

Issue No. 893

October 2026

The News Sheet

North London Society of Model Engineers

**October
2026**



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Front cover;

Loco "Thomas Wicksteed" waits to leave the shed at the Waterworks Railway

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

It was an extremely busy and successful September at Tyttenhanger. Commencing with the General meeting evening at which members brought 13 Mamod engines of various types, all running on the station platform. Followed by two very busy public running days, Mike's celebration, a 3.5 inch running day, the annual visit from St Marks Church and well a attended Vintage Model Yacht event. Reporting the 3.5 inch as a running day is slightly misleading as for various reasons (failures) only one of several locomotives present completed more than one lap. Well done Martin.

Repairs to the club's eclectic locomotives, the Class 31 (green one) and Class 37 (blue one) have been completed at a cost of nearly £1,000. Both are now ready for service, and indeed both ran full three hours public running on September 19th. Members are expected to treat these with care and report any issues to Keith.

I was so short of stewards on a recent Sunday (having four out of ten) that at 2pm I was about to close the site to the public. We must be grateful to members on site that day who volunteered to stand in, allowing us to operate on what turned out to be the busiest day so far this year. Stewarding once a year is what allows us to function fully as a club, it is a condition of membership and failing to turn up risks our ability to have public days.

Plans are in hand for completion of remaining aspects of the steaming bay project, the swing point, the traverser modifications and the canopy. We expect to start each of these after our members' friends and family's afternoon, Sunday 25th October, the final scheduled event of the year. The Raised Track will therefore be shut from 1st November.

Note a new addition to the diary. An evening run at Tyttenhanger on Friday October 23rd commencing at 5pm. If you have not driven round Tyttenhanger in the dark this is a must. It is a very different experience. Hopefully the GL section will participate as well. Remember that you must have a red tail light.

From October, general meetings recommence at HQ on first Friday of each month. October's meeting topic is Work in Progress. Friday 6th November is a workshop themed opportunity for members to share their tricks, dodges, jigs, fixtures and get out of jail solutions. December will be our traditional gathering with mulled wine, mince pies and quiz.
See you at track or HQ.

Treasurer's Comments

Mike

Sadly I missed the September News Sheet deadline whilst I was travelling in Germany to the Annual Dampfbahnfreunde Sindelfingen Dampfloktfest 2026, There, everything was taken care of, lots of food, drink and an interesting ground level railway to drive around for three days. Even the 4MT behaved itself, if you ignore it's dislike of the king point approaching the station. Too much side control on the front pony truck, so a winter job investigating. A good turnout of British prototypes this year, including 5" Black Five from Switzerland, a local 9F Evening Star and a 3 1/2" Britannia, Japanese built at present gas fired. Whilst in Germany I met my friend, Holger who had expressed a wish to donate towards our disabled person carriage. This project sadly failed to take off, but he nevertheless insisted on still making a generous donation to the Society for which I thank him. Many years ago he successfully took Rob Roy around our railway, so he is not a stranger to our old railway.

Because of my absence at the Council meeting I was unable present Richard as our latest applicant to join the Society, he will be processed at the October meeting, but a warm welcome to the Society in advance.

Anybody who has been to Tyttenhanger this year will know about the dry conditions and the problems that has caused us in enjoying ourselves. The weather has at last improved so we must make the most of the remaining weeks before we close the RTR for major surgery around the Steaming Bay area. Attendances at Public Sundays have been good and the coffers are being refilled. Mind you the season has taken its toll on a number of our Club locos and rolling stock. Repairs to the Class 31 and 37, thank to Keith Hughes in particular, have cost us some hundreds of pounds for new gears, motors and in the case of 'Merlin' new batteries. The 31 and the 37 have been driven by many and run many hundreds of miles with minimal TLC over the years. They deserved their overhauls.

Work on the new toilet facility has continued at HQ, and coincidentally the LBB have finally come up with the terms for a new lease. This is welcome news after such a long period of time.

Don't forget our family day on Sunday 25th October at TYT.

Keep safe and keep engineering.

Mike



A very hard uncomfortable ride in these NG wagons!

Substantial 7 1/4" passenger carriage.

Photos by Mike



A letter of thanks to everyone in our club from Revd Caroline, St Marks Church:

Dear Les,

On behalf of St Marks' church, thank you to you and your team for the wonderful hospitality and welcome which you gave to us yesterday. We always have such a brilliant time and it is a well looked forward to event in our church diary!

It was also brilliant to be there myself and see you again.

Thank you,

Caroline
Revd Caroline
Vicar, St Mark's Church

Marine Mumbles MkIII.

Peter

A big thank you to All who came to the last official Vintage Model Yacht Group regatta of the year. I was a little worried with the weather forecast for Sunday 13th September.

They lied to us again!!

It didn't rain!!

Another really good turn out from the VMYG and NLSME.

Not only did we have a multitude of yachts, sailing boats, powered boats, but also some 'pop-pop' boats. These rely on a heated boiler causing water oscillation, via usually two tubes, to propel the boat. The beauty of this is that there are no moving parts, except for the night light heating flame.

Once again a big thank you to Brian for supplying the tea/coffee and, of course, the biscuits. John has done a brilliant job keeping the pond looking so good. My apologies to all that came along in the afternoon, and didn't get photographed by me, as I had to leave rather earlier than expected.



Narrow Gauge News

John

Greetings everyone and welcome to some more Narrow Gauge musings. For a change I am going to go off piste this month and highlight a museum which is almost our Colney Heath neighbour, The De Havilland museum at London Colney. I know some of our members are active volunteers and indeed I am a friend of the museum but I am pretty sure plenty of our membership have never visited it, so as an encouragement to visit a fabulous museum I thought I might write a small article about it.

The museum is located adjacent to Salisbury Hall which was built in 1668 with some parts that date back to the early 1500's. Although now a private residence it has an interesting history with links to Charles II who put Nell Gwynne there in a cottage which still exists. Members of the Churchill family lived there for a while and also in the 1930's Sir Nigel Gresley lived there and its rumoured he was inspired by his love of the ducks in the moat which still exists to start naming his locos Mallard, Bittern, Gadwall etc. There also existed in Nell Gwynne's cottage a silk farm for many years and which actually supplied the material for Queen Elizabeth II's wedding gown and coronation robes. Incidentally as mentioned it is now a private residence but you can get a good view of the building, cottage and moat from the access road to the museum.

Aviation first came to Salisbury Hall in October 1939 when the de Havilland Mosquito design team moved in from their main factory at nearby Hatfield as a security precaution against the British Government stopping work on the

project. The Mosquito was designed initially as an unarmed high speed bomber, later being developed into

the first multi-role combat aircraft, excelling in unarmed photo reconnaissance,



night fighter, precision strike, intruder, and anti-shipping roles, amongst others. A barn like hangar was erected across the moat where the first prototype was hand built out of wood by a team of craftsmen. A total of three Mosquitos were flown out of the surrounding fields to Hatfield saving a month of dismantling and reassembly.

De Havilland left in 1947 and the Hall slipped into a derelict condition, in 1955 the Hall was taken in hand by an ex Royal Marine Major named Walter Goldsmith

The Mosquito Prototype W4050 returned to become the first aviation exhibit housed in a hangar behind Salisbury Hall, saved for posterity by Bill Baird and Walter Goldsmith. Walter had discovered the Mosquito link with Salisbury Hall, and approached Bill Baird, who was desperately trying to find a home for this priceless aircraft, to save it from a November 5th bonfire. Walter contacted many of the original WW2 Mosquito sub-contractors requesting funds to erect a hangar to house the Prototype, since it would not last long in the open. A suitable Robin hangar was found nearby and moved to Salisbury Hall.

The collection began to expand in early 1968 with the arrival of the Venom Night Fighter, and a Vampire Trainer. The next major addition was Mosquito B.35 TA634 arriving in 1971. The arrival of this aircraft brought new challenges in conservation, as the aircraft was parked outside at the mercy of the British climate.

In 1977 the de Havilland Aircraft Museum Trust Ltd was formed to operate the museum, and gained charitable status.



The main initial task of the volunteers was to prepare the site for the expansion and erect a hangar to protect the historic exhibits. One of the earliest additions was a Hornet Moth followed by a Chipmunk . This was followed by a Vampire which flew into Hatfield from Switzerland on 20

August 1974, and over the next twenty or so years new additions included a

Sea Vixen, Sea Venom, Comet 1 fuselage the major components of another Mosquito, a Dragon Rapide, a pair of Doves, a Heron, a DH.125 business jet and the front fuselage of a Trident Two. The most recent addition is the fuselage of a BAe.146-100 airliner, completing the Hatfield jet airliner heritage. There are some fantastic displays of jet engine development, armaments, missiles etc. For me being able to walk through the restored Comet fuselage is the highlight, one side has been restored to the luxury standard that passengers expected in those days and the other side shows how the fuselage is constructed, fascinating. As long as the ground is dry visitors are also allowed to enter the many aircraft which are outside on the field and sit in many different models of aeroplanes which were once the pride of the De Havilland works of Hatfield.

Surprisingly it is the oldest aviation museum in the country and I highly recommend a visit. I hope the photos are a suitable encouragement for you to visit , there's a nice shop and cafe too!

Romulus Rides Again!



Pete

It has been well over two years nearer three since I put pen to paper as Ground Level Section leader, having relinquished the job for personal reasons it was a job I enjoyed for twenty years but more so writing up all the antics of the G.L gang and of the ongoing works and maintenance regime we employed. It was during the early days of my vaulted position from GL grunt to section leader that I was asked if I would like to buy Romulus (a gift from the gods) and after some minor repairs to the copper boiler ,new axle boxes, sort out the vacuum brakes etc. St George

(ROMULUS) was ready to steam. All loco problems fixed we now had many years of fun pulling passengers for the club coffers. One of the G.L. crew at that time was a very young and mischievous Peter Mc. Also very keen to help build the G.L. Railway to the new land and back, a daunting task but one the

G. L. crew embarked upon with fire in their bellies. During this epoch some bright spark thought it would be a good Idea to build some Moors valley Hartfield's (Stretched Tinkerbelle's) so we B, P Mc and I started upon the next great adventure ! Romulus was retired for an overhaul to my shed and twelve years later I managed to compleat Maid Marian (American Hartfield) I have recently passed St George on to P Mc with some of the maintenance tasks to bring Romulus back to near perfection still in hand! I have come to the realization that I do not have enough time left to finish all my projects and do the decorating for the boss as well. Peter Mc has two boys now and I am pleased to say they are very well behaved when up the track, that old adage like father like son not so true in this case. Peter has completed most of the outstanding issues on Romulus and now steams and runs very nicely. The two lads, Andrew and Wils's are some of the futures of our club and should be nurtured by us all, my hope is that they will still be running Romulus in twenty-five years and I will be there watching them.

AS ever in the dust Pete

White Pass & Yukon Railway

Geoff

It my sister-in-law who suggested to my wife that “Wouldn’t a trip to the Canadian Rockies be good?”

Well, I may not be the person to suggest an exotic, or expensive holiday, so I sort of agreed along with my brother. We had never been to Canada (nor had I even been across the Atlantic).

With the girls in charge, it’s not surprising that other points of interest were



added, like a trip on the Rocky Mountaineer, time spent in Vancouver, along with Toronto and Niagara Falls. Being in Vancouver, why don't we enjoy an Alaskan Cruise, It could have whales and other such interesting wildlife.

So the itinerary developed which included the seven day cruise up the inside passage of Alaska including stops at



Juneo, Ketchikan & Skagway. Now when cruising, you have to consider what to do in each port and I was asked what visits I would like – whale watching, glacier walking, and other such goodies. At Skagway most trips seemed to include a ride on a train and sight see the area.

Naively I thought this railway was the local persevered railway featuring some rescued locomotive and a short ride from somewhere to another place. Happy to go with flow and not make waves, I chose the option that appeared to give the longest time at the railway. The Rough Guide guidebook vaguely mentions it.

It was May when we arrived in Skagway and the wind was blowing down the Fjord, it was very cold. It made you glad that you had full winter wear on. Visible from the ship but hidden between sheds I spotted a long train of railway carriages but could not make out a locomotive at the front. On disembarking the train was not apparent. For our trip we were marshalled to our Charabancs and the tour started as we left the town and headed in land up the valley. Looking out of the window you could just make out a ledge cut into the hillside (rapidly becoming more of a mountainside) on the other side of the river, as we proceeded up and up. As we climbed higher the snow closed in on the road

Some two and a half hours later, after we had passed the mountain ridge summit, stopped at the Canadian border for passport check along with sundry stops for viewing lakes and bears, we arrived at a group of buildings located at a place called Carcross. Carcross is 2078 feet above sea level.



We had a bit of time to get a hot drink and view this “frontier town” of a very few buildings. Then a large pair of diesels appeared with a long train of railway carriages complete with the sound effects of loud horns and bells as it passed between the few buildings.

It was apparent that this was not the sort of train I had expected. The

locomotives were of considerable size and the train consisted of 15 no clerestory coaches of the type you would have expected in the railways of the American Prairies. All of this was mounted on 3ft gauge track

Our coach party were shown to our carriage for the Journey back to Skagway. It was apparent that this was not a journey on a preserved railway similar to that you expect in the UK. Not a five mile trip taking 30 mins between a couple of stations now in small towns.

Yes we were far from civilisation, but this was something else.

The whistles blew and the bells clanged and we were off, travelling alongside Lake Bennett as it hugged the shoreline following each and every curve. The lake was 23 miles long. The hills around us were not particularly high and were covered with trees. A good speed of around 40 mph was maintained in the changing scenery. However the lake was still on our righthand side.

We

stopped at the far end of Lake



Bennett, surprisingly at a place called Bennett Station.



The station building contains a museum dedicated the gold rush Stampeders and has the remains of a few buildings. It was here that the walking part of their journey inland was completed and before the railway you travelled on by boat along the lake and other rivers. As the lake froze over in the winter Bennett could consist of a tented city of 10,000 inhabitants. From Bennett we left the lake and cut across flat ground with many lineside lakes but we were on a steady climb up into the hills (no they were mountains) The climb continued for about 20

miles before reaching the White Pass summit at 2888ft above sea level. We were in the snow up here with it piled all around and a path had been cleared around the line. Spring comes late up in Alaska/Yukon and the railway had only been open for about a week.

As we approached the White Horse pass the mountains had closed in around us and the track bed was cut into the sides of the mountains on a rock ledge. From The pass it was a steady gradient down hill, the track bed followed the steep sided valleys with very tight curves and numerous bridges over rivers and chasms. The bridges ranged from timber trestles through to spindly steel cantilever types as they pass



from one valley side to the valley side, sometimes with drops of upto 1000ft. Since originally built some of the rock ledges have been replaced with tunnels



to ease some curves. It was in this section that before the railway was built that the Stampeders used horses up the first part of the pass. Where it became too steep the horses were disposed off, the location received the name Dead Horse Gulch, the onward journey was by

man and sledge. Some 3000 horses met their end here.

The journey from White Pass to Skagway is downhill at approx. 1 in 35 for some 20 miles and you can hear the brakes squeal plus also the flanges from some of the curves. It was at this point I wished we had started our rail journey from the port and returned by coach., but that would have meant the coach ride back would have been a bit of an anticlimax.



The building of the railway and its reason.

The Klondike Gold rush started in 1885 when gold was found in the hills. Now the Klondike is some 500 miles from the coast on the Dawson river, which drains out in to sea by the Bearing

Straight. Access to the gold field was either up the Dawson river which froze in the winter from the coast or across country via Skagway or similar routes. This involved cutting up through the mountains up as far as the Bennett Lake some 40 miles. Then you constructed your own boat and traversed the Bennet lake 23 miles and along rivers to Carcross and on to Whitehorse. Here you joined the Dawson river and travelled down to Dawson itself. At last you were in gold country.



The first part of the journey from Skagway was up over the mountain passes until Whitehorse was reached, approx. 120miles. This route was rough and ready and you may have seen photos of

long lines of men trudging up hill, each stepping into the footprints of the man in front. The Canadians limited those taking part in the rush by imposing that each man had to bring some two tons of equipment and supplies with them to be able to survive the harsh weather. This meant multiple journeys up the valleys and across the passes, mostly by foot.

The railway was proposed in 1898 and completed by 1899 by which time the Rush was over. An impressive achievement for 100mile of track (compare this to HS2)

From Bennett the journey was across the lake, by sledge when frozen or by boat during the summer period. These boats were constructed on the lake side by the prospectors. After a period the boats evolved into something similar to those seen on the Mississippi but to a smaller scale. During the winter period these boats were hauled out of the lakes to save being crushed in the ice. The journey then continued down stream on the dawson river for some 700 miles again by boats. This is difficult to envisage due to the rapids and falls along the way and how these boats made the journey both up and down stream.

The average gradient is 1 in 37.

So having completed the railway after the Gold Rush was over it was used to haul minerals that were found in the mountains until 1985 when the railway closed.

The White Pass railway re-invented itself and became a tourist line and provided a destination to the increasing number of cruise ships that were visiting Alaska.

In no way is it a preserved railway, as we in the UK know them. The extensive works are still there, they have a significant number of diesels and some 90 coaches and run trains of about 8 carriages. They also have a number of

goods stock. Just think of the continued maintenance that a line of this length requires.

The ride

The Railway runs a number of trains a day. This would depend on the number of cruise ships in Skagway and their size. You can travel as you wish or as a party. The journey is comfortable in old restored stock from 1900's or in modern replicas of all steel construction.

The stock.

When built all trains were steam hauled and this continued up to the second world war. Diesels were introduced and eventually replaced the steam locos. Currently they have two steam locos, one in ticket which was in the yard but I did not see it running. The diesels arrived in 1954 with a number of General Electrics and in 1960's some Alcos. In 2020 six new locos from the National Railway Equipment Co.

Much of the original passenger stock is still in existence, each a clerestory coach with open veranda. The new stock looks very similar but is on welded steel frames.

As I finished my journey the station was closed, so I could not ascertain if they ran to a timetable or it was just excursions to fit in with the cruise traffic. The season runs from Mid May until September.



Photos in order:

1. Train arrives at Carcross
2. Carcross Station
3. Passing along Bennett Lake
4. Our train at Bennet Lake station with GE Diesel
5. Passing over trestle bridge
6. Also passing over trestle bridge
7. Class 30 Diesel the newest class on the line
8. Loco 73 Mikado built by Baldwin in 1947
9. Loco 52 2-6-0 on display at Skagway
10. Rotary snowplough no 1 on display at Skagway
11. Caboose on display at Skagway

Bookworm Writes – Autumn Workshop Number

Well you only get one a year and it's been nearly a year since the last one...

We left the story just as my owner's workshop shed had arrived and been carried through the house before being put up on the little concrete base laid for it just beyond the end of the garage.

Resplendent it looked then in its freshly painted brown creosoted ship-lap, its white framed windows facing across the garden past the washing line towards the little row of apple trees just in front of next doors fence (*is there much more of this? GET to the point! Ed*).

Let us delay no longer then (*yes lets not!! Ed*) and go into what has today nearly 60 years on, become my owner's place of sanctuary.

As the door is opened and the first odour of yesterday's pipe tobacco creosote andlord knows what else hits one squarely in the sniffer, we cross the threshold. Once inside and with the door closed behind us we face into the body of the shed. Immediately we note to our left the substantial workbench that runs $\frac{3}{4}$ of the length of the back wall, once a large family kitchen table gifted to him by his mother-in law when he was setting up the workshop. She may however not have been quite so keen if she had known his first act was going to be to cut it in half to make two benches that could be attached to the walls.

Above this bench we find the two 'spare' ex -kitchen cabinets one either end that Mrs Owner thinks are safely stored away in the garage, once resplendent with their half glazed sliding front door panels that since he broke the glass now sport two plain plywood doors made from bits of an old tea chest.

The space between is filled by four shelves. The three lower ones are shallow and contain multiple tobacco tins containing screws nuts bolts etc in BA and Whitworth sizes plus some odds n sods. Another four tins contain his tobacco, two biscuit tins contain large clamping bolts and simple jigs for the machines, next a tin of toffees from a holiday in Wales (with a smashing view of a Talylyn railway engine crossing a bridge) and two racks of taps with yet another tin containing the threading dies to go with them.

The four old Maxwell House coffee jars on the shelf just before the top shelf contain respectively: a good quantity of cap head screws of different sizes bought as part of a job lot from a Club auction thirty years ago, a jar of outsize metric nuts and bolts that may come in useful one day, a jar that contains funny looking brown powdery stuff... which might even be ancient Maxwell House coffee and (*Do we have to know EVERY single detail?* Ed), finally a jar containing packets of rivets of different sizes that he curses every time he wants to use some for putting them in there in the first place.

On top of the bench under the first kitchen unit, sits his Moore and Wright toolmaker's cabinet bought for him by Mrs Owner on their 1st wedding anniversary. Beside that and under the shelves, sits his loco building stand that when it's not needed can be moved away and the same spot pressed into use for other work. And on the far end of the bench is as one might expect to a chunky all purpose 4" Record vice.

Under the bench of course (*are you planning on telling us how many nails and knot holes there are in this b----- shed as well?* Ed), of this splendid edifice a compact forge is to be found tucked into the corner which can be pulled out when required and put on top of the bench. This location also houses the extra fire bricks, a small propane gas cylinder, an old metal ammunition box containing the blow torches and a compact air compressor. Finally at the end on the floor is the black-heat room heater needed for those cold winter days and nights.

At this point in the tour we pause for a moment to look at the splendid selection of prints, postcards and photos he has pinned up in the eaves, for they draw the eye, running as they do the length of the *mess.uage* and comprise in the main railway themed postcards received over the years from his mates. Interspersed amongst them are photos taken of either him at the track or sadly, more than one or two of his old pals no longer with us put there to remind him of happy bygone days.

Moving onto the end wall, opposite the door, the other bench dominates this area stretching as it does from wall to wall in such a muscular pose it

almost suggests that it is trying hold the two walls apart in an attempt to stop them fighting (*Woh! Surreal concept man.* Ed), and houses the two large bench machines he uses now and again, naked for most of the summer but more often than not mummified in the colder weather (that's the machines, not my owner). Between them a suitably impressive stack of home-made drawers and shelves stretches up from the bench top on top of which lives his old valve Bush radio which is so old it still has *The Home service* indicated on its dial.

The final turn permits us to look out through the windows and over the top of his small marking out bench then his lathe towards the apple trees yonder. Above our heads up in the eaves on this side are further cave markings in the form of a photo of him driving a loco at Arkley, an old

Dymo labelled name tag from some exhibition past, a couple of large circular badges with TRACK STEWARD painted on them and a tattered newspaper cutting taken from the Southgate Gazette of him standing beside one of his locos, so old it's turned yellow with age...the cutting that is.

Before we leave I should just make mention of the strip of carpet we have been standing on, for it was once Mr and Mrs Owner's original stair carpet, circa 1970 and demonstrates to the modern observer how the exuberance of the period was so well captured in its glorious Technicolor patterns. So there you are as promised, a visit to my owner's workshop. Naturally I haven't burdened you with superfluous detail.....go on you enjoyed it really.....and if pushed I could go on to tell you about the metal stock and the contents of the boxes under the bench on the end wall (*Please...please don't!* Ed), because all sorts of interesting treasures are stored in them...

Bookworm 2026

Editor's note: Have I imagined it, or have you just written over 1,000 words about a workshop without detailing a single machine that's in it?

Maidstone Model Engineering Society visit

*Nigel, (*Delayed in error by Jack – Editor) ...sorry all*

On Saturday 16th May we hosted a visit by the Maidstone MES to our Colney Heath Site. As well as the thirteen locomotives and drivers who took the opportunity to visit us quite a number of their family members also came along to enjoy our site. As the Maidstone track is a 3½" and 5" gauge only raised track some of the visiting members also took the opportunity to bring along their 7¼" locomotives and spent all day running on our Ground Level Railway which they very much enjoyed.

Some of our Narrow Gauge Garden Railway members also took the opportunity to run some of their locomotives and associated rolling stock.

Fortunately the weather gods were smiling on us on the day. Although overcast with an occasional shower this did not deter the visitors from running from about 10.00am through to nearly 5.00pm.

I would like to take the opportunity of thanking those members of the NLSME who helped me on the day and made it such a success. The Maidstone members are already looking forward to visiting us again next year.



Our resident photographer, Owen, took a large number of photographs which I hope our worthy editor (***Kind of you Nigel, I'm not sure I have now earnt that title....whoops....*) will be able to print a number of them for you to enjoy.

Nigel





Battery Electric Locomotives

Both of the clubs battery electric locomotives have now been refurbished and are now available for all members to use at any time.

All we would ask is that you place the loco back in storage container 7 when you have completed your run and put the engine back on charge.



The locomotives were in poor condition when they were taken out of service in the summer. To try and repair faults in a timely manner we would ask you to carry out the following basic checks BEFORE using either loco.

BEFORE USING THESE LOCO'S PLEASE DO THE FOLLOWING BASIC CHECKS

1. Remove body and check all wheels rotate freely
2. Visual inspection of drive gears; are in good condition and not stripped and motors rotate freely
3. Battery condition lights show green.
4. Remote handset controller connection and wiring in good condition
5. Coupling bar correctly fitted

IF ANY OF THE ABOVE ARE CAUSE FOR CONCERN PLEASE DO NOT USE THE LOCO AND PUT A NOTE IN THE RUNNING BOOK.

IF DURING YOUR RUN A FAULT OCCURS, STOP USING THE LOCO AND PUT A NOTE IN THE RUNNING BOOK DESCRIBING THE FAULT. IF POSSIBLE ALSO INFORM THE SENIOR STEWARD OR A MEMBER OF COUNCIL.

FINAL TRACK STEWARDS ROTA FOR 2026 + FAMILY & FRIENDS DAY

Well here we are fast approaching the end of the 2026 public running season. You will find the rota for October on the next page.

Despite the very hot weather we have managed to open for the public on all of the days we published (but see the note in the fourth paragraph below). The only downside was the necessary temporary coal and methylated spirit steam ban that had to be implemented due to the risk of fire. Now that this has passed, as I write this we seem to be enjoying a much better temperate time when it has been a pleasure to enjoy our facilities at our Colney Heath track.

This leads me onto a reminder of our celebration of the end of the public running season for this year and also to give members a more or less last opportunity to run on the raised track before the winter work on it starts on 1st November. So, on Sunday 25th October 2026 our Colney Heath Site will be open for a **Society Members and their family and friends only** running day. The site will be open from 2.00 to 5.00 pm for us to enjoy. Tea, coffee and biscuits will be provided (assistance in helping to dispense these will be warmly welcomed) and it is hoped members and their families and friends will bring picnics along to enjoy our site.

Finally, I have lost count of the number of times I have mentioned 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. This was very clearly illustrated recently when a number of stewards failed to turn up. At one point there was a very real possibility that we would have had to close the site for public entry. Luckily, there were enough volunteers that came forward on the day that allowed public running to go ahead.

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.

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.

I did write finally above but the real finally is here. With the changeover to digital phones only being available in the early part of 2027 we are all facing the decision whether or not to keep our landlines or not. My wife Helen and I reached the decision that as we were increasingly using our mobile phones and most of the very few calls we received on our landline were nuisance ones we no longer have a landline. So, with immediate effect should you wish to contact me my new mobile number is on the rear page of printed editions from October 2026 onwards.

Nigel October 2026

4 October 2026

Martin C – Senior Steward

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

Ground Level Despatcher
TBA

18 October 2026

Keith H – Senior Steward

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

Ground Level Despatcher
TBA

Booking an Event at Colney Heath?

Tyttenhanger site is open to all members at all times.

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

Public running days 2pm – 5pm

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

Priority given to public passenger hauling

On site parking for members and disabled badge holders only

Event Days

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

Priority given to event passenger hauling.

On site parking for visitors at sponsor's discretion

Private parties

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

Priority given to party passenger hauling.

On site parking for visitors at sponsor's discretion

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

Members days

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

No priorities apply

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

Club Dates For Your 2026 Diary

<u>Every Wednesday</u> G1 group meet at Colney Heath <u>Every Thursday</u> Working groups, and general conversation at Colney Heath <u>Every Saturday</u> Ground Level Rly at Colney Heath <u>Every Wednesday evening</u> O, OO and HO Gauges - Groups meet at HQ	
October 2026	
Friday 2 nd October	8pm General Meeting HQ. Work In Progress
Sunday 4 th October	Public Running Day. 2 – 5pm
Sunday 18 th October	Public Running Day. 2 – 5pm
Friday 23 rd October	5pm Evening Run at Tyttenhanger
Sunday 25 th October	Family & Friends Members Day. 2-5pm Tyttenhanger
November 2026	
Friday 6 th November	8pm General Meeting HQ. Workshop Tips and Tricks

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

Contact details removed for web edition.

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