

Issue No. 885

February 2026

The News Sheet

North London Society of Model Engineers

February
2026




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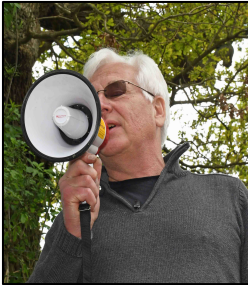
Front cover; -

4566 erupts out of Bewdley on its last local run of the day with the noise handle wide and catching the setting sun.

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 [REDACTED]

Following our New Years Day run the raised track is now out of use for maintenance. This year we have five of the structural supports sleepers to replace, By the time you read this all should have been removed. We have sufficient sleepers in stock as replacements but will soon need to source more. In fact, I wonder how long these will continue to be available. Anyway, this work takes place on Thursdays and Sunday mornings so if you want to run on the raised track this year it is a good opportunity to come along and lend a hand.

Other maintenance tasks continue with plenty of ground works required to keep the site undergrowth in check. We are soon beginning the necessary annual checks of rolling stock and infrastructure. These are required to meet the regulations inherent in HS 2020 and our own peace of mind. Progress is being made on the steaming bay update with fabrication and groundworks under way for the swing point. In February we will commence replacement of the old workshop roof with composite panels that will stop the condensation problems we have with the old roof. There is plenty to do and extra hands will be put to good use.

I have included in the diary section a repeat of last year's Autumn members family and friends day, this is addition to the now well established one we hold in May. An addition to the diary this year is the mid-summer evening run, no doubt the BBQ will be fired up as well.

See you at track or HQ.

Treasurer's Report

Welcome to the New Year and welcome to our new Editor.

The New Year's day run at Tyttenhanger was well attended despite the chill in the air. The Raised track is now closed until after we have replaced five main beams, rescreed & relay the track. All hands to the pumps if you want to be able to play trains this year. Work is progressing well, despite the wet conditions on site with the construction of the new moving section of RTR track, which will allow complete trains to be made up and moved onto the railway at the Steaming Bays. If, the rain stops long enough, it is the intention in the next couple of weeks to pour the concrete into the next area that has been shuttered.



Other projects are moving at pace, signal upgrade, roof replacement, but there are still plenty of jobs available for willing hands to get involved in, training will be provided if required. Looking at my report for February last year, I noted that items of stainless steel tube had disappeared which would require a redesign of the workshop traverser under construction. This project is now progressing but is involving use of different rails of a greater height and potentially a greater trip hazard.

Whilst the Society has been fortunate enough to received a number of legacies over the past year, for which we are very grateful. These funds will be allocated to specific projects rather than being integrated into Society daily running costs. This brings us to the subject of the Annual subscription review. The RPI for December 2025 has risen by 3.4% over the last twelve months. This would equate to increasing the Full rate to about £88.92 and Senior rate to £80.03, this all to be discussed at Council Meeting in February.

Finally, like last year, LBBarnet has still to provide invoices for our HQ rent due last October and the HQ building insurance. It looks like another reminder is called for.

Keep safe and keep engineering.

Mike [REDACTED]

Letter from the New Editor - By Jack [REDACTED]

Happy New Year everyone! Although belated, I hope that everyone had a great time and Santa was kind to them. If not then any unwanted Coal from Stockings can be donated to a Live Steam member of your choice.

It now gives me joy to announce that, following a lengthy process of interviews and tests, I have officially become our new Newsletter editor.



I would like to say thanks to Keith [REDACTED] for his previous dedication in putting together a monthly Newsletter that many of us have enjoyed.

I look forward to keeping Keith's high standards and rigorous organisation going over the next few years. Well done once again to everyone who has contributed over the years, please do continue to send in your submissions as I hope to represent all aspects of our membership. My contact details are on the last page, hopefully, if I've managed to edit any of this correctly....

So who is this new editor? (Me)

I thought I would take the opportunity to introduce myself, my name is Jack [REDACTED], I am 28 and I grew up in St Albans. I joined the club about Two years ago and can mostly be found in the Narrow Gauge area with my live steam Roundhouse Loco with a seemingly unvaried variety of my own 3D Printed rolling stock behind.

For work I am a Senior Control Technician for the Royal Ballet and Opera Company. My role mainly involves controlling the Lighting for a variety of Performances in Covent Gardens' Royal Opera House. I did a Three year BA Hons in Theatre Technology in 2019 and it is a job i'm very proud to have and have been building up to over the past Eleven years. I have also had the joys of working as Technician at University College London for Two years and freelancing in Dubai, Kuwait, Czech Republic and Italy to name a few.

I would like to say a heartfelt thanks to everyone in the club for giving me such a warm welcome from the start. I hope to give something back to the club every month through this Newsletter.

New supply of bags of coal available for sale at the Colney Heath site.

Anthracite Beans in 20 kg bags at a **new** price of £16.00 per bag.

The size most used on our locos.

Anthracite Grains in 20 kg bags at a **new** price of £16.00 per bag.

Suitable for 3 1/2" gauge or those with very small fire-hole doors.

Contact the Treasurer, Mike [REDACTED].

Spotted at London Liverpool Street Station

The 'Coffee Pot' steam Locomotive specifically Great Eastern Railway (GER) 0-4-0 ST No.229 was steamed and displayed outside London Liverpool Street Station in December 2025 to promote charities and raise funds.

Nicknamed 'Coffee Pot' due to its vertical boiler and appearance.

Regards, Dudley [REDACTED]



Jack, the Editor, adds –
Cheers Dudley! I remember reading a brief BBC News Article about this and wish I'd have gone there myself. Thanks for your submission it is great to see history in modern day settings.

LBSC Speedy – 2.5 inch

By Alan [REDACTED]

You will, if you have been to Tyttenhanger on a Thursday, seen me at various stages of elation or frustration with my 2.5 inch gauge Speedy at the Cuckoo Line steaming bay. It has been a long, interesting and enjoyable journey, even with all the ups and downs. Getting a locomotive that has sat idle for



30 years plus years back to working order was always going to be a challenge. Now, being able to raise steam consistently and being able to make a short run with the locomotive pulling me, I thought it would be a good time to share some of its history.



Speedy was hand built by my uncle, Ernest Dellow, shown on left. Uncle Ernie was a translator, author and draughtsman by trade, but he had a lifelong interest in model engineering. He and his brother Ron while in their late teens, had already built and run a steam locomotive in their family garden. Uncle Ron went on to model in 00 gauge but also used to take me along to visit heritage lines when I was younger.

Ernest and his wife Martha lived in Paignton

in Devon and as a family we used to go down to visit and this is where my first memory of Speedy comes from. I suppose I was

about 10 years old, so 1971. I was always fascinated by Uncle Ernie's workshop with his small lathe, mill and drawing board (more of why the drawing board was there later). I can recall on this first occasion there being the rough castings of the wheels and what was the start on the chassis.

From then on, I would see Speedy in various stages of build. I can recall seeing her with the wheels in place and Uncle Ernie showing me the connecting rods he was making. I can also remember the boiler being part built which was fascinating. Then, sadly, Uncle Ernie unexpectedly passed away at the age of 57. My aunt asked me if I would like Speedy, and although at this stage I did not know what I was going to do with her, I was honoured to be given the responsibility of being her custodian.

And there Speedy sat in my loft for 30 years which passed in a blink of an eye! Then fate took a hand. We were having a satellite dish installed, which involved cabling in the loft. Ben Adams who was carrying out the work (can highly recommend him) came down and said, "Is that a real steam locomotive?" After a short conversation he said his father belonged to an engineering club in Colney Heath and would I like his number, enter Peter [REDACTED]! So we arranged to meet at Tyttenhanger to have a look around. Peter introduced me to Les [REDACTED], our Club Chairman, who has given me much valuable advice and has been kind enough to allow me use of his workshop.



Everybody I have met at the Club has been friendly and helpful; even if the advice can be a bit overwhelming at times, albeit in a good way. That was it, I had found what I wanted to do for my retirement hobby and in my uncle's memory I would bring

Speedy back to life, or more appropriately, full steam.

At this stage we did not know it was an LBCS Speedy, as no records could be found of any 2.5 inch gauge Speedy. I only had a limited number of hand drawn engineering drawings that came with the locomotive. What quickly became apparent is that my uncle (this is where the drawing board comes back into the story) had re drafted drawings reducing the scale down to 2.5 inch. So now the responsibility went up a notch, as I was seemingly dealing with something that was a little unusual!

As you can imagine, after 30 years of storage nothing was going to be straight forward. We know it was put to steam at least once, as there was some evidence of ash in the pan. As a testament to my uncle's skill as an engineer the only real challenges we have had have been around the hand water pump and the pannier tank's balance pipe. The later only being a challenge due to the almost total inaccessibility of the connections and the subsequent fight to get them not leak is ongoing to this day.

Another obstacle was the outlet point of the pump from the pannier tank. This connection failed on my first steam, and we had to rethink how the connection was made, this is where Ron Price kindly stepped in. He designed a new fitting and the

following week turned up with the made article which will now be a permanent part of Speedy.

The hand pump had suffered with the passing of time with several joint failures. Luckily my soldering skills, or lack of, cannot be seen on the repairs as its hidden inside the pannier tank! Once again thanks to Les for his patience and tuition to help me improve my soldering skills.



With all the challenges seemingly overcome I am looking forward to a busy 2026 season giving the locomotive plenty of opportunity to show what a lovely engine my uncle Ernie built and I can't think of a better way of remembering him than whilst steaming around on a nice summers' day.

Alan [REDACTED]

On Going Projects and New Projects

Julian [REDACTED]

Some of you may recall from my previous article that I am building a Gauge 1 coal fired Atlantic. Despite a few “mess ups” on my part, it has been slowly moving forward. The frames, wheels and some of the motion have been assembled. Alas due to my stupidity, I drilled out some holes in the frames to a BA clearance size rather than a tapping size. As a result, I have had to modify various bits to take bigger screws and where required, solder on extra supporting material. However, this project has now been pushed back to the back of the bench as a long-term wish has finally come true.

To explain, I built my first model boat when I was about 14 years old after having won £50 (!) on the Premium Bonds! This was a fortune then and I dashed down to the Model Shop in Deptford to buy a Keil Kraft boat kit and a 1cc ED Diesel engine. I used to run my boat at Blackheath Pond where I saw a number of steamboats on the water. Over the years I have always wanted to build a Steamboat but no longer living near a pond and only riding a motorcycle, it was not practical to transport one.



To cut a long story short, recently, out of the blue I was told that a “steamboat” was being disposed of from a late person’s estate and that the son wanted a donation to be made to charity for it. I offered to buy this boat and agreed to make a significant donation to the Mac Millian Cancer Charity. It turned out to

be a Miranda design with a twin oscillating steam plant complete, but the boiler was just bits of copper.

The boat was in a terrible state, being full of builder's rubble, general filth and requiring some serious cleaning. (I later found that the hull also had a leak) The first job was to remove all the grit from the engine and make up some steam fittings for it. It was quite well built and ran nicely on low pressure compressed air.

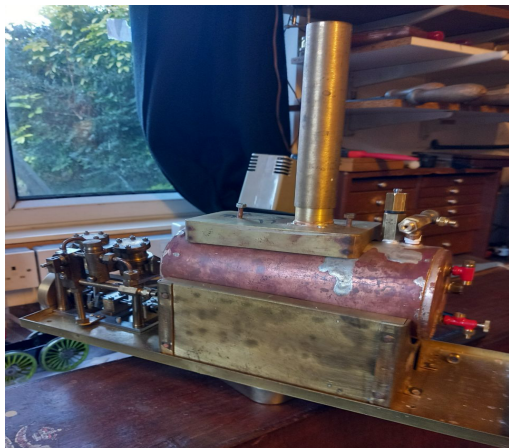


The boiler material needed some serious fitting and easing, whilst some of the bush holes had been predrilled and were in the wrong place. I had to machine the end plates to size for the boiler barrel and hated turning copper. I was fortunate to have a chat with some of the more experienced members of our club and their advice proved to be most helpful. The machining of the copper components went smoothly without any nasty disasters on my lathe.

I was now ready to silver solder the boiler as all the bushes and components were now ready to go. I decided to put rings of silver solder around each joint as with a big propane flame it is too easy to melt a silver solder rod when nearing a joint. The last boiler I built was at work where there was access to a pickle bath, a proper vented forge, big gas air torches and an Qxy/Propane torch. (alas all these items went to the skip when I was instructed to shut down the main workshop). However, it was fortunate that I had some Citric acid left over from my home brewing days which proved ideal to clean all the copper surfaces.

Nothing is simple in life as having obtained a refill for my propane cylinder the regulator decided to fail on me! Everything was fluxed up ready to go and I was left in limbo until I could borrow a temporary replacement. Having sorted out my regulator, I decided

to do the first stage of assembly out in the open air and at dusk so that I could see the flame and material in subdued light. This was a mistake as the dusk came rapidly and I was unable to see when the silver solder was flowing properly. To cut a long story short I did not make that mistake a second time and the final assembly of the boiler went forward with no problems.



Geoff [REDACTED] kindly did an informal shell test for me and there were no leaks which was a great relief for me.

In the original design there was no provision for a safety valve, and it depended on the oscillating engine lifting off the sliding surfaces on over pressure, also had no water or pressure gauge. Even though the boiler will only run at about 20 PSI, I was just not happy with the lack of these

fittings, so provision was made for them. I have also soldered in an extra bush to take a Clack Valve so that I could pump in cold water from an external source.

There was no provision for a waste steam oil trap, so this was also fabricated and will need to be fitted in somewhere. Building this trap, which is quite small, demonstrated the advantages of keeping all one's small offcut and bit of nonferrous metals as they do come in useful!

I am still undecided whether to go for a gas burner or a meths blowlamp to fire the boiler as space in the boat is limited. My final task is to fit some simple radio control system to the boat and hopefully by the spring it will be ready to go onto our club pond.



Bookworm Writes

Well, it's happened and we have a new hand at the regulator. I am of course referring to our new worthy...king of the QWERTY, holder of the scissors; defender of the pages, his most esteemed reverend Sir Ed the Editor.

I immediately say welcome to you Sir, and may your time in amongst the print be a happy one.

Of course, with change, comes...change. And so it has been for those of us here in the land of letters. For over Christmas our new driver on the footplate has contacted all of us individually to explain how he intends to run things from now on, and what it is he is expecting from us (and I have to say he is no push-over). I almost finished that sentence with *over the next year*, but in his communication, he made it abundantly clear that the status quo may not be good enough anymore. And I had to agree, I did say to him I too felt they hadn't put out a decent album in years...

Seriously, we are not going to be allowed to become complacent.

There will be a review of our performance every 3 months and we have all been set targets. Three bad issues and you are out. It is even rumoured advertising maybe introduced in the online version to boost revenue. Speaking personally, if this were to happen, I would fear for the artistic integrity of my contribution, especially if it were to find itself bookended with an advert for comfy toilet paper one side and sexy deodorant at the other...oh for the innocent days of Noel Street and Percival Marshall.

Then there is the content. *“ Please in future endeavour to waffle less, talk only about the subject (do try and remember there are other groups in the club), bosh, bosh , bosh ,bang it out and finish, none of this it happened one night stuff.....and get it all down in 1000 words; also, get some stuff off the net, printed word is so old school ”.* Old school....1000 words..... me?

Well despite my misgivings of entering the hostile world of the digit, I felt I had to satisfy at least some of these requirements by trying to find something suitable for the first story in my 3-month probation. So, Sir Ed, you will be gratified to know that most of this month's research has come from the net, it's my first digital foray (at no small risk to myself I might add, those digits give you shocking friction burns) into this alien world.

Is nostalgia just a thing of the past?

Having rashly agreed I would try something new I felt I couldn't now duck it. I sat for ages just looking at the top of my owner's desk casting around for an idea to look up; the keyboard was now going be my gateway to anywhere but here on the shelves. That made me nervous, for I knew it was going to have to be done alone without any back-up from the lads. Eventually I found a something, not on the desktop but on the little 'nostalgia' shelf as I call it attached to the wall just above it. As on there my owner has laid out several items from childhood, usual sort of things, a handful of lead soldiers a couple of 'Dinky' toy cars, a Bassett Lowke waterline model of the Queen Mary, his treasured but well-worn OO gauge Duchess of Montrose and beside it the cruder little Class 24 diesel loco from his very first train set.

Decision made, it was *now or never*. I tentatively stretched down and put a toe on the keyboard, and before I had a chance to say Model Engineers Index, there in a flash the first searching engine had arrived and I was strapping myself in and setting the co-ordinates.... Nostalgia Express here I come.....!!!

Pressing the RETURN key I braced myself for the G-force I knew was about to hit me. Wow! I shrieked trying to catch my breath as the first surge of power forced me to take my first byte. Faster and faster we sped, my life and everyone else's life flashing before me; now I knew what that bloke Tron felt like all those years ago, suddenly there ahead of me my first destination loomed up and we stopped so fast I felt myself buffering, as I believe they say in these parts. Breathing heavily and just a bit glad I hadn't had a large breakfast that morning I looked out...

WWW. Beatties of London

My owner's love of railways in all gauges really got started in the 1950s on the day he and his brother first entered the Southgate Model shop in his home town of, Southgate N14. This was to be the start of a loyalty to this shop for years to come, the shop that was to grow from that first one into the 'Beatties of London' chain, and though he was too young then to know it, that it would influence his life through to the present day. I reset the co-ordinates for the next stop and pressed RETURN again.

WWW.Treble – O from Lone Star

Though the Southgate Model Shop at this time was a heaven for the OO gauge 'Trix Trains' brand, my owner and his brother's first electric

train set was in fact 'Treble - O' made by Lone Star. Not that it was *cool* at that time (just a bit chilly really) but by choosing that gauge actually put them well ahead of the trends of their mates at school (about 10 years ahead); for its introduction was to be a precursor for the later 'N' gauge movement. – For my younger readers, Lone Star products were produced locally by a die- casting company based in Hatfield with another facility in Palmers Green.

WWW. Trix trains and Hornby Dublo

With the help of birthday and Christmas money (and no doubt bending to peer pressure) the boys progressed to the more versatile Trix Trains and Hornby Dublo. Layouts became bigger and more ambitious and their stud of locos began to grow. The here, there and everywhere black N2 tank engines they each had was augmented by a smart new Standard 4MT and rake of red tinsplate coaches, but the brothers did go their separate ways with their choice of main line engines, my owner preferring 'Duchess of Montrose' (in lined BR green) whilst his brother wanted a 'Castle Class' – we will gloss over the later arguments about the purchase of a DELTIC!!!

WWW. Beatties of London: Scalextric

As Beatties expanded locally so did the scope and ambition for the two lads, for temptation was further put their way in the form of another Beatties shop where items could be exchanged for cash or credit ...oh how their cup runneth over! Funny enough it was this other shop that was nearly the undoing of my owner's interest in railways. For as those of a certain age will remember, there was a large Scalextric track that was permanently set up to one side in this shop and where lads would

gather and race their cars against each other. For a while it was touch and go as to whether this was going to become the new passion for my owner.

WWW. NLSME

Then it happened. The day came when the lure of going to Beatties after attending Saturday morning pictures at the local Odeon wasn't going to be enough. For in Beatties shop window that week he had seen a poster advertising an exhibition being staged by the North London Society of Model Engineers in the nearby St Andrews Hall, which promised train rides behind a REAL steam engine!

Once inside the hall he found models of all kinds and railways from miniature to ones that yes, you could ride behind and smell the smoke! It was just as exciting as Beatties only better, as instead of buying models, everything he saw there had been built by those exhibiting, lots looking just like the real thing! That was the moment he was sold (what would we do without these ubiquitous past-participles), on the idea of building everything oneself and thus vowed to build in ever bigger gauges as pocket money, wages and ability allowed until he had an engine of his very own to run.

WWW. Family

After all these years even though my owner is now a veteran loco builder, he has always maintained an interest in OO. And in the meantime, his brother's layout has gone from strength to strength and after nearly fifty years, he says he has just about got it looking the way he wants.

And ..WWW.Home

After my exertions on the day, I returned back to the shelf an exhausted Bookworm. What an experience it had been; positively exhilarating. Though I think in all honesty I am maybe too old to try and become a full-time DB (digital bookworm) and will leave that instead to the youngsters. Mind you I could be tempted out again if my research were to demand it, though I would be the first to concede that in the bit-race of life my fibre intake may not be quite up to it.

Sorry, almost forgot:

Has the New Year excess left you feeling bloated and uncomfortable? Then don't forget the new range from LLAXOMOTIVE, your stomach's new best friend. Available NOW from the NLSME 24hr on-line shop.

Gauge 1 Update

Geoff [REDACTED], Gauge 1 Section Leader

May I wish all of our Society members a Happy New Year and a welcome to our new Editor.

Well the month of December is over and the New Year has begun. We had a large number from our G1 section meet up on 17th December to celebrate Christmas and enjoy a Burger or so plus a number did run their trains. With both Christmas Eve and New Years Eve being on a Wednesday plus the first Wednesday of the New Year being forecast as snowy and cold we have missed our regular running sessions. We are looking forward to getting back into the general run of things. With this long break, some members took the opportunity of their spare time during the last period to have a small meet up on occasions.



Now that the New Year has started, work on forming the steaming bay traverser by the Keith [REDACTED] construction team has recommenced and we watch this with interest as when complete it will allow a walk through access for us across the raised track. Our Group will be sorting the pathway. The Gauge 1 layout was constructed some 15 years ago and has been in continuous operation since then. The track base is showing some signs of wear and tear, and we need to take a good look at what maintenance should be undertaken.

Generally the sub-base is sound but there is a section that is showing signs of sagging which needs correcting. The deck was constructed from a cementitious tile backing board, recommended for use in showers and other wet environments. Generally, this has stood up well but is failing at some of its exposed edges and where it has been cut. We need to investigate what work should be undertaken to keep it in good repair. Also the tree litter protection netting is failing in the sunlight and is in need of replacement.

Gauge 1 Photos



Left: Vic [REDACTED] and his
RC Class 20 diesel in the
winter sunlight

Below:
SR Q class

All photos were taken by
Geoff [REDACTED]

Below:
George [REDACTED] 61XX



Narrow Gauge News

By John [REDACTED]

Greetings everyone and welcome to the first Narrow Gauge news of 2026, and of course welcome to Jack our new editor. I am hoping that all goes well as you take over from Keith, certainly big shoes to follow! But I am sure you will do a brilliant job, even with my nonsense to contend with!



On the lead up to Christmas we had our festive get together in collaboration with the ground level boys. The threatened rain never materialised and we had a fantastic time running on the NG layout and rides around on the GL. This was all accompanied by hot dogs, mulled wine , gingerbread cake and Stollen amongst other Christmas treats, a splendid time was had by all and please see the photos for a little look at what we got up to.



Since then there hasn't been much in the way of organised running although a I know some narrow gaugers have had some small running sessions. And as has become a -

regular occurrence I have recently replaced some really badly rotten battens which desperately needed doing. also when the weather improves the wooden steps which go over into the “country” end of the layout need some serious attention and as at present it is out of bounds.

At this time of year there is not much to report but hopefully as the Spring fast approaches there will be more to report on, until then enjoy your hobby!



Track Stewards Rota For 2026 + Family & Friends Day Update

Nigel [REDACTED] (On behalf of the Council) February 2026

In the December 2025 issue of the News Sheet, I wrote that it was my intention to issue a draft Track Stewards Rota for 2026 in either the February or March News Sheet. Well, I have managed to meet the editorial deadline for the February News Sheet, so on the next couple of pages you will find the 2026 rota for you to peruse and note when you have been allocated a track steward duty.

When drawing up the rota I have taken into consideration country membership, advancing years, fitness and members of the Gauge 1 Group who, in 2026, will be continuing to carry out Sunday tea duties, so not every member of the society has been listed.

We will be continuing with the requirement of a Senior Steward plus 10 Stewards for every Sunday we will be running. So, if your name is not listed and you will be able to do a duty later in the year please contact me – my contact details can be found on the back cover of the News Sheet.

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.

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

Talking of the Fetes and Fairs Section, they 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 on how you can become involved please contact Peter [REDACTED]. Again, his contact details can be found on the back of the News Sheet.

Finally, after the great success of our family and friends days on the first Sunday in May for the last few years, Council have agreed that this should be repeated annually as a precursor for the start of our running season.

So, please reserve Sunday 3rd May 2026 when 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 (volunteers to assist in helping to dispense these please form an orderly queue at the kitchen door in the carriage) and it is hoped members and their families and friends will bring picnics along to enjoy our site.

Booking an Event at Colney Heath?

Tyttenhanger site is open to all members at all times.

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

Public running days 2pm – 5pm

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

Priority given to public passenger hauling

On site parking for members and disabled badge holders only

Event Days

Proposed by members, approved by council. Managed by sponsoring member. Notified in news sheet

Priority given to event passenger hauling.

On site parking for visitors at sponsor's discretion

Private parties

Proposed by members, approved by council. Managed by sponsoring member. Notified in news sheet

Priority given to party passenger hauling.

On site parking for visitors at sponsor's discretion

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

Members days

Ad hoc events do not require council approval. No notice in news sheet

No priorities apply

All public, event, parties or members days to be in accordance with the Rules and Regulations for the Tyttenhanger Site. (copies have been provided to all members)

Club Dates for your 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> HO & OO Groups meet at HQ	
February 2026	
Friday 6 th	General meeting and talk by Malcolm Barnes and one other, 8pm at HQ
Sunday 8 th	Working Party at Colney Heath 9.00 – 12.30
Sunday 15 th	Working Party at Colney Heath 9.00 – 12.30
Sunday 22 nd	Working Party at Colney Heath 9.00 – 12.30
March 2026	
Sunday 1 st	Working Party at Colney Heath 9.00 – 12.30
Sunday 8 th	Working Party at Colney Heath 9.00 – 12.30
Sunday 15 th	Working Party at Colney Heath 9.00 – 12.30
Sunday 22 nd	Working Party at Colney Heath 9.00 – 12.30
Sunday 29 th	Working Party at Colney Heath 9.00 – 12.30
Advance notice of events in 2026	
Friday 1st May	AGM at HQ. 8pm
Sunday 3 rd May	Family and Friends members day at Tyttenhanger
Saturday 20 th June	Midsummer evening run at Tyttenhanger
Please notify our secretary of all meetings and other Society events for inclusion in the Society Calendar and also tell the news sheet editor. Approval for special events still rests with Council.	

A representative of any Section or Committee or an Officer of the Society shall, on request to the Secretary, be entitled to attend a Council Meeting as an observer and submit proposals thereat. If attendance is agreed the secretary will advise the member concerned. The Editor of the News Sheet shall be entitled to attend, ex officio, all Council Meetings

