

Issue No. 878

June 2025

The News Sheet

**North London Society of Model Engineers
June 2025**



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

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Front cover; -

In the April edition (P7) we reported on the progress of assembling Mike Ruffell's Simplex. Mark took on the challenge and this very well-built locomotive has now been completed and in steam at Colney Heath. It can be seen here being driven by Mark with his family enjoying a ride at the family day in early May. Photo by Owen

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

Recently Council members have received adverse comments about the increase in cost per ride at Tyttenhanger for 2025. These concerns fall into three categories, the increase from 2024 is too much, there was no discussion prior to setting them and members were not notified of the changes prior to commencing the 2025 season.



Whilst the council are appointed each year to manage club affairs on behalf of the members, we are mindful that our decisions should have broad support. The majority of sentiments that have been expressed are that our present position on charges is not where we should be.

Any level of donation/charge per ride will always be a compromise, ranging from no charge at all, up to £2 per ride. However, given that the 2025 rates are not receiving favour the council have decided to open this matter up for your comments and suggestions. In the meantime, we will revert to the 2024 rates for the remainder of this year.

To establish a baseline for your consideration, the 2024 rate was £10 for a carnet of eleven rides on either track or £1 per single ride. For 2025 we introduced the now discontinued rates of £10 for a carnet of seven rides or £1.40 per single ride.

The Council will review and discuss all comments received. Based on your feedback the Council will communicate the rates to be applied prior to the start of the 2026 season and the rationale behind their appropriateness. Regarding the cost of refreshments, an increase from £1.50 to £2 for tea and coffee has been applied. The cost of squash was also increased but in light of comments this will now revert to the £1, 2024 price. These prices will be subject to review for the remainder of the 2025 season.

So, over to you. Respond to myself or any Council member. As this matter is topical, responses by end of June should be achievable. Please note that, in line with our long held custom and practice, these are donations for visitors' guidance. The carnet system was introduced to manage visitors who were benefiting from our hospitality without contributing to the associated costs. It is also important to remember we are not a commercial concern. We only aim to raise enough funds to cover expenses incurred in following this hobby of ours.

On a different note, the members day at Tyttenhanger was a resounding success. This improves each year, let's do it again in 2026. It leads me to think perhaps we should have another members day at the end of the year, what do

you think? Thanks to all that attended our AGM and Geoff for making available the BBC films taken at Tyttenhanger in the mid-1970s. I would also add that the steaming-bay improvements have been considered a success, and we can now plan the final stage to be undertaken this winter.



The recent Maidstone club visit making full use of the new steaming bays.

Photo by Owen

With the improvements to the ground level railway crossing at the entrance to Colney Heath there has been a need to revise the operating procedure to be applied at the crossing. These changes have been agreed by council and will be incorporated into the next revision of the site rules. Copies of the amended arrangements have been briefed to senior stewards who will brief the stewards on public running days. These arrangements will also apply on certain other occasions.

A copy of the new working instructions has been placed on the notice board at the signing on point. All sponsors of events should acquaint themselves with the relevant sections of the procedure to be applied.

See you at the track or HQ.

Treasurer's Report

By Mike



For those members who were unable to attend the Society's AGM at the beginning of May, I will give you a brief update. Firstly, I must apologise that the printers omitted to enclose a copy of the Annual Accounts with the May issue, this is being remedied at no cost to the Society with this issue. With the lack of circulated figures, if anybody has any questions or queries please do not hesitate to call or email me.

One important point I did make at the end of my presentation was that it was the 19th occasion that I had present this report and I was giving notice that at the AGM in May 2026, I intended it to be my last as Treasurer for the Society.

I have locos to finish! So a year's warning ought to be enough time for us to find a replacement. It is not a particularly hard job if you like figures and can work a computer. When I was one of the Auditors, I remember the days when it was all handwritten in a ledger! Anybody interested give me a call to discuss....

Well the new financial year has got off to a reasonable start, not as good as last year with 40 outstanding subscriptions at the 22nd of May. Waiting for your cheques or BACs transfers.

I have been notified by two Country members that they will not be renewing this year, but I'm pleased to advise that we accepted three new members into our Society at the May Council meeting. Peter, interested in Gauge One; John, interested in Locomotives; Mark, also interested in Locomotives. Welcome to you all.

Now the Public running season has begun let us enjoy ourselves and don't forget if you want a quiet run without the 'crowds' come along on an intermediate Sunday.

Enjoy the Summer and keep safe.

Mike
Hon. Treasurer

Storage of Locomotives and carriage stock at Tyttenhanger

Some time ago the Tyttenhanger Committee recognised that the onsite storage available at Tyttenhanger for locos and rolling stock could be exceeded by the demand. The committee therefore developed a storage policy.

I do not recall if this has yet been published so it is included here for all members information".

Background to the need for a storage policy

- The Storage facilities at Colney Heath are limited.
- The Society has both locomotives and carriage owned stock
- Some member's locomotives and carriage stock are used for regular public running not necessarily driven by the owner but driven with the owner's permission by other members.
- Some member's locomotives and carriage stock are used for works trains on a regular basis.
- Some member's locomotives are occasionally used for public running.
- Some members do not use or allow their owned locomotives/carriages for public running.
- Some members have no facilities at home for storage

Storage priorities

As space is limited the priority allocated to the storage of locomotives and/or carriage stock will be allocated on the following priority basis:

Highest priority: Society owned locomotives and carriage stock.

Next priority: member's locomotives and /or carriage stock regularly used for public running. (Regularly used is defined as more than 66% of the available public/event running days. For counting purposes Fetes and Fairs is excluded but have their own count based on F&F events).

Next priority: Member's locomotives /carriage stock used as works trains.

Next priority: Member's locomotives / carriage stock occasionally used for public running. (Occasional use is defined as more than 15% but less than 66% of the available public/event running days)

Next priority: Member's locomotives/carriage stock used for less than 15% of the available public/event days.

Storage arrangements

- Storage will be allocated in a container (or space between containers) appropriate to the requirement.
- Society owned stock to be stored in the containers.
- Storage security will be standard (common) security lock and Allen headed key bolt arrangements.
- Where practical rail lines in a container will be allocated to a person or group of individuals such that a rail line can have a unique locking arrangement only available to the owners of the locomotives stored on that line.
- Storage arrangements are made available for storage and are not intended as a working facility.
- Member's locomotives or carriage stock stored at Colney Heath are not covered by any Society insurance. Members will be required to insure their own locomotives for storage on site

The Society is under no obligation to provide storage facilities whether or not space is available.

No member to store locos or rolling stock without the consent of the relevant section leader.

The Society Council shall be the final arbiter of any disagreement between the section and any member upon issues of storage.

Issue A 9th August 2011 – Issue B 15th July 2014 – Issue C 4th November 2015
Reissued 17th March 2025

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

Letter from the Editor

Dear reader

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

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

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

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

Regards Keith



Steel sections for sale

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

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

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

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

All bars are approximately four feet long.

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

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

Colney Heath Site Maintenance

Over the winter months, as well as the new steaming bays, a number of maintenance tasks were also completed. Now that the summer running season is with us please find below an updated list of maintenance jobs on site at Colney Heath which are currently ongoing or have yet to be started.

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

Maintenance List

- Carriage, both ends and the back adjacent to the apple trees are in need of repair and then re-painting with the appropriate colour.
 - The Main Toilet Block external wood needs a coat of wood preservative.
 - The Machine shop and nearby Toilet Block both need a coat of green preservative. Other structures such as carriage sheds may also need a coat of wood preservative.
 - Orchard Junction Signal Box needs a re-appraisal, and the excellent work of restoration resumed.
 - The Top Tunnel is in need of patching with torch on felt or otherwise to delay further deterioration.
 - All benches, tables & chairs need a wash down and a coat of wood preservative.
 - GL signals to be repaired as necessary.
 - Coach drain to be rerouted into sewer.
 - Complete green painting of the containers and doors 1 – 7.
 - Erect replacement fence near to Main Toilet Block.
-

In the Workshop

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

Ron has over the many years built a large number of models in various sizes. The model featured in this issue is based on the L.B.S.C. 3 ½ inch gauge locomotive called Rainhill.

Ron has taken the original design and scaled it down by producing his own set of drawings. It is a Gauge 1 scale model built in about 2010. It is gas fired and has both axle and hand pump. There is a small gas tank under the cab and the usual pressure and water gauges. It has been sitting on a shelf in your editors office for a number of weeks but must now be handed back. If you want to see the loco just ask Ron he would be happy to show it and explain the finer point of his design..



Ground Level Waffle.

By Paul

PLEASE READ – THIS IS NOT AN ADVERT.

Hopefully the heading has now got your attention, please read on.

So why do I want you to read my waffle if you don't normally, well I'll tell you. It concerns all our safety when using the new road/rail crossing at Colney Heath. Yes, at long last it is finished and fully working with new crossing warning lights and signage. The method of activating the warning lights by the driver has also changed. You may be thinking why do I need to know the procedure the train drivers will be using. Once you have read it you will learn it also covers what gate stewards need to do on public running days and if you understand what the train driver is going to do it makes it easier to understand your part as gate steward and visa-versa.



Maidstone visit in May used both RT & GLR Picture by Owen

These changes to the operating procedure at the crossing have been agreed by council and will be incorporated into the next revision of the site rules. Copies of the amended arrangements have been briefed to senior stewards who will brief the stewards on public running days. These arrangements will also apply on certain other occasions. A copy of the new working instructions has been placed on the notice board at the signing on point. All sponsors of events should acquaint themselves with the relevant sections of the procedure to be applied. I ask you all to read it carefully.

On a lighter note, I greatly enjoyed John's article on the Corris railway in our last issue, because a very long-term project of mine is building a 7 1/4" model of the Corris Rly's Kerr-Stewart loco No4, which now runs on the Talyllyn Rly as their No. 4 'Edward Thomas' now looking very different. I personally think it looked far better as built, which is how mine is being finished.

I have also made a scale model of one of the C.R.'s many slate block wagons as something a little different to do, and I have included a photo if anyone is interested.



As the news Sheet was about to go to the printers news of the great storm which hit Colney Heath on the night of the 23rd (*I didn't notice it ed*) was being reported by Reuters news desk. The report described the damage as a large tree had fallen over the GLR and there had also been a landslip which had the potential to severely disrupt traffic. Only the quick intervention of NLSME engineers who cleared the line avoided severe disruption to trains.

When your editor spoke to members of the GLR team it soon became apparent that the initial report had been greatly embellished. There had been a bit of rain, and a buddleia bush had fallen over the track and a rabbit had dug a burrow

depositing the spoil on the line. Using our version of the BBC Verify we just bring you the facts (*I know a bit boring ed*) Pictures show just how minor the incident really was. Happy days Stay Safe, till next time.



Marine Mumbles MkIII.

By Peter

Sunday 11th May was the Vintage Model Yacht Group regatta, at our pond. It is probably best to crib Anthony's, from the VMYG, write up rather than mine. So I can sit back and let him do the hard work this time.

The next VMYG regatta will be on Sunday 14th September, this year. A big thanks to John for looking after the pond and surround so well.

North London Small boats Regatta

Well, it was wonderful weather, and we were warmly greeted by the host's Marine Section leader Peter who had been kindly at the lake, clearing up the flower castings from surrounding trees since 8:30am that morning. Grahame and Anthony from the military sounding SMS arrived promptly and somewhat elegantly dressed and otherwise unsupported by any other VMYG sailors with small boats during the day.



The attached photo, by John, is of his Mine Hunter and my Harbour Defence Motor Launch on the pond that afternoon

Similarly NLDMES (Marine Section) did not show their best attendance until later in the afternoon until a number of stalwarts appeared with Stars and suchlike and two wonderful scale warships, a coastal patrol craft and a minesweeper from WW2.

Graham brought a few from his comprehensive collection of clockwork launches and one Mersey Model steamer the rare 'Miss MERSEY 1'. Anthony showed the wonderfully, restored John Gale cedar hull of 'Sunkiss' and a very rare

steam K boats as well as a splendid little post war cabin cruiser by Mr Thierens of Manchester.



Let's hope more to turn up in September as well as the other Events organised for the Group.



The wheel steered 'Iris'

Narrow gauge News June 2025

By John

Hello everyone and welcome to the latest news from the narrow-gauge world. It's amazing to think its June already but we have already had some great running sessions and there will be plenty more to come for sure.

As I write this, we have just had the first public running day, Jack, Derek and I entertained the surprisingly low number of



visitor's, Unfortunately Derek's Single Fairlie developed an issue with the servo-controlled reverser, so his day finished early but hopefully he's sorted it out by now. Of course a fortnight previously was the friends and family day which was an extremely enjoyable afternoon, and I am sure that it has become a permanent fixture every

year from now on.

At one end of the layout there is a single line which loops out from the main layout and passes through a plywood tunnel. over the last few years I have trained the hedge up and over the tunnel to make it look somewhat more natural. You can imagine my surprise when recently whilst trimming the hedge I found a female Mallard nesting on top of the tunnel. She was most unconcerned by my presence but obviously I soon left her alone.



I have now put up some "do not disturb" signs up and the loop line is not being used until her brood have hatched which can apparently take up to 30days. She is very well camouflaged and here is a photo of her. I suspect it may be better

seen on the website newsletter as it will be in colour. Of course I will let you know what happens. Fingers crossed!



At the other end of the layout from the nesting duck we have another issue, this occurs every year about this time and it's the "snow" that falls from the very large Poplar which looms over the layout, its actually the seed pods of the tree and its designed to be blown away by the wind, if only it would ! it's a real pain as it gets everywhere and this year it seems very bad indeed, I did get out a blower but all it did was create a blizzard as can be seen from Helen's excellent photo of me attempting to get it off the track.

It also provided a snowy scene on the RT as can be seen in the photograph on the next page. Thankfully its only for a week or two but I'll be picking out of my Locos motion for a while yet!



That's all for this month folks, incidentally a couple of people have mentioned that they enjoyed last month's look at The Corris railway, gratifying to know that at least a couple of people read my nonsense! as ever enjoy your hobby.



Maidstone club visit

Each year we invite the Maidstone club to visit and enjoy our facilities. This year a large number arrived early on a sunny Saturday morning and were still running late afternoon. Here are just a few pictures from the day.

All pictures by Owen



Tom with his 7 ¼ inch gauge Jinty



*Bulied Merchant Navy pacific 35006 (Peninsular & Oriental SN Co) –
Alan & James*



Brian and Martin putting the world to rights as Martin's P2 passes by at full speed.



WANTED - VOLUNTEER TRACK STEWARDS

Over the last few month's the Track Stewards Rota for 2025 has been published in the News Sheet and I have explained that despite Council taking the decision earlier this year to reduce the number of track stewards we require we still do not have the required number of Track Stewards for all the Sundays we are open to the public this year.

Since last month there has been one volunteer who has come forward to do an additional duty to fill one of the Sundays, we are short, which has slightly eased the problem.

We still do not have the required number of stewards for the following Sunday's;
1st June 3rd August 17th August 21st September

So, if you are willing to do an additional duty, please contact the Senior Steward for the allocated date or myself. My contact details can be found on the back sheet of the News Sheet and the contact details for all the Senior Stewards can be found on the Society Membership List which has been distributed to all members with an earlier News Sheet this year.

Please help if you can.

Nigel (On behalf of the Council) June 2025

TRACK STEWARD DUTIES INFORMATION PULLOUT

In last month's News Sheet the Track Stewards Information Pullout ended up being printed towards the back of the News Sheet making it somewhat difficult to be pulled out! The pullout can now be found in the middle of this month's News Sheet (on the following pages) so that you can pull this out and have it to hand for use as an aid-memoire when you are doing a Track Steward Duty at Colney Heath.

There have been some minor amendments to the pullout, which was printed in last month's News Sheet, so it is recommended you read through the one published this month.

If you have any questions or points that require clarification, please do not hesitate to discuss these with the Senior Steward on your allocated day.

Nigel (On behalf of the Council) June 2025

STEWARDS DUTIES. [Page 1]

SENIOR STEWARDS.

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

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

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

GENERAL NOTE ABOUT STEWARDING.

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

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

STEWARDS DUTIES. [Page 2]

GATE AND LANE ENTRANCE STEWARDS.

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

As most, if not all will know, access to the Colney Heath site is via a lane now designated a bridleway. This path is used to park cars, not just for visitors to our site but also by members of the public. 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.**

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

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

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

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

STEWARDS DUTIES. [Page 3]

STEAMING BAY STEWARDS.

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

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

If the answer to any of the above is no, **then the Driver must not be allowed to run the loco.** Any form of uncertainty should be referred to the Senior Steward for a decision. Members will be aware of the availability of water and the 12- and 24-Volt 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. Enlisting the help of a Society Member to quickly go up to the station to obtain a carriage should be sought. Awareness is required of trains already on the track and the traverser must only be used when the raised track traverser warning signal is silent and its wigwag lights off.

Likewise getting loco's off the track requires similar assistance.

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

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

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

STEWARDS DUTIES. [Page 4]

RAISED TRACK STEWARDS

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

The Society operates on a donation basis on public running days asking for a donation of £1 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 11 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 to encourage 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 Train Guard ensures that passengers safely cross the line to the exit path and that no passengers enter the lake area, which is strictly for Society Members only on public running days.

Club family day in May

The first Sunday in May was the now annual family day for club members. The GLR, RT and smaller gauge railways were all in use and a great time was had by all who attended. It have become a popular event in the clubs calendar and is certain to be repeated next year. Here are a few pictures taken on the day (also see front page) by Owen.



Bookworm Writes – Memoir of a Clubman

(continued from March 2025)

Curly - Part 4

After Curly had left, I sat for a moment in the still of the room listening once more to the ticking coming from the clock over the fireplace and stared into space. As I turned my thoughts over in my head, I started to think about what Curly had said about my father interviewing him, for it was unexpected. Whilst I knew my father did have a tape recorder and apparently had made at least one recording of a Club meeting with it, what Curly had told me suggested that my father may have been much more involved with finding material, perhaps even writing for the News Sheet than I had known about...until now.

Idly I picked up the little side plate I had been given earlier and finished the last few crumbs of cake followed by the remaining tea in my cup before returning them both back to the tray. Then looking up my attention was caught as I noticed seemingly for the first time, the line shafting and pulleys above several of the benches that provided power to many of the machines in the workshop. I don't think I had ever actually seen this type of drive in the flesh before and I was struck by how clunky it was by modern standards, but at the same time I could see it was quite a practical solution for it allowed more than one machine to be run from the same motor. In fact the more I looked the more I came to realise that in many cases it was really a necessity as several of the machines were driven by flat belting and due to the confined space, it provided an answer where many of them would have otherwise required a countershaft.

I followed the lines of round bright steel with my eyes across the tops of several of the various lathes, drilling machines and millers and after counting eleven drive belts I stopped keeping score for it occurred to me that far from there being rather a lot of duplication as I had first thought, all of the machines had actually been chosen most carefully not only for their usefulness in performing a particular function, but more importantly for their capacity to remove metal efficiently under differing circumstances. I realised I was looking at a genuine case of *horses for courses*, for over a lifetime of building engines Curly had pretty much whittled down his selection to only those he knew could do what he wanted of them.

The workshop door suddenly rattled open making me jump and Mabel entered carrying a fresh pot of tea. As she came in I could hear Curly in mid flow talking to Alec on the phone discussing a point. His voice faded as Mabel shut the door behind her, 'I thought the tea might be getting cold by now' she said swapping the teapot on the tray for the one she was holding, 'so I brought a fresh one'.

'Did I hear Curly say you are David's son?' Mabel casually asked as she put the pot down. 'Yes, that's right' I replied hoping she wasn't going to ask me anything

more about dogs as I knew I had already exhausted my limited knowledge of them.

Thankfully instead she said, 'We used to enjoy seeing him, he and Curly used to talk for hours when he visited'. There was a pause, then she continued, 'You probably don't remember coming over with him on one occasion, do you?' Mabel looked at me now in a knowing way, 'after all you were probably no older than around three then.' 'No.. I don't remember being here before' I said, 'at least I don't think I do.. but.. wait.. did I sit with you in the kitchen, and you gave me a glass of orange squash?' 'That's right' Mabel said, 'and we coloured in one of Curly's old tracings that he gave you, remember?' 'I am really sorry I don't think I do, at least not the colouring in' I said weakly.

'Wait ...might you have given me the Teddy bear I've seen in the front room to play with?' I asked trying hard to think back. 'You mean *Mr Polar Bear*?' Mabel replied as she perched on the edge of Curly's padded stool smiling, 'We would have had him then, but I don't think you met him because you stayed most of the time with me in the kitchen, then after Curly and your father had finished their chat, we all walked up to Curly's railway where he ran an engine for you'.

'*Polar Bear*?' I queried. 'Curly gave him that name', Mabel explained seeing my surprised look. 'I bought him when we used to have a little boy come to see us in the old days, a bonny chap called Dougie, his parents lived in Braemar Avenue, that's the cul-de-sack round the back of us', she gestured with her hand as she spoke, 'The end of it comes up to where Curly's got his garage. I think Dougie must have seen Curly with his engines through the railings. He would have been about five I imagine when his father first brought him over to look at the trains.

Well after a couple of visits his parents felt happy to leave him with us for a few hours whilst they went off and did a bit of shopping on a Saturday morning, so we thought it might be nice if Dougie had a little friend here, someone to play with when he was with us. So the next time I was in Woolworths I bought him that bear, I chose that one particularly because he had such sweet smile; well as you know Curly likes to call his railway the '*Polar Route*' and as it was going to be Dougie's special friend to accompany him on the trains, Curly called him his *Polar Bear*'. Mabel gave a big smile as she remembered, 'Oh, you would have laughed if you had seen Curly taking them both for a ride on the trains, Dougie with *Polar Bear* tucked under one arm clinging onto the back of Curly's workshop coat as he sat behind him on the driving car ...he was a real sweetie...'

'Curly and Dougie's father later put their heads together and arranged for a special Christmas surprise for Dougie, father to build a little railway and stations on a baseboard and Curly said he would make a little engine for him to run on it'.

'Tell me' she said standing up and moving the conversation on, 'do you have any children of your own?' 'No,' I answered feeling somewhat on the spot, 'unfortunately we couldn't.' 'I am so sorry' Mabel replied, 'I didn't mean to pry. Curly and I love children you see, and Dougie did make us so happy... Curly's friends used to visit with their children of course and Curly's niece used to come over a lot before the war as well.' She walked over to the fireplace as she spoke and picked up a small, framed picture of a young girl from the back of the mantelpiece and looked at it closely, 'grown up with children of her own now I dare say ...and anyway time moves on,' she said returning the picture back to the same spot with a slight sigh.

'So then', Curly said coming back into the room after finishing his phone call. 'Is that more tea?' he asked spotting the new pot'. 'Yes, just hot' Mabel replied gathering her thoughts once more, 'and I've topped your milk jug up' she added sensing Curly was about ask, 'help yourselves.'

'Right young man, sorry for all the interruptions' Curly said, 'I am all yours now, fetch out those cylinders and let's see what we are dealing with here....

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

Selection of castings free to a good home

By Les

These castings have been in store at Colney Heath for years. They are free to anyone who can make use of them. More details available by contacting Les



My model-boat collection No 27

By Roy

My recent trip to the lake was for the Family Day, I was hoping for some support from fellow sailors but there was none. I always thought they were fair weather only! I was looking for help as I brought along my scale sailing model of the GB entry for the Americas Cup 91 years ago in 1934. I have mentioned her before, but this was her first outing to the lake. She is a metre long (40 inches) at 1: 35 scale and with her extended keel is shoulder height at about 5' 2" and is a bit of a handful!



She has a small crew, but they stay in the box for sailing, and it was the promise of a good breeze that brought her out anyway. The full-size J class yachts of the day were like over large toy yachts with enormous sail areas and could only race with winds of less than 20 knots. The kit from which this model was built was for a display model and destined for a very large sail area. I was commissioned to make a working version of her for a model boat magazine. One of the main obstacles was finding enough mechanical support

for the tall mast as the prototype yacht had the typical of the times main sail boom extending over the stern.

Now less than 1 in 100K people know enough detail to be able to see the changes I made, and no one has ever commented, so this is our little secret! A shortened sail boom made it possible to have a backstay, this was a good start in reducing the sail area. The fore jib was the G.B. 'secret weapon' being a cut off one so was no longer a triangle, (called a Quadrilateral) seemed to work as she was a fast boat. She was defeated but deserved to win as a valid objection to the US competitor 's tactics was not raised at the right time.

It is most fortunate that we have a step-down launching place for our model boats as it does make it so easy to administer to the model while on the water. A small accident when unloading from the car and thanks go to my helpers at that point, the rudder and the operating mechanism went out of adjustment and I was lent a screwdriver by John D to readjust the servo, etc at the lakeside.

Now I built this model in 2004 and because of its' complex nature in setting up, she does not go out very often. On top of that I had forgotten what the insides looked like! The day before I changed the radio battery, I thought due to age, but subsequent testing revealed it was still a useful item and charged up nicely. There is quite a lot of moving string under the deck and to prevent any tangles I cut up an old cereal packet (I hoard them) and make a tray for the moving string to rest on. It is necessary as the jib is let out at half the rate of the main boom and I use a pulley to do this, which is sort of floating. The winch mechanism is a powerful one and has a terminating pulley a way up in the bow area.

The whole pulley system can be removed by undoing 2 screws and withdrawing it through the deck hatch. This hatch is the kind I try and avoid as it is flush with the deck. It has 4 sides underneath and these are a push fit into a U section with compressible cycle valve tube and Vaseline, ne'r a drop of water has ever got through! The pressure is maintained via the 4 brass deck winches. Another secret here, they have been moved from their real positions to be at the corners of the hatch. The winches each have a length of M4 studding drilled and soldered in the base with a brass strip bent at an angle and lock nutted in place that fits into slots beneath.

This is all a bit of a fuss when the battery needs re-charging, so thinking outside the box I soldered 2 wires from the battery to the underside of the rear 2 deck winches, port one is red and positive and the other is the negative point. So charging is just to connect the charger to the brass winches with large connectors.

The angle of the rudder (about 40 degrees) on the long keel can cause problems, it has been increased in area and only just copes. But if the yacht heels too much, like more than 20 degrees, it no longer acts a rudder but more

like the elevators on an aircraft so steering is lost! This is a fact also for full size yachts. Our son has a 40-foot yacht, and she has 2 rudders pointing outwards but at right angles to the rounded underneath hull shape, so extreme angles 40 odd degrees heeled over still gives directional control.

My Endeavour was a joy to handle on the lake and looked a picture. I hope you can see some of the detail of the deck. The deck is planked with 2mm wide strips, and I seem to remember there are 76 separate planks at the widest part. You can see that the planks curve their way around the hull, this is the way of pleasure yachts, it is commercial craft that have the fore and aft planking. The handrails on the deck, (no sissy stanchions in those days)! are very fragile and usually suffer damage when out, as they are 1mm laser cut wood in a vertical position. Even a careless jacket cuff can sweep off a section of handrail.



You might wonder how the full-size Endeavour got to the USA? She was sailed with a reduced rig and another mast just behind the helm across the Atlantic and then after the racing, she was sailed back. But for nearly a fortnight after breaking her tow and she was presumed 'lost at sea'. But when word of her sighting was transmitted to Portsmouth, she received a hero's welcome, and the crowds turned out to celebrate. I used to have a commemorative recording of this episode on VHS tape, but the player and the tapes are gone now. You

can check the news of her return Endeavour (with 2 masts) by searching YouTube. The link is 20 odd lines long!

However, the close-up pictures revealed a detail I had long thought about and that was where to locate the mast shrouds. It revealed that these had been altered from the launch ones, and I made the outrig ones as per the originals.

The racing crew was 22 strong, but I had only enough figures for 5 men at the time. The model on entry to the old competitions at the Model Engineering show received a Bronze medal and so unusually was featured in both the Model Boats magazine and the International Marine Modeller magazine. Another little secret! I knew both editors quite well and they would discuss their contents before going to print so that they did not produce similar articles! So, don't tell anyone.

I am not sure if this kit is produced now, (there is a smaller scale one at 1: 80) and the importers asked me to produce a reference 10-page booklet on the conversion of the model to radio control, which was for sale alongside the kit.

In the passing 20 years I would have now done it differently! The biggest problem to overcome was the displacement of the hull. I worked out that at the waterline it was just 7 - 8 pounds, nowhere near enough to handle the sail area. My solution was an additional layer of planking 3mm thick which did not affect the deck size but tapered in from just above the waterline and also making the keel much wider. This new volume to the hull took her to about 12 pounds. Another thing I did was to cut out all of the centres from the very thick bulkheads and the removed wood when weighed was the same as the installed radio equipment. The RC switch is located in the little hatch ahead of the mast, so covered up during sailing.

The sails are cut from Mylar film as cloth detail at this scale just vanishes, it was also a lot easier too. I think I reduced the sail area by 30% at least but still she is over canvassed. Check the main sail connection to the main boom. There are 24 small brass rings soldered in place to locate it. I had wet tissue on the sails to act as a heat sink and a small tip very hot iron to complete the loop in each of the rings. Closer viewing of the sails shows that the main is in 2 parts, they overlap 1 inch and are glued together with double sided tape, still holding its own and into its 3rd. decade.

Here are two short YouTube links the first one is 1934 Pathe race news of the time. The second one is the way she is now, fitted out for luxury hire, with an engine and is a foot lower in the water due to the weight of the internal fitting out.

<https://nautictv.com/the-americas-cup-1934/>

<https://www.youtube.com/watch?v=tgCMsSqfR1A>

Automatic for the People

By Paul

Simple Model Railway Automation

It's rare for any electronics to appear in the News so I hope this is of interest to some. Maybe it will spark a new club Section to emerge! I have put aside my Cameo project for the moment to undertake some changes to my home layouts, of which I have two. This article covers one of those changes.

One layout sits the above the other. The upper layout is a "tail chaser" aka "Roundy Roundy" configuration along the walls of my railway room which are 14' long and 7' 6" wide. The layout is operated from the centre. One long side comprises a "hidden" (non-scenic) section where trains await their turn to appear on the three viewing sides which are fully scenic, framed, and lit. There are 4 circuits in all comprising two *mainlines* at the front and two *suburban* lines, at the rear, the latter passing through a station called Bow Locks.

The visible configuration borrows a lot from the Bethnal Green to Hackney Downs section of the West Anglia route to Cambridge mixed with a small London Docklands scene.

The baseboards are quite slim as they are cantilevered from the walls and, since they sit above my other layout, would visually intrude the view of it if too wide. Over time I have optimised the board widths without sacrificing the standing position views of the lower layout.

The hidden section has no added sidings for train storage - each circuit being long enough for two trains to park up, one behind the other. Thus, in total, storage for up to 8 trains in all. However, 8 trains present operational challenges since I cannot operate 8 trains at once or in sequence unless one at a time – which is no fun at all. Until last year, I just set two going round and round on the mainline and manually operated all four on the suburban lines which, due to station stops on the visible section is very manageable. This was ok but the two trains going round and round on their own were passing through the scenic section with monotonous regularity.

Both my layouts have conventional DC control. But the two upper mainline circuits, can be switched over to a Digital Command Control (DCC) system. I use double pole rotary change over switches to select which control system. Using a rotary controller gives an incredibly positive indication of which control system is in use. This is essential as placing a DC loco on a DCC circuit is certain death to a DC motor!!

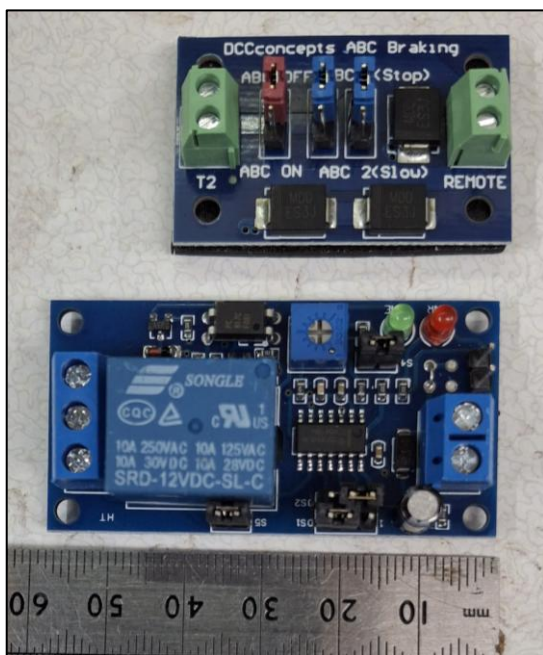
In DCC loco fitted control micro circuits aka "chips" turn instructions from a controller into basic loco motor control or on/off functions such as sound and lighting effects. The locos are controlled directly rather than, in DC, by altering track voltage. This means several locos can share the same track and be controlled independently.

I added the DCC capability during the Covid period as something to try out. I installed an NCE system as it is the same as that used by the NLSME HO group. This was a good move as they were able to give helpful advice when I needed it. I fitted DCC Chips, some with sound, into around a dozen, or so, of my existing fleet of locos.

In pursuit of something better than two trains continuously going round and round whilst I controlled the four trains on the suburban circuit, I started to look to see how two trains on each circuit might operate **automatically** without crashing into each other.

For DC Mode, a fellow member of the Model Electronics Railway Group (MERG) came up with a scheme to do this. I acquired the necessary components for this but never got round to implementation. The scheme demanded a lot of extra wiring and a tad more brain power than I possess to fathom out the instructions sent to me. I am happy to share with anyone who is interested. Another reason not to pursue the DC automation option was the discovery of a lesser-known capability of *some* DCC control chips about two years ago.

Whilst a group of four of us were on a NE England Rail-Rover holiday we stopped over at Settle, N. Yorkshire, to visit the showroom of a company called DCC Concepts. The host there demonstrated the capability of one of their ranges of DCC Chips to perform tricks such as automatic slow down, stop, reverse, and return. The science of this escaped us all at the time. To set the technical scene, DCC model railways have a constant track voltage of 15v AC and control signals for locomotive functions (e.g. speed control, direction, sounds, lights etc) are relayed to the chips in a loco via the track from a controller.

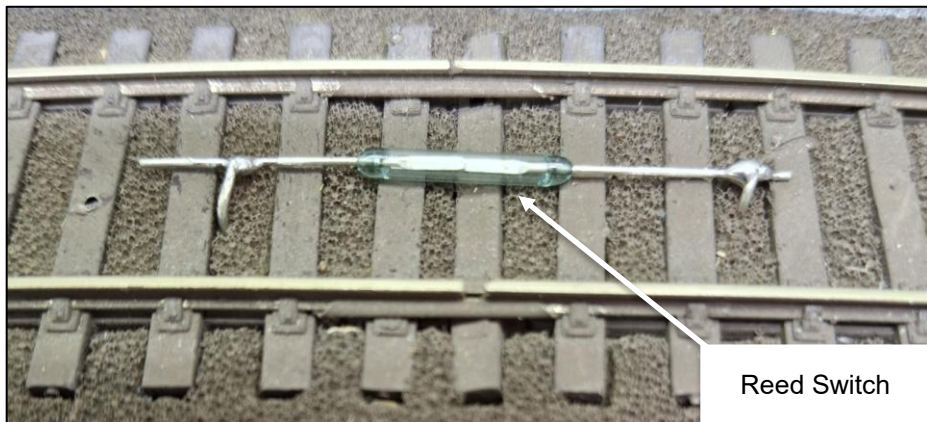


*A DCC Concepts ABC unit
(basically a set of diodes) and the timer switch.*

I learned that the German company, LENZ, had developed enhanced chips which will respond to a length of track where one running line has a *lower* voltage than the other. These advanced chips work on the principle of “ABC” which is short for Asymmetric Brake Control. As is usual, YouTube videos gave me a good understanding of ABC and its capabilities and made me realise just what we had been shown in Settle that so foxed us at the time. With ABC, one rail in a section of track is fed a lower voltage than the other. In voltage terms we are talking 15v on one side and about 10v on the other – i.e. an asymmetric voltage supply. A suitable loco mounted chip will see this and respond to instructions pre-programmed into it. The voltage drop can be simply set up using a series of diodes (one-way electrical filters which each drop the voltage by 1 volt) to reduce one line voltage within a designated section length of around 400mm. Fortuitously I had bought three chips from DCC Concepts (ZEN Black) to use only to discover they had the secret ABC capability.

So stage one of my automation was to set up each of my mainlines with ABC sections so that a single train could traverse around the track from its park position in the hidden section until it got back to the starting point where it will slow down, stop and wait for pre-programmed time (about 60 seconds in my case) before setting off again. This introduced a modicum of randomness to the train operation thus killing my feelings of monotony mentioned above.

If a bypass switch is inserted across the ends of the diodes, the ABC can be defeated since the voltage difference is eliminated. This enables stage two of my automation to enable a second train to be introduced onto the same circuit. This stage was to install an automatic diode bypass triggered by a second train approaching from behind.

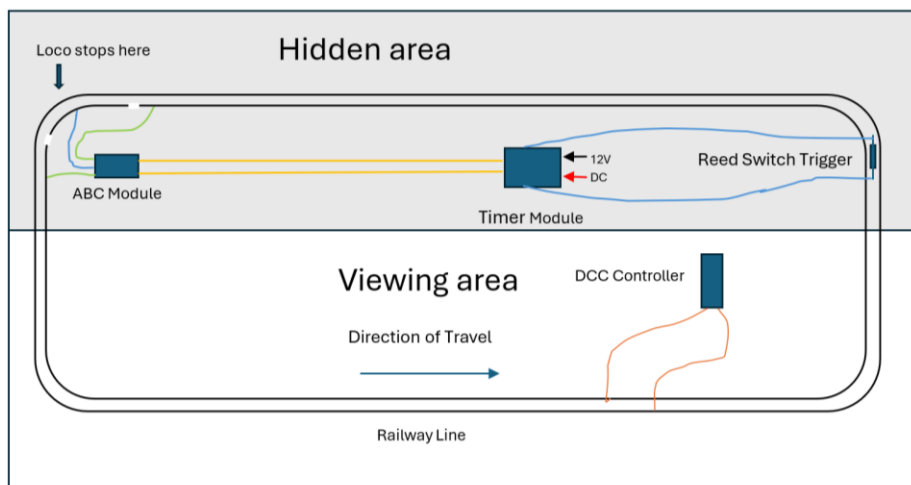


The bypass consists of a cheap, eBay or Amazon sourced, 12v powered timer which, with a momentary impulse, latches a relay for an adjustable period. The momentary impulse comes from a “normally off” reed switch between the rails

triggered by a small neo magnet underneath the locomotive. By the combination of the ABC section and magnetic trigger two trains will circulate continuously without crashing into each other. Train A stops automatically in the ABC section and waits. As the other train, B, catches up it triggers the switch to restart the leading train, A, which sets off. Train B then stops in its place and the whole cycle repeats. With longer circuits, this method would probably work for several trains.

I can now set four trains in motion on my “main” lines and hand control the other four manually on the suburban lines. This gives an amazing representation of a busy four track mainline with just a moderate effort by the operator.

This diagram shows the basic configuration for one circuit. All the equipment for one circuit comes to less than £15 retail (excluding the DCC ABC Compatible Chips).



TRACK STEWARDS ROTA FOR 2025

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

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

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

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

Finally, a reminder, after the great success of our Family and Friends days on the first Sunday in May for the last two years, please reserve Sunday 4th May 2025 when our Colney Heath Site will be a **Society Members and their Family and Friends only** running day. Tea, coffee and biscuits will be provided (volunteers please form an orderly queue at the kitchen door in the carriage) and it is hoped members, and their families and friends will bring picnics along to enjoy our site.

Nigel (On behalf of the Council) March 2025

1 June 2025

Mike – Senior Steward

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

6 July 2025

Nigel – Senior Steward

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

3 August 2025

Richard – Senior Steward

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

15 June 2025

Chris – Senior Steward

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

20 July 2025

Owen - Senior Steward

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

17 August 2025

Michael – Senior Steward

1. John
2. Nigel
3. John
4. Peter
5. Jack
6. Derek
7. Dave
8. Roy
9. Romeo
10. Ground Level Despatcher
Steve

7 September 2025
Martin – Senior Steward

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

5 October 2025
Derek – Senior Steward

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

21 September 2025
Les – Senior Steward

1. Bill Bass
 2. John Beesley
 3. James Brimson
 4. Robbie Brimson
 5. Peter Foreman
 6. Gerald Moore
 7. Edward O'Loughlin
 8. Daniel Proctor
 9. Dudley Willan
 - 10.
- Ground Level Despatcher
 Steve Coffill

19 October 2025
Keith – Senior Steward

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

Welling and District Model Engineering Society

Saturday 21 June

This is an Invitation to the Open day of the Welling and District Model Engineering Society, which will be part of our 80th Anniversary Weekend. The Day will run from 10.00am to 4.00pm, and the usual reminder that we will need boiler and insurance certificates.

If you require and directions to the Club, please contact P Eastwood who will send you details.

Please let us know if you plan to visit. It will enable us to organise the catering. Looking forward to seeing you.

Pete Eastwood, Hon Sec

GUILDFORD MODEL
ENGINEERING SOCIETY

32ND SWEET PEA RALLY

Saturday 14th & Sunday 15th June 2025



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

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

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

GMES
STOKE PARK
RAILWAY

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

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

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

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

Narrow Gauge Rally



Photo courtesy: Lewis Day

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

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

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



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

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

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

Booking an Event at Colney Heath?

Tyttenhanger site is open to all members at all times.

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

Public running days 2pm – 5pm

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

Priority given to public passenger hauling

On site parking for members and disabled badge holders only

Event Days

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

Notified in news sheet

Priority given to event passenger hauling.

On site parking for visitors at sponsor's discretion

Private parties

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

Notified in news sheet

Priority given to party passenger hauling.

On site parking for visitors at sponsor's discretion

Members days

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

No priorities apply

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

Club Dates for your 2025 Diary

<u>Every Wednesday</u>	G1 group meet at Colney Heath
<u>Every Thursday</u>	Working groups, and general conversation
<u>Every Saturday</u>	Ground Level Rly at Colney Heath
June 2025	
Sunday 1 st	Public Running Session 14.00 – 17.00
Tuesday 3 rd	Council Meeting at Colney Heath – 13.00
Friday 6 th	General Meeting and steam up at Colney Heath 6pm to 8pm.
Sunday 15 th	Public Running Session 14.00 – 17.00
July 2025	
Tuesday 1 st	Council Meeting at Colney Heath – 13.00
Friday 4 th	General Meeting and steam up at Colney Heath 6pm to 8pm.
Sunday 6 th	Public Running Session 14.00 – 17.00
Sunday 20 th	Public Running Session 14.00 – 17.00
Wednesday 23 rd	MRA Southeast Gauge 1 group visit Sponsor Geoff
Advance notice of events in 2025	
2 nd August	Brean Visit to Colney Heath Sponsor George
10 th August	Private Party – Sponsor Pete
23 rd August	Fareham club visit to Tyttenhanger Sponsor Les
6 th September	3.5 inch Running Day. Sponsor Martin
6 th September	Private Party – Sponsor Paul
14 th September	St Mark's Picnic. Sponsor Les
14 th September	VMYG regatta – Sponsor Peter
4 th October	Model Railways section Open day at HQ 2pm – 5pm
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.