

Issue No. 890

July 2026

The News Sheet

North London Society of Model Engineers

**July
2026**



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

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Front cover;

Narrow Gauge Loco 'Elin' runs on the Ffestiniog Railway. Built in 1899 by Hunslet Engine Co., Leeds. **Works No. 705** for Penrhyn Quarry, spotted in Porthmadog.

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



Our Council have decided to dispose of club owned duplicate copies of the Model Engineer magazine. Keeping those in best condition for our library. There is a full listing in this issue of news sheet. Members can have any they wish, no charge even! Any left after August will be disposed.

Several of you have driven the club's Dyak locomotive. At 2.5 inch gauge it is a challenge unless you are used to these smaller gauges. Most members are satisfied at completing one lap without stopping and do not care to risk another! I have undertaken its maintenance in recent years although it has not been steamed for a while, maybe not since Covid outbreak. Anyway, we are asking if another member would like to look after and, importantly, maintain this club asset and to give it more outings on the cuckoo line. Please let me know if this is something you would like to consider.

We will be attending the St Albans exhibition this year with two model railway layouts. We hope also to exhibit other larger models and ships but that is not yet decided. Contact Peter S for more information and offers of help. Our 00 sections wonderful layout of Midsomer Norton will be displayed in the main hall. Preparation for this involves testing it at HQ beforehand and it will be set up in our meeting room for that purpose. Do come along to Finchley for a viewing any Wednesday evening. Also, the exhibition itself on weekend 26/27th September.

Given the prevailing hot weather we will be keeping a watchful eye on the fire risk at Tyttenhanger. All members must remain vigilant during these hot spells. Let's hope we will not have to impose a steam ban this year. We have informed the landowners managing agents of the rabbit issue, as yet we have had no response.

See you at track or HQ. Les

Treasurer's Report

Friday 19th June, two days before the Summer Solstice and the temperature is getting pretty warm again in my loft office. Today is a very special day for myself and other Gresley enthusiasts, we are celebrating the 150th anniversary of the birth of Sir Nigel Gresley (1876 to 1941), designer of such classic steam locomotives as Flying Scotsman, Mallard and many other designs. An LNER Azuma train has been named at Doncaster today in his honour and various other activities are occurring over the weekend, including every preserved Gresley loco or train carrying a special commemorative headboard, twenty of them in the UK, USA, Canada and the Netherlands, not to mention many in OO and other scales.



Outstanding subscriptions are now well overdue and I list the following Post Codes for those who have yet to respond with either a subscription or a notification of wishing to relinquish their membership of the Society. I look forward to hearing from you very soon.

****postcodes removed for web edition.**

At the last Council meeting we were pleased to welcome into the Society Keith and also Richard, both interested in Locomotives.

Open Sundays are progressing well with goodly attendance and plenty of reliable motive power. We won't talk about the unreliable ones!

With the hot weather with us for a while let us all enjoy our facilities. Good steaming and engineering.

Mike

Editor's Comments

Jack

I am personally very saddened to hear about the EMR Crash on the 19th June near Elstow, Bedfordshire. One person Shaun Burton, the Driver, died and 162 people were injured in the collision with 102 of those needing hospital treatment*, no doubt we have all seen it on the News.

I travel on that exact train twice a day (Corby-London route) as part of my Bedford-London commute and am grateful for the Emergency Services Response. I had just stepped through my front door after completing the same journey when the incident happened,



The incident has also resulted in part of the line being shut for a further week, I am thankful I can drive my car/motorbike into London as otherwise passengers were being advised to make their way to Luton and take the Thameslink service into London. Although it should be noted apps such as Trainline were already showing that all tickets had been sold out for the journey. *Source – BBC News – last updated 24th June 2026 at time of writing.

On a lighter note, I hope everyone is well and coping with the heat. Thanks for your submissions, please read the Events Page as there has been amendments to the dates of some pre-existing events and new ones added.



The NLSME WhatsApp group

The club "Whatsapp" group has been around for a couple of years now, and with new members joining or even old members not aware of it I thought it was about time it made another appearance in the News Sheet.

The club WhatsApp group is an ideal place to ask advice or seek assistance in any aspect of our hobby, there's usually someone ready with sound advice and knowledge. Also it's a great place to share photos of any trips or holidays which you think may interest other members, usually railway based of course! Of course usual rules of courtesy etc. is expected and only model engineering, modelling and relevant club based subjects only please.

If you want to join please download the free app on your phone and then drop me a message (John here) to be added to the group. Out of interest at the moment there are 54 members in the Whatsapp Group.

John

**Spotted by Dudley
: Merline Engine**

Something slightly different for our readers this month, please enjoy this photo taken at the Enfield Pageant of Motoring on the 23rd May of a working display of a 27 Litre V12 Merlin Engine taken from a Avro Lancaster Bomber which had been fully restored. Great to see another fantastic example of Engineering.



Offering to members of duplicated copies of Model Engineer magazine in our library.

Les writes:

Over the years we have gratefully received donations of Model Engineer magazines, many bound, some loose. Inevitably we accumulated duplicate copies and have put the best condition ones into our library, which in fact is quite extensive including very early editions. However, with space at a premium the council have decided to dispose of the duplications, but first to offer them to members. Their condition

vary somewhat and the standard of bindings extends from professional, through home bound in proper binders to less successful homemade jobs. The picture attached shows the variety! Some volumes are not bound at all.



The tabulation lists what we have, let any council members know if you are interested. Any leftover by September will be disposed of.

1946	94	Home bound	Poor
1947	96	Professional	Good
1947	97	Professional	Good

1948	98	Professional	Good
1948	99	Professional	Good
1949	100	Loose	Good
1950	102	Loose	Good
1951	104	Loose	Good
1951	105	Professional	Good
1952	106	Professional	Poor
1952	106	Loose	Good
1952	107	Professional	Good
1953	108	Professional	Good
1953	108	Loose	Good
1953	109	Professional	Good
1953	109	Loose	Good
1954	110	Professional	Good
1954	111	Home bound	Good
1954	111	Binder	Poor
1955	112	Professional	Good
1955	112	Loose	Good
1955	113	Home bound	Good
1955	113	Binder	Poor
1956	114	Binder	Good
1956	114	Binder	Poor
1956	115	Binder	Good
1956	115	Binder	Poor
1951	116	Binder	Good
1951	116	Home bound	Poor
1951	117	Binder	Good
1951	117	Binder	Poor
1958	118	Binder	Good
1958	119	Binder	Poor
1958	119	Home bound	Poor
1959	120	Home bound	Good
1959	120	Binder	Poor
1959	120	Loose	Good
1959	121	Home bound	Poor
1959	121	Loose	Good
1960	122	Home bound	Poor
1960	123	Home bound	Poor

1961	124	Home bound	Poor
1961	124	Binder	Good
1961	125	Home bound	Poor
1961	125	Binder	Good
1962	126	Binder	Poor
1962	127	Home bound	Poor
1963	128	Home bound	Poor
1963	128	Loose	Good
1963	129	Loose	Good
1970	136	Binder	Good
1972	138	Binder	Good
1976	142	Binder	Good
1977	143	Binder	Good
1979	145	Binder	Good
1980	146	Binder	Good
1981	147	Binder	Good
1982	148	Binder	Good

Michael writes in:

On Sunday 17th May the St Albans track was reopened after a long time out of use and has now had anti-tip rails fitted the entire length. To celebrate the re-opening, Richard (North London member) kindly brought along his

locomotive, Eva May, to make the first run. This locomotive was the first one to run on the St Albans track when it was built in 1949 so it seemed fitting and a nice piece

of history for Model Engineering, to have the same loco re-open the track. Driver Richard takes the loco for another spin!



Bookworm Writes – The Seat of Power (how to spot the real thing)

I have noticed in recent in years there has been a trend away from always using a driving trolley when running a loco on the raised track. Whilst this is not an across the board change, for 3.5” gauges using trolleys is still a regular sight, however there has definitely been a steady decline of 5” gauge practitioners using them.

Whilst this is on the one hand a good sign for it means carriages are being used more often, thus providing space not only for the driver but also to take a passenger or two, it is to be regretted that with this change the one time seat of power is slowly becoming a thing of the past.

Over the years many trolleys have been designed and built not only fulfilling their functional purpose, but perhaps without realising it the builder in selecting a particular style, may also have captured something of their own personality. It is for this reason your unofficial recorder of model engineering history felt it important to see that at least 12 of the once most popular styles are not left to become mere memory. By taking the time to identify them for you, it may give you opportunity to record them in your own way (photos to Sir Ed the editor please) before it's too late.

Just to point out that not all of the 12 listed are indigenous to Colney Heath, however those that are not will provide the keen spotter extra pleasure in keeping a look out for them among visiting locos on open days this year; you may even have a fancy to make one for yourself and play a vital part in preserving this part of our model engineering heritage. It is then to appeal to the broadest possible audience that I have indicated those trolleys that may be less suited to the inexperienced driver.

First a Bit of History

Not for the first time we find our old friend LBSC contributing to the story, and in so doing provide a useful means of keeping the history potted (don't give us too many confusing facts - Ed). We can therefore neatly arrange the early history of driving trolleys to fall into two time periods, BC – before Curly and AC – after Curly.

In the years 10 to 20 BC, builders stood and watched the results of their labours pottering round in scenic fashion, that is to say the locomotive was started off and observed from the sidelines. Then Curly came along and

after winning the battle of the boilers for us in that far flung part of the British Empire, London SW 1 in 1924, showing his superior might and strength he astounded the natives and won for us the right thereafter for all able bodied model engineers to, in 1 AC , and I quote:

“ To seek to find comfort and rest from the upright standing position, by attaching to and by way of a device or conveyance suitable to provide said comfort in the seated position to any builder, observer or otherwise nice person, who may wish to propel themselves behind a model steam locomotive in the gauges up to but not excluding dimensions of not less than 9.25 British inches. And that said device or conveyance shall be designed to provide a platform made of suitable materials so as to provide safe support to the posterior area of said person and onto the bottom of which (the trolley) shall be attached by way of suitable wheel arrangements, or such mechanical aid(s) as to allow the device or conveyance to move smoothly upon track (or tracks) of suitable (but not less than) the gauge ascribed to the locomotive propelling.”

Extraordinary as it may seem to our modern eye, appendix B stated: *“the fitting of a suitable braking system is recommended but is not mandatory for the purposes of this right.”*

The Modern Diving trolley

From there on riding cars and trolleys started to appear wherever locos were being run, but curiously very few actual published designs appeared, leaving the field wide open then for individual experimentation and interpretation, bringing us to the designs we have today.

I will now outline the 12 most popular designs of single seat driving trolley, in no particular order:

The Lady Godiva – Not named as one might expect by having the driver appear *au naturel*, but was one of the earliest designs intended for the rider to sit side-saddle. The lack of stirrups doesn't fit modern safety codes so it is not seen much these days. Note: not to be confused with the simple layout of the Frankie Dettori (see below).

The Plank – without doubt the earliest design after the Godiva. In its original form it comprised little more than a single piece of wood with wheels affixed directly to its underside and provision to attach a U shaped stirrup frame. The later requirement for brakes made the addition of bearers or a simple wood or metal under frame a necessity. Much

favoured by novices for its speed and simplicity of construction, it was similarly favoured by seasoned practitioners not wishing to extend an already long build time of their latest project.

The John Wayne – this comes from the 1950s and is noted by its solid, some might say extravagant construction and was popular amongst those who favoured American designs of loco. The deluxe versions sported a *Swell front* and *Cantel rear* to the cushioning and side holsters where driving gloves could be stored when not in use. (For my younger readers, John Wayne was a Hollywood star of the 1950s/60s when cowboy films were all the rage at the cinema. You could think of him as being a bit like Bruce Willis today, though in John Ws case, he habitually wore a 10 gallon hat and did a lot of swaggering and usually ended up having a fist fight with at least one miscreant in his films, but his ability with a six shooter was legendary.

The Frankie Dettori – a very short streamlined model with extra short stirrups bringing the knees of the rider to a higher position and in so doing making the centre of gravity higher encouraging the rider to lower their upper torso to compensate. Recommended really only for 3.5inch gauge high performance locos of the 3 or 4 cylinder class (See also The Sprint below).

The Racer – this is also considered a performance design as its compact lightweight construction and short stirrups gives the rider a more streamlined less air-resistant appearance - neither the Frankie Dettori or Racer are recommended for novices owing its association with performance locos and the requirement to have developed a superior sense of balance.

The Sprint – same as the Racer but dimensionally slightly bigger making it more suitable for high performance 5" gauge locos of 3 or 4 cylinders. (Special note, this design MUST be fitted with dual brake discs).

The Regal - Well finished with long stirrups thus encouraging the rider to adopt a natural straight back posture, seat often under-slung between front and rear wheels in the manner of a Well wagon promoting a dignified appearance.

The Royal – Very highly finished coachwork often used with a locomotive from the better classes and often in the same colours, stirrups mid to long

though a short footboard may be fitted instead to protect riders' footwear from being splashed in wet weather.

The Wedge –this one took a long time to move from the developmental stage. So named not as first thought because of its high development costs, but its resemblance to a wedge of cheese that tips the rider slightly forward toward the engine, particularly suitable for large 5" gauge engines with long tenders.

The Fork Lift – so named as the seat is often adapted from a plastic chair seat attached to the top of a substantial chassis giving the rider a high seated appearance of someone sitting on a box, much in the manner of a Fork Lift driver (not to be confused with the Boxcar- see below). Care must be exercised in ensuring the stirrup is not set too short as it may significantly affect the centre of gravity.

The Office or The secretary – A more refined version of the Fork Lift made by adapting a secretarial office seat and back (see also Boxcar)

The Boxcar (sometimes nick-named **the Tourist**) – This model has only entered the field in recent years and is a product of the developing interest in ground-level running. It is essentially a twin seat ground level trolley with a lower, either single, or double box seat. The sobriquet Tourist comes from the box like structure of the seat doubling as a store for sandwiches and a refreshing drink that can be enjoyed on long runs. Again as designs vary caution should be exercised in selecting one that allows for the addition of either stirrups or long sided footboards; it must also have a lower box seat available for this class of running as the centre of gravity will be adversely affected otherwise.

It is interesting to note that the use of footboards on driving trolleys and carriages has only really come to the fore in recent years. This has largely been driven by the adoption of the twin-seat trolley by many drivers which allows for a more social interaction to take place; the best beloved, once neglected can also now share time with their loved one...and knows where they are on a given afternoon.

Brakes on single seat driving trolleys are, surprisingly another example of the evolution of design, for in the earliest days it was considered the performance of the average engine was such that a suitably sized foot was all that was required to slow its progress. However as engines became more powerful and passenger hauling become more common the need

was identified for something more arresting to be fitted. However even these safety features were left to the taste of the individual builder as to what form they took and how efficiently they worked; which up to the time of brakes also being fitted to passenger carriages may seem a somewhat casual attitude when seen from our more safety conscious times. Mind you, in fairness I believe it was once suggested by someone in the Club that all driving trolleys should be tested for stopping distance, but then the idea failed to gain enough traction (go on you are allowed to groan). Then there was the question of the brake lever itself, for unbelievably this too has been the subject of fashion. The model known as the 'One Arm Bandit' has always been popular, which as the name suggests comprises a short vertical lever operated by pulling it back to apply the brakes. However the unwary can still come unstuck occasionally when riding a trolley new to them, by finding the brakes are operated by pushing the lever forward instead (it is recommended novices should test this feature for themselves before using a an unknown trolley). Then in the late 1960s, there was a brief craze for the type known as the 'Flush' which was an angled lever orientated at around 45 degrees to the horizontal and was operated by pushing the lever down, much in the manner of the new style low level flush toilets becoming popular at the time. Thankfully that too proved to be just another flush in the pan....

So there you have it in about 2000 words (pew) the evolution of the driving trolley.

If you are lucky by the time you read this our new worthy Editor may have produced a laminated copy of the 12 types for you to spot this summer as you sit and enjoy your tea and cake, trackside.

Happy Spotting!

*PS I have been asked to point out that the Club's Trip Adviser rating **WILL NOT** be affected by the Club's rejection of a major software suppliers offer to improve the visitor experience by introducing AI driver-less driving trolleys with chatty bot-bot tour guide.*

Gauge 1 Group

By Geoff, G1 Section Leader

Well it is supposed to be Summer now we are in June!

A couple of Wednesdays have been fairly damp while last month we had the hottest May day on record.

Never mind its "Keep calm and carry on" which is what we did when we had visitors from Kent on what turned into a mixed day of showers and sunny intervals.

Luckily, we have the Bothy to provide hot drinks and offer an occasional shelter. Our BBQ and master barbeque-er, Malcolm was able to provide some warm sustenance of sausage in a roll to keep us going and sop up the soggy tea or coffee.

It is always nice having visitors, they bring such nice models and genial company. This time our visitors travelled from Kent. You never know which way the conversation will go. A number of us picked up tips and helpful comments about how someone else tackled such a job, and no doubt some advice went in the other direction.

Well enough of the words, let the pictures tell the story.

Photo details as follows: DMU - John
Southern CCL- James
BR Standard CI 5. Ian



BR Britannia
- Alan





John's Poem

Turner's 'Rain, Steam and Speed' with friends on the GCR

We four set out on a jolly train quest,
But the day turned out to be quiet 'Turneresque!'
As seen in 1844 and now in 2026,
The weather it seems was up to it's old tricks!

For we walked into the weather
Which bought Turner's painting full fame!
And experienced all of the elements,
Safely enclosed by it's frame!

There was rain, train, steam, speed and smoke,
And as clouds poured past we put up with a soak!
We met two other train friends enduring the wet,
Had a great time to remember, but weather to forget!

We paddled through puddles from, platform to engine shed,
Passed a longline of Diesels, to Steam engines ahead.
We saw a blue DMU pulling a suburban coach,
A yellow breakdown crane making a careful approach!

There were platforms with Prams, Milk Churns and Cases,
Where time could be seen stepping back a few paces!
I'd love to return, it's such a Great railway line,
But I'll choose Constable's weather, Not Turner's next time! . **By John**

Narrow Gauge Group

By John, Section Leader

Summer greetings everyone and apologies for missing the last few newsletters (you didn't even notice, lets be honest!)life got in the way.....

On the narrow-gauge garden railway we have been having some very enjoyable running sessions with what seems to be a new loco or rolling stock to be admired at every run. We always have a session on public Sundays which seems very much to be appreciated by people queuing for train rides or just simply viewing from the other side of the fence. So if you have a narrow gauge outline loco and stock you're always welcome to come along for a chuff, and a chat, don't forget its 45mm gauge track (same as gauge 1)

This month in time honoured fashion I am going to let the photos take centre stage and what handsome models they are! Don't forget to enjoy our wonderful hobby!





TRACK STEWARDS ROTA FOR 2026

Well, the first public running has taken place for this year and we were blessed with fine weather and a very appreciative public who all seemed to be enjoying themselves. On the next couple of pages you will find the latest, updated, copy of the rota so if you haven't done so already please check when you are listed and make a note of this in your diary calendar.

We are now stewards short on the following dates - 5th July and 16th August. So, if your name is not listed on the following rota pages, or you would be willing to do an additional duty, please contact me. My contact details can be found on the back sheet of the News Sheet.

I have already written a number of times in the News Sheet about the importance of attending 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.

Finally, it is important that Track Stewards arrive on site by 1.00pm to ensure that all preparations have been completed before the arrival of the public.

Nigel 2026

Fetes & Fairs

28th June St Peter's Berkhamsted

High St, Berkhamsted HP4 2AX

Setup: 12:30 pm

Event: 3:30 pm

(Sunday setup from 10:30 am)

4th July Heath Robinson Museum

Pinner Memorial Park, West End Lane, Pinner HA5 1AE

Loan of track only

5th July The Cottonmill Gathering

HCS Eastern Model Village School

Cottonmill Community & Cycle Centre

12 Old Oak, off Cottonmill Lane, St Albans AL1 2EF

Setup: 12:00 noon

Event: 1:00 pm

Stall available from 9:00 am

8th August Welwyn Railway Anniversary

Venue to be advised

14th to 16th August Flamstead Scarecrow Festival

St Leonards Churchyard, High St, Flamstead AL3 8BS

Entrance next to The Spotted Dog Pub

Friday: Setup from 9:00 am, event 12:00 pm–5:00 pm

Saturday: 10:00 am–5:00 pm

Sunday: 11:00 am–5:00 pm

31st August [Bank Holiday] Burnham Green Village Festival

Two Oaks Drive, Burnham Green AL6 0EZ

Setup: 10:00 am

Event: 11:00 am–4:00 pm

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
 2. Malcolm
 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 V – Senior Steward

1. Stephen A
2. Martin B
3. Aaron B
4. Rob B
5. Thomas B
6. Steve J
7. John M
8. Robin M
9. 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. Jack W
 - 10.
- Ground Level Despatcher
TBA

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

1. Brian B
 2. Malcolm B
 3. Steve C
 4. Steven D
 5. Grahame G
 6. Rob J
 7. Steve K
 8. Gordon K
 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 I
 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	
July 2026	
Friday 3 rd July	Evening meet/run at Tyttenhanger 6pm
Sunday 5 th July	Public Running Day. 2 – 5pm
Wednesday 8 th July	G1 NLSME Visiting the Midlands Group
Saturday 11 th July	Geoff private party. Sponsor Geoff
Sunday 19 th July	Public Running Day. 2 – 5pm
Wednesday 29 th July	G1 NLSME Visiting the East Anglia Group
Wednesday 29 th July	Jim Private Party. Sponsor Jim
Thursday 30 th July	G1 NLSME Visiting the Chelmsford ME
August 2026	
Saturday 1 st August	Breen visit. Sponsor George
Sunday 2 nd August	Public Running Day. 2 – 5pm
Friday 7 th August	Evening meet/run at Tyttenhanger 6pm
Sunday 16 th August	Public Running Day. 2 – 5pm
Saturday 22 nd August	G1 NLSME Visit to East Anglia Group
Saturday 29 th August	All day. Fareham club visit, Sponsor Les
September 2026	
Friday 4 th September	Evening meet/run at Tyttenhanger 6pm
Wednesday 9 th Sept	Chelmsford G1 group, Sponsor G Hammond
Saturday 12 th Sept	Mike's celebration of 60 years NLSME membership. Middy onwards. Sponsor Les
Saturday 12 th Sept	3.5 Inch Running Day, Sponsor M
Sunday 13 th Sept	St Marks church visit. Sponsor Les
Sunday 13 th Sept	Vintage Model yacht group, all day. Sponsor Pete
Advanced Notice	
Friday 2 nd October	General meeting HQ 8pm

**NORTH LONDON SOCIETY OF MODEL ENGINEERS
Officers, Council Members & Section Leaders**

Contact details removed for this Web edition.

The views expressed in this News Sheet are not necessarily those of the
Chairman or Council of the NLSME.