

The News Sheet

North London Society of Model Engineers



September 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; -

This very unusual industrial locomotive has only recently been restored. It was one of the exhibits at the August "Great Gathering" held in Derby to celebrate the 200th anniversary of railways in the UK.

Picture by Bill

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

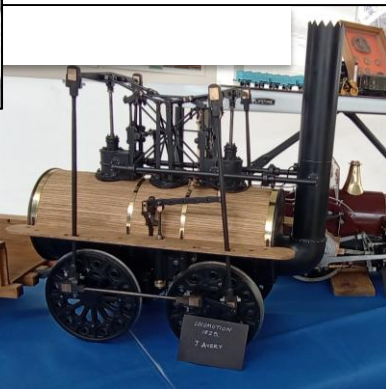
Les

The NLSME has a long tradition of its members producing wonderful models of prototypical locomotives. Two new ones nearing completion are our editors 5" Britannia and Jonathan's 7.25 inch Locomotion. I have recently seen parts of both, they are a credit to Keith and Jonathan and are a testament to skill and adherence to accuracy, one of our hobby's best aspects.



We have a busy September commencing with the next and last for 2025, summer general meeting/evening run at Tyttenhanger, followed by our 3.5 "running day.

Then we have the wonderful annual visit from congregation



of St Marks Church, the Vintage Model Yacht Club visit and at end of the month we are supporting St Albans club at their model exhibition where we have four tables to display NLSME models. If that were not enough there is a private party and two public running days. Dates for all these are in Club Dates for your 2025 Diary on page 35

Then, in October, the first meeting on 2025 winter season is open day on Saturday 4th October when all HQ railways rooms and sections are open for members. If you have not seen these before or if it's been some time since you were last there this is an occasion not to be missed,

The team managing the steaming bay project met recently to review work for this coming winter. The plan is to achieve the main objectives of having the carriages stored at the steaming bays for the 2026 season. This will entail

manufacture and installation of the swing point including signal modification, installation of storage rails and traverser inside the old workshop and modifying the existing traverser to enable it to convey carriages from store onto the train assembly spur line. It has also been decided that, to cure the condensation problem in the old workshop (now to be carriage store), the existing galvanized steel roof will be replaced with a modern equivalent incorporating an insulation layer. This has added benefit of future proofing the roof which is beginning to show its age.

A gentle reminder to all that we do not have any refuse collection at Tyttenhanger. Members are encouraged to use the site for family and friends but take away your rubbish afterwards.

Finally I have to report the passing of Mavis Harriott aged 92 after a long illness. I will attend the funeral in late August to represent the club.

See you at the track or HQ.

Letter from the Editor

Dear reader

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

So far there has been some inquiries regarding 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



Treasurer's Report

By Mike

Writing this report on Sunday 24th August, sorry a day late Editor, after attending a most enjoyable day at Tyttenhanger with the Fareham and Chelmsford clubs visiting on the Saturday.



I include a photo from the Saturday of Mary (nee Robson) celebrating her birthday showing she hadn't lost the knack of working the pump-trolley!

Having missed the August issue, I can now advise that we have just two outstanding subscriptions and we have lost by the wayside ten members. Mainly those who have moved far away, in one case back to his own country.

This month we offer a warm welcome return to the Society by Ray who was an active member in the '80 and 90s.

Hope you enjoy your renewed membership.

The open Sundays at Tyttenhanger this season have gone well, the last one on the 17th August was particularly busy with good support from all who attended.

With the winter work season approaching the discussions are taking place to categorise the next moves in the various projects that form part of the whole Steaming Bay Project which started off so successfully last winter. Many of these will not involve too much



expenditure, just manpower, but some will, and these will be monitored closely to ensure we get best value.

On the Raised Track the passing years have taken their toll on some items dating from the earliest days of the original loop of track in the 60s. The signal cable conduit past the somersault signal has rusted away to such an extent that George and Paul are going to replace it and rewire as part of an extensive improvements to our signalling system, to ensure that when the Steaming Bay Project swing section is installed, everything possible will be in place to ensure continued safe operation of the railway.

One or two new engines have appeared at Tyttenhanger in the last few months. Very creditable efforts on the part of the builders and we look forward to seeing them running. I wish I could find the time to finish mine!

Don't forget that Saturday 6th September will be a 3 1/2" gauge Running Day organised by Martin when the smaller engines can do their stuff.

For sale – a couple of Polly's

A blue Polly 3 with current hydraulic certificate with 4 years tested at Chingford MEC. No current steam certificate.

Runs on air, could do with some maintenance over winter but runs as it is. Open to offers around £1700



Red Polly 3 with current hydraulic certificate with 4 years tested at Chingford MEC. No current steam certificate.

Runs on air, is worn and requires rebushing however also runs as it is and on air. Twin mechanical lubricator. Open to offers around £1700

Contact Romeo for further details or to view.

Bookworms: Memoir of a Clubman – Curly

Just another reminder that the complete including the previously unpublished final chapters are now available on the NLSME club web site just look on the articles page.

Available from a keyboard near you and all leading makes of iPad.

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

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.

Fareham and Chelmsford clubs visit

On Saturday 23rd. August we had our annual visit from these two clubs. It was a busy day with a varied selection of locomotives in attendance. The organisers would like to thank all those club members who helped on the day. The pictures that follow were all taken by the club photographer, Owen.







Gauge 1 News September 2025

By Geoff

Well we have had some nice weather, in fact possibly a bit too warm to be out in the direct sunshine. Luckily, we have had some cool shade at Tyttenhanger by the Gauge 1 track.

A busy month since the last report. Most of us were unable to partake in the First Friday BBQ and steam up, so we organised one for a Wednesday evening. The weather was in our favour, but the day was cooling off. A good attendance and a bit of food made for a very enjoyable day.

Then we have had visits from two different G1



groups, Southeast & East Anglia. Always nice to see different people, different locos and different rakes of rolling stock.

I am saddened to report the passing of Pam, wife of our long standing member, David. When David visited us every week, Pam was always there, I believe it was to make sure he was well behaved. These visits were , unfortunately, not so frequent this year, following the loss of their independent transport. We were, however, delighted to have them both visit, earlier this summer. Our thoughts are with David at this time.

All pictures from Geoff

- 1 – NER railcar
- 2 – GWR Hall
- 3 – Class 37 Diesel
- 4 – Loco and rail crane
- 5 – LSWR T9
- 6 – Southeast Group visit . LSWR M7





STILL WANTED - VOLUNTEER TRACK STEWARDS

Over the last couple of months I have explained in the News Sheet 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 Stewards for for Sunday 7th September.

So, if you are willing to do an additional duty, please contact the Senior Steward

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. Nigel (On behalf of the Council) August 2025

7 September 2025

Martin – Senior Steward

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

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
 2. John
 3. James
 4. Robbie
 5. Peter
 6. Peter
 7. Gerald
 8. Edward
 9. Daniel
 10. Dudley
- Ground Level Despatcher
Steve

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
-

Bookworm Writes – 1975 a Summer Story Part 2

Our worthy Editor has only agreed to print Part 2 if I repeat the warning issued for Part 1.

WARNING – Danger of Offence

The Editor has asked for the following warning to be issued: As this story is taken from the 1975 diary of *Roving Reporter* aged 20¾, it reflects moods and social attitudes of the time and describes a period when a bit of *nudge*, *nudge* was the norm, and you didn't go into the smoking part of pub if you didn't like people smoking – Thank you.

How I survived Rail 150 – Part 2 by Roving Reporter

Saturday - con'td

Well this morning we found out what Trev had been up to after he left us last night, also why he purloined those sheets of plywood yesterday. For overnight he had been busy making and hanging signs on the locos he now suspected of providing our engine with the unfrocked driver.

Several engines now proudly displayed messages in 10inch high letters: " *Clairvoyant reads palms 75p* " to which someone had already

added, "*aspidistras 25p extra*", on the steps of another, "*Do not disturb- birds nesting*" with on the next engine a complimentary business, "*Joe's Rotisserie and Grill.*" A weather tarp pulled down over the cab of the next one announced in red letters, "*Susie's sauna and massage. Crew half price*" and "*Boiler suits steam cleaned and pressed 25p, free for the aristocracy*".

My first job this morning is to take over up from Roger and tickle the fire up a bit on our loco, plan being to keep it fairly light today then Trev will bring it up in the early hours of tomorrow; then I am off to do a stint in the sales coach. Most of the others have been set to work cleaning and polishing, but as it is raining this morning, I don't envy them. Anyway Pete reckons a bit shovel swinging is just what's needed as a kill or cure for the hangover.



Bonus of being on the footplate I hadn't expected, is of course that the visitors all want to pack in out of the rain and being a gentleman I let the girls sit in the fireman's seat, from where I hoped they would admire my dexterity ' *a la shovel*.' Pity Roger had to spoil it by telling them that it was actually only the second time he had ever seen me with a shovel in my hand, but then I forgave him. Just.

Last session in the sales coach with Debbie, Trev and Ash (the cash) who having told me we had nearly sold all the loco shaped sponges, did his utmost to try and shift the rest by poking his head out of the sales coach window and asking anyone and everyone, including any passing loco drivers, 'want *to buy a sponge mate?*'.

Gloomy faces over lunch as we all knew we had to be on our best behaviour and moderate the beer intake, AND it was raining. It was all looking a bit flat until someone (think it was Des), had the brilliant idea that tonight would be a perfect opportunity to take the girls out to the local Odeon to see the new film "Towering Inferno" – give that man a medal I thought – for we all agreed a long winded 2¾ hour film would be just the job to get a bit of last minute snogging, and if we left a bit smartish at the end we could still catch a few *sherbets* before closing time. What was not to like??

Smiles once more on faces we all moved swiftly into the afternoon. I wandered around a bit to see what was what. Noticed a heightened sense of things starting to happen. Many of the engines were now showing signs of properly coming alive; once cold pampered paintwork was starting to show signs of black spotting and hissing as particles of coal dust rose from the chimney to be returned back with the rain. Here and there could be heard sounds of coal being lobbed into half empty fireboxes, often followed by *s.d it!* as novice firemen attempt to swing another shovelful this time hitting the fire hole doors instead of going through them, or worse losing the shovel into the fire with the coal; I am sure I heard another voice follow this up with, ' *GO and get it!*', but then again I may have imagined it.

Bumped into JW and her friend, feel awful now about taking her out last night instead of Debbie (she of the smile that could melt steel), tried to joke it off, don't think she was impressed...Tea and a smoke with Trev, Pete and Rich later restored my spirits especially when Rich worked the exploding cigarette trick on that annoying bloke from Uppingham.

Back on the engine, given task of winding some oil into the joints of the motion from the oiler on the running board. Never has one man turned a handle for so long and achieved so little, who said these Wakefield oilers were the last word, couldn't decide if there was more steam coming off me or the engine in this rain. Got one or two sympathetic looks from passing girls, but blokes with them only took the mick, *Go on my son give it some welly*. Like to give them some welly.

Fortunately my last task of the day was to go to back to the stores to fetch lamp oil for the loco which gave me plenty of time to then dab a bit of water behind the ears before tonight's outing.

Sunday – Stonking film last night (what we saw of it). I hadn't imagined so many of the lads would turn up, but with only the nominated individuals needing to cosset the locos overnight being left behind I should have guessed they would turn out in numbers.

Our presence in the cinema thereafter was measured in rows not seats, bringing with us a heavy scent of *Brute* and *Old Spice* aftershave mingling effortlessly with waves of best Yorkshire coal, Morris mainline 1000 steam oil and the unforgettable pong of Paraffin all combining to create an unforgettably heady atmosphere in there, which wasn't surprising since most of us had been '*splashin it on all over*' for best part of the previous 6 days. Took me a while to have the courage to light a fag in there in case it became a fireball, and everyone thought it was a publicity stunt...And *man* you haven't experienced cinema until you've had the 8.48 to Middleborough rumbling past outside the building sounding its *he-haw* horn half way through the big rescue scene; I'll never complain of the noise of the main road spoiling the sound of our telly again. Anyway, back in the yard by 8.30 this morning with only a bit of drizzle hanging about now and promise of sun later. Going to be less people here today as the public are excluded while the engines are prepared for the cavalcade this afternoon.

Great atmosphere, place to ourselves. The yard is full of drifting smoke from the 30 odd engines wheezing and hissing steam accompanied by the sounds of bacon eggs and sausages being cooked on the shovel coming from every footplate you pass; if I could bottle all this, I would make a fortune.

Pulled up short when we heard *Green Arrow* had broken the rail underneath her last night when she was being coaled threatening her appearance today. But with *bonhomie* in no short supply from the lads we all offered to help to sort her, fortunately BREL had got onto it quickly and had her nearly back on her feet by the time we made the offer.

Starting the morning helping Ash, Trev and Debbie (smashing Debbie) pack up the sales coach back into the many large cardboard boxes ready to go back to base, then told to once more report to the footplate as paintwork and motion need further buffing and polishing after the rain overnight. Sent off then to the works to collect yet more cotton waste, emery cloth and maybe to scrounge yet another tin of Brasso. Steam and smoke all around me as I write this note, can taste it in the air and feel the warmth coming off the locos despite the slight drizzle, great to hear so much activity, steam whistles are sounding every few minutes to say we are here. *God's Wonderfuls* are showing off with their two note whistles playing, " *On Ilkley moor bah tat* " which *8F* and *the big blue engine* try and drown out with their deep hooter whistles, after which all those further

down the pecking order all pitch- in and have a go as well....then as if calling everyone to order *Nigel Gresley's* chime whistle has the last word.

Passing Cookham manor suddenly heard loud shushing sound like a cistern filling followed by a metallic clunk as water and steam thumped the clacks of its injector, shortly after felt boots getting soaked by brownish water pouring out of the overflow. Almost on queue one of the crew from the adjacent engine poked his head out and seeing the mucky water shouted across, '*Anyone for Coffee, two lumps in mine.*' You can't buy that sort of camaraderie.

I thought the job I had been given of quartering the buffer heads* a strange job, but that was nothing compared to what one of the boys from another group told me he had, had to do. For he spent his morning whitewashing the coal in the top of the bunker of their engine ...thought he was pulling my leg but apparently it was official! Contender for *worst job I ever had* me thinks.

As the morning's progressing the sun's coming out more and the engines are starting to be marshalled in readiness to go out in order. The level crossing gates are doing overtime as time and again they are closed to shuffle an engine from one road to another in the yard. With such good vibes around I was astonished when, as Gaz would have put it, Debbie unexpectedly had me *proper sorted*.

Not believing my luck when she invited me to go over to the Masons for a swift one with her before things kicked off, we were just on our way back waiting by the closed crossing gates and watching as one of the pannier tanks trundled over and back, and as it did so Debbie swiftly stepped back to the kerb leaving her purse on the ground. Course Muggins here reacted to her cry of, '*oh, I think I've dropped my purse over there, pick up for me*'.

Unbeknown to me she had been watching as the signalman had started turning the handle to open the gates again, so as I turned and bent down to pick it up, she gave him the thumbs up, and he started to open them faster. Those seasoned pranksters in the group sitting outside the pub sensing what was about happened waited eagerly for the *coup de gras*...barely had I bent forward when the opening gate gave my backside such a whack it propelled me with great velocity back in the direction of the Masons and past a smirking Debbie all to an accompaniment of loud cheers and applause. Red faced and rubbing more than my pride made the best of it and walked back over the crossing musing she had proved she was no pushover.

One last session by all of us on the engine to see the paintwork and motion was buffed and shone before with 30mins to go, me and the boys and Debbie (think I am still going to buy her Led Zeps latest LP) are all being encouraged to go up the old sidings to the viewing area to await the start of the cavalcade.

Waited with Debbie to see the replica engine *Locomotion* first away, then having watched it out and under the footbridge we headed off following the sounds of the crowds that were already lining the route trackside.

Pen starting to run out at this stage so unable to give a detailed description of the cavalcade itself, but sure others will be writing masses of stuff for the railway magazines anyway.

But WHAT A FANTASTIC WEEK IT'S BEEN! Brilliant to have played even a small part along with the other lads in putting on such an historic event. A lot of the older blokes are saying they will probably not see the likes again, but who knows? There are just so many rail enthusiasts now. I am sure the good folk of Shildon the railway town, and all the boys from BREL won't forget our visit in a hurry either having had their territory taken over by so many outsiders, and the local girls who may now be wondering if life under BREL will ever feel quite the same again.....

*= term refers to the head of a buffer being polished with emery cloth in quartered segments, each segment being 'stroked' to leave fine lines 90degrees to its neighbour to catch the light. A practice used by the railways companies of old on special or ceremonial occasions.

Bookworm footnote: In 1975 the wagon works at Shildon was the largest in Europe; it did not however survive the early 1980s and was closed down. Happily today the town of Shildon is once again playing an important part in the railway story, for the museum 'Locomotion' a sister attraction to the National Railway Museum in York (part of the Science Museum Group), is located there

Rail 150 was followed in 1980 by Rocket 150, an event to commemorate the opening of the Liverpool to Manchester railway in 1830 the first line to use all steam traction, and the famous Rainhill trials of 1829 when Stephenson's *Rocket* was the overall winner. Even though the 1980 celebrations were as large as Rail 150, *Roving Reporter* and Debbie didn't attend as they were away celebrating their 4th wedding anniversary.

Your editor was 20 years old when he was one of the many spectators who travelled up to Darlington with friends to witness this historic event. The sun shone as we sat watching the locomotives go slowly past. I remember walking over the footbridge at the end of the day and saw the great array of locomotives simmering gently in the afternoon sun. Being too young to have witnessed a loco shed in its heyday it was a memorable sight indeed with the general fug of smoke and steam rising gently. The smell of oil and sulphur from the smoke filled the air added to the experience.

I took many pictures on my Kodak instamatic camera.

These two articles prompted me to look them out to relive the day. Here are just a couple. But which one has attended both events?



The Great gathering at Derby

Bookworms two part fictitious story has given us a taste of what it must have been like for those involved in the 150 anniversary of railways. Truly a memorable event. 50 years later in 2025 life and attitudes have changed considerably. However the publics enthusiasm for railways has not.

So on the 200 year anniversary of the beginning of railways in the UK an event called the "Great Gathering" was held at Derby works in August. No cavalcade this time but a very interesting collection of locomotives large and small, old and new was assembled. A few NLSME members visited the event and with thanks to Paul, Bill, Geoff and Tony for the pictures that follow here is just a taste of what was on display.









LT Electric "Sarah Siddons"





My model-boat collection No 30

By Roy

This month I want to tell you about a fishing boat while all is still in progress, so there will be a follow up later. I have a weakness for looking at what is for sale on eBay and Gumtree and to be honest Gumtree has been the best contributor to my models. It seems not to be, so shark infested as eBay, but that is just my opinion.

I was tempted by this lovely picture of a 1920s fishing boat just 24 inches long and to me it looked 'just right'. The price was unexpected at £12.00!!!!



The model was in Cockermouth, Cumbria. I made contact and the lady, and she said she would rather have someone come by and pick it up. I responded saying if she changed her mind I am still interested, I said I wanted to fit her up to sail for the first time on water. I also mentioned that we were a load of old grandads who met at the club lake sailed our boats and otherwise put the world to rights.

That is what changed things as she said that appealed to her and she said for £20 total she would despatch it to me. Great I said and I arranged payment through her daughter. The boat arrived just a few days later and looked as good

as the advertising picture. The extensive rigging had been very well de-rigged to prevent breakages, and she had travelled well.

I asked her, who I now know as Gillian, how she came to own her? I think she mentioned an old gentleman neighbour now passed but otherwise the model had sat on her dresser for quite a long while.

The Model

I generally had a good look and opened another page in my Notes on Boats book vol 2. I explored the model to see what moved and work out how the construction was done. It looked to me like the late 1950 with the materials and glues of the time, so 70 years old, just what I like. Rather heavy but not heavy enough to be solid wood.

I cut away the rigging, it was going to be replaced as string rots after this amount of time. The wheelhouse almost fell off and revealed a lot of space inside so that was good. I reckoned the hatch was a separate item as well, I wriggled it around and it moved so I did some gentle pulling and revealed a very large wood support that must have been the structure the hatch was built around.



First thing was to check hull integrity in the water. I put my usual but very low drag mixture in the tube and part filled the bath. I watched the water filling her up! Not a drip but a continuous stream from both ends and even from the prop tube area! Dried her out and decided on what to do. I could not remove the tube before removing the rudder and the rudder was locked in place so I sawed a 2 inch length of the keel away, and now I could drop the rudder out.

I had expected to work on the prop shaft and was surprised to find a working prop and shaft, but it did rattle rather a lot, and the shaft was a non-standard diameter. I checked out 4mm shaft and M4 and 4BA threaded props and decided to open up the bearings a tad with a tapered reamer as there was not far to go to fit 4mm shaft. This seemed to work.

I removed the prop tube, this was done with small mole grips and a sideways jerk to break the glue joint, then pulled out the tube. I removed the prop tube as the exit in the boat was well below the waterline, after some rather tricky drilling and filing I now fitted a new tube at an increased angle. I sealed this in place with white bathroom sealant, which is slightly flexible but otherwise ferocious glue.

I could not see how the water came in from the bow end so put some toilet tissue up there and back to test again. There was a little ingress from the prop tube sealant joint, easily corrected. Up forrard the tissue was wet, but I was no further forward. Dried her out and decided to approach from a new direction.

I thinned some varnish and poured it into the hull and propped her upright and watched as varnish appeared in several places around the bow, but all under what looked like a normal paint finish. When wiped down I poked a modelling knife blade in and it went in easily, I poked it around and found several places all around where the 1/2 inch-thick horizontal wood met the vertical 3 ply keel. Some gaps were wide, and I have some very (very) thin ply 1/64th inch and cut to shape, soaked in glue and poked it in.

(Note on construction, Bread and butter is a sandwich approach with the wood either vertical or horizontal with the glue as the butter).

I had to do this once more but then all seemed OK, I then varnished the whole hull and left to dry thoroughly. Back to the bath and into the water. Joy! nice and dry inside, I waited a few minutes, but it stayed dry. I left her in the water and went down and prepared lunch. On return there is what looks like water seeping in but only a tiny amount, Ho Hum!

I asked for advice on a model boat forum and was told that a water based one coat resin painted on should completely seal the hull, a bit like fibre glass without the cloth. That is where I am at the moment.

While all this was going on I had to decide how to have a working rudder. I first had to get access under the small deck at the stern. Knowing the glues of the time could turn a bit brittle I started probing with a scalpel around the small deck, a small rabbet wedge came loose so I dislodged it and then the other one and then probed the deck where it contacted the rear



bulwarks. Glue started to give, and I eventually slid the small deck out completely to uncover some solid wood, like floorboard.

I could not drill a vertical 3mm hole on my own. I rang friend Malcolm Beak, and he said come over and we did it between us, and he had some extra-long drills as well. With 4 eyes guiding we had a hand drilled vertical hole! Home,

and I used my Dremel with a sandpaper covered mandrel and I opened up a 3/8ths deep curved area under the rear deck. I made a brass rudder from scrap and soldered onto a 3mm shaft which was a sliding fit inside some tubing, I used a brass collar from Meccano and soldered a cut out tiller to it. I lined up the locking screw of the collar for access and used a Meccano screw with an Allen key head so I could adjust it when the deck was in place.

However, when doing the above I also worked out how much extra weight and where to put it plus the radio and battery needs. I have done some off boat tests for power needed and battery capacity. I was reviewing some slightly damaged Monoperm Super motors that came my way and found one of them was rated for 4.5volt operation, this meant the main battery weight could be reduced by one third with a good weight saving.

I made up a battery from 4 x 1.2 Ahr cells used one of my tiny electronic speed controllers and a 9gram servo for the rudder and it would fit in nicely.



I hope the photos show the work referred to and the follow up will show her on the water. Fingers crossed but don't hold your breath!

MARINE MUMBLES MkIII

By Pete (Marine Section)

Just a quick reminder that the Vintage Model Yacht Group regatta will be held on Sunday 14th September from morning onwards at our lake.

I must thank all those who good people who put a lot of input and offers of support for the St. Albans show. NLSME have been given four 6' x 2'.3" tables.

A quick reminder of location, times and dates for the Show.

The Show is to be held at:-Townsend C of E School, High Oaks, St Albans, AL3 6DR.

Set up time is Friday 26th September, after 4.00pm.

Doors open/close, for the show.

Saturday 27th 10.00am-5.00pm and Sunday 28th 10.00am-4.30pm.

If you want to find out more or display your favourite creation, just phone me.

Letter to the Editor

I would like to thank Keith for his diligent work concerning the administration of donated funds and consequently the organization of the repayments to all who donated to the wheelchair fund. My thanks also go to the people and members who generously donated to this noble cause. As explained in last month's news sheet it is not to be. I have learnt a valuable lesson and will be doing things differently next time!

My best wishes for a speedy recovery go to Christopher at the manufacturers we hoped to supply the wheelchair coach. Company administrator Charlotte has promised to keep me informed of future developments on the availability of this type of coach. Last but not least my thanks to Gregory our independent financial checker (who said gauge 1 don't have a heart) for your involvement.

I would also like to thank all who helped with the party on Sunday 10th Aug. The day was a great success giving pleasure to the many young children some of whom are on the spectrum. A very satisfying day with no incidents or mishaps I look forward to the Keech visit, in September.

Yours sincerely Peter.

Special Notice for all Society members

That includes those of you who very rarely or have never attended a meeting at HQ.



The October General Meeting at HQ
Saturday, October 4, 2025, 2pm – 5pm
(not the usual Friday night)

The combined Model Railway Sections
will be having an ‘open day’ for all
members and immediate families.

All 3 layout rooms will be open for close inspection and members will be invited to have go to drive/operate trains accordingly.

As space in the layout rooms is limited, Geoff will be showing a programme of railway films in the main hall.

No excuse – put a note in your diaries and we look forward to seeing you then. If you are unable to attend, then please ensure we have a suitable letter of apology from your parents and please try to join us on a Wednesday evening.



Federation of Model Engineering Societies Rally

2025

Hosted by the

Rugby Model Engineering Society

Saturday 6th September 2025

The Rugby Model Engineering Society is pleased to invite you and your members to attend the FMES rally, hosted by the RME, on Saturday, 6th September 2025.

The society has a 2 1/2", 3 1/2 & 5-inch gauge raised track approximately 731 meters long, and one of the longest ground-level 7 1/4 inch gauge tracks of roughly 1 mile in length.

A current boiler certificate will be required for any model running steam. Proof of club membership and insurance certificates are required for running models at the rally.

- A locomotive of any type up to 7 1/4" gauge
- A limited number of driving trolleys are available.
- Road vehicle of any type up to 4" scale.
- Clocks which will be displayed indoors.
- Static Marine (no pool or pond to run on)
- Static aircraft (no airfield to launch from)
- Any stationary engine, running or static.
- Dioramas, which will be displayed indoors.

ALSO

- Refreshments on the day to include a buffet lunch.
- Car parking is available on-site.
- The Australian Association award will be made at the rally.

Our address is:

Rugby Model Engineering Society
Onley Lane
Rugby
CV22 5QD.

Site entrance can be found using the following What 3 Words

Wool.chase.agreed

Camping is permitted with pre-booking only by contacting the rally organisers via email at George.cannon@hotmail.co.uk, with the caveat that ALL waste be taken home as the site does not have sewage or waste disposal systems.

If you require more information, contact George Cannon by email at George.cannon@hotmail.co.uk

Booking an Event at Colney Heath?

Tyttenhanger site is open to all members at all times.

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

Public running days 2pm – 5pm

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

Priority given to public passenger hauling

On site parking for members and disabled badge holders only

Event Days

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

Notified in news sheet

Priority given to event passenger hauling.

On site parking for visitors at sponsor's discretion

Private parties

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

Notified in news sheet

Priority given to party passenger hauling.

On site parking for visitors at sponsor's discretion

PLEASE NOTE:- SIGNS ARE NOW AVAILABLE TO PLACE AT THE GATE INDICATIONG IT IS A PRIVATE PARTY AND NOT A PUBLIC RUNNING DAY

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
September 2025	
Tuesday 2 nd	Council Meeting at Colney Heath – 13.00
Friday 5 th	General Meeting and steam up at Colney Heath 6pm to 8pm. BBQ (bring your own food)
Saturday 6 th	3.5 inch Running Day. Sponsor Martin
Saturday 6 th	Private Party – Sponsor Paul
Sunday 7 th	Public Running Session 14.00 – 17.00
Sunday 14 th	St Mark's Picnic. Sponsor Les
Sunday 14 th	VMYG regatta – Sponsor Peter
Saturday 20 th	Keech Hospice visit 13.00-17.00 Sponsor Keith
Sunday 21 st	Public Running Session 14.00 – 17.00
Sat&Sun 27 th & 28 th	St Albans Exhibition
October 2025	
Saturday 4 th	Model Railways section Open day at HQ 2pm – 5pm
Sunday 5 th	Public Running Session 14.00 – 17.00
Tuesday 7 th	Council Meeting at Colney Heath – 13.00
Sunday 19 th	Public Running Session 14.00 – 17.00
Advance notice of events in 2025	
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.