

Issue No. 864

March 2024

# The News Sheet

**North London Society of Model Engineers**



**March 2024**

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### **Front cover; -**

The Welsh Highland Railway was the subject of a presentation to the February general meeting; This great picture is of Russell passing through the rock cutting at Nantmor with a Heritage Railway train of historic stock on 24/6/23

Picture by Owen



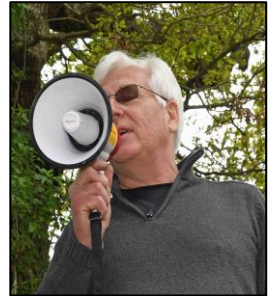
Your editor is very grateful to all those who have contributed to this edition. Your efforts are much appreciated by all the members of NLSME. This News Sheet would not be possible without you.

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

At time of writing, we have held the first of two meetings to discuss the steaming bay project, the second at HQ will be topic of the March general meeting. Comments so far have been favourable and no objections. Debate continues on numbers of steaming bays and carriages to be stored plus extent of overhead cover.



At the end of the consultation meetings the council will discuss comments received and the working group will have a final meeting to conclude the proposal. This has been a most useful process which I am hopeful will enable us to get on with this long overdue improvement.

As the rather grim and wet weather we are having at present gives way to spring we look forward to another year at Tyttenhanger. The Rules and Regulations for the Tyttenhanger Site (March 2021) govern how we run and manage our activities. However, when open to the public we also, since 2020, fall under the auspices of HS2020 – Managing health and safety at passenger carrying miniature railways. Mostly its impact on us has been the need to improve documentation of our activities that, prior to 2020, were recorded in a more ad hoc manner.

However, a particular requirement of HS2020 is competence of “Operational staff”, (Articles 67, 68 and 69 refer). Our GL section have a driver guard test/assessment check list which was implemented last year.

For the RT, and mindful that it is a simpler operation than the GLR, competence of drivers and guards is similarly required. Council have discussed what constitutes competence for the RT and will formalise a policy.

To my mind, drivers and guards operating trains pulling public on the RT should have:

### Driver competences

- Understand meaning and use of three aspect signals
- Understand meaning and use of four aspect signal at Dingly Dell
- Understand meaning and use of calling on signal at station approach
- Understand meaning and use of Summersault signal approaching traverser
- Understand meaning and use of audible alarm bell in steaming bay
- Understand principle of “line of sight” running if signal/signals are inoperable
- Understand where to use whistle and/or horn
- Drive safely and within speed limits under all circumstances

### Guard competences

- Inform the driver when ready to leave station.
- Watch for bad behaviour of passengers on train
- Apply brake and alerts driver to stop if any issue arises concerning safety of the train
- Supervise unloading of passengers

You will note that these competencies do not include references to locomotive management. This is because a driver having difficulty, maintaining steam for example, which in consequence causes a delay on the track, usually at station, is not of itself a safety issue under HS2020. Nonetheless locomotive management guidance will always be given to those in need or request it.

NLSME practice in respect of RT is that members that have to date driven, or acted as guard, on public days have already shown competence in these matters, often over many years. New members intending to pull public are assessed, by myself at present - but I wish to share/delegate that to others. It is not our policy to maintain a list of competent drivers but rather to note by exception any that do not meet the above. Stewards have the authority to stop any non-compliant behaviour at any time.

On other matters the April general meeting will be an auction of tools, fixings and materials that have come from the workshop of a highly skilled model engineer. To avoid the need to move them all to HQ the auction will be held at Tyttenhanger on Saturday 6th April commencing 11am.

This is an extensive range of taps and dies in BA, ME and metric threads, drills, BA nuts, bolts and screws (in steel and brass with wide range of heads types) copper brass and iron rivets, files, cabinets, vices, Myford collet set, bending brake, small bending rolls, spanners, screwdrivers, clamps, injector making kit, pipe bender, measuring equipment, brass and steel stock etc. etc.

All are good quality; amongst the best we have seen. A full list will be included in the April news sheet.

Finally, congratulations are due to the slot car section for hosting another race weekend at HQ and raising in excess of £200 for club funds.

See you at track or HQ.

## Keith Barltrop

By Jim

It is with great sadness to announce that Keith Barltrop passed away in early February at the age of 93. His funeral was held at Woolensbrook Crematorium, Hoddesdon on the 15<sup>th</sup> February ironically the date of his 94<sup>th</sup> birthday.

Keith was a very active member of the Fetes and Fairs section and despite not giving up driving until he was in his 90's he still managed to arrange a lift to events finally given up at the age of 91.

Keith invited his friends to his 90<sup>th</sup> birthday party to be held when he was only 89. The reason, he wasn't feeling too well and decided to celebrate this milestone event one year earlier just in case he didn't make it. Keith always liked a party.

Keith worked for many years for STC as an electrical and electronics engineer and left the company when ITT took over. By then he was in his early 60's but didn't retire and started a new job working for the company in Germany for a what he said would be one more year. He enjoyed it so much he nearly took up permanent residence in Germany. That would have been our loss.

Keith was an active member of the friends of Duxford air museum and helped with many air displays.



This photo of Keith driving his 7¼ inch gauge electric loco when the clubs Fetes & Fairs group attended the Oakland's Lambing weekend a few years ago.

## NLSME AGM Call for Council Member Nominations 2024

Nominations are invited from members of the Society for the elected positions on the Society's Council to be elected at the forth coming AGM on the 3<sup>rd</sup> May 2024.

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

Nominations are to be submitted by e-mail by 7pm on 15<sup>th</sup> March 2024 to the Secretary, whose e-mail address is listed on the News Sheet back page. Nominations after this date will not be considered.

Submitted e-mail nominations should include the Nominee's name and supporting e-mails from the Proposer and the Seconder, and the position for which election is sought.

In the past nominations from all candidates required a brief statement describing the Nominees interests, reasons for standing and vision for the future of the Society this now will be only necessary for any candidate who has not previously served on the Council and wishes to stand for the 2024-2025 Council.

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

**Nomination deadline: received by the Secretary**  
**by 7.00pm 15<sup>th</sup> March 2024**

The NLSME Council

## Treasurer's Report

By Mike



In last month's report I mentioned that Council was reviewing the subscription rate relating to changes in RPI based on December 22 to December 2023. I mentioned that it had increased by 4.2% which calculated on our existing subs of £80.00 would give you a new figure of £83.36 pence. This is clearly not a figure members or your treasurer would wish to work with, so for this year I proposed rounding it up to £84.00 for Full members and £75.60 to Senior members over 65 and with five years membership accrued.

Shock horror I know but next year if I am still Treasurer, I would recommend an increase at or below inflation to balance it out. This increase was accepted by Council and those members attending the March General Meeting will have the opportunity to approve the recommendation. The full information will be included in the renewal form going out with the April News Sheet, but if anybody wants to get ahead of the game and amend their Standing Order the amounts for Full Members will be £84.00 in full; £21.00 quarterly; £7.00 monthly, whilst Senior Members will be £75.60; £18.90 quarterly; £6.30 monthly. Country Members and Junior rates will remain unchanged.

It would be good to get them all changed promptly, I still have two members from the previous increase who still have to amend their payments.

The February Council meeting was also pleased to accept an application from Frank to join our merry band. His interests are in Locomotives and Marine, so welcome and look forward to seeing you at Tyttenhanger.

To replace the earth auger/hole borer stolen last January we have bought a replacement, not quite in time for the installation of the new handrails on the platform steps I'm afraid, but it will be available for the gang who will be replacing the collapsing fence opposite the GLR unloading platform and any other projects requiring holes boring.

Heavy winter maintenance has not really got going on the RTR because of the appalling weather but we are ready to go if the sun deigns to shine. Unfortunately, the two beams scheduled for replacement has doubled plus one on the Cuckoo Line. Materials are all to hand so no excuse for not getting the work done in time for the start of April.

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## A Flying Scotsman

By Gregory

I had a text from Geoff – our revered gauge 1 leader and sometimes supplier of chocolate biscuits. Would I be interested in an electric locomotive? It is part of a number of gauge 1 items left by the late Duncan Smith; no one else wants it, it looked a hopeless case as it had sat dismantled for a number of years and it was unclear if any parts were missing. So, Geoff thought of me. Eventually a boiler and cab arrived, then a couple of weeks later the chassis, rear truck, tender and seats. The number on the cab was 60103, I had myself a A3 Flying Scotsman.



The loco was set up for track power, something we could not have at Colney Heath, so I stripped all the existing wires out and stripped the track pickup parts out as well. It would appear that Duncan would buy items, decide he did not like the look of some element that he saw and try to adapt them. I think that's what he has done here but abandoned the job for whatever reason.



I spoke to brother David and he suggested I take it to him and we assemble it. So, a couple of days later (strike while the iron is hot) I duly appeared at David's workshop. We started to assemble the loco and found the screw holes were all 8BA so David tapped all the holes out and by lunchtime it

was all assembled. The only struggle we had was getting the tender to marry up to the engine. The tender had a brass pin so eventually we cut a piece of brass, drilled some holes in it and bolted it to the engine.



Originally, we thought of using a 2.6ghz radio in it as we're old model boaters so understand radio control. My son Michael offered to wire it up for me and he suggested an esp180 and a 14.4-volt battery from Fosworks, Nice and simple and cheap. All the wiring is held together with solder seal connectors (it's a plastic sleeve with solder in it). You push your wires in, heat the thing up with a lighter, the solder cements the wires together and the plastic shrinks holding the whole lot together. Simple! The charging point is under the tender body, and the toggle switch and speed control are on the top of the tender.

The last jobs have been painting the backhead black, for some reason Duncan has removed all the controls from the backhead, I have filled the tender up with coal, again for some reason he had chipped it all out, and the name plates have been ordered and once they arrive then can be added to the loco.

The loco runs lovely, so thanks to David, Michael and especially Geoff and Vic for all their help and advice.



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## Winter Maintenance activities

Despite the poor weather last month work continues around the site at Colney Heath.

The raised track coaches are being inspected and repaired where necessary by our team of rolling stock experts.

A new handrail is being erected along the edge of the coach platform and steps. As the picture below shows there were few days in February when it didn't always rain.



But there are many other jobs to be done.

There is a list of jobs to be completed displayed just inside the coach at Colney Heath. It is also shown on the next page.

Please try to help those already working hard to get

the site ready for the coming running season. Many hands make light work.

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

COLNEY HEATH INFRASTRUCTURE MAINTENANCE LIST		
	TASK	LEADER / TEAM
1	Entrance Gate needs washing down and perhaps painting	
2	Piles of ballast need to be stored on site but out of sight.	GL Section
3	Pot holes in lane to be filled using existing pile of MOT	All
4	Coach, both ends need wash, repair and painting with the appropriate colour.	
5	Coach high level window to be repaired	
6	Coach wells need clearing of rubbish and detritus.	
7	Coach Gutters need clearing.	
8	Coach, new 'Tooth' needed at BBQ end of platform.	
9	Benches to be washed down and a coat of Ronseal applied.	
10	Long benches to be repainted	Peter
11	Water tank on the tower at the leading edge of the platform to be repainted.	
12	The Toilet Block external needs a refurbishing coat of paint, internally to be cleaned and ceiling repainted.	
13	Orchard Junction Signal Box also needs appraisal and the excellent work of rehabilitation resumed.	
14	RT Tunnel in need of patching with torch on felt or otherwise to delay further deterioration.	Mike
15	Cuckoo Line. All benches' tables on chairs need a wash down and a coat of Ronseal.	
16	Tom Luxford's Locomotive Carrier and frame searched for, found and refurbished as	

	needed. (To transfer locomotives in steam from steaming bay to track).	
17	RT line sleeper replacement as necessary.	Mike, George, Alan, Les
18	Cuckoo line sleepers and rail holding sleepers to be replaced as necessary	Les, Alan, George
19	GL signals to be repaired as necessary	Paul, Alan
20	Leaves to be collected and disposed in approved places	All
21	Carriage drains to be rerouted into sewer	
22	Complete green painting of the containers and doors 1 – 7	
23	Replace handrail at coach platform	David
24	Repair groundsman Trailer	COMPLETED
25	Fence to be replaced alongside Orchard Junction GLR arrival platform	Paul

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## RT Steaming Bays and Carriage Storage.

By Keith

Details of the proposal were included in the February news sheet.

The intention now is to give club members the opportunity to ask questions regarding the proposal, express their views and hopefully support the project. To this end a meeting was held at Conley Heath on Sunday 18<sup>th</sup> February. There is another opportunity for members to express their views at the General Meeting to be held at HQ on Friday 1<sup>st</sup> March starting at 8pm.

All comments received or made at these two meetings will be recorded along with any emailed comments received. These will then be considered at the next Council meeting scheduled for Tuesday 5<sup>th</sup> March 2024.

If you have any questions with regard to the detail of what is proposed any of the members of working group should be able to help.

Working group members;

George, Les, Alan, Mike, Graham & Keith.

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## February 2024 General Meeting.

An illustrated talk about the Welsh Highland Railway.

The Welsh Highland Railway had its Centenary in 2023 and appropriately the scribe thought that it would be a good idea to invite Owen to describe the railway & to show the club some of his magnificent photographs of that line.



*Lyd and Russell heading for Porthmadog with the last train of the weekend near Point Croesor with Cnicht and the Moelwyn mountains in the background (not Snowdon) on 25th June 2023.*  
*Photo by Owen*

Mind you the suggestion of the invitation to Owen to talk about this Welsh railway was not altogether altruistic, because the scribe had some knowledge of the railway from the days in 1951. He was a midshipman on board a training ship moored in the middle of the Menai Strait, there were about two hundred midshipmen onboard. There were only two ways of getting ashore, apart from dying! One way was to play rugger the other option was to join the scouts. I chose the scouts, and was rewarded with weekends in Snowdonia staying in a large rectory. It was wonderful to be free from the crowded ship and free to climb and walk in the mountains.

Anyway, back to Owen's illustrated talk. The Railway has been rejuvenated tremendously since 1951 with a fabulous terminus at Caernarfon and many stations rebuilt. The rolling stock has been restored or replaced and miles of rails re-laid. Incidentally, some years ago, the scribe was on a narrowboat in

the Midlands when some chaps saw the NLSME logo on his tee-shirt; they were from a group restoring carriages just for the WHR at weekends.

A number of Garrett locomotives of two-foot gauge were discovered in South Africa and obtained restored and are now immensely useful especially on the long climbs away from the coast with heavy trains. The railway was originally designed to take slate to the ports by gravity for export with unloaded trains hauled back up to the quarries. Of course, when the trade in slate declined there was little reason for slate export, leaving many railways, docks and rolling stock ready for conservation and for the enjoyment of practical folk and budding locomotive engineers and of course the paying public.



Coal firing the Garretts is in question and they may have to be converted to oil fired at some point in the near future.

The large group paused for an excellent cup of tea and chocolate biscuits, the drawing of the raffle tickets and many reminiscences. All too soon it was ten pm and the speaker bid the attendees farewell and a safe trip home or to further sustenance.

“Just like the old days” was a spontaneous response.

Thank you, Owen.



*Two Garrett's re-starting a 20 car 300ton train on 1:40 with Columbian smoky coal and our own John Shawe at the controls of the 2nd engine.*

## Bookworm Writes – A New Years Story

### Our Speaker for Tonight – Part 4

Tea break over and with the last of the members making their way back up the stairs from outside where they had been enjoying a smoke, I headed back to my seat by the back wall feeling I hadn't given a good account of myself to Curly by asking what for him must have appeared silly questions.

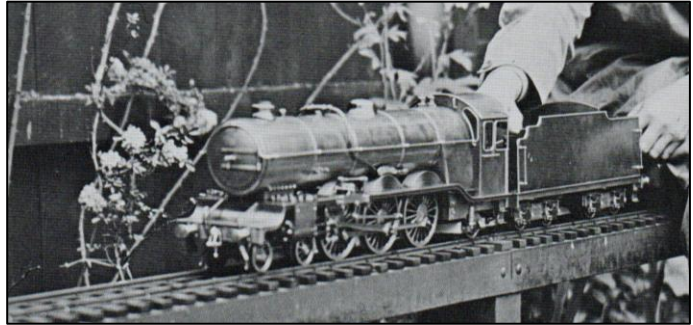
Curly took up his position again behind the table at the front of the room and looked passively at his audience. Finding the need to wait while the last of the coughing and clearing of throats that is so inevitable at such gatherings subsided, I thought I noticed a look of impatience starting to register on his face. Finally, he was able to address the meeting once more. 'Having been approached by some of you lads during the break about problems you are having with building your engines,' this comment was aimed I felt mainly at me, 'I think now would be a good time to take some questions from the floor so you can all learn together, saving the necessity for some of you to write to me at some later date.' I was sure this last statement was also intended to find a target which it did by making me feel even more uncomfortable.

'Curly, 'a voice from the third row broke the hanging silence,' do you have any tips for turning a piston to fit a bore?' Gazing across to the questioner Curly hesitated before answering a look of recognition slowly starting to register on his face. 'Aren't you the brother who built "Nuff Sed"?' he enquired, 'Guilty as charged' the answer came back as if rehearsed.'

Well.,' Curly continued 'you certainly put the cat amongst the pigeons with that one'. Upon hearing this comment, I thought the questioner looked rather pleased with himself. 'But' Curly cautioned, 'it's way too big to handle in the normal way and I certainly wouldn't want it on the 'Polar Route', it would probably damage the permanent way, not to mention the timbers.' At this the person who had asked the question now appeared to me to look somewhat crestfallen by this apparent stinging criticism. 'However,' Curly sounded more accommodating, 'you built something unorthodox to prove a point, and I for one admire that having spent most of my life doing the same thing.' This last unexpected compliment coming from Curly evidently restored the questioner's spirits making him swell once more with pride, his head now held high.

'Anyway,' Curly picked up the question, 'this is about cylinders. I remember learning the hard way what not to do as I first tried turning the pistons for my engine Fayette using 'aero' limits which we had worked to in the munitions-shop which I had charge of during the later part of the Kaiser's war. Well,' he continued 'The job was a failure simply because the first time the engine was put in steam and the cylinders got hot the pistons expanded and seized up.

*Fayette – A 2½ in gauge Pacific locomotive with Baker valve gear*



But having thought it through, I solved that spot of bother on the second attempt by heating both cylinders and pistons to working temperature and then tried turning the pistons to what I considered was the most advisable working clearance. After they had cooled off and contracted, I measured the clearance, and ever since I have fitted my pistons in accordance. I now know the fit I am looking for so I use the cylinder itself as a gauge when turning them'

'Do you recommend fitting the turned head to the piston rod first or would you fit it after?' A person sitting behind Flan asked. 'Not exactly' Curly said looking a little disconcerted at having been interrupted. 'No, I do my finish- turning, that is sizing to the bore with the piston on its own rod held in a collet, then I can judge it by feel'. 'And how will you know if the fit is a good one?' the questioner persisted.

After this second interruption Curly now looking slightly irritated but sensing the gathering would benefit from a demonstration, picked up the machined cylinder block from the speakers table in front of him left there ready to demonstrate just such a point, and said.' The test that can be applied to see if the work is O.K, the simplest test I know of, is to put the plain cover on the cylinder, that is the one without the gland' he continued placing the appropriate cover taken from the table onto the end of the cylinder block whilst holding it horizontally with one hand; then taking up the finished piston and rod from the table with the other said, ' If you have done the job right the piston should slide into the cylinder bore easily, and you should be able to twirl the rod between finger and thumb, with the piston at any part of the cylinder bore' at which point he entered the piston into the end of the block to demonstrate. ' However, it is still possible that it is too easy a fit, and the way to prove how good a fit it is, is to hold the cylinder vertically with the cover at the bottom', he continued removing the piston once more and turning the block upright, 'and put your thumb over the bottom port, if the piston will enter only a little way, and then stop by virtue of the air trapped underneath it, there isn't much wrong with the fit. Provided it passes that first test, if you now remove your thumb from the port' he said temporarily removing his own thumb, 'The piston should fall to the end of the cylinder by its own



weight, and if it's *really* good' he went on ' you will be able to do this' at which point he held out the upturned cylinder and allowed the piston to fall from top to bottom in a stop start motion by successively covering and uncovering the port opening with his thumb.

Murmurs of approval rippled around the room and I heard more than one person express under their breath the desire that they too wished they could make their pistons fit as well as that.

Quiet anticipation started to return to the meeting room as everyone waited for the next hand to go up and question to be asked. We didn't have to wait long, Ken's hand appeared from the sea of heads in front of me, 'Do you hone your cylinders?' he asked ....

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By this point in the evening Curly had decided to settle on the stool he had brought from his workshop having first positioned it just to the right of the table. He sat composed with his hands now in his lap waiting for the next question...

From the middle of the room a questioner admitted to Curly and to the meeting his own failure in trying to get enough oil into the cylinders of his commercially made 3.5inch gauge pacific engine. Curly fixed him with a concentrated look and asked him to give a bit more detail.' Trouble is' the questioner ventured 'if it's on my up and back line at home, then its fine but get it on the track at Colney Heath then by the top of the big straight, where we are proposing to build the tunnel its sounding decidedly rough.' Curly seemed to brighten as the tale unfolded eventually saying; 'Right I know exactly what your problem is. You said the engine is a commercial job, as you know I always thought the *pound shilling and pennies* brigade mostly left a lot to be desired, not least because in my opinion they nearly all had idiosyncrasies inbuilt into their designs; one usually being their ability. or otherwise, to provide steady lubrication to the cylinders. I am guessing therefore in this case it has a displacement lubricator?' he said looking over to the questioner who was now looking a little sheepish at the thought of having to engage further with Curly remembering the way he had dealt with the last questioner, but managed to reply meekly 'yes I do have one fitted'. 'Well, 'Curly said' I suggest you go home tonight pull off that lubricator throw it in the rubbish bin and fit one of my oscillating cylinder type pumps that will pump all the oil you will need and at a pressure that will astound the natives. Then you will have no more trouble.' Looking to further emphasise his point he lent forward picking up from the table an old tin box and like a magician about to produce a rabbit from a hat, opened it reached in and lifted out a completed oil pump and tank. Returning the tin box to the table he held up the little lubricator holding it between finger and thumb of his left hand and said; 'Now I always put my money where my mouth is so I will demonstrate.' As he finished talking, he unscrewed a blank union on the bottom elbow underneath the oil

tank with his right hand and started to rock the little side lever back and forth, much to the consternation of those sitting immediately in front of him in the front row, for as he did so they received a succession of squirts of oil that shot out of the end of the elbow and headed straight for the comfort of their otherwise clean jacket and shirt fronts.

Placing the pump back into the little tin box and putting it down on the table once more Curly contentedly commented, 'Nuff Sed'.

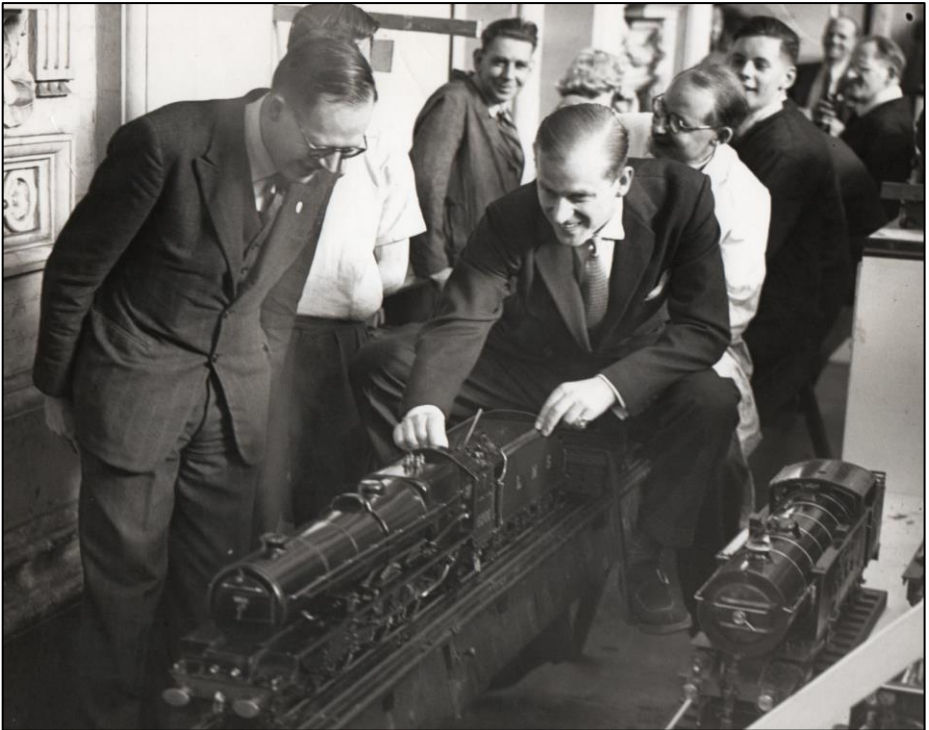
Inspiration: Model Engineer Nov 2 1944 p412 / LBSCs writings - Bookworm original story 2024

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## The Geoff Cashmore Photo collection

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

This month a Royal event; The occasion is SMEE 50<sup>th</sup> anniversary. Price Phillip is driving Princess Elizabeth owned at the time by NLSME Chairman G A Flannagan (Flan). Two club members are in the picture, on the left is H E White and extreme right Vic Storey.



Early days at Colney Heath with George painting the signal at Tyttenhanger station. A nice view of the original pump buildings in background. The



locomotive passing by is Lady Anabel, driven by Bob Pitt.

## Wheel chair accessible coach appeal.

Over the past few years, the club has held events to which we have invited organisations or individuals with significant mobility issues.

Some have been able to transfer from a wheel chair and access the GLR and in some cases the RT and enjoy a ride on our railway but some cannot. Requiring the support given buy their wheel chairs they can only watch from behind the fence line.



So, our appeal to raise the funds required to purchase this coach continues. A big thank you to those members have now donated or pledged money towards the wheelchair coach.

Together with donations from non-members as well as individuals of the society we are now on the way to raising the funds needed to allow us to place an order to purchase a coach. But we are not there yet and still in need of your help if we are to reach our target.

If you would like to make a donation large or small to this project and help us to have a coach available during this year's running season then please contact Peter or Keith who can give you details of how to make a donation. Contact details can be found on the club names and address list.

## A New Model Railway Project - Part 2

By Paul

Back in February 2022 I published part 1 of my journey to create a “Cameo” style layout in 4mm scale 00 gauge. This was to be both a stand-alone layout that I could move around, exhibit and act as an occasional extension to my garden room 00 layout.

However, I have since changed my objective following a growing interest in “finescale” modelling. At a recent “finescale” show I finally admitted to myself the fact that model railway realism “is all about the track”. By that I mean that in 4mm scale, 00-gauge track is the wrong gauge for the scale, the rail section is usually too heavy and track formations are constrained by the fixed geometry of the turnouts one can buy off the shelf. Don’t get me wrong, 00 gauge with commercial track is great for “operational” layouts but is less appropriate for a detailed small layout in which the visual presentation is probably more important than the operational presentation.

So, I decided to venture into Finescale Modelling in EM Gauge with bespoke hand-built track and the inevitable conversion of some of my locos and rolling stock, all of which I will cover in this series.

I know from the NLSME WhatsApp Group that some readers will be wondering what EM Gauge is. So here is a brief explanation of the various scale/track gauge combinations in the most popular scale – 4mm to the foot or 1:76. Many of you will be familiar with “00 gauge” from childhood trainsets. 00 is 4mm:1 ft scale with a track gauge of 16.5mm. This scales to a gauge of 4’ 1½” rather than the correct 4 8½” standard gauge. The reasons for this are historic and beyond the scope of this article. Given the inaccurate “narrow gauge” that 16.5mm represents. Before the war some modellers sought to find a practical gauge for the scale. They adopted 18mm (Eighteen Millimetre – hence EM) gauge as a practical compromise. Since then, EM has been standardised as 18.2mm gauge. True scale would be 18.83mm which is a gauge used by purists and is known as P4 or, more recently, Scale4.

Another reason for my decision to “go EM” was that during the Covid period I came to meet a whole host of finescale modellers through Zoom and modelling Forums and this spurred me into going outside of my normal 00 modelling comfort zone.

The subject of my new project has now switched to creating a model of a real station. In this case, Widford station on the erstwhile St Margarets to Buntingford branch line in Hertfordshire. This line has fascinated me since I discovered the remains of it during the 1980’s when I worked for the North and East Division of Thames Water. Whilst long closed the branch was, and still is, traceable for much of its length. Widford station was long gone by the ‘80’s but the site was still in operation as a coal distribution yard which gave it an atmosphere

reminiscent of the old days. It still is, by the way, although all of the coal handled there is bagged rather than loose and the coal smell is no more!

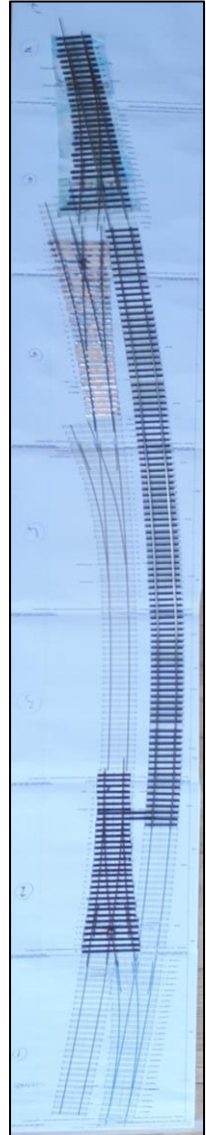


Inside the back cover of the December 2023 News, you will have seen a picture of the London end of the station which gives a clue as to why I thought it suitable as a prototype. On

model railways its always useful to frame the modelled scene with land formations that form a plausible backdrop and structures, such as bridges, to disguise the end of the modelled section. Widford is ideal in this respect.

I have started the project with track planning and building. Reference to the picture shows the entire station is on a continuous curve meaning the five turnouts are also curved. To build these accurately I needed templates. I downloaded and used a piece of computer software called Templot. Once mastered Templot is a modellers' dream for producing, not just a track plan, but for producing the templates for accurately constructing the track. Mastering the programme was both a pleasure and a frustration but there is plenty of Online help plus YouTube videos to assist. I am still no expert but did manage to produce the plans I needed. The entire layout was printed full size (several indexed A4 sheets) which not only helps construct the points but can be used as a template for the entire layout. The picture shows the printed layout and includes the three turnouts I have constructed so far.

When it comes to constructing track from scratch there are various methods that can be used. For the plain track, I am using commercially made chaired track. Turnouts are bespoke and are built from scratch. The simplest method of turnout construction is to use Copper Clad Paxolin sleeper strips and solder the rails direct to them using jigs for gauging. Cosmetic Chairs can be added after the soldering. But given that the track is to look realistic, I have adopted the method by which ABS moulded plastic Chairs are



threaded onto the rails and then glued to ABS plastic sleepers. It's easier to write than do but very satisfying when completed. One thing I have learned in turnout building was the number of different Chair mouldings required – plain chairs where there is a single rail, slide chairs for the moving switch, special chairs for the Vee crossing and other special chairs for the check rails. The EM Gauge Society has an online shop for Members, so the chair mouldings and sleepers are all available from them for little more than cost price.

At any small station on a branch line in the early '60's (my chosen period) much of the track would be rusty. To emulate this, I am using Nickle Silver rail for the main running line and Phosphor Bronze rail (which looks a rust colour) for the passing loop and sidings. The two turnouts on the running line have a mix of these two rail materials which necessitates that one stock rail on each is of mixed rail type scarf jointed at the toe end of the switch rails. The crossing vee is also of mixed rail.

Having settled on my track design, and breaking the duck on track building my thoughts have turned to the various structures and scenery that will need to be made. Much thumbing of books on the subject and an appeal to my Great Eastern Railway Society friends produced the necessary details to work from. I figured a site visit would be useful, and fun, to get a feel of the "ambiance" of the station site together with the lay of the land that one can't quite discern from black and white photos.

So, in November I set off in the company of fellow NLSME members David and Ian to visit various sites along the former branch. We started at Widford itself and despite no remaining railway artefacts we were able to get a feel of the lay of the land and the proximity of the river Ash to the station site which I had not realised when looking at old photos. From Widford Ian led the way towards the site of Mardock (for Wareside) station saying, "there is something there for you to see." There certainly was.

About 400m from its original location stands Mardock signal box



standing in a garden fully restored. What a lovely sight! (Photo courtesy Ian)

At this point, Ian headed off for domestic duties whereas David and I walked down a lane to see what remained of Mardock station. We were not disappointed as the platform and platform walling are still visible albeit smothered in brambles and other vegetation. Best seen in winter! The former Station Masters house was nearby and very much in use. The original site of the signal box is visible along with the track bed in both directions. Towards Ware there is an overbridge carrying a farm road. One wonders who maintains that?

From Mardock we headed to Braughing station which we knew to be conserved by the occupying householder. All of the buildings and platforms are still in-situ, and we were allowed to take measurements of one small LNER waiting shelter of the type used at Widford together with photos of the whole site including the Goods Shed which is being re-purposed as some form of warehouse.



The existing internal Crane has been preserved and is shown here.

Since Christmas, I have been getting on with modelling the buildings that once stood on the platform at Widford but will illustrate these in my next instalment.



## Narrow Gauge News – March

By John

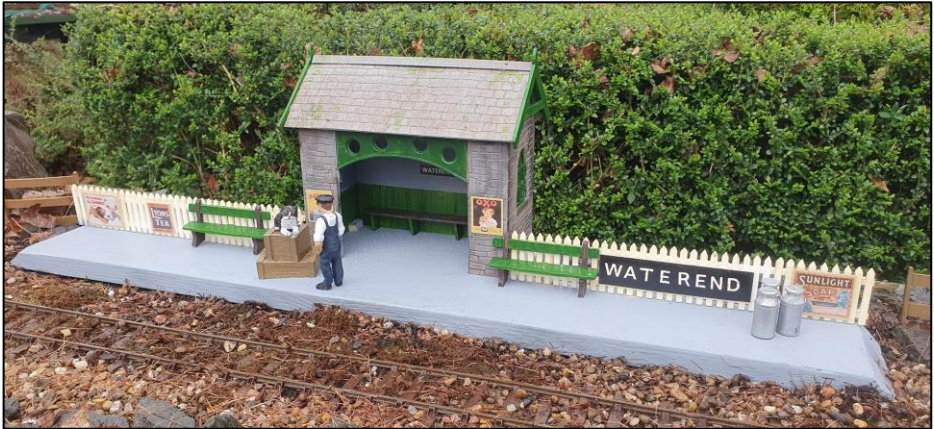
Hi narrow gauge fans and welcome to the latest musings from the NG garden railway. Isn't it fantastic that the days are getting longer, nature is starting to emerge from its winter hiatus and that means that there are plenty of running sessions to look forward too...at last!

I am sure your aware that part of the layout has a single line extension which leaves the main section before returning to it on a long circuit, we call this the country loop. On its way it passes Dingley Dell station which was the latest addition to the layout using one of Guy Ellerby's donated station buildings a year or two ago. Then after passing through the tunnel, signal box and the Church we arrive at Waterend station. All these buildings live outside all year round and as they are made from resin just the very occasional lick of paint is all they need. However, Waterend station was the exception, the actual building, fencing and seats were actually all from laser cut wood kits and its only from a good coating of varnish spray that they have shrugged off all that mother nature has thrown at them. However, time has caught up with them and as you can see from the photograph this last winter was the final straw for it.



To be fair they have been out for 6 years now so there cannot be any complaints. As a replacement I purchased a new station building from Model Town a company I have used before, in fact most of the other buildings you see on the layout are from them and though not the cheapest they are made from a good quality resin and I think they are reasonably detailed enough not to be considered "toy like" and they will be able to withstand our weather too. I already had some resin fencing for the platform in my "bits that will come in handy" box however I also purchased some resin benches to finish off the rebuild.

As you can see from the photo's all has been completed and installed on the layout. I am happy to report that Pete the porter has resumed his duties at the new station and he's still chatting to Gresley the station cat, both of whom have enjoyed a bit of TLC.



I thought it was prudent to also give some care and attention to Bert and Fred the permanent way gangers along with their hut as they are also out in all weathers, the photo shows they have both had a good wash and brush up and their hut a lick of paint, however it still hasn't stopped them from arguing about whose turn it is to walk the track looking for problems!



As ever thanks for reading this far, I hope to see you trackside soon and enjoy your hobby!

## Building My Class 20 Electric Locomotive

By Nigel - Part 6

Having left you, dear reader, at the end of the January instalment with the question what could I see which didn't seem to be quite right, and the answer was in the picture, what was it? Well, it was the ruler, or to be more exact I measured the distance from the centre line of the buffer to what would be the rail head and compared this against the GL5 standard and found that it was about 5/16"

too high. This wouldn't have been disastrous in the whole scheme of things if I was just hauling the public at our Colney Heath track but would look decidedly odd at a GL5MLA Rally where, in theory, all the rolling stock of carriages and wagons have been built to the same published standards.

As Mike has a Class 20, I asked him if he had found this when he built his. Bearing in mind he built his many years ago he confirmed that he had found the same problem and had overcome this by machining the appropriate amount from under main aluminium chassis casting/bogie interface thus lowering the centreline of the buffers to the correct dimension.

Whilst I was initially tempted to take the same route as Mike before doing so I decide to make a start on the fibre glass body of the loco. I have already mentioned in an earlier article that I purchased a lot of detailing parts from a company based in the north-east of England. These included the diecast head code lights, surrounds and covers. So, I decided to make a start on these whilst side-lining a decision on what to do about the height of the buffers.

The fibreglass body had been supplied by Dan, as I had requested without the later head code box, but required filling in some places with either Milliput for the deep areas or car body knifing putty for the shallow areas. Using a copy of a drawing which showed the positions of the head code lights and lamp brackets I reduced this slightly on our printer/copier to the size of the front and cab ends of the body. Marking the positions on the body I then used a tank cutter to cut out where the head code lights are located on the front and then skimmed the location diameter of the plastic

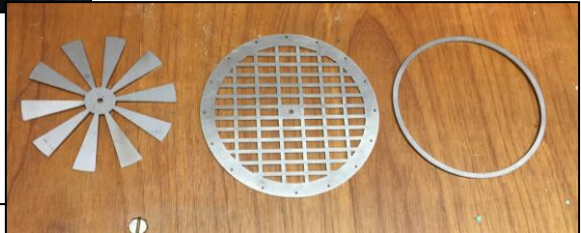




surround to suit and then glued them in place. In the cab end the holes for the head code lights are much smaller. I had decided that I would like the head code light covers to be removable rather than held in place with screws as I had seen on models at a couple of exhibitions so I made up some thin steel discs from shim material I had in stock and glued these in place. I removed the lugs from the laser cut covers at a later date and sprayed them white and they are held in place depending on the head code required with small diameter neodymium magnets.

The large hole in the roof for what would be a cooling fan was cut out using chain drilling and then hacksawed and filed to

suit the laser cut grill which I had purchased. Cutting out the 8 holes in the cab end for the windows seemed to take ages and



holding the body securely without crushing it did present some challenges but eventually I was satisfied with the end result. Luckily, I had some Perspex in stock of a suitable thickness so made up the windows to suit the openings I had produced ready for fitting at a later date together with the cooling fan grill – see pictures.

Now, what to do about the height of the buffers? Having given it some thought I have to admit that I wasn't too happy about the quality of the cast in

buffer stocks on the chassis which seemed to me to be a bit crude. If they had been in the correct position, I would have probably lived with it but I was going to have to do something otherwise I could see problems occurring at a GL5 Rally buffering up to stock where the height above the rails was correct to the published standard. I have seen buffer locking cause derailments when shunting in yards and I didn't want my loco to be the cause. So, I had a look at pictures I had taken many years ago of the full-size Class 20's at both the National Railway Museum and Midland Railway Centre of both D8000 and D8001. I then realised that on the full-size Class 20's the buffers are very much biased towards the bottom of the buffer beam whereas on the chassis casting supplied the buffer stocks were in the middle of the beam! The answer to the problem was in front of me if I wanted the loco to look something like the full sized one – I was going to have to cut off the cast in buffer stocks and make new ones. And that dear reader is where we will leave it until next month's instalment of Building My Class 20.




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## Coal, Steam Oils and Lubricating Oil for Sale

### Coal: Anthracite Beans in 25kg bags

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

Anthracite Grains in 20kg bags

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

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

Contact the Treasurer – Mike

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## GLR Waffle

By Paul

Not wishing to repeat myself there is very little to report this month. Track maintenance is still ongoing and there has been another build-up of leaves on several lengths of the track bed which will be sorting out over the coming weeks.

A few people have asked to complete the driver training for our new battery locomotive. This engine has now been named MERLIN. The controls on Merlin are quite sensitive but all our newly trained drivers have been able to pass the assessments and can now operate the loco unsupervised.



Owen gave a talk on the Welsh Highland railway which is reported elsewhere in this news sheet. Sadly, I was unable to attend but I thought some members may like to see a few pictures I took of Russel when it was being rebuilt before returning to traffic in the 1980's on what is now the Welsh Highland Heritage Railway.

In my younger days I was a volunteer driver and assisted with restoration in the workshops.



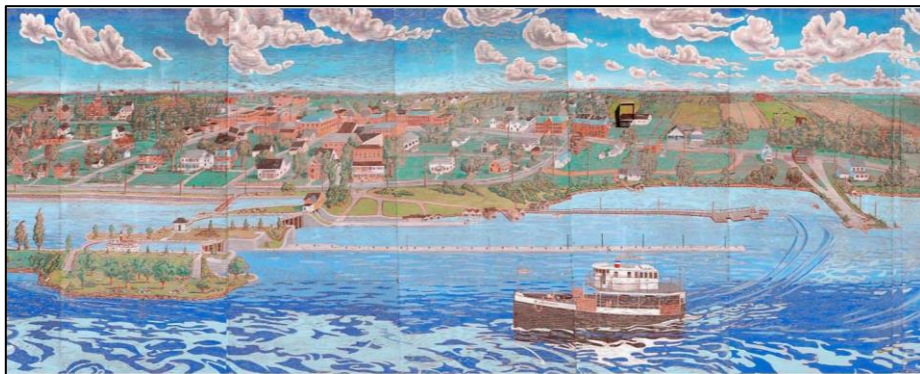
Paul GLR Section Leader

## My model boat collection – Part 16

By Roy

A Free Plan, circa 1920 – 1950, with a generic name Ogdensburgh.

The ferry service operated between Morrisburg (Canada) and Waddington (USA) and the 2 ferries carried these names. The ferry Morrisburgh is currently rotting in a creek in Canada. She was one of the Ferries operating across the St. Lawrence Seaway having been in service for many years and she was not new when she was converted to a ferry. I made a distant on-line visit to the museum at Morrisburgh where there is a model of each ferry with some photos of happy times. I was taken by a large mural on the museum wall depicting the ferry leaving on its journey. A portion of it is illustrated, and looks just like my model: email me if you want the full size.



*Part of the mural of Morrisburgh just leaving on her journey across the St. Lawrence Seaway.*

The Model Boats magazine free plan inspired me some 10 years ago when generic plans under the name Ogdensburgh appeared in June 2013. As I knew I was going to be in Australia at that time I took up the special offer of just £5 extra to have the digital version of the magazine.

I found this most helpful as it gave me something extra to think about while holidaying with our son for 5/6 weeks, as he usually worked (from home) during the morning. I spent some of my time looking at the plans and article on my laptop and wishing I had my hands on the full-size pull-out plan that would be waiting for me at home, I thought about the build.

I had already built Nordfjord, see my first article in this series. Here I outlined the dangers of going off-piste so to speak! Originally both of these plans suggested balsa to build with, but I wanted to get through rather a lot of accumulated obechi (bass) wood. I had used the obechi on Nordfjord but as built was too heavy and did not balance in the water and I had to stretch her and change her personality.



With these thoughts in mind, I started calculating and writing some notes and thought I might get away with using the heavier wood by stretching her by just an inch! This would enable an increase in displacement and a bit more weight to go in for taking her down to her waterline.

One of the things I considered was that she would look rather bare without a cargo of cars and people. So, a bit like the model railway people I devised a history and a date for her travel. More later.

The construction is very simple with planks and bulkheads and blocks. I used an American Pittman motor running at less than half its normal voltage as I find they will turn over a big propellor slowly and efficiently. The motor was salvaged from some computer tape decks many years ago and the motor looks like it will last forever! Slow running props are more efficient than fast ones as the slippage is less, so that a higher proportion of water is transferred backwards per revolution. I used an old electronic speed controller and equally old radio.

As I needed the car deck to be removable I thought it prudent to get some cars as a priority, I mainly used 'Models from Yesteryear' as these were the right scale. I found a list of Yesteryear vehicles and earmarked some cars and a van and lorry and went onto eBay to have a look for them.

The general price range for second hand vehicles was £3 to £5 but by some single sourcing of several models it kept the P&P low. The vehicles were the major cost of the model.

I positioned the vehicles on the deck of the plans in a believable 'drive on' situation, and could then decide where to cut the deck out to get inside to the electric bits, I thought a large removeable deck was best and the 'cargo' is to be glued in place (no more nails).

I got on with the build which was very basic,

just blocks and planks and very similar to the Nordfjord construction. As I said, I extended her by lengthening the straight centre section and this gave the boat another half-pound displacement. This accounts for the extra weight of the obechi wood versus balsa wood and a bit for extra weight for lead and stability, as the model cars are a bit high up.



The deck is 6mm obechi which I like for decks as it stays flat, I used wider planks as they would look better with heavy cars on. When the planks were glued down, I cut the removeable part following the plank lines to make it all look neat. A couple of beer barrels are screwed from underneath to give a purchase for removing the lower deck. The passenger deck has narrower planks.

I also sourced a mixed package of 1: 43 scale passengers and made my selection. You can see 19 passengers, there should be 21 but Gaston and Maurice, the lorry drivers, are having a beer in the saloon.

Then there was the top deck with the cabin, this was supported by posts and for practical reasons these had to be solid and have 1/16<sup>th</sup> brass spikes in the base to locate them in the deck. I used all those spare ferrules that come with servos to set into the deck and receive the post spikes. This saves wear and tear on the wooden deck.



I first cut out the top deck and then drilled the support posts screw holes, and used this as a template to drill holes in the lower deck. It took me quite a while to work out how to secure the upper deck onto the main deck. Then I thought about the lifebelts and these were drilled to receive brass spikes which poke through holes and locate into 'convenient' seats on the lower deck.

The safety netting was another brain teaser, then I came across a piece of metal mesh gauze from a glass fibre repair outfit and that seems just the job and I cut some up, then shaped it and sprayed it white. The ramps do work with dolls house hinges and the planks are ex-coffee stirrers, however I will not use them again as the wood is rubbish!

The water barrel on the cabin roof is a piece of dowel with match sticks stuck on around it and the whole lot sanded to resemble the staves of the barrel. Placed around the barrel is some brass wire that had been hammered flat and glued in place. The mast is mainly brass tube and electrically connects with the RC aerial when plugged into position.

**On the model it is Bank Holiday Monday, 4<sup>th</sup> of August 1937,**

So, what is going on? It is just 3 months into the reign of King George VI. And it is Bank Holiday Monday in G.B. and also in, 'The colonies. On the top deck are a couple of English car salesman who are selling the latest Lagonda D/H coupe and SS100 Jaguar sports cars (1938 models!) down on the main deck.



Being a holiday, the chap sitting is not best pleased at having to work on his day off! I think he would rather be with Gaston and Maurice! Around from them are

the parents of the captain who are happy to sit and watch the comings and goings and enjoy the view in the company of their son.

The crew, there are 3 of them, in dark blue jumpers, are checking the Seaway is clear before departing. It can be visualised from the mural picture. The girl with the green top is hoping to be noticed by the captain while her hopeful boyfriend is hovering at the top of the stairs. The family nearby are having a day out in their delivery van underneath, this is a Ford A from the early 1930s, their other daughter is dissociating herself from them and trying to pass for a young lady.

At the bow by the yellow Mercedes 540 1936 model, is a father and son having a bonding outing as he is going off to Uni as soon as the semester starts. The 1914 500cc BSA Sunbeam motor cycle and sidecar has a rather disappointed young lady sitting in the sidecar. She was expecting an illicit weekend but now finding out she will be travelling with the wind in her newly permed hair!

The expensive limo (Duesenburgh Model J Town car) has a young man who is driving his father's car and has just collected his aunt and a now very much grown-up young lady cousin. She has made the return journey a more interesting one and not the boring one he had expected. The lorry (a 1926 Renault truck, they were not that big then) has driver Gaston and assistant Maurice, having driven down from French speaking Montreal on a delivery job, are having a quick one in the bar, so not visible!

The model is 25 inches long to a scale of 1: 43 and some of you will remember that this is 'O' gauge (7mm: 1 foot) for model railways which explains the availability of the people and the cars. All the vehicles on board were sought for on eBay as they are all left-hand drive, except the sports cars and perhaps not the motor cycle and sidecar. (Would the sidecar be on the other side of the bike)? The 4 barrels are a hang-over from prohibition and are on-going to a customer that one of the crew has.

The added ballast weight in the end was not lead but rolled up 2 pence coins wrapped around with a paper tube and glued. Weight for weight this is cheaper than lead! And, of course, there is always a small investment of 2p coins built in to the model! The coins chosen are all plated steel. Balancing the cars on the deck was done before 'glue down' and now she sails on an even keel scurrying diagonally across from Canada to USA. The fare from Canada was 1\$ and you came back for free!

There is a nice photo of Morrisburgh on their website  
<https://theseeker.ca/2017/03/25422-2/>

I am not sure of copywrite so if you want to see a photo of the ferry on a special day out circa 1950 look on the link. It all looks even better on our web site!

## Forthcoming General Meetings

Unless otherwise stated meetings are Friday evenings at HQ starting at 8pm.

The Programme at the moment reads thus: -

### Friday 1<sup>st</sup> March 2024.

Presentation & discussion on proposed plan for refurbishment of Steaming Bay

### Friday 5<sup>th</sup> April. 2024.

Usual Friday evening CANCELLED meeting redated to 6<sup>th</sup> April

### Saturday 6<sup>th</sup> April. 2024.

General meeting to be held at COLNEY HEATH  
Starting at 11am. Auction of tools and equipment

### Friday 3<sup>rd</sup> May. 2024.

Annual General Meeting of NLSME starting at 8pm

I would very much like to hand the role of organising the General Meetings on to another volunteer. I have had the great pleasure of organising these Meetings for many years. In fact, since the demise of the Locomotive Section Meetings. I would like to think that the future General Meetings are in good hands and I wonder if there is someone willing to take over and so carry on a tradition that it seems few other clubs can sustain.

Any questions regarding the meeting contact, Ian

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

In the December 2023 issue of the News Sheet, I wrote that it was my intention to issue a draft Track Stewards Rota for 2024 in either the February or March News Sheet. Having knuckled down to the job I have managed to achieve the objective of forwarding it to the Editor for the February issue.

After the success of our family and friends on the first Sunday in May 2023, Council have agreed that this should be repeated for 2024. So, please reserve Sunday 5<sup>th</sup> May 2024 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.

The rota for 2024 can be found on the following pages. As usual, apart from the first Sunday in May, we will be open for public running on the first and third Sundays each month until the third Sunday in October between 2.00pm and 5.00pm.

Please make every effort to attend on the date you are allocated. You are reminded that being a member of the North London Society of Model Engineers does require you to commit to do at least one rota duty when you join or re-join each year (confirmed on your membership form). If, however, you are unable to perform the duty on the date shown on the rota **it is your responsibility** to arrange a swap with another member and to advise the two Senior Stewards of the change. A phone call or email allows the Senior Steward to plan for the number of stewards who will be there. If a swap has been arranged, I would also appreciate being notified by the individual or Senior Steward concerned so that I can update the rota which will be regularly published in the News Sheet from May onwards.

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

**Nigel (On behalf of the Council) February 2024**

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

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

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

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

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

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

1. David  
Malcolm  
Geoff
  4. George  
Steve  
Dave  
Chris  
Mark  
Mike  
Cheryl  
Richard
- Ground Level Despatcher  
Steve

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

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

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

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

**4 August 2024**

**Owen – Senior Steward**

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

Ground Level Despatcher  
Steve

**1 September 2024**

**Martin – Senior Steward**

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

Ground Level Despatcher  
Steve

**6 October 2024**

**Derek – Senior Steward**

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

Ground Level Despatcher  
Steve

**18 August 2024**

**Michael – Senior Steward**

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

Ground Level Despatcher  
Steve

**15 September 2024**

**Les – Senior Steward**

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

Ground Level Despatcher  
Steve

**20 October 2024**

**Keith – Senior Steward**

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

Ground Level Despatcher  
Steve



## Little LEC 2024

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

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

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



### Welcome to LittleLEC - A Fun Competition for Drivers of Small Model Steam Locomotives

LittleLEC is an annual locomotive efficiency competition for drivers of small locomotives weighing less than 50lb dry. These are much more challenging to drive than larger ones, and so this competition was devised by Peter Langridge some 10 years ago to enable owners of small locomotives to take part in an IMLEC style efficiency competition.

The competition is usually held in June at a different Model Engineering Society's track each year, up, down, and across the country to allow a different set of locomotive owners to take part without having to travel great distances. This various tabs on this Home Page will take you to a comprehensive set of information about the history of the competition, its nature, and the efficiency calculations. The organisers would like to encourage owners of small locomotives to take up the challenge of entering this event.



#### **Announcing LittleLEC 2024 - 8th & 9th June 2024 at the North London Society of Model Engineers**

Full details of this years event can be seen here on 'This Years Host' page: [CLICK HERE](#)

#### **LittleLEC 2023 - 11th June 2023 at Swansea SME**

Full details of last years event can be seen here on the event page: [CLICK HERE](#)

## For Sale

The owner was not a member of NLSME so little is known about these engines other than they are all 5-inch gauge. They are being offered for sale by his son. More pictures are available by contacting the News Sheet editor.

If these locomotives are of interest, and you need more information please contact Darren



## Club Dates for your 2024 Diary

Every Wednesday; G1 group meet at Colney Heath	
Every Thursday; A mix of RT & GLR Loco running when track is available, working groups, and general conversation	
Every Saturday Ground Level Rly at Colney Heath	
Every Sunday; A mix of RT Loco running when track is available, working groups, and general conversation.	
<b>April</b>	
Tue 2 <sup>nd</sup> Apr	Council Meeting at HQ – 13.00
Fri 5 <sup>th</sup> April	General Meeting at HQ <b>CANCELLED</b>
Sat 6 <sup>th</sup> April	Colney Heath starting at 11am Auction of small tools and equipment for members only
Wed 24 <sup>th</sup> April	<b>Deadline for copy to editor for May edition</b>
<b>May</b>	
Fri 3 <sup>rd</sup> May	AGM at HQ – 8pm
Sun 5 <sup>th</sup> May	Club Family & Friends Day at Colney Heath
Tue 7 <sup>th</sup> May	Council Meeting at HQ – 13.00
Sun 12 <sup>th</sup> May	Vintage Model Yacht Group
Sun 19 <sup>th</sup> May	1 <sup>st</sup> Public running day at Colney Heath
<b>Advance notice of events in 2024</b>	
8 <sup>th</sup> & 9 <sup>th</sup> June	Little LEC competition at Colney Heath
Sat 13 <sup>th</sup> June	Colney Heath – G1 Tom Barratt Memorial Day Sponsor Geoff
If you know of an event not listed above, contact the Secretary to ensure it is added to the club calendar and also tell the news sheet editor	

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.

Please notify our secretary of all meetings and other Society events for inclusion in the Society Calendar. Approval for special events still rests with Council.