

Issue No. 894 November 2026

The News Sheet

North London Society of Model Engineers

**November
2026**



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

Contents

Chairman's Comments	Page 3
Treasurer's Report	Page 4
Steaming Bay Project Update	Page 5
Marine Mumbles St Albans Show Report	Page 6
A Note From Mike & Jean	Page 7
A Note From Ground Crew	Page 9
Public Running & A Big Thankyou	Page 10
Bookworm Writes	Page 11
A few more photos from <i>Models That Move</i>	Page 17
Club Dates for your Diary	Page 19
Updated Contacts list	Rear Page

Front cover;

The excellent "OO Midsomer layout" from HQ showing off the modelling skills of our HQ-Based members at the recent *Models That Move* 2026 Exhibition in which many of us, alongside the public, had the pleasure of attending. *A reminder that every Wednesday evening our O, OO and HO Gauge bias members gather at HQ (In the warm and dry...) if you wish to drop by our HQ is open to all members,*

Picture by Owen

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

Articles long or short on any subject which would be of interest to members of NLSME will be gratefully received for inclusion in future editions. If you don't want to put pen to paper but have a suggestion for a topic which is of interest let the editor know and we will do the rest.

Chairman's Comments



Les

Hats off to the St Albans club for putting on an excellent model show in September. A wonderful exhibition of models of all types. Our contribution being the excellent OO Midsomer layout from HQ, John GN 25 layout plus variety of locomotives, boats and truck on a separate stand. Midsomer, Johns working demonstrations and Keiths remarkable Britannia were all much admired. Thanks to all members who helped with display and manning the stands/layouts.

At time of writing we have had the last public running day of the year. I was not able to attend myself, but I understand it was a pleasant if sightly damp and cold event. Thanks are due to Peter for standing in for Keith as Senior Steward for the day.

Octobers, general meeting at HQ was most enjoyable. Topis was work in progress which always leads to good contributions from all present. November 6th is a workshop themed meeting, an opportunity for members to share techniques, jigs, fixtures, tricks, dodges and get out of jail solutions. December will be our traditional gathering with mulled wine, mince pies and quiz.

I doubt it necessary to remind you that **the RT will be out of use from 1st November** to allow erection of the steaming bay canopy and installation of the swing point onto the main line.

Help is required for both projects, particularly the canopy as the necessary scaffolding is on hire for only six weeks. There is a note elsewhere in this issue giving more details of scheduled dates for canopy erection.

We must not overlook the routine maintenance required at Tyttenhanger. A list of jobs will be produced but as a start we have the following:

- Coach, both ends are ready for repainting.
- Coach Gutters need clearing.
- Coach door needs repairing – woodworking skills required for this.
- The Toilet Block external needs a refurbishing coat of paint, internally to be cleaned.
- Machine shop needs a coat of green preservative. Ditto for other structures such as carriage sheds etc.

- Orchard Junction Signal Box also needs appraisal and the excellent work of rehabilitation resumed.
- Top Tunnel is in need of patching with torch on felt or otherwise to delay further deterioration.
- All benches tables on chairs need a wash down and a coat of Ronseal.
- RT and Cuckoo line sleeper replacement as necessary.
- RT and Cuckoo line rail holding sleepers to be replaced as necessary
- GL signals to be repaired as necessary
- Leaves to be collected and disposed in approved places
- Carriage drain to be rerouted into sewer
- Complete green painting of the containers and doors

Ideally a volunteer or two will be forthcoming for each of these, you can proceed at your own pace!

See you at track or HQ. Les

Treasurer's Report

Mike

This last Sunday 18th Open Day was almost a repeat of the one last year when the heavens opened upon those who were there doing their bit for the Society. Thank you all for your efforts.



Some minor statistics for the season, which must be taken with a pinch of salt in places given the shaky figures recorded on some Sundays and excluding Sunday 18th October figures not advised at time of writing.

Catering income £693.01

Carnet sales £3575.00

RTR Donations £171.49 Rides £1465

GLR Donations £173.80 Rides £1695

Total £4612.50

Total £3160

As mentioned elsewhere in the News Sheet we are proceeding with the new lease for HQ being offered to us by LBBarnet.

From the 1st November the Raised Track Railway will be out of use, whilst the track is broken for the new swing out section and scaffolding to be erected over the entire Steaming Bay area to allow work to proceed with putting the roof up. Meanwhile, the RTR track condition survey will be starting. So plenty of activities for members to get their teeth into over the winter period

Friday 6th November General Meeting at HQ will be **Workshop Tips and Tricks** meeting, when all those little or big things you have devised to make something else are explained.

Keep safe and keep engineering.

Mike

Steaming Bay Project

A note from Keith

As mentioned above the Raised Track will be closed from Sunday 1st November 2026 until further notice.

The raised track will be available up to and including Saturday 31st October. Work will start on the 1st November and the raised track will be cut on this first Sunday of the winter working parties.

The two main tasks are the installation of the swing out section which requires a section of the raised track to be removed. The other task is the erection of the steaming bay roof. To facilitate this the whole of the steaming bay area will be scaffolded to provide a platform on which to work. Until these two tasks are completed the raised track will remain closed.

The erection of scaffolding over the steaming bay will happen on Monday November 2nd. So on Tuesday 3rd we plan to start the work. The initial task is get all the trusses and roof sheeting onto the central scaffold structure so all the heavy lifting is done. The way we will do this will be explained to the volunteers who can make it on the day. So we (Alan & Keith) would like to know who might be willing to help. The aim is to complete the roof within 6 weeks but that is dependent on volunteers and the weather. We plan to work on three days during the week and Sunday's and would like a minimum of four people each day to make the job easier and safely executed.

Needless to say elements of this task can be strenuous and will only be suited to those who feel they can manage (as a group) the lifting and manipulation of the parts of the new structure.

If you care to volunteer over the coming weeks please let us know. We will then create an email list so you can be contacted one week in advance. This will be in addition to using WhatsApp group. We can then let people know what the best days weather wise for us to work and what needs to be done. You can then let us know if you are available to help on one or more days.

Thank you in advance for the help; any questions please contact Alan or Keith.

There will be many other tasks around the site at Colney Heath requiring your help on either Thursday's or Sunday's throughout the winter. So if you can help that would be greatly appreciated.



Marine Mumbles MkIII - The Big St Albans Show report

Peter

My thanks, firstly, must go to the great teams we had on both our NLSME stands. We on the static display stand had the easier set-up job. The 'OO' boys had all the hard work putting their layout together, but it was certainly well worth all the effort. It seemed like a prime spot for them, just inside the hall, except when it came to the long electric power run. Their working display looked brilliant.

The static display was in the usual corridor place, as last year. I shouldn't call it totally static, as John acted as puppet master of his 'motorised' Bridgefoot Estate & Farm GN15 diorama. The younger and older clientele had him, running around, operating switches to move his three powered tugs back and forth.

Keith's 'John Bunyan' had so much interest that he had a continual flow of questions regarding his build.

Lucky, I listened to what Keith was saying. Made it possible to blag my way through any answers required, I hope!!!

There were a number of visitors who were very interested in our society and maybe perspective applicants.

The St. Albans show appears to be going from strength to strength. Not only was there live steam outside, but there was jet aircraft outside. Even a hot air balloon. So many classrooms were full of every type of model engineering, model making, Meccano, and general modeling.

Once again, thanks to everybody who exhibited and manned the two NLSME stands.

If anybody who hasn't been to the show it's worthwhile attending, next year. A great weekend was had by all.



A Day to Remember!

Mike and Jean

Photo: *How it all started!*

I'm so lucky to be able to welcome you to our track site. It's idyllic and definitely one of the most attractive in the UK.

Many of us here are fairly local and familiar with the facilities while others have travelled from Birmingham, Cornwall, Dorset, Norfolk and Nottinghamshire. It's lovely to welcome you all and I hope you're enjoying the afternoon. Thanks for coming!

My thanks are due to Mike who'd noticed I've been a North London member for sixty years and to Jean who thought it would be a good idea to have this gathering to mark the occasion.

I'm grateful to many fellow members, friends and our daughter Barbara who have contributed to the success of this celebration by making the site available, providing train rides and for baking a selection of delicious cakes.



Mention of Mike prompts acknowledgement of long-standing members still with us including Mike himself, Les, Dave, Bryan, George and Ron. Bryan's membership was recorded in 1950, probably when he was born, and together with Mike and Les, it's great he's here today. Bryan was one of the first to make me welcome here when I joined the Society back in 1966.

Thinking back to those early days, the Society originally had a raised track on land at Arkley which, at short notice, the owners wanted back for development. This site was one of three alternatives offered and a new railway was built on what was then virtually an open field.

A few years later we were granted access to more land to extend the raised track and a while after that more land still for an even longer track and a ground level railway. Meanwhile a boating lake was excavated, garden railways built and a standard gauge carriage given a new home. Getting it here was a real adventure! Millions of man-hours, including many of my own, and our son Anthony's, have contributed to getting this wonderful site to its present condition.

Although we have all these splendid facilities here, I don't want you to think we just operate this miniature railway. As well as the boating lake, we have members who run full size and miniature traction engines, a club house in Finchley with an extensive slot car racing track, 00-gauge, H0-gauge and 0-gauge railway layouts, a meeting room and a well stocked library. A few stalwarts even take a portable track to run a train at events including church and school fetes, rallies and the like!

North London Society of Model Engineers is a great club. During my association I've made many good friends but inevitably, during sixty years membership I've had to say goodbye to almost as many.

I'd like to finish by thanking everyone very much for being here and for helping to make this afternoon memorable. I hope you continue to enjoy your afternoon.

Thank you all so much.
Mike and Jean



loco Enid (pic1) Roy, Brian, and Mike with 4002, (pic2) Peter Mac and boys with St George, (pic3) Myself with Maid Marian, (pic4)

Trains were assembled and coaches were parked in Orchard Junction ready for the off, the clouds lifted as the crew started lunch and by the end of lunch, we were bathed in glorious

sunshine a promising start to proceedings. Mike, Jean and their family started to arrive. Food and cake were arranged on the platform tables, now the party was in full swing rides were beginning to be taken and soon the place was buzzing. Maid Marian started to give rides, she is fitted with by-pass valves that vents steam from the cylinders to either side and when inside the tunnel gives a very nice atmospheric ride.

A Note From The Ground Level Crew

Dear Mike, the ground level crew would like to extend their hearty congratulations and joy to you and Jean for sixty years of membership in our club, quite an achievement.

The assembled crew mustered early on a greyish Saturday morning looking forward to a day's run. Laurie Steers with his new



Many rides were given by all the crew throughout the day, the crews reward came in the shape of some lovely homemade cake(pic5) cooked to perfection by Mike

and Jeans daughter Barbra. Presents given, speeches made, cake cut. Well done Mike from all the Ground Level crew.

PUBLIC RUNNING SEASON & FETES AND FAIRS EVENTS **LOOKING BACK AND LOOKING FORWARD TO 2027**

I am writing this following the final public running afternoon of the season. Unfortunately, it was a bit of a damp afternoon to say the least but the public turned up and the rain relented after a heavy downpour just as the gate was opened. The steam effects were quite spectacular and despite the weather there were plenty of smiling faces appreciative of being given the opportunity to have a ride on both of our tracks.

So, with the public running season having now finished I would like to take this opportunity to thank all the Senior Stewards, Track Stewards, Tea Stewards & Fetes and Fairs volunteers who have made a success of our public running sessions this year. Without you turning up to do a stewarding duty at our Colney Heath track or volunteering at a Fetes and Fairs event we would have been unable to bring pleasure to the public as well as boosting the funds of the Society.

Now that the running season/events for the public are over, by the time you read this our winter working parties at Colney Heath will have commenced. So, if you would like to get involved details of the working parties can be found in the Club Dates Diary towards the back of the News Sheet.

So, with Christmas being not too far away it is time to look forward to 2027 and make a start on some plans. As in previous years it is my intention to issue a draft Track Stewards Rota in either the February or March 2027 issue of the News Sheet. The basis I will use is that track stewards will be able to do their duty on the same 1st or 3rd weekend of the month as they did this year. I haven't received any notifications so far where a member has a commitment for a particular date in 2027 when they will not be available. So, if you do have a date which happens to coincide with the same weekend Sunday that you were a steward this year please let me know. New members will be allocated a date where a vacancy has arisen.

When the draft is published, and if the allocated date is likely to cause a problem, would you please swap your duty date with another member and then let me know, preferably by email, – address on the back of this News Sheet. If you are not on email then please telephone me with the details of who you have swapped with – again my mobile number is on the back of the News Sheet.

All members are reminded that being a member of the North London Society of Model Engineers requires you to commit to do at least one rota duty when you join

or re-join each year. If, however, you are unable to perform the duty on the date published **it is your responsibility to arrange a swap with another member and to advise me as well as the two Senior Stewards involved of the change.** A phone call or email allows the Senior Stewards to plan for the number of stewards who will be there

When drawing up the rota we will continue to take into consideration country membership, distance from the site, advancing years, fitness and members of the Gauge 1 Group who, in 2027, will be continuing to do Sunday tea duties, so not every member of the society will be listed on the Track Steward Rota.

The Fetes & Fairs Section would also very much welcome assistance by any member of the Society who would like to become involved with the wide variety of events they attend. If you would like more details of how you can become involved please contact Peter Davies. His contact details can also be found on the back of the News Sheet.

Our public running days at Colney Heath and the events the Fetes & Fairs Section attend provide a lot of pleasure to parents and children as well as publicising our Society. The income from the public, as well as the subscriptions we pay, go towards improving and/or maintaining our facilities not only at the track but also at Headquarters.

Nigel, November 2026

Bookworm Writes – Backroom Boys of Model Engineering Kennion Bros (Hertford) Ltd



No self respecting Bookworm could claim a right to calling themselves a guide to yesterdays model engineering history if they did not mention the name Kennion at some point.

Kennion's was for many older model engineers

their go-to casting supplier, for seemingly as long as there have been engines to build there has been a Kennion to supply those castings. Generations of model engineers have beaten a path over the years to quench their material thirst at the premises of Messer's Kennion...and er Kennion.

Why do I confidently say generations? Well my owner's great nephew has recently looked at the on-line wares sold by today's business; my owner always looked forward to his Saturday morning pilgrimage to Charlie Kennion in Hertford, and before the Second World War his father before him thought old George Kennion in the East End was the cat's whiskers.

George was the father of Charles whom those of a very certain age will have heard of or may even have met. Then there was Sydney, brother of Charles, who originally worked with his father in the Kingsland Road shop and where he appears to have had his own speciality within the business. George Kennion was in at the beginning being a founding member of the SMEE in 1898, the father of all model engineering clubs in England, along with a certain Mr Percival Marshall Creator and publisher of the Model Engineer magazine. A model engineer himself, George knew what fellow enthusiasts wanted and were likely to need in the way of tools and materials so he set-up a modest business to supply these items. And as if to underline his own credentials he was awarded the SMEE Challenge Shield five times, first in 1910 and going on to win it outright by 1925. Thereafter he returned it to the Club to be presented in future years as the Kennion Trophy. Add to this already impressive list of achievements his eleven years as Work-

G. KENNION & Co.

30, KINGSLAND ROAD, LONDON, E.2.

Telephone : Bishopsgate 3941

WE REGRET OUR NEW 1938 ENTIRELY REVISED CATALOGUE IS NOT YET READY, BUT ORDER YOUR COPY NOW — PRICE 4d.

“THE KEN KESTREL”

5 cc. Two-stroke Petrol Engine designed and described by Mr. E. T. Westbury.

The Engine with the Distinctive Features

ROTARY VALVE ADMISSION

BUILT-IN

{ CARBURETTOR
PETROL TANK
CONTACT BREAKER

NO

{ SHRINK FITS
FILED OUT PORTS
DIFFICULT MACHINING
OPERATIONS

SET OF CASTINGS and BLUE
PRINTS Complete.

10/6

Post 6d.

WELLWORTHY PISTON RINGS	SPARK PLUGS BEST QUALITY
1 in. x 3/4 in. ... each 1 6	12 mm. Bosch ... each 4 0
1 1/4 in. x 1 in. 1 6	1/2 x 24 1/2 high 4 6
1 1/2 in. x 1 1/4 in. 1 6	1/2 x 24 tap 1 3
1 3/4 in. x 1 1/2 in. 1 6	

The K.W. SPARK COILS

FOR AIRCRAFT each 12s. 6d. FOR BOATS each 13s. 6d.
Special Light-Weight Cradle for the Kestrel engine for boats or
Stationary work, price 1s. 9d., post 2d.

TAPS and DIES

We are the actual manufacturers of
the famous “Ken” Taps and Dies

shop Superintendent and Demonstrator in the SMEE workshop and you get the picture.

I can do no better than to quote from the introduction to G. Kennion and Co 1939 catalogue when he explained how the business was able to offer consistent quality of its goods and services: *'Our Workshops are fully equipped with efficient modern machinery and our foundry is at the service of customers who may require special castings from their own patterns. Our aim is to further the cause of model engineering by the supply of castings, materials and tools of the finest quality at the lowest possible prices'*.

The supply of ready-made components for would-be engine builders, still an anathema to some even today, was made possible in the 1930s thanks to businesses like Kennion's. For in those days while considerably fewer distractions existed to pursue the hobby, money to buy machines and space to put them was instead in short supply for the average model engineer.

Therefore among the useful items pre-war Kennion's stocked were many time saving components that offered those less able and of limited facilities the chance of

building a loco. For example, most of the wheel castings he listed at the time were available finish turned, as were sets of complete cylinder assemblies. Finished lubricators, pumps and boiler fittings, in fact complete boilers were all also available to those that could afford them. One of their proudest boasts was for their new 'Ken' Hot-Pressed manganese bronze hornblocks for 2.5 inch gauge that they claimed required no machining at all, just fitting onto the frames. They even produced their own range of taps and dies under the "Ken" brand name.

LBSC became a good friend and customer of George Kennion with many of his locomotive designs ranging from 'O' to 3.5in gauge appearing in their catalogue. Several LBSC designed accessories were

KENNION Bros. (Hertford) LTD.

● Offer Machined Parts ●

Drain Cocks, $3\frac{1}{2}$ in. gauge, L.B.S.C. type, 3s. 9d.
 Water Gauges, L.B.S.C. type, 8s. 9d.
 Check Valves, L.B.S.C. type, 3s. 9d.
 Blower Valves, L.B.S.C. type, 3s. 9d.
 Pressure Gauges, $\frac{3}{4}$ in., $\frac{1}{2}$ in., 1 in., $1\frac{1}{2}$ in., 2 in., from 17s. 6d. to 29s. 6d.
 Lubricators, L.B.S.C. type, 28s. 6d.
 Injectors, 35s. 0d.
 Crank Axes in $2\frac{1}{2}$ in., $3\frac{1}{2}$ in. and 5 in. gauges, from 35s. to 95s.
 Tender Pumps for $2\frac{1}{2}$ in. and $3\frac{1}{2}$ in. gauges, 19s. 6d.
 Machined Cylinder Blocks for the following engines:—
 Hielan' Lassie, P/V and S/V.
 Bantam Cock
 Maisie
 Iris From 49s. 6d.
 Juliet to
 Miss "Ten to Eight" 85s. 0d. set.
 Rainhill
 Olympiade
 Purley Grange
 Green Arrow

Also a selection of union nuts, 5d. each.

Our new casting catalogue is now ready, price 6d. Refunded on first 10/- order.

POST.—Foreign and Colonial orders a speciality. Watch our adverts, and see how others follow.

Write to Reg. Office:—
7, GREENWAYS, HERTFORD, HERTS.
 Or call at Stores:—
2a, RAILWAY PLACE, HERTFORD, HERTS.
 Or Phone: 2573.

also available along with 3 designs of petrol engine by Edgar Westbury; all providing the pre-war model engineer with plenty of choice when deciding on their next project.

The Second World War however appears to have been something of a watershed for the Kennion's business, as following the cessation of hostilities the name George Kennion started to disappear (though not entirely) from public view and that of Kennion Bros (started by son Charles) appeared. Gossip from the shed at the time suggested that relations between these two generations of the family had not been cordial. However, interestingly whilst brother Syd had worked with his father pre-war, Charles it seems had not been part of that business preferring to plough his own furrow in life serving as a career soldier with the Royal Signals in India - Intriguingly even though Charles had been in the services in the inter-war years it is recorded that during the Second World War he became a Workshop Supervisor somewhere, producing components for the war effort.

Kennion Bros (Hertford) Ltd

The story of how the businesses transitioned immediately after the war is not at all clear, for whilst Syd had previously been father George's right hand man, it was Charles who eventually set himself up in the same line of business, independent of his father.

Perhaps we will never know quite how these changes came about. But what we do know is that by the late 1940s Charles was offering a lot of the same items that pre-war George (excepting the petrol engines) had done including the all important 'Ken' range of taps and dies; also by this time the ads for George's business seemed to have stopped. It is therefore perhaps reasonable to assume that either the businesses had combined or maybe some kind of family settlement had been reached.

As George would have been approaching retirement age by this time perhaps the younger Charles offered to take on some of the assets of his father's business (including employing Syd), for unlike Syd, being financially independent may have put him in a better position to do so. It has also been suggested any change may have been precipitated by the lease on George's old shop coming up for renewal without an option to renew.

Charles then set-up his business outside of London settling in semi- rural Hertford, at the appropriately named Railway Place where it was to remain for the next forty years.

Besides having a shop the new premises included several small outbuildings where a workshop and small foundry was set-up. It is likely then these became Syd's domain for him to continue producing Kennion castings and the 'Ken' range of taps and dies, while Charles looked after developing the business and running the shop.

Initially working as best they could around the post-war restrictions in the supply of materials, Kennion's continued to provide readymade parts such as pumps, cylinders and boiler fittings to those in a position to buy them.

Despite his own competency in the workshop Charles, unlike his father doesn't seem to have been a builder of complete models. But as the post-war restrictions eventually eased he was destined to play a major part in helping model engineers achieve their own dreams of building a loco, by becoming one the foremost suppliers of loco boilers in all gauges up to 7.25 inch, including one or two designs for traction engines.

Over time his knowledge of building quality copper boilers became legendary and in the days before Health and Safety intervened, many Model Engineer Exhibitions throughout the 1950s and 60s showcased his skills where he would often demonstrate their construction.

It is during this period Charles exercised his engineering skills by having a hand in the design of a couple of locomotives, which along with their castings would go on to be sold exclusively through the Kennion's shop. It is believed Keith Wilson, who in later years was to contribute his own articles on loco construction to the ME magazine, also collaborated on designs for Kennion's and it has even been speculated that LBSC may have been consulted on the design of others.

It is perhaps not without significance that Kennion's own designs were for 5" and 7.25 gauge, gauges that at the time were only starting to be taken up by the average builder, perhaps indicating Charles *feel* for where the market was moving. The most successful Kennion design from this period has to have been his 0-6-0 locomotive for 5" gauge, *Butch* based on a Glasgow and South Western tank loco.

The eventual success of this engine made it nearly as popular as Martin Evans' *Simplex* design was to become ten years later with many sets of castings being sold helped along by several schools taking it up as a project for the teaching of metalwork. Clubs too found it to be an ideal engine for track and fete work and even

though it was 5" gauge, being 0-6-0 meant it could also be tackled in the average home workshop of the 1950s, thus satisfying a need for those model engineers wishing to build something with a bit more power without it being unwieldy. Kennion's 5" gauge 'King class' loco, "King John" is also worthy of note for it was probably the biggest and most complex design for that gauge available at the time and was certainly a design that was to be unequalled for many years.

Charles Kennion died in January 1984 leaving the business to be run by his wife Joy and the legendary Peter Irons. Times however were changing and in the challenging financial atmosphere of the latter part of the 1980s and with new competitors on the horizon, the decision was eventually made to join forces with a complimentary business, GLR Distributors forming GLR Kennions.

GLR was itself eventually the subject of sale and take-over with EKP-Kennions being the latest incarnation, but the name KENNIONS has remained throughout symbolising its pedigree and marking them out as one of the outstanding 'Back-Room Boys' of Model Engineering.

Sources: Model Engineer 20 Jan 1977p39 / 17 Feb 1984p183 / 19 Aprl 1984p421

Bookworm 2026



Wheel Quartering

Les

I use this simple wheel quartering method, suitable for two cylinder locomotives.

It requires a flat surface, parallel bars, an engineers square and two pins of same diameter as the crankpin holes in wheels. Bars need not be ground, cold rolled stock is good enough and I have in the past successfully used a table top as flat surface. Loctite one wheel onto axle, place a pin into crankpin hole so that it projects from back face of wheel, and place this assembly on the bars with axle and pin both resting on a bar. Apply Loctite to second wheel seat, place second pin in crankpin hole, put wheel

onto axle and rotate until pin touches the engineers square. Both pins to finish on same side of the axle. When set remove pins and fit crankpins with loctite.

The picture shows the set up, for a Gauge 1 Juliet.

I did my 3.5 inch and 5 inch locomotives the same way. For a 5 inch locomotive, if you have a Myford, use the lathe bed instead of parallels. A Myford bed is 4.5 inch wide, a 5inch gauge wheel set will straddle it with axle boxes in the gap.

Jack, the Editor, here,

Sadly I missed the *Models That Move* Exhibition this year due to work commitments, it brings back many memories for me as a kid as my parents took me every year. Many interesting displays representing some of the different niches that make up Model Engineering. Here are some more of Owen photos of the "OO Midsomer layout" from our very own members at HQ, we see on the front cover.



John's highly detailed layout could also be found alongside some larger Loco's and Marine items on display,

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	
November 2026	
Friday 6 th November	8pm. General Meeting HQ. Workshop hints, tips, gadgets and dodges
December 2026	
Friday 4 th November	8pm. Christmas Gathering HQ, mince pies, mulled wine and a quiz

New Year's Day

It is currently unlikely the Raised track will be ready again in time for the normal New Year's day Steam Up, so please keep an eye on the Newsletter/Whatsapp group for any updates to avoid disappointment.

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.
The telephone number of the Tyttenhanger site is 01727 827389