

Issue No. 887

April 2026

# The News Sheet

North London Society of Model Engineers

**April  
2026**



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

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## Front cover;

Decauville Lily, visiting from the private Richmond Light Railway, approaches Minffordd pulling the goods on her own.

Picture by Owen

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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



Firstly, I remind you that this year our AGM will be held on Friday, 8<sup>th</sup> May. The names of candidates for officers and council positions elsewhere in this news sheet.

Now the clocks have gone forward and spring is upon us we can look forward to some play time at Tyttenhanger and HQ. It has been a long and wet winter at Tyttenhanger despite which much needed maintenance has been carried out. Now we can enjoy the benefits of our work, I hope you all make the most of the extensive NLSME facilities whether operating locos, running on layouts, sailing or slot car racing. All available to you, 24/7 no less.

We are considering extending our CCTV coverage to the raised track and ground level stations. Mostly to identify those who forget to lock up, which happens - too often. However, a secondary benefit would be evidence in the event of vexatious claims brought against NLSME for safety or safeguarding issues. At the recent FMES AGM a society reported this occurred at their track site but their CCTV record showed there were no grounds to support the accusation made. Council will be considering this at the April meeting. If you have views on enhancing our CCTV coverage, then please let myself or any council member know about it beforehand.

### **Please note that to avoid diary clash with Good Friday the April General Meeting date has been changed to April 10<sup>th</sup>**

Mike C is giving an illustrated talk of Model Engineering, partially concerning NLSME but mostly drawing on his extensive photographic record from exhibitions and events to show the wide variety of subjects modelled and the astonishing degree of authenticity often achieved. Many models featured are medal winners. I have had a preview, it is another evening not to be missed.

## Treasurer's Report

A reminder if you have not already done so, please fill in and submit your Subscription Renewal form that was included in last month's edition. As approved by Council and accepted by those attending the March General Meeting the subscription rate for Full and Senior Members has been increased in line with the RPI for December 2024. Please complete it and pay your dues as quickly as possible whilst it is fresh in your mind.



Most important, if you are a member who pays by a Standing Order arrangement please update your payment details as soon as possible as mentioned in last month's News Sheet and repeated on the yellow form.

Don't forget to enclose a Stamped Addressed Envelope, if you want your Membership Card returned or you require a member's Public Liability Certificate. This certificate is often a standard requirement to visit many other Club and Society locations. Whichever way you intend to pay your dues, please send the completed form back to me either by post or electronically. Thank you all in advance.

Last year we retained our Retail Discount of 75% on the Business Rates for Finchley HQ, this year things are slightly different, the Retail Discount is only 40%, but a Charity Discretionary discount has been added for 80%, saving us even more money.

Still awaiting an invoice from LBB iro the buildings insurance for HQ which was due in October, so nothing new there. The rest of our insurances are dealt with via the FMES policy with Walker Midgley. Like everything else this is costing us more, over £4,000 premium including £1,001 for the £5M Public Liability Cover.

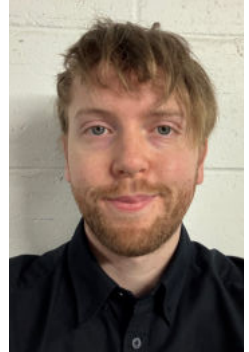
As you will be aware the RTR Steaming Bay Project is in full swing and unlike HS2 we are still within budget, despite the additional cost of some iron hooped railings to fence in the whole area in the existing style, these Keith Hughes managed to purchase on Ebay. All looks good for sufficient of the Steaming Bays tracks to be ready for the Members and Family day on the 3<sup>rd</sup> May.

*Mike*

## Editor's Comments

Hello all and thanks to everyone for their submissions. Please keep them coming. I recently tagged along with my friend & new member Daniel, on a Wednesday to sneak our Narrow Gauge locos onto the Gauge 1 track.....While there it was great to see the improvements that have been made to the site over the Winter, well done to everyone who gave their time and skills to push these projects forwards.

I always endeavour to help where I can and now my main show of the month 'Siegfried' (A 6 hour long Opera) is finally up and running I have my weekends back for a while.



A very slimmed down Newsletter this month, last month's bumper edition is likely still keeping everyone entertained.

I have invited my new neighbours & their young son to come along to the Friends & Family Day, they have never been to anything like this before so I am excited to be adding a bit of Steam related joy to their weekend, alongside seeing everyone else enjoy their day.

Best,  
Jack

### **Supply of bags of coal and steam oils available for sale at the Colney Heath site**

Anthracite Beans in 20 kg bags at £16.00 per bag.  
The size most used on our locos.

Anthracite Grains in 20 kg bags at £16.00 per bag.  
Suitable for 3 1/2" gauge or those with very small fire-hole doors.

Steam Oil 1000 Grade + 360 Grade  
Bearing Lubricating Oil 220 grade.

2 Pints bottles @ £10.00 or 1 Pint bottles @ £5.00

Nominations received for NLSME Council 2026-2027

Thanks to Malcolm Barnes for collating the following documents,

**Chairman Les**

Proposed Jim, Seconded Grahame

**Vice Chairman Geoff**

Proposed Dudley, Seconded Jonathan

**Treasurer Mike**

Proposed Grahame, Seconded Nigel

**Secretary Malcolm Barnes**

Proposed Peter, Seconded Nigel

**Nominations for Council Members**

**Keith**

Proposed Nigel, Seconded Martin

**Peter**

Proposed David, Seconded George

**Terry**

Proposed Michael, Seconded Paul

**Dudley**

Proposed Geoff, Seconded Rai.

**John**

Proposed Peter, Seconded Les

John Writes:

I have been a member of the N.L.S.M.E. since 2015 and for the past few years have been the section leader of the Narrow Gauge garden railway section. However, I also enjoy and participate in all other activities that the club has to offer both at Colney Heath and HQ. I assist in helping to keep Colney Heath in particular in good order by helping in the various working parties, as well as the ongoing work on the Narrow Gauge railway. I believe we are very fortunate in having such wonderful assets and hope they remain something we can be proud of. I am putting my name forward to become a council member, and be hopefully positive and active in the ongoing future and growth of our society.

**Agenda for the Annual General Meeting of the North London  
Society of Model Engineers at HQ Finchley on 8<sup>th</sup> May 2026  
at 8pm**

1. To open the meeting.
2. Receive any apologies for absence and remember any member who has passed away since the last AGM.
3. To receive and approve the Minutes of the 2025 Annual General Meeting and consider any matters arising therefrom.
4. To receive the Chairman's report for the past year.
5. To receive the Treasurer's report and approve the Annual Accounts to 31<sup>st</sup> March 2026
6. To propose a vote of thanks to the Auditors and appoint two auditors for the next 12 months.
7. To propose a vote of thanks to the officers of the past year and to elect a Chairman, Vice Chairman, Secretary and Treasurer for the next twelve months.
8. To propose a vote of thanks to the Council Members and News Sheet editor for the past year and to elect five Council Members and a News Sheet Editor for the next 12 months.
9. To transact any other business properly brought to the Annual General Meeting, notice of which shall have been received and sent to members 10 days before the meeting.
10. To close the Annual General Meeting.

M Barnes. NLSME Secretary

## **2<sup>nd</sup> May 2025 Minutes of the North London Society of Model Engineers AGM held at Head Quarters, Legion Way, at 8.00pm**

With more than 25 members present and signing the attendance record book, a quorum was established for the meeting to proceed.

The Chairman welcomed all members to the meeting.

The members stood for a one minutes silence in remembrance of members David Lawrence and Mike Raffel who had passed away during the past year.

### **1. Apologies**

Rai, Peter and Brendan,

### **2. Minutes of 2024 AGM**

The minutes of the AGM 2025 meeting having been previously published in the News Sheet were proposed to be accepted by Geoff H and seconded by Ian J and approved by a show of hands.

### **3. Matters arising**

There were no matters arising from the approved minutes.

### **4. Chairman's report**

The year to May 2025 has been another successful one for the Society.

At HQ the O, OO, HO and Slot Car sections continue with their weekly meetings. As with previous years the Slot Car section hosted a national race day in January that also raised funds for the club. The Wednesday evening meetings of OO, HO and O gauge sections continue to be well supported and all participants join in the meeting room for tea and a film of railway interest.

At Tyttenhanger we have completed the first stage of the raised track steaming bay project. This required total rebuild of all steaming bays and repurposing the old workshop into a store and passenger vehicle/ loco maintenance area. The new steaming bays include more water points, 12 and 24 volt power supply for blowers, rail access to and from container number 7 and improved access to the G1 railway. The GL section have upgraded the level crossing signalling, which is now manually initiated by

the train crew. The machine shop is available for members, but it has very little use. The grounds maintenance team continued with the eternal task of keeping the site in good condition. Sufficient funds have been raised to purchase a commercially designed and manufactured 7.25 gauge carriage suitable for wheelchair users. However, the manufacturer appears to have stopped working on this and we don't know when it might be available for purchase.

Attendance of sections at Tyttenhanger continues on Wednesdays, Thursdays, Saturdays and Sundays. The G1 section continued with an additional running day on alternate Saturdays during the summer. There was plenty of running on the raised and ground level tracks during weekdays although for the first time in many years we were unable to have the usual reverse running on New Years day, although one member with a small loco not requiring steaming bay access managed it. We held a night run in October which was most enjoyable. I am surprised that Sundays, when the public are not permitted, does not have more running.

We hosted Littlelec, a competition that ran over a whole weekend, with great support from the members and participants from our own club. As previous years we had a 3.5inch running day in September and visits from other model engineering clubs, beaver groups and charities. For a third year St Marks Church, Colney Heath, held an afternoon for their congregation which was an extremely pleasant day. There were two Toy Boat Regattas but one poorly attended. Now that we have a replacement marine section leader, we can expect renewed interest in these. On public running days both RT and GLR sections were kept busy. The numbers of visiting public were at a level that provided a good balance between the public and members.

We completed the second year of our revised inspection reports for passenger vehicles, ground level wheel profiles, GL loading gauge and site infrastructure. These provide an important record of inspections ensuring our facilities are suitable for passenger use as required under HS 2020. The GL section implemented a check list/questionnaire that covers the operation of the GL, which is a more complicated railway than the raised track. We continue to assess new drivers on the raised track for the competencies required for that track.

Fetes and Fairs attended fewer events but continued raising considerable funds for the club.

London Borough of Barnet (LBB) have yet to advise the renewal terms of our lease on HQ. In the meantime, we are considering moving ahead with the kitchen and WC improvements and hope to start this year.

To conclude, none of the foregoing would have been possible without the input and efforts of club members in all positions, formal and informal, undertaking the many and various operational and maintenance tasks that enable NLSME to function. Without naming individuals, I thank all those who give their time and expertise.

Geoff proposed the Chairman's report be accepted seconded by Peter and the proposition duly passed.

## **5. Treasurer's report**

The Treasurer hoped that members had received their May News Sheet containing a copy of the audited Annual Accounts for the year finished on the 31st March 2025.

The Treasurer thanked again Geoff and Michael for taking the time to examine the accounting records this past year. It is always a rush to get everything done during the month of April, what with incoming subscriptions etc

Membership is 208, comprising 84 Full members; 84 Senior, 22 Country; 14 Juniors and 4 Honorary. Two country members not renewing.

Thanks to all members who have so promptly paid their dues, as of one o'clock today we still had 72 outstanding.

Referring to the page 1 Incoming Resources reflects stable Subscription income despite more members moving into the Senior bracket. Should we abolish the Senior Rate and revalue subscriptions in general?

We have benefitted from a further legacy iro William Sutherland which is going to fund the SBP roof.

The Slot Car Section have again held a number of events at HQ during the year raising over £500.00. Fetes and Fairs Section have not had as many outings this past year and have not passed any funds to the Society, instead buying a new loco to assist their efforts in future.

Typpenanger income matched the previous year. Colney Heath expenses in general have stayed stable, but of course the Steaming Bay Project has created a upturn, although still within budget.

HQ expenses have reduced, no major roof repair work during the year.

The Walker Midgley insurance costs continued to rise, and this coming year is more expensive still, but we are still benefitting from insurance payout.

Sections Expenses.- Routine expenses only, except opportunity was taken to acquire eight LMS Gauge One coaches at a very generous price.

General Expenditure.- Public Liability Insurance cost more and is costing more in the coming year. We are monitoring the quality of the News Sheet production, which has had one or two hiccups and has cost £500 more this year. It will cost more in the coming year.

Current Assets etc.

The society's Financial situation is stable, but as we have mentioned before, rather than let the subscription rate stay the same and then to have a sudden jump when members least want it, so the subscription rate is being monitored annually according to the RPI index in December of each year.

Regrettably after the report was sent to the printers, further proof-reading revealed that two lines of information on page one were omitted, and on page two under 2023/24 yr figures two amounts were not included. This completes my report for the 24/25yr, the 19th year I have presented a report. The 20th report in May 2026 will be the current Treasurer and Membership Secretary's last report as he will not seek re-election to the council.

There were no questions, and the Treasurer asked the Chairman to request a proposer and seconder to approve the Annual Accounts for the year 2024/25yr.

Dudley proposed the Treasurer's report be accepted seconded by Mike and the proposition duly passed.

## **6. Vote of thanks Auditors**

Geoff proposed a vote of thanks to the Auditors Geoff and Michael, which was seconded by Peter.

### 7. Officers election and vote of thanks to the past Officers

Mike proposed a vote of thanks to the officers of the past year seconded by Andy.

The nominations received for officers had been previously published in the News Sheet and their being only one candidate for each of the posts they were duly elected as follows:

Chairman: L Brimson

Vice Chairman: G Howard

Treasurer: M Foreman

Secretary: M Barnes

### **8. Council election**

The Chairman extended his thanks to those council members serving for the past year.

Mike C proposed a vote of thanks to the council members seconded by Dave L.

The nominations received for Council members had been previously published in the News Sheet and their being only five nominations received for the five places on council plus the Vice Chairman they were duly elected as follows:

T White, P Brown, N Griffiths, K Hughs, D Willan

There being no other nomination K Hughes was confirmed as News Sheet Editor.

### **9. Other Business**

The Chairman advised there had been no other business notified to him for putting to the AGM. The meeting was closed at 8.18 pm

## Narrow Gauge News



Welcome everyone to the latest musings from the Narrow Gauge section. Hopefully by the time you read this the running season will be well underway, the sun will be shining and all will be well in the world.... well one can hope....



To get ready for the new season I have just finished a couple of tasks on the layout which desperately needed doing and a week or so of decent weather allowed me to crack on with them. The main one was the wooden bridge over the layout giving access to the “country loop” end of the layout, and “Pete the Porter” the topiary feature of course! one of the main supporting beams was completely rotten along with some step supports and so on a fine day all the old stuff was cut away and replaced, wood preservative applied and hopefully now its life has been extended for a good few years yet.

You may also recall that last year we had a Mallard nesting on top of the tunnel at the country loop end, unfortunately it must have been disturbed by a fox or something as it deserted its nest after a couple of weeks.

Fascinating at the time but however its weight on top of a, to be honest a fairly flimsy structure meant by the autumn the tunnel was collapsing inside and it was only when trains failed to reappear after entering the tunnel was it made obvious how bad it had become. So again on a recent sunny day the old stuff was removed new portal was cut out, tunnel top reinforced and all made good again. It just remains for the signal box to have a repaint for that end of the layout to be fully restored.



Of course the accompanying photos will show the before and after, it should be said that last week the surrounding hedge had its first trim (and Pete the Porter!) so that's another job that will keep me busy till the autumn, still, what else would I do with my time!!

Hopefully see you up Colney Heath soon, with locos fully ready and blowing off steam and as ever, enjoy your hobby!

Dudley writes in:

Thanks Dudley for sending in this photo of Club Member Tim displaying part of the 2mm Finescale layout "Copenhagen Fields" at the London Festival of Railway Modelling at Alexandra Palace on Saturday 21<sup>st</sup> March. It seemed to be a very popular event and I notice many club members attended too, thanks for sharing!



Michael - Narrow Gauge Section, writes

I attended the 'Steam Toys in Action' at the Abbey Pumping Station in Leicester, which has a Narrow Gauge Railway around the premises. Hence me penning this addition to the Narrow Gauge News. STIA is always a great day out! Lots to see and do and at least for me, a very relaxed start, as the doors open 12:30. I went to the trader's tent first, and it was well stocked at reasonable prices. I ended up with a couple of nice Mamod Catalogues.

The 2 foot Narrow Gauge is a short track around the main building and was on the day hauled by 'Peter', a Simplex locomotive from 1979, originally built for Severn Trent Water. Of course, we had a ride and at 50p a person an excellent part of the day.

One of the four beam engines was in operation, and it is always a wonderful sight with such machinery. There were lots of other steam to be seen, 2x large steam roller/locomobile, a fire engine, a bus and then of course all the variants of steam toys. All the Mamod and Wilesco, that you can think of, driving various arrangements and fairgrounds, as well as a large variety of vintage toy and educational model-like steam engines. I was particular taken by a wonderful prewar German engine from my hometown Dresden, made by Bischoff. Well, I never knew. The engine was driving a large and beautiful workshop full of excellent model made by Bing and a few by Bischoff.

It was interesting to see, that various exhibitors used polyurethane belting by RS components. It's much more durable than the metal drive belts. Somethings to keep in mind for myself.

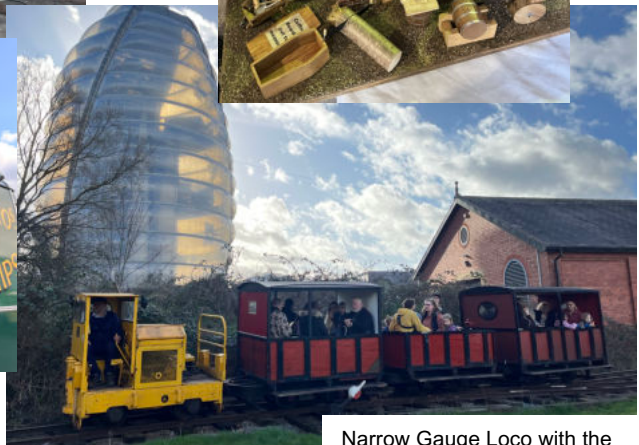
Other steam toys in action were steamboats and vintage steam locomotives by all the makers, that you expect including a separate Bowman layout. Additionally, the permanent Garden Railway had live steam locos running all day.

The culinary highlight is always the vintage Chips van with a coal fire. The van was originally built in 1938 by Goddards of Oadby, who were a Leicester body building company. While waiting for the chips to get ready I was invited to see all the details... Even the original chip cutter was in place. Somehow those chips are always excellent, I don't know, is the oil at a higher temperature with the coal fire? Who knows.

Big & Small



Fish & Chips!



Narrow Gauge Loco with the Science Museum behind

## **Bookworm Writes – back in the groove....**

I chose that *hip* title to impress our new worthy editor so he knows he has a socially aware, trendy contributor on his books and to do my bit to encourage one of our new on-line sponsors to want alignment with such *cool* writing...yo!

Well, there is no doubt about it, the new running season is nearly upon us and as I write this, up and down the country model engineers are slowly coming out of hibernation. Locos large and small are being rolled out onto work stands and benches, heads are being scratched and minds stretched trying to remember what it was they said needing looking at before the new season starts.

For many though, there will be relief in the knowledge that after many hours in the workshop this winter their charge is now in tip-top condition and ready to run many more miles. Whilst for others (guess who?), the temptation to sit by the roaring hot radiator with a pot tea, his favourite pipe of tobacco reading or watching his old b/w Alec Guinness films and a whole boxed set of a favourite TV detective series over the winter, proved too irresistible. Instead of dealing with his own loco he will shortly go into an embarrassed panic when he finally remembers the humiliation of last year's running when his boiler suit suffered a 'little' wet accident and had to return to the steaming bays in a bit of a hurry.

It is against this background this month's tale is drawn as a reminder for others to neither over-look nor to fail to deal with early signs of such happenings.

### **My story begins:**

I was just stretching out on the bookshelf the other morning, enjoying a bit of spring sunshine, when I was pulled up short by a conversation I could hear floating up from the direction of my owner's desk below. Looking down I could see he was talking to one of his mates on the phone and he was having one of those apparently surreal conversations one overhears now and again, especially when you can only hear one side of the story .....“ *I'll say, 40, both of them...tch, and yes what about the Crimson Pirate...crikey!.....the size of it! ... you know I heard he couldn't sit down for a week after that.*” (Editors note: Bookworm is of course referring to Horse Racing).

And just as I was taking that in, I next heard him say, “*well they do get old, my ring is none too clever either, and probably mine will need changing soon.. yes.. yes, and I’ve noticed my glands dribbling as well...*’

At this point I came over all light headed and my first thought was that I was going to have one of my funny turns. EMERGENCY! I told myself and threw myself instinctively off the shelf and in the direction of the open pot of beeswax polish he uses to buff the old leather bound volumes of *Model Engineer* (10 volumes bought from a certain on-line auction); Thank God for turpentine I told myself as I resurfaced drawing in lung-full’s of fumes strong enough to punch a rivet out.

With a head now as light as a British RAIL sandwich – for my younger readers, I should explain that in the pre-privatised railway era, that is anytime between 1948 and 1994, the sandwiches sold by BR were what artists would call supreme examples of *minimalism*, in despite what the label on the packaging said, each sandwich contained (I just couldn’t use the term filled with) pieces or slices of assorted non- descript cut so thin as to be almost transparent, usually arranged just inside the crust leaving the centre completely empty. Today of course you really do get what you pay for, and to pay for it we had to privatise the railways, close half the lines and put up all the fares, but then many would say that is the price of progress..ho hum –Anyway once I had stopped floating around the room muttering, ‘*man that’s good*’ and my head had started to clear, I realised he had been talking about ‘O’ rings, or as he still thinks of them, ‘*those new fangled ‘O’ Rings*’ fitted to his loco.

My owner was probably the last in England to stop packing every gland with yards of yarn (that’s the stranded stuff, not *tall stories* type) at the start of every season. The fact that Industry had been using O Rings since the 1940s and on the railways even earlier - if you include Westinghouse Vacuum cylinders and their rolling rubber sealing ring used in their brake reservoirs - had just somehow managed to pass him by.

In fairness to my old mechanic, its use in model engineering circles wasn’t seriously considered until the 1960s when around 1964, step out of the shed, that special *back room boy* of model engineering, one Arnold Throp – he of Dore Engineering and Dore Westbury mill fame - served up two excellent articles in the *Model Engineer* on the subject.

People today often talk of seminal works, but I have to tell you fellow lovers of the printed page as a seasoned traveller of model engineering history, in my opinion those articles, from the moment I saw them had seminal written all over them. Later Mr Throp followed these up with an augmented feast of information published in his own booklet called, 'THE APPLICATION OF O RINGS IN MODEL ENGINEERING', and after I had digested that little volume my seminal gauge was reading 11. Proof positive then of their usefulness in keeping the wet out and steam in. But oh boy! Once my owner had read that booklet there was no going back, and like so many new converts he went on to evangelise where-ever he went. Always quick thereafter to offer his opinion on how efficient they were and why everyone should be using them ....Seemingly no location was too obscure for him to apply his new found knowledge, their use being limited only (in his opinion) by the builder's imagination. Now he thinks nothing of holding court over a cup of tea at the track informing everyone about depth of groove and pinch measurements and freely uses words like, 'dynamic' or 'static' application and whether using Viton, Nitrile or silicone are to be considered, talking as if he and they are life-long friends. They do say a little knowledge is dangerous, and without wishing to make him blush, I well remember when he tried to be clever and use an alternative by pinching a pair from one of Mrs Owner's greenhouse sprays. Not appreciating that all things synthetic looking and circular are necessarily born equal, nor made of the right stuff. He had eyed them up for days when doing the watering in the greenhouse, even making the bores of his locos cylinders the right size for them to fit the pistons. Five minutes on the track they lasted... then slower, slower stop. 'Hey! It won't move' was the cry as a sticky mess oozed from the drain cocks like black liquorice.

Then there were the seals on the cylinder covers, "*I don't use gaskets now, textbook example of static application there* " he was quick to tell everyone; the simple error of making the ring grooves too big allowed the loco to end up sounding like a flatulent cuckoo desperately trying to draw breath. Far from sealing, the rings on each cylinder were successively blown forward and sucked back into their over-large grooves much to the amusement of onlookers and the consternation of a certain party.

Still it seems some people in life only want to learn the hard way. I boggle at the thought of some of the scrapes he could have got himself into where hot steam is concerned. Thankfully he eventually stopped guessing and sought wise counsel, but I don't suppose he will be neither the first nor the last to think they have all the answers.

I will close this month's compact missive (Ed the editor tells me I use too much paper, so best to keep him sweet) by hoping that my tale of a person of a certain age finding a cure for the dribbles may help others to do likewise. Let it not be forgotten that rings will not go on forever and remember then to check them at regular intervals; and seek sound advice before worrying, and not worrying before seeking advice.

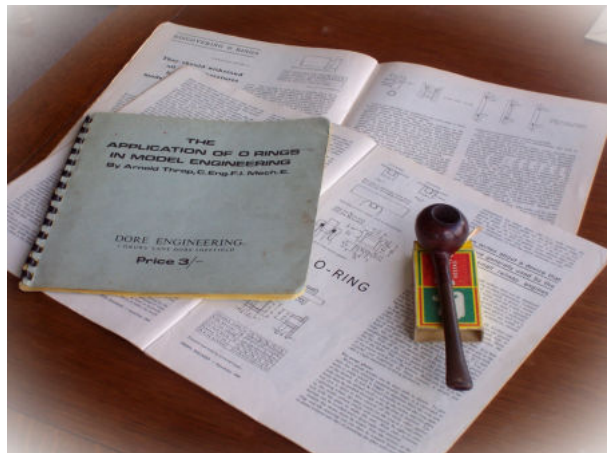
Remember help is always to hand especially among good friends, but when you do find someone to talk to try not to fall into the trap of innocently asking, "*what should I do about my ring?*".... Happy Steaming!  
Source: Model Engineer Sept 1 1964 p622 & Oct 1 1964 p712 + Safe use of: ME June 2 1989 p683

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### ***Put the ad here, Ed***

#### ADVERTISEMENT FEATURE:

Don't let that embarrassing leak spoil your run on the track this summer. Insist instead on fitting;" RING OF CONFIDENCE O Rings" – Proud Sponsors of the Bookworm series.

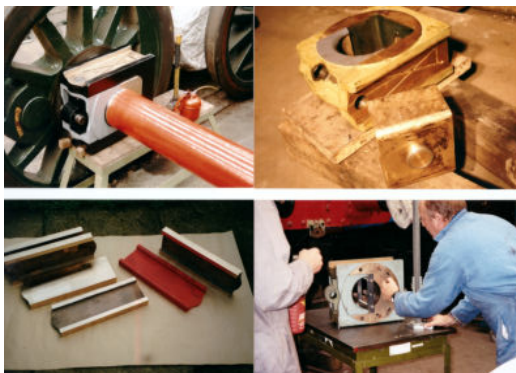


Bookworm 2026

## General Meeting Report March 2026 – by Les

Long time NLSME Member John B entertained us with an excellent illustrated talk about his ownership of Hunslet 0-6-0 Saddle Tank No 2705 Beatrice.

John grew up alongside railways which formed a background to his daily life. From an early age he progressed through ownership of wooden train sets to Hornby clockwork but, always wanting an up grade to be an engine driver, joined the NLSME whereupon his first drive of steam locomotive was Cyril Drayson's Juliet. Cyril and his Juliet will be remembered by many. Driving members model locos did not fully meet his aspirations and deciding to upgrade to full size traction engines was instead drawn towards an ex coal board Hunslet being sold for scrap in the late 1970s.



The loco purchased and moved to Embsay and Bolton Abbey Railway where it has remained since. John commenced a full restoration himself. Stripped to its component parts John showed us how he machined and reset the axle box centers using tool makers buttons. Various parts needed manufacture from new and John brought along several patterns he had made for castings. Examples included axle boxes and oil boxes.

The trouble taken over such details paid dividends when the rewheeled engine was pushed out of the shed, rolling freely without any binding. The shed staff commentating admiringly "that engine of yours rolls" which was as hoped.

A multi tube blast pipe was fitted which has reduced back pressure and significantly improved steaming. To ease operation John modified the ashpan to fit a rocking grate. Wisely he made patterns for firebars that are same as those used on BR standards which will help future sourcing of



these components. Vacuum braking is necessary to operate the coaching stock and a bake valve was incorporated into the cab in a non obtrusive way. Wanting the finished loco to stand out among the other industrial engines at the railway he painted it in SE

& CR green with scalloped lining to add a further touch of distinction. The finished engine looks wonderful.



John concluded with accounts of how H&S and commercial concerns are impacting operation of preserved railways. A fascinating talk that encompassed model engineering and full size operations. It was much appreciated by those present.



UPDATED TRACK STEWARDS ROTA FOR 2026  
+ FAMILY AND FRIENDS DAY

The updated track steward's rota for 2026 can be found on the next couple of pages. Please note that only the changes which have been notified to me since the draft rota was published in last month's News Sheet have been incorporated, so please check the date you have been allocated and make a note of it on your calendar.

As usual, apart from the first Sunday in May (see announcement below), 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. **Track Stewards should arrive on site at 1.00pm to ensure that all site preparations have been completed before the arrival of the public.**

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

And, a final reminder, that on Sunday 3<sup>rd</sup> May 2026 our Colney Heath Site will be a **Society Members and their family and friends only** running day. The site will be open all day and into the evening and beyond for us to enjoy. Tea, coffee and biscuits will be provided (all volunteers to assist in helping to dispense should form an orderly queue at the kitchen door in the carriage where they will be warmly welcomed) and it is hoped members and their families and friends will bring picnics along to enjoy our site.

**Nigel (On behalf of the Council) April 2026**

**3 May 2026****Society Family & Friends Day**

**Please invite your family and friends to come along and enjoy the wonderful site we have at Colney Heath. Tea, Coffee, Orange or Lemon Squash and Biscuits will be provided.**

**We will need some willing volunteers to make and serve the refreshments so please come along to the carriage to help out.**

**7 June 2026****Mike F – Senior Steward**

1. Roger B
2. Mark C
3. David D
4. Gareth D
5. Michael G
6. Alan M
7. Simon R
8. Derek S
9. Richard S
10. Michael W

Ground Level Despatcher  
TBA

**5 July 2026****Nigel G – Senior Steward**

1. Robert A
2. Peter B
3. Ian B
4. Robert H
5. Geoff H
6. Tracey J
7. Alan M
8. Howard R
9. Dudley W
- 10.

Ground Level Despatcher  
TBA

**17 May 2026****Peter B – Senior Steward**

1. David A
2. Malcolm B
3. Geoff B
4. George C
5. Nigel D
6. Paul G
7. Dave L
8. Geoff S
9. Cheryl T
10. Richard T

Ground Level Despatcher  
TBA

**21 June 2026****Chris W – Senior Steward**

1. Stephen A
2. Martin B
3. Aaron B
4. Rob B
5. Thomas B
6. Steve C
7. Rai F
8. Steve J
9. Robin M
10. John W

Ground Level Despatcher  
TBA

**19 July 2026****Owen C - Senior Steward**

1. Jonathan A
2. Mike A
3. David B
4. Robert D
5. Paul J
6. Jeremy L
7. Brian L
8. Jake S
9. Stephen S
10. Terry W

Ground Level Despatcher  
TBA

**2 August 2026****Richard P – Senior Steward**

1. James A
  2. Brian A
  3. Robin B
  4. Mark B
  5. Ray F
  6. Paul G
  7. Roy H
  8. David M
  9. Roy T
  10. Alan W
- Ground Level Despatcher  
TBA

**16 August 2026****Michael S – Senior Steward**

1. John A
  2. Brian C
  3. John D
  4. Peter F
  5. Jack S
  6. Dave S
  7. Peter S
  8. Roy V
  9. Romeo V
  10. Jack W
- Ground Level Despatcher  
TBA

**6 September 2026****Martin C – Senior Steward**

1. Brian B
  2. Malcolm B
  3. Steven D
  4. Grahame G
  5. Rob J
  6. Steve K
  7. Gordon L
  8. John M
  9. John P
  10. Michael T
- Ground Level Despatcher  
TBA

**20 September 2026****Les B – Senior Steward**

1. Bill B
  2. John B
  3. James B
  4. Robbie B
  5. Peter F
  6. Peter F
  7. John M
  8. Gerald M
  9. Edward O'L
  10. Daniel P
- Ground Level Despatcher  
TBA

**4 October 2026****Derek E – Senior Steward**

1. Derek D
  2. Susie F
  3. Michael G
  4. Mark H
  5. Casimir IW
  6. Craig L
  7. Christopher O
  8. Tim P
  9. Harry P
  10. James P
- Ground Level Despatcher  
TBA

**18 October 2026****Keith H – Senior Steward**

1. Billy A
  2. David B
  3. Joe F
  4. Peter F
  5. Adam G
  6. Andrew L
  7. Chris M
  8. Graham P
  9. Tim W
  10. Antony Y
- Ground Level Despatcher  
TBA

## 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 INDICATING 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 2026 Diary

<u>Every Wednesday</u> G1 group meet at Colney Heath	
<u>Every Thursday</u> Working groups, and general conversation at Colney Heath	
<u>Every Saturday</u> Ground Level Rly at Colney Heath	
<u>Every Wednesday evening</u> O, OO and HO Gauges - Groups meet at HQ	
<b><i>Friday 10<sup>th</sup> April General Meeting.</i></b> <i>Talk by Mike Chrisp, reflections on Model Engineering. Illustrated with photographs of exceptional models covering a vast range of prototype subjects. 8pm at HQ. <b>NEW DATE</b></i>	
<b>April 2026</b>	
<b>! Friday 10<sup>th</sup> April</b>	<b>NEW DATE</b> General meeting and talk by Mike Chrisp, reflections on Model Engineering. 8pm at HQ
Sunday 12 <sup>th</sup> April	Working Party at Colney Heath 9.00 – 12.30
Sunday 19 <sup>th</sup> April	Working Party at Colney Heath 9.00 – 12.30
Sunday 26 <sup>th</sup> April	Working Party at Colney Heath 9.00 – 12.30
<b>Advance notice of events in 2026</b>	
<b>! Friday, 8<sup>th</sup> May</b>	<b>AGM at HQ. 8pm (New date!)</b>
Sunday 3 <sup>rd</sup> May	Family & Friends members day at Tyttenhanger
Sunday 10 <sup>th</sup> May	Vintage Model Yacht Group Regatta at Colney Heath
Sunday 17 <sup>th</sup> May	Public Running Session 14.00 – 17.00
Saturday 14 <sup>th</sup> June	Barnet Beavers biannual visit to Tyttenhanger 14.00 – 17.00
Saturday 20 <sup>th</sup> June	Midsummer evening run at Tyttenhanger
Sunday 13 <sup>th</sup> September	Vintage Model Yacht Group Regatta at Colney Heath

Contact details withheld for this web edition