firefox-b-d&q=St+Albans+model+show+2924#fpstate=ive&vld=cid:72005773,vid:wu1CnG1_tZE,st:0)

## August Bank Holiday Saturday 2024

Reported by Mike

For many more years than I care to remember we have invited members, families and friends of Fareham & District SME, Chelmsford SME and Chingford & District MEC to visit us at Colney Heath and enjoy our superb facilities available there. This year was no exception and invitations were duly issued. By way of the News Sheet North London SME members were also invited to welcome our visitors. The weather was set fair in the days leading up to and following Bank Holiday Saturday but the word 'inclement' hardly describes the conditions on the day. The rain was sufficiently heavy and persistent for our prospective visitors from Chelmsford to abandon their journey and regrettably none from Chingford had accepted our invitation.

I'm particularly grateful to Mick and Jonathan, Les and Liz, George, Jean and Brian for coping with the weather to manage all the tasks necessary to make the event run as smoothly as possible under the circumstances. My thanks go also to members of our Ground Level Railway team including Paul, Brian, Roy and Laurie who ensured their facility was also available. The wet weather probably deterred other North London members who normally visit during the day to welcome our visitors.

*Natasha Osborne at the controls of a 5in. gauge Class 37 diesel locomotive leaves the station with her father Adrian as passenger.*



*Trevor Fry describes some of the finer points of his highly detailed 5in. gauge Class 42 diesel Warship class locomotive Onslaught.*

On the morning, pre-running site checks were completed, signals for the raised track were set out and tea, coffee and biscuits were prepared. The Fareham contingent arrived in a minibus accompanied by a van to transport the locomotives. Unfortunately, their journey north was protracted by heavy traffic on the M25 past Heathrow airport, but they arrived safe and sound despite the delay. Legs were stretched, refreshments partaken, and locomotives unloaded. A break in the rain gave our visitors an opportunity for a good run before it started again.

We were pleased to welcome fifteen of our friends from Fareham who brought eight locomotives and a yacht. All built for 5in. gauge, the locomotives included a Class 37, a Baldwin diesel modelled on a prototype for a 2ft. gauge Australian sugar industry railway, a Class 42 diesel Warship class *Onslaught*, a class 66 EWS diesel and a freelance diesel, all battery powered. Two 5in. gauge steam locomotives also ran on the raised track: an LNER Y4 0-4-0T in BR livery and a BR Standard 4MT 2-6-4T while a handsome 5in. gauge GWR King remained dry in its transit box. John Williams sailed his 30in.yacht *Dumas Star Bertie* but the wind died away after a brief session and unfortunately, he discovered the hull was shipping water. John was one of many who enjoyed a trip around our ground level railway and noted how he was much impressed by the competence of the young lady driver in charge.

*Andy Cammack leaves the station with his 5in. gauge BR Standard Class 4MT 2-6-4 and John Williams as passenger following a stop for water.*



*Christopher Reynolds climbs towards the tunnel with a 5in. gauge Baldwin diesel based on a prototype built for the Australian sugar industry.*



Another well-established tradition associated with August Bank Holiday Saturday is a gathering of his university friends organised and catered for by Alastair Macdonald. It was very pleasing to see a good attendance of what he affectionately refers to as his 'Geeks'. What gets to me is that like me, these young folk have grown older and many now arrive with their spouses and children. My how the years fly by!

*Top; Peter Reynolds, Christopher's brother, with his 5in. gauge Baldwin diesel locomotive based on a 2ft. gauge prototype built for the Australian sugar industry.*



*Centre: Peter Hollands passes the steaming bays and G1 railway layout at the start of a good run with his 5in. gauge freelance diesel locomotive.*



*Bottom; Trevor Fry sets off from the steaming bays at the controls of his 5in. gauge Class 42 diesel Warship class locomotive Onslaught.*



The weather allowed all who wished to run to do so. In due course it was time to stop, clean down, return the locomotives to their transit cases and repack the van ready for the return journey to Fareham. We learned that our visitors had a clear run home with no holdups and have been assured all concerned enjoyed the day despite the rain.

My sincere thanks to all the North London folk who made sure the day was as much of a success as the circumstances allowed.



*Top: Richard Blackman sets off from the station at the controls of his LNER Class Y4 0-4-0T locomotive in BR livery.*

*Centre: Derek Matcham in charge of his 5in. gauge Class 68 EWS diesel with John Grizzy as his passenger climb the upgrade towards the tunnel.*



*Bottom; Adrian Osborne with his 5in. gauge Class 37 diesel locomotive with his wife Georgina as passenger climb the incline towards the tunnel.*



## Creeping Rails

Most rails in jointed track have a tendency to move over time in the direction which traffic runs. The amount of movement and the time it takes is determined by several factors. The “ironing out” of flexing track by a moving load (train) applying braking forces and hammer loads to the rail in combination with the condition of the track fastenings sleepers and ballast. This is particularly at times when rail temperature are imposing tension or compression forces in the rail. The general term used for this is rail creep.

As everyone will have been taught at some point in the past rails have joints so they can expand in summer and contract in winter. This is a grossly simplified explanation but will suffice for the purposes of this short article. What about continuously welded track (CWR) I hear you ask. That is a whole different subject for another day. Here we are just considering jointed Bullhead or Flatbottom track.

So, to the matter at hand, you will have now realised the mystery item in the picture is for measuring the rail gaps in jointed track. If left unattended rail gaps can gradually close up over a period of time for the basic reasons already stated. When this situation arises, there is no further expansion available leading to an increased risk of a track buckle or misalignment. These can at best can give a very poor ride and at worst lead to a train derailment and must be steps must be put in place to remove this risk. Either way once identified Permanent Way staff will always consider this an urgent repair once 3 or more rail joints have closed up.

At the opposite end of the scale where successive joints are wider than the tolerances allowed there is risk of fishplate joint bolts breaking and rail end hammering by wheels. This can lead to dipped joints or worse rail end breaks.

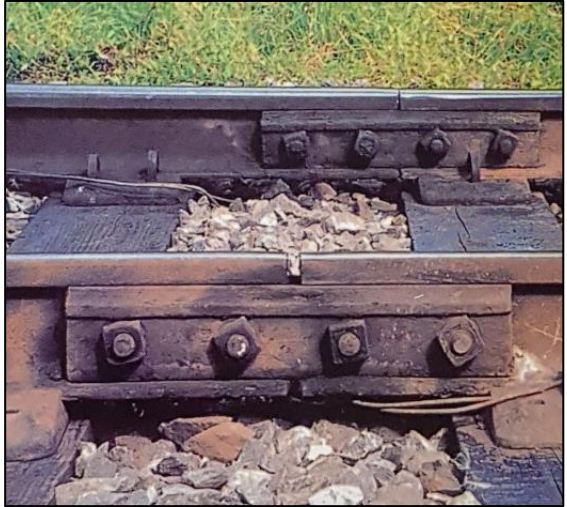
Both these problems require the Track engineer's attention.



The gauge in the picture allows the P Way man to reset the rail gaps to the correct spacing based on length of rail and temperature.

As you might imagine this problem is unlikely to be just a few lengths of rail out of adjustment and may extend over a significant distance with both wide and closed up joints. If this is the case then the line will need to be blocked, rails unclipped and rails readjusted to the correct gap settings for the prevailing rail (not air) temperature to put things right. Not forgetting of course that rail joints need to be square which adds another complication.

All this sounds a simple task, but this is far from the case. It takes an experienced eye to work out where to start, and the knock-on effects on subsequent joint gaps and the squareness of joints. on the opposite side. Track staff will be taught how to calculate and set out a rail adjustment plan on site before work starts. They will take careful



measurements of the existing gaps and decide on the length of track to be delt within a single operation. Without a plan you will just move the problem to another location and have badly out of square joints.

Once the line is blocked all rails are unclipped and fish plates loosened. The rails are then adjusted to the correct gap settings for the prevailing temperature, bolts tightened, and fastenings reinstalled as work proceeds. This will include any cutting in of new rails where necessary to keep joints square etc.

Like a lot of things in engineering tasks often seem to be simple but in reality, not so. Rail adjusting is one of these. This gauge allows easy instruction to staff and setting of gaps. Today there are modern equivalents of this simple gauge but the basic principles to be applied have never changed.

This brief explanation can only be considered a very basic description of the task and causes of rail creep. If like me, you have actually carried out this task you will know it takes careful planning to deliver a good outcome in the time available before the line has to be given back to traffic. Good maintenance in preparation for summer and winter conditions can prevent the build-up of rail creep and is part of the cycle of preventive maintenance undertaken each year on railways across the world.

## My (ex)-model-boat collection No 22 Streamlinia

By Roy

This is a copy of a Commercial boat I made back in 1987 but is now owned by fellow club member Martin Cooper.

Back to the pressing of noses into the Bassett-Lowke shop in High Holborn. Sometimes I would skip Saturday morning pictures and catch a bus to the shop, there were so many model boats and models in the window it was good entertainment. Then back on a bus to Camden Town and walk to Parkway, to the newly opened Rip Max shop where you could go in and chat and not always have to buy anything!

Talk about extremes in prices though, Holborn was a rich man's area, and my pocket money was a bit pushed for the bus fare! Anyway, I told you how I made one of the models behind the windows, the Bowmans Sea Jay, and this one is the 40-inch-long B-L Streamlinia.



When I first joined the St. Albans model club I did it with our son who was nearly 16. By chance in a conversation about my then few model boats I mentioned Streamlinia, and the chairman said he thought he had plans for it. I jumped at the chance, and they were copied from a Hobbies Manual 1937, so copyright not much of an issue!

I was at work and in the computer world and we had to learn a bit about what our customers did. I had done a PERT course. (Program Evaluation Review Technique). This was the method of planning I had used to build my own workshop / shed sometime before. All the tasks to be done are stripped down to



simple operations and timed and then put into a just in time graph, well that's the bit I remember. The shed had come together very quickly so it did work.

I planned my build of Streamlinia in the same way. However, the company I worked for was over-exploiting me, as I felt tired when I got home! Which I thought was a bit much! So, what to do? I decided that my time was much more important to me and rearranged my day accordingly.

I got up early at 5, did everything as if going to work, it was summertime, that left 6 o'clock until 8 for me! Streamlinia was planned in detail, wood obtained, and I started the job. I bought a decorator's apron to keep my clothes presentable but left the tie off until the end! It is amazing how much easier it is having a deadline, (leaving for work) in getting things done! Streamlinia emerged very quickly and as there were several B-L versions I decided on the one with a cabin over the electronics.

This time overlapped with a call for help from friend Malcolm Beak who was thinking of entering into a 24-hour endurance 'race' at the lake in Welwyn. I will tell the story of this diversion for controlling the water level in a boiler next month.

So back to my Streamlinia model. I had a long lend of a now modified with automatic water level control MB22 design steam plant from Malcolm. It was very compact and also had the new gas control fitted. I installed it into my boat and



off to the park for the trials. I wanted to have the boat just get on the plane and with pressure up at 30 pounds it did plane, but the pressure dropped off quickly

to 20 or so and she just pootled along. Malcolm had a large testing tank in his garden, and we set it all up to find out how many revs the engine was doing with the 2-inch diameter 3 bladed prop at 30 pounds pressure.

I had previously worked out how to make a rev counter that used a photocell to do the measuring. With this and more gas we did our experiments. 2000rpm was the magic number, she would plane with those revs. I reluctantly gave back the steam plant to Malcolm and decided to go electric.

Now having got the whiff of steam for the first time, I felt an electric motor was going to be a bit of a let-down. I had to have a gearbox to reduce the revs for the large prop, and another friend had made a couple of experimental gearboxes for me. Inside were quite large  $\frac{1}{4}$  inch wide fibre gears from the model car world and each a good 2 inches diameter. with a smaller cog driving. I bolted the motor into position and with the aid of a hammer I got the ball races to align themselves into a zero-resistance position. While playing, and with the motor at the bottom, I thought it all looked much like a turbine!

I found some hard plastic tubing and a couple of insulating collars for a power transistor, and I thought if I connect all this to a mock boiler, we are in business. I had 2 X 6volt SLA batteries connected in series and this produced 2000 rpm at the gearbox o/p shaft. The boiler was constructed of plastic and covered up the batteries.

If you remember, the steam plant needed a water feed, and this was down below. Now with the boat electric a plastic tube now connected this to the outlet tube in the transom which with a small water flow gives an illusion of steam power.

Down to the lake and she did indeed plane, Success! I ran her for a while with easy success but eventually, Streamlinia stayed in the box. A number of years later, I was part of a conversation at the club pond about the plans, and I offered the finished item as I was no longer running her

The original system is still running in Malcolm's open steam launch, and you might just see it should you wander past the pond on a good day!

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## Club Dates for your 2024 Diary

<u>Every Wednesday</u> : G1 group meet at Colney Heath	
<u>Every Thursday</u> : A mix of RT & GLR Loco running when track is available, working groups, and general conversation	
<u>Every Saturday</u> Ground Level Rly at Colney Heath	
<u>Every Sunday</u> : A mix of RT Loco running when track is available, working groups, and general conversation.	
November	
Friday 1 <sup>st</sup> November	Presentation by Paul; - The East Coast Mainline in Art and Models – 8pm at HQ
Sun 3 <sup>rd</sup> November	Working Party at Colney Heath 9.00 – 12.30
Tue 5 <sup>th</sup> November	Council Meeting at HQ – 13.00
Thur 7 <sup>th</sup> November	RT Steaming bays out of use from 19.00 Until further notice
Sat 9 <sup>th</sup> November	Working group to help clear steaming bay equipment – 9.30 to 12.30
Sun 10 <sup>th</sup> November	Working Party at Colney Heath 9.00 – 12.30
Fri 22 <sup>nd</sup> November	Workshop meeting 8pm at HQ
Sun 24 <sup>th</sup> November	Working Party at Colney Heath 9.00 – 12.30
<b>Sat 23<sup>rd</sup> November</b>	<b>Deadline for copy to editor</b>
December	
Friday 6 <sup>th</sup> December	Christmas gathering – 8pm at HQ
Sun 1 <sup>st</sup> December	Working Party at Colney Heath 9.00 – 12.30
Tue 3 <sup>rd</sup> December	Council Meeting at HQ – 13.00
Sun 8 <sup>th</sup> December	Working Party at Colney Heath 9.00 – 12.30
Sun 15 <sup>th</sup> December	Working Party at Colney Heath 9.00 – 12.30
Sun 22 <sup>nd</sup> December	Working Party at Colney Heath 9.00 – 12.30
Advance notice of events in 2025	
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.