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June 2026

The News Sheet

North London Society of Model Engineers

June
2026



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colour by visiting our web site at www.nlsme.co.uk

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Front cover;

A 5 inch Loco 78023 caught in motion by Owen,

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



Thanks to all who attended the AGM. Unfortunately, we were two short of a quorum but as no matters were brought before the meeting requiring voting the members present agreed we should carry on. I am very pleased to welcome John onto the council and thank Nigel for his considerable help and contribution to the governing of our club over many years.

The Members' friends and family day was a great success. Many of you have commented accordingly, it is gratifying to receive positive comments.

The rabbit population at Tyttenhanger is growing fast. Arriving on site one evening recently I was astonished at just how many scurried away, more than I could count before they disappeared. I am aware of contrary opinions amongst members, for and against doing something about it. However we would consult with the landowners managing agents for their opinion and guidance before taking any action, if at all.

I missed the first day of public running this year, on holiday since you ask. The count of persons on site was below the 200 limit set for compliance under Martyn's Law. Further guidance has been published on the UK Gov website which helps, though we may fall under the definition of qualifying premises. Certainly, we must continue this year to count persons on site during public days to ascertain numbers prior to the law coming into effect next April. We have obtained a special, running total, counter for this purpose for use by gate stewards.

There are several events of Tyttenhanger this month, please refer to dates in this news sheet. A new event for us this year is a midsummer evening run and BBQ at Tyttenhanger, Saturday 20th June from 6pm This is a members/guests event, no public. BBQ will be lit but bring your own food. Tea and coffee are `free of charge on a do it yourself basis. Given decent weather this will be another excellent evening. Remember to bring red tail lights if you are running after dusk.

For reasons explained in the April news sheet we have decided to provide CCTV coverage for the GL and RT stations. The recorder will be password protected as with the existing set up at the steaming bays. Only two members will have access to the recordings, myself and council member Keith. In the event of an incident that needs review contact either of us.

Sad to report that two of our new two-way radios have gone missing. They are bright yellow and hard to miss. If you have them, please return them.

See you at track or HQ.

Treasurer's Report

Writing this in my office (loft) on Bank Holiday Monday with the temperature hovering at 30C (86F), I will keep this report short.



Those of you who attended the AGM on the 8th May will be aware that whilst I will be continuing for a further year as Treasurer, because of family commitments I have not been able to give as much time to the job of being Raised Track Section leader as I would have liked. Keith has steamed to my rescue and has with immediate effect taken over the role of R T Section Leader. I will naturally continue to offer him any assistance required.

Getting onto the subject of outstanding subscriptions, I am pleased to say that we have only one member not renewing and at the present time only 27 subscriptions are outstanding, including two country members, four juniors and their fathers.

Last Council Meeting we were pleased to accept Edouard into the Society, interested in North American HO. At our next meeting we will be processing two more new members so all good.

Expenditure wise we are proceeding with the planned HQ improvements and we are in the process of purchasing a new air compressor for the Steaming Bays and more importantly we are investigating the urgent purchase of a new lifting table for unloading steam engines from members cars. They don't get any lighter as we age! The first Sunday open day went well with a modest turnout, however having bought twelve new Walky-Talky radios for GLR and RTR, it is somewhat disappointing that two of the RTR ones appear to have gone walkabout? Equally disturbing is the removal and disappearance of the new padlock fitted to container #7, being replaced by the old one which was a pain to operate. Whoever has any of these items please return them asap.

Enjoy the Summer and keep safe.

Mike
Hon. Treasurer

Editor's Comments

It is with regret that I was unwell for the AGM (and the surrounding days) as I had booked time off work for that evening especially. I do hope to attend the next one.

Lots of great submissions this month so thanks everyone for sending in your text & photos. Also nice to see some new names in the loop and I hope we can all enjoy the variety they add to the Newsletter.

Due to spacing constraints this edition, I am listing some of our Fetes & Fairs Events here:

7th June (Sunday) Track Open Day.

12th June (Friday) Whitwell Steam & Agricultural Show – Set Up.

13th – 14th June (Sat + Sun) Whitwell Steam & Agricultural Show
20th June (Saturday) Hertingfordbury

21st June (Sunday) Father's Day + Track Open Day + Marsworth

5th June (Sunday) St Peter's, Berkhamsted

5th July (Sunday) Track Open Day and Cottonmill Gathering

9th July (Thursday) St Lukes

19th July (Sunday) Track Open Day

25th July (Saturday) Mark X Standalone Farm

2nd August (Sunday) Track Open Day

8th August (Saturday) Welwyn Railway Anniversary

14–16th August (Friday–Sunday) Flamstead Scarecrow Festival



The normal offering of Coal and Steam oils still available for sale at the Colney Heath site. For details see a previous Newsletter

Nick 1945 - 2026



We are saddened to report the passing of Nick.

Nick born in 1945 had an interest in railways from an early age. A photo shows him on the footplate at the RH&DR with his younger sister. He had an interest in all things that you would expect from a boy in that era, mechanical and electrical. As a teenager he developed a liking for chemistry but not just at school. He collected various powders for his chemical store and carried out numerous experiments in

his bedroom. One day he sprinkled some white powder on the palm of one hand and he asked his sister to smell it, but it had no smell. Then he sprinkled another white powder on his other hand and offered it for a sniff. Still no smell. Nick rubbed his palms together, and instructed sister to smell it. Well, the mischievous lad had made ammonia!

The experiments continued until he caused an explosion in his bedroom. Banned from the house he ventured on to Hampstead Heath until he was brought home by a policeman who asked his mother if she could dissuade her son from letting off bombs in public spaces.

Interests in Astronomy and Meccano followed.

Nick married in 1971 and has enjoyed 55 years of marriage with Barbara. They had two children Naomi and Jonathan. This was a good reason to return to model railways.

Developing from an indoor layout on to a layout in the garage, all in the express interest of entertaining the children. Nick later returned to Meccano and constructed large scale models, the type you dreamed off when a small boy. These include a Schools locomotive, a drag



line and a harbour crane. He displayed some of his models around the UK and on the Continent.

Nick was a career Civil Servant, serving in Dept of Health, then Education, the Cabinet Office and finally in Dept of Trade and Industry. Through his connection with Mike, also a Civil Servant, he became interested in Gauge 1. On retirement he joined both the North London Society of Model Engineers and G1MRA in April 2004. As with most Gauge 1'ers it was not long before he acquired a few steam locomotives and he became an active member in both organisations.

Nick stepped up to the mark and took over the Editorship of the NLSME News Sheet in November 2004. He brought the News Sheet into the modern world of desktop publishing with the first issue being February 2005. These issues now included photographs. If you search on our website, you will see that colour was included. Nick was the Editor behind the publication, but it required very little written input from him, but he did bring his natural humour to the magazine with the inclusion of jokes and anecdotes. His final issue was in October 2008.

In 2009 Nick moved on to editing the Newsletter and Journal for G1MRA. A position he held for 2 years.

I met Nick at local meetings and exhibitions in the North London area and he was always easy to get on. Everyone I have spoken to remembers him as a nice guy. Nick was the welcoming face for new attendees at NLSME and a regular at the trackside.



Sadly, Nick suffered from Parkinsons and this led him to shy away from the technicalities of steam operation and he moved to electric radio control until he was no longer fit enough to partake in his hobby. The last few years he was in a home.

Thanks to Barbara and Geoff for arranging the Obituary and images.

I thought this would be a good place to put in a poem submission about the recent friends & family day.

Please enjoy,

3rd May - Family & Friends Day

At Tyttenhanger blue skies above
and steam down below
also Diesels which annoy some
steam friends SO!

We have picnic seats where people meet
and where children play with their chums!

But to drive a train the condition is plain,
you must have very old bums!

Or so I thought!

There's children I've seen driving the steam,
much to the joy of their dads & their mums!

It was a great day for all
though we feared rain would fall,
But it held off right to the end.

So come back and stay for another train day,
bring your children, families & friends!

Enjoy the track and the clickety clack
of the trains as they curve round the bends!

J.J.J.
John P.

A visit to the Alexandra Palace Model Railway Exhibition in 2026

There are few things as certain as Taxes & Death in life but one of them is my annual trek to the largest annual model railway exhibition in London. This year marks the 66th year I have attended, albeit with the odd absence during Student days.

The exhibition was inaugurated by The Model Railway Club, recognised by the Guinness Book of Records as the oldest model railway society in the world, having been formed in 1910, hence being known as 'The MRC'.

The club has been synonymous with the hobby for over 115 years, with many famous members including Peter D (builder of the iconic Buckingham Great Central layout), C J Freezer (Former editor of the Railway Modeller magazine) and many more. The club's exhibition at Westminster Central Hall was, for much of the 20th Century, *The* exhibition to go to.

My first visit to what was colloquially called the "Easter Exhibition" was in 1960. I was six years old. I still have the Show Guide (illustrated). (I accept that the York Show was also known as the Easter Exhibition!)

The venue has changed three times since then and the organisation of it now rests with Warners "World of Railways". The exhibition title has become the "London Festival of Model Railways".

This year was the 25th anniversary of the use of Alexandra Palace as a venue for London. It is one of a number of super model railway events staged around the country during the course of each year.

Back in 1960, and in every subsequent year including this one, the show has been a mix of Model Railway layouts, demonstrations, trade stands, Society stands and catering. The 2026 Show was no exception.

Overall, the quality of the models has improved immensely over the years as technology, methods, materials and accumulated knowledge have played significant roles in the evolution of our hobby.

But, alas, this show and other "Festival shows" have changed the nature of the visitor experience. Some may say that the proportion of hand-crafted models has declined. Others will say there has been a revolution in scenic modelling and layout presentation. Yes, there is more to see and there is more razzamatazz. But the crowds come and block your view in the mornings, I find some of the exhibitors are more remote and the traders tend to be dominated by what we call "box shifters" – selling ready to run models – new and second-hand. The small traders selling kits and bits who, especially from the '80's onwards, rose in number and diversity but are now almost absent. They had become an essential part of model railway exhibitions but simply can't afford to attend these big shows. On the plus side, there are some new entrants,

often specialist retailers such as Westhill Wagon Works specialising in 3D printed models and accessories.

For my own part, I go to the Show because of habit, its local to me, and the fact that I have a lot of friends who also go. So, it's a social event for me. But for that I would probably not bother.

It cost me £17 (no Adult Concessions) for an online advanced ticket! It would have been more on the door. However, there was the palliative of a free show guide and copy of the Spring British Railway Modelling magazine priced at £6.99. Free Show guides, some quite slick productions, seem to have caught on almost universally across exhibitions.

As for the exhibits this year, there were 44 layouts covering a range of different scales, gauges, settings and construction methods. We obviously can't illustrate all of them in this News but you can see all of them on Youtube here: <https://youtu.be/nOCr0q3xGxE?si=K4YTz9Som7v0haKy>

A live link will be published on the Whatsapp Group to coincide with the publication of this article.

The video has a handy set of embedded links (dependent on your browser) to enable you to quickly click to each layout on display. There was certainly a lot of "action" – train movements – on display.

In the meantime, I will pick out a few layouts that caught my attention.

For the grown-up children there was a splendid layout, called Binns Road.

This was a display of Hornby and other Gauge 0 Tinplate trains. Another epic layout on display was built entirely out of Lego. This included a huge Lego based model of the Forth Bridge.

There were two ambitious Gauge 0 layouts built to fine scale standards.

Perhaps, topping the bill was the portrayal of Addison Road (aka Kensington Olympia) in circa 1924. A fantastic portrayal of the south end of this interesting station with a diverse range of trains to see. Alas, I understand that this was its last Show. Rivalling Addison Road for action was a Great Western layout (Newcastle Junction).

As many of you know, I am a fan of East Anglian based layouts. In 4mm scale, the MRC displayed two GE area-based layouts both of which are still under construction. "Orchard Wharf", in EM gauge, set in the late steam era East London Docklands, and "Ingatestone" in 00 gauge set in contemporary times. Comparing the two demonstrated just how dull, yet manicured, the modern railway era is. Sticking with East Anglia, the late Trevor Nunn's exquisite S Scale model, Trowland, was on display with some beautiful scratch built locos and rolling stock representing the M&GN and its predecessors.

The nearest one could get to another "Great Eastern" layout was a large HO scale model of a Chinese industrial railway scene set in 2001 when steam was still evident. The model locos even had steam/smoke coming out of their chimneys!

Perhaps the most imaginative layout on show was Janes Creek, in 4mm scale EM gauge, a picturesque quayside layout complete with terrific ship models. But others, such as a paper mill (Inychra) in 4mm scale, 00 gauge and Splott in 4mm scale P4 were a close second.

In 2mm scale there was a delightful N gauge layout “Eyemouth” whose appeal came from the scenic setting rather than the railway.

We also saw layouts based on overseas railways in many combinations of scale and gauge. A favourite for me was Castlefinn – a depiction of the County Donegal Line in 4mm scale 009.

In terms of trade support, some of the large “Ready to Run” (RTR) companies had stands, but not all. No doubt there are good commercial reasons for that. As mentioned earlier, there were several retailers shifting boxed RTR models. Manna for some. Many also dealt with second hand models or unsold stock. I spent more time looking at these than the new releases but was tempted by nothing at all.

Although I lamented earlier about the lack of small traders at the start of this piece, some brave smaller traders were present – mostly specialising in a narrow field of products. I will highlight one – Charlie Connor with his CDC Brand specialising in 3D printed locos and coaches of a more esoteric nature. Most of his products are of London prototypes, very much including the GE and successors.

I must give also give mention to the Society Stands, although I made no visits to any this year. Few Historical Societies, the GERS included, were present. Catering at the venue was available with queues as large as the prices. Unlike my companion, I had taken my own lunch from a well-known supermarket – it was half the price of the café produce at the venue.

Overall, I had a good day out but more for the social interaction than the show itself. But I prefer the more intimate shows run by the specialist societies where I can see great layouts without the need for elbows and can talk to the exhibitors and smaller traders who make or supply those little accessories or bits that aid modellers. The next significant Show on my visit list will likely be Railex at Stoke Mandeville in May. (See Show list inside the front cover)

Paul
Modelling Coordinator

Boiler Tests Records

We have carbon copies of boiler certificates dating from 1983. These have recently been digitised, excluding the current book which will be added when full. Over that period we issued 2,169 certificates representing 3,135 tests on 574 models. These comprise 80 shell tests, 1,304 hydraulic tests and 1,751

steam tests, inclusive of smaller boilers prior to introduction of the separate 3 bar litre category in 2013. Shell tests, though carried out, were not recorded as such prior to 2013. Also, it may seem surprising there is not a greater disparity between total numbers of hydraulic and steam tests. That is mostly because prior to 2006 each test certificate, 921 up to that date, was valid for two years hydraulic and steam, running concurrently.

Compiling this data was an interesting exercise, reminding me of members no longer with us and of models we have not seen for many years. The data is held in Excell and son Rob worked magic with it to extract the following statistics which might be of interest.

We have tested 513 different locomotives, 42 road vehicles and 19 other models (marine, vertical boilers etc.). Of the locomotive gauges recorded, three are O gauge, two are 11mm, 26 are G1, 12 are 2.5 inch, 150 are 3.5 inch, 254 are 5 inch and 41 are 7.25 inch.

The most numerous 5 inch gauge locomotives tested are Simplex at 22, Sweet Pea at 18 and B1s at 12. Of the 3.5 inch gauges most numerous are Rob Roy at 12, Doris at 9 and, tied on 8 each, are Britannia, Heilan Lassie and Juliets.

The locomotive types with most certificates issued over the 42 years span of our records are Simplex at 104, B1s at 73 and Maid of Kents at 71.

There are 302 home built boilers in the register. A count of top three commercial boiler makers shows Western Steam have 10, GB Boilers have 8 and Kingswood/Swindon Boilers 6 each. Of the commercial model manufacturers Silver Crest have 23 followed by Polly Models at 14 and Winson at 4. There are 128 boilers with no identified builder, however 94 of these predate the requirement to include it on the certificate.

The certificates do not record the name of designer. Out of personal interest I added that to the data base where I knew it. Of those I could identify the most numerous are LBSC designed boilers with 118 tested, followed by M Evans at 88 and Blackgates (J Buckler) at 20.

Interpretation of the records to extract the above data was necessary and personal knowledge of entries was helpful to fill gaps, but many remain. Prior to 1991 boiler IDs were not required, the records only provide locomotive type or name. We commenced issuing club boiler IDs in 1991. From 2005 onwards we commenced using the maker's own IDs which has been practice ever since. However, this results in some confusion as the same boiler can be recorded under both club and maker IDs. I hope I have spotted these conflicts

but probably not all. The use of WSOs nowadays gives certainty that same boiler is not inadvertently counted more than once.

The data base also identifies the boiler inspector who has conducted most tests and the member who has had most tests. I leave you to speculate who they may be.

**If anyone wants a copy of the data base relating to their own models
let Les know please.**

Mark on his Simplex Loco

I popped along to the recent Family & Friends Day with my Simplex and let Jack (Editor of the Newsletter) take it for a spin. He asked me whether I could write a short piece for the magazine on my experiences with the loco as it's fairly new, so here goes. I bought the model from the estate of Mike R. Mike started work on the loco around 1980 and stripped it down for painting, sadly passing away before assembling it.

The model has been quite a success, and it turns heads because the detailing is so intricate. It was made to a very high standard. I've had a few issues with



the regulator, which is a disc type. After steaming up, there was a lot of resistance when putting the pole reverser in forward gear. If I advanced slowly, the wheels would start turning despite the regulator being shut. It was wild! Obviously, the regulator was leaking but strangely, after a couple of laps everything settled down and the regulator sealed. I couldn't understand why this was, but I couldn't leave it in this condition, so I stripped the regulator down and this is what it looks like after I'd worked on it:

The faces were a bit scored, so I bought an 8000 grit diamond stone and got a near mirror finish on each of the faces of the disc. I didn't realise was that the stone was quite soft and although I got a lovely finish, the discs had a small amount of wobble because they were not dead flat. So that idea didn't work. Then I bought a set of lapping compound (0.5-10 microns) and started to lap the faces together. It took ages but I did manage to get them close enough, so I tested the regulator with a garden hose until I was happy with it.



Mike had made a bronze spring which I think had lost a bit of tension. I replaced it with a slightly larger Stainless Steel one. Also, the regulator handle was a bit tight in the disc, so I enlarged the slot slightly. I fitted everything back and thought I'd use some RTV silicone

sealant rather than make a set of steam gaskets. Under pressure, the gasket blew out, possibly because I'd left it too thick! This hobby can be so frustrating at times. In the end, I cut up a set of gaskets, and I've had no further issues.



Cheers Mark! I enjoyed taking your loco for a spin and we hope to see you back at the club again soon.

Bookworm Writes – Festival Time

"...Yo! Bookworm, you are rapidly getting a reputation for being the North London's person on the inside of those old Model Engineers you live in, good as any A.I. Our on-line sponsors are well on with it man, keep it up, spot on dude. Right got one for you this month, May this year is the 75th anniversary of

that festival they had on the south bank in London in 1951, Festival of Britain or some such think it was called. Load of retro guff in that so it should be right up your street. Have a shuffy then in those pages of yours and see what you can ferret out; it'll appeal to the history buffs, especially the online lot... can get a real good sponsor for you if make a go of it. Ed."

I have to say what our worthy new editor, Sir Ed lacks in the subtle approach he more than makes up for in the scale of ambition he has for us all. What's this A.I. bit? The only A.I I know is my owner's late aunty Ida, sure he doesn't mean I have anything in common with her. Mind you she did used to like a nip of the strong stuff and I too have been known to get a bit silly when I've been on the Rotogravure.

Where do I start then? I told myself this one should be a doddle, but you know how it is; now again you're given a task only to find it's not the assignment you first imagined it to be. But we Bookworms are a tenacious lot; nothing is too much of a challenge for us to bring monthly escapism to go with your morning coffee.

Sit back then in the comfort of your deck chair or on your sofa, have that coffee digestive to hand ready to dunk and stand by to be astounded by this month's journey into the past (those without coffee may want to make it before reading further).

The 1951 Festival of Britain

The first thing I discovered on my travels, and just a minor thing overlooked by many of the history books, is that the idea of the Festival was not universally popular at the time. There was one major national Newspaper that ran a campaign to try and stop it going ahead at all; then there was the location, "Shouldn't we be building offices and important stuff there instead"? The Model Engineer however did its bit to fly the flag.

It all started in the ME when the following item (edited down) appeared in "Smoke Rings" for 20th October 1949:

"During the course of the "M.E" Exhibition (Aug 1949) we were approached by the Council of Industrial Design, the official body engaged in the organisation of the forthcoming Festival of Britain, with a view to arranging for representation of model engineering in its various branches at the festival. We were very pleased to convene a meeting of representative clubs at the Exhibition for discussing the most suitable means of putting this proposal into effect, and advantage was taken of the presence of representatives of the several interested bodies in the model engineering world.

At the outset it should be explained that space on the site of the Festival on the south bank of the Thames will be very limited, and it is not contemplated that any considerable exhibition of models can be staged there" – it goes on to say, that though small, the display along with details of shows and exhibitions being held around the country in that festival year, would act as a shop window, particularly to overseas visitors whereby they would be," ...introduced

to the activities of British model engineers, which are somewhat unique, since in no other country is spare-time craftsmanship practised to such an extent as Britain."

...edit, then: "Such an opportunity of putting our hobby before such a widely-drawn gathering of people, has surely never previously occurred, and if the thing is handled properly it can only prove to be of considerable benefit to model engineers throughout the country."

... edit, then: " this is probably the first occasion upon which our fraternity has been accorded recognition, from official quarters and as such it calls for the best effort we can make.

At the moment nothing definite is known as to what facilities will be available at the Festival site, but suggestions have been made as to the possibility of a passenger carrying track, and a small pool for marine models. Also it may be possible for part of the Serpentine in Hyde Park to be reserved for boating events" The piece then ends with a list of several names from the world of model engineering where ideas and expressions of interest could be registered.

After that appeared the floodgates of information regarding the Festival of Britain, with only a couple of minor exceptions and one photograph appearing, remained firmly **shut**. As far as your guide to historic print can find the ME made little or no further comment on it, not even covering its opening, nor its closing.

Bookworm Historical Note: It is possible a special supplement covering the Festival was issued by the ME, but if so it didn't find a place on my owner's shelves and given the lack of other evidence, not found (*ouch! Look at the size of those double negatives dude, Ed*) does lead your guide to the conclusion that it remained largely unrecorded by them.

HOWEVER....perhaps of greater significance to the model engineers of Britain that Festival year

In the August 9th issue of 1951, LBSC wrote the following astonishing opening to his "Lobby Chat,"

"Much of my recent correspondence has been concerned with ways and means of carrying on with small locomotive building, despite switching of the materials required, to the bloodshed-and-destruction racket; so maybe a few words on the subject will not come amiss. I must confess to writing this with a sad heart; for never in my wildest flights of imagination, did I ever dream that it would be an offence against the law , to purchase a bit of copper for the purpose of building a small locomotive boiler, or castings in bronze or gunmetal for the cylinders and other parts, because of the requirements mentioned above. Yet such is the state of affairs in this year of disgrace 1951; WHAT a testimonial to so-called civilisation!"

Was this LBSC *having a moment*, or what had made him write such a piece? Could it be the events of the time or was it because of what had happened in March 1951?

Come back after this message from our online sponsor:

Advertisement Feature:

DOES YOUR DIGESTIVE BISCUIT STILL HIT THE SPOT?

Then try, DIGESTIVES OF THE GODS BISCUITS

Welcome Back to Part 2

We left LBSC as he was articulating a point of an emotional nature. The reason behind it though had already appeared in March 22nd 1951 ME when they had printed the following editorial in "Smoke -Rings":

Restriction of Non-ferrous Metals

" The Board of Trade and the Ministry of Supply have each issued an order prohibiting the use of copper, zinc and certain alloys of the two metals; in view of the fact that, outside the trade, this prohibition appears to have caused some misunderstandings, we have obtained copies of the orders and from them have extracted relevant information which we pass on to our readers in the hope of clarifying the matter.

The orders become operative on March 1st last, but of the two, the Board of Trade order is the one which concerns the manufactures who cater for the model engineering hobby.

The order states: "*No person shall incorporate any controlled material in any article mentioned in the in the schedule to this Order: except a) in the case of an article mentioned in Part 1 of that schedule as a surface finish; or b) under the authority of a license granted by the Board of Trade hereunder and in accordance with any conditions attaching hereto* (and I thought you used a lot of words Ed)

It goes on to identify a "controlled material: "*is stated to mean: any metallic form of copper or zinc and any alloy containing one or both of those metals to the extent of 40 per cent or more by weight.*"

Part 1 of the schedule is divided into 16 sections, each comprising a list of goods to which the Order applies. Section 15 covers: "*Toys and Games containing more than 5 per cent. Of controlled material by weight of the finished article*", and in the list of seven items under this heading, the fifth specifies: " Models and Model construction sets."

Copies of the order can be obtained from H.M. Stationary Office, price 4d each."

Bookworm comment: So then, that's all nice and clear isn't it?

The Reason

But just what did it all mean? For this your fearless guide to yesterday's print had to seek outside help by consulting aunty Ida. The answer was the Korean War. Seemingly, by the late 1940s Britain and other nations had reduced their investment in defence by a sizable margin, and despite the Second World War

peace dividend, the term 'cold war' was already on some people's lips when the war in Korea kicked off.

This conflict erupted because one side did not see to eye to eye with the other. Each team however enjoyed serious support from nations in the East or the West depending on which direction you were looking.

And as if England didn't have enough to contend with at the time, with England's cricketers looking like they were going to lose the Ashes to Australia, the War Office and the West's brass hats (heritage term) got in a flap because they instinctively felt we should dig in, stay at the crease and play a straight bat, and hope the war in Korea would fizzle out. But when one of the sides in the conflict (the non cricket playing team), flashed past the other team in their shiny new jet planes, leaving said team to wonder if they had left their own handbrake on ..shall we just say a lot of heads were scratched, slide-rules went into overdrive and the local dry cleaners gained a lot of extra business that week.

These events however galvanised fellow cricket loving nations into action and to start stock-piling important commodities. And so it came to pass that commodities such as copper, nickel, tungsten, molybdenum and zinc became short as nations started to gear up for a longer stay at the wicket than they had originally planned for.

I am though pleased to report that with a combination of good weather and cool heads the pitch improved and everything was back in decent shape for the start of the 1954 season; Both teams had decided return back to the pavilion after all (without shaking hands), but leaving a line of sight screens across Korea that at any point one team or the other might seek to remove.

Meanwhile Back on the Polar Route

In his 1951 article LBSC had sought to offer one or two solutions to mitigate the worst effects of the materials shortage by reassuring his readers that salvage in one form or another could probably see them through to better times. Meanwhile it looks like some castings were still available from suppliers using up their existing stock, at least for a period. LBSC also suggested new gunmetal castings could likely be made by local foundries re-melting customers own off cuts and spoiled castings without breaking the regulations. The Festival of Britain eventually attracted over 8 million visitors to the South Bank between May and September 1951 which to your special correspondent sounds like a lot of humanity. Its legacy of course was, outside of what it may have done for the arty – crafty not to mention introducing soft toilet paper to the masses, are buildings like the smashing Royal Festival Hall along with several buildings on the Lansbury Estate in Poplar, that still prove good architectural design will last unlike the so-called 'modern Brutalist' style of the 1960s and 70s. Older members may also remember the Battersea Park fun fair which had also been part of the Festival's attractions, which survived until

the early 1970s. What then did the Festival really do for the nation; did I mention the soft toilet paper?

Advertisement Feature:

DIGESTIVES OF THE GODS BISCUITS

ASK ONLY THEN FOR D.O.G BISCUITS - **Proud sponsors of the Bookworm Series.**

Bookworm 2026

Source material: Model Engineer 20th Oct 1949 p 495 / ME Mar 22nd 1951 p 372 / ME Aug 9th 1951 p 173

Old Moor's Almanac / Aunty Ida



Marine Mumbles MkIII.

Peter S

WOW, it was the best regatta we have had at the lake. At one stage there was over twenty yachts sailing.

It was brilliant to see a mixture of Vintage Model Yacht Group (VMYC) and NLSME boats sailing together.

When I think back to the weather conditions last year compared to this year's event, we were really lucky.

I couldn't get out of my car, last year, due to the horrendous thunder storm that decided to appear that morning.

This year the wind was favorable and at least it didn't rain. The only downside was it was cold compared to the day before.

I must give a big thanks to John D who has kept the lake in a wonderful condition throughout.

Thanks must also go to Brian L for producing the cups of tea and cakes. Our second VMYC regatta will be on Sunday 13th September. I'll just leave you with some pictures of the day. Thank you to everyone who sailed and made it a great success.



Gauge 1 Group

Well, we are beginning to think that summer is on its way. The evenings are drawing out and when you read this it will be June. But don't get too carried away as some days in this last month have been very cool with northerly winds and temperatures not even in the mid-teens at midday.

The Family and Friend's day was a very enjoyable and social occasion with a number of regulars enjoying themselves. The weather was reasonably warm in the sunshine and a good day was had by all. It was good to see other Society members making the most of our facilities.

Meanwhile we held our first local group invitation meeting for the year. A number from G1MRA Surrey group visited us. Always good to see different faces with equally different locomotives and rolling stock from what we are used to. At times such as these our regular runners stand aside for the visitors. But we always have a couple of spare locos to fill gaps as required. Many cups of tea were drunk in the cool air with chocolate biscuits dunked.



A collection of Panniers at the Family Day

Chris Perter.

Photo by Dave

(Right) Peter's GNR Single
Surrey Groups Visit
(Below) Ian's LMS Duchess





Surrey Group Member's City of Truro from their recent visit

John steams his Rebuilt Merchant Navy Loco

Right
Geoff LMS 8F on Passenger Train duties

Below
Loco's cool off in the sunshine



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 two 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 June 2026

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

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

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

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

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

Ground Level Despatcher

TBA

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

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

Ground Level Despatcher

TBA

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

1. David A
2. Malcolm B
3. Geoff B
4. George C
5. Nigel D
6. Paul G
7. Dave I
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 C
7. Rai F
8. Steve J
9. Robin M
10. John W

Ground Level Despatcher

TBA

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

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

Ground Level Despatcher

TBA

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

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

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

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

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

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

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

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

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

1. Derek D
 2. Susie F
 3. Michael G
 4. Mark H
 5. Casimir ~~W~~
 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	
June 2026	
Friday 5 th June	Evening meet/run at Tyttenhanger 6pm
Sunday 7 th June	Public Running Day. 2 – 5pm
Wednesday 10 th June	G1MRA SE Group. Sponsor G H
Sunday 14 th June	Barnet Beaver groups bi annual visit 2-5pm. Sponsor L B
Saturday 20 th June	Midsummer evening run at Tyttenhanger. 6pm
Sunday 21 st June	Public Running Day. 2 – 5pm
Monday 22 nd June	6-7pm 2 nd . St Albans Beavers
July 2026	
Friday 3 rd July	Evening meet/run at Tyttenhanger 6pm
Sunday 5 th July	Public Running Day. 2 – 5pm
Saturday 11 th July	Geoff S private party. Sponsor G S
Sunday 19 th July	Public Running Day. 2 – 5pm
August 2026	
Saturday 1 st August	Breen visit. Sponsor George C
Friday 7 th August	Evening meet/run at Tyttenhanger 6pm
Advance notice of events in 2026	
Friday 4 th September	Evening meet/run at Tyttenhanger 6pm
Wednesday 9 th Sept	Chelmsford G1 group, sponsor G H
Sunday 13 th Sept	Vintage model yacht group, all day. Sponsor P.S
Sunday 13 th Sept	Mike Chrisp's celebration of 60 years NLSME membership. Sponsor L B
Friday 2 nd October	General meeting HQ 8pm
Sunday 25th October	Family and friends' members day at Tyttenhanger

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

Contact details removed for online version