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This Month...



The News Sheet

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Chairman's Chatter

And so we roll on into another month. This last weekend, 12th September 2015, at Tyttenhanger, we had the pleasure of entertaining Members and Carers from the St. Albans Mencap Groups.

We were very fortunate that, in spite of some showers early in the morning, the weather held fine for all the day and over 100 members and carers and families enjoyed numerous trips on both the raised track and the ground level track.

Catering was provided by their own band of willing volunteers which included numerous cups of tea for the drivers, guards and stewards. This was another very pleasant and worthwhile day for all those concerned. Hopefully we shall all be able to provide this service again next year.

Moving on, I am sure that most of you will be aware that Nick Griffin who has edited and produced the monthly newsletter for the Society for many years will be aware that he has reluctantly had to step back from this post mainly due to excessive workloads from the daytime job. Many thanks to Nick for all the effort that he has put in. A misconception on my behalf was that it was simply a 'Copy & Paste' job to organise and collate all the contributions from various members and forward it to the printers. Not so, it would appear that Nick and his wife spend many hours checking through each article that is presented for the Newsletter to ensure that nobody has stepped out of line, infringed possible copyright legislation, provided totally false or inaccurate facts. Much more to that job than many people appreciated.

It is now progressing on to that time of year when we cease our formal running of the railways and get down to some more serious business, i.e. WINTER WORKING PARTIES. So dust off your boots, sharpen your saws, polish those spades and we look forward to seeing as many of you as possible on Sunday mornings to not only drink tea and chat but hopefully get some constructive work done ready for next season.

This morning I thought it was my lucky day! A nice posh envelope arrived through the door, courtesy of Mr. Postie. Upon opening it I was amazed to find I was going to be given **NINE HUNDRED THOUSAND POUNDS**. Well knock me down with a feather and I had spent most of it before I read the small print. This was the winning prize from the **F.I.F.A. World Cup Lottery**. Strange I thought, especially as I had not entered the lottery, so a quick look on good old Google that revealed it was, as you may have guessed, another scam going round. So for all of you of senior years, and possibly some of the younger members, if you are awarded a fantastic prize like this, do not be taken in, write on the envelope

NOT KNOWN AT THIS ADDRESS and put it back in the post box when you are passing. Don't call any of the numbers listed on the letter as they will be premium rate calls and they are just trying to get your personal and bank details for all sorts of nefarious reasons. Take care; it is sometimes a wicked world out there.

I am trying to get to headquarters at Finchley more often so as to keep in touch with the merry band of members that always seem to be beavering away down there. It always amazes me how much goes on down there with such little fuss and bother. I must say how much I appreciate the patience and skills of the H.O. section attempting to assemble a train according to the cards that have been dealt out, taking it to the required destination and depositing each car at the correct location. Much more involved than many of the video games available, better company too!

A short epistle for this month but just remember to keep at it whatever your particular interest whether it is big trains, little trains, steam trains, fast cars, slow traction engines or peaceful boats or anything else the Society can interest you in, even if it's just being involved and enjoying the chat.

Robin Thorn, Chairman.

New News Sheet Editor

I appreciate it was mentioned last month but, just a reminder to you all that we now have a new editor for our News Sheets and he is Derek Smith.

Robin Thorn, Chairman

Cover Photo.

Keith Hughes' A1 'Alcazar' on its first public running day for our club gets thoroughly tested with three cars and sixteen people....Ron Price driving, Me as Guard, Steve Jones photograph on my camera!. Owen Chapman

Treasurer's Report

I would like to start my report this month by offering my thanks to our outgoing Editor, Nick Griffin for all the hard work he has put in over the years producing our News Sheet, the lynch pin of our Society. We have all been guilty at some time of filing late copy for some issues, which only makes the job harder. Thank you Nick for your efforts.

From this October issue of the News Sheet, we welcome Derek Smith into the hot-seat as our new Editor, wielding his blue pen and in this day and age, grammar and spell checker. Give him the support he deserves taking on this difficult job.

In the dim and distant past some of the membership numbers issued were re-used for new members, so this month's milestone is not strictly accurate. Nevertheless, one of the five new members who we elected at the last Council meeting held on the 1st September, has the magic 1000 number on his membership card. Congratulations.

I would like to take this opportunity to thank all those members who have paid their subscription dues in a timely manner. Some of course are not quite so quick and for a few others this will be the last News Sheet that they will receive. Next month everybody will receive a copy of the revised Name and Address list for your private use, not to be divulged to anybody outside of the Society. Please destroy old copies to avoid using the wrong information.

Thanks to the extraordinary generosity of Harold Newman, one of our newer members, the Society has been donated almost his entire workshop, so that in time we might have a proper secure workshop facility at the Colney Heath site. This of course means that this winter we must get on with all the work involved in creating the new steaming bay area, dismantling the existing concrete workshop building and re-erecting it on its new location and fitting out the inside to a suitable standard. The Raised Track loco storage facility in container #7 has also to be fitted out. We already have the double deck trolley/traverser to move the locos, all we need now are the storage racks.

Mike Foreman

Mencap Day, September 2015.

I appreciate that it may be my fault as I did not write a dedicated article in the News Sheet with reference to the date of this year's MENCAP visit. However, it had been published on the 'Diary' page of the News Sheet since the date was confirmed so there is no excuse for not knowing it had been arranged.

For many of those that came to enjoy the trains it is possibly the highlight of their year and find ways to communicate this to their carers in their own way and 'talk' about it all year long. For some it may be the only treat of a day out that they get during the year. It is therefore very important to do as much as we can, whilst we can, for those who may be less fortunate than ourselves.



Brian Baker, Roy Hall and Peter Cook running double headed for the Mencap Day in September 2015. Photo Robin Thorn.

Although the event ran very smoothly we were only able to raise enough motive power and manpower to run three trains on the raised track and three on the

T.L.R. This did mean that at times there were fairly lengthy queues of people waiting to ride and those who were able to act as stewards were run ragged trying to accomplish several duties at once.

It is appreciated that there were many other events occurring locally, and possibly further afield, on that particular day resulting in many of our normal runners and riders not being available.

So, hopefully I will remember to make sure it is highlighted in the News Sheet in future and we can hopefully look forward to more members helping in the future to make this a very memorable day for all concerned.

Robin Thorn, Chairman.

For Sale

5" Gauge Simplex.



David Haydn Jones. 1938. .2015. RIP.

It was a sad day when David died at the North London Hospice. A wonderful friend and colleague of the North London Society of Model Engineers had gone for ever. Our sincerest condolences were given vocally and silently to his wife Elise at the moving but joyous funeral service on the 2nd September 2015.

David served an apprenticeship at Standard Telephones and National Service in the RAF at Cranwell where he ran a TVR that he had built assisted by his father.

David's working life was as the senior technician at the BBC both in town and at Ealing Studios where David was in the production of among other things, specialist camera mounts for outside filming in the days when cameras weighed a 'ton'. He became adept at designing and fitting cameras to various novel vehicles. Jackie Stewart Sterling Moss and Hill all used his cameras and mounts for their formula one cars.

Nothing seemed to escape David's attention, gliders, a hot air balloon containing Shirley Bassey, jumping horses and *Blue Peter* all came in for the works. He seemed to be instrumental in filming at Colney Heath for the BBC *Model World*. And I wonder if recent filming at Colney by the BBC had something to do with past experiences there. Copies of David's original film have been seen from time to time; perhaps we can see it again in the New Year.

We all remember David giving a talk one Friday evening at a General Meeting at HQ. He showed us some of the artefacts or gadgets he had devised for films including a dagger that collapsed into itself when an actor stabbed a 'victim'. And a sword that squirted tomato juice when rubbed over a surface to simulate blood pouring from a limb.

David had been a member of the Club since 1981 and was extremely productive in the model world. To be invited to visit David's house was a privilege and one of admiration of David's skills as a model engineer. The rooms were adorned with medals and awards given to David for his prowess as a modeller. His first award was in 1951 when he built a fine model of the Great Exhibition in *Weetabix Boxes*. A friend said that he could just pick up a piece of brass and almost instantly it would metamorphose into some delicate bit of machinery. At Colney Heath he transformed an old hospital bed into a lift for locomotives. That was years ago and the lift is still working perfectly well today.

David hated the rush hours and used to travel to work two hours early and leave two hours late to avoid the crush and used that time in miniature engineering. David built a *Shay* locomotive and of course a 5 inch *Tich* which he powered

with butane gas. No one thought he was interested in gauge one locomotives until a near perfect *BR Standard 9F 2-10-0* suddenly appeared. No field of modelling was left untouched by David; boats came off the stocks as well as a *Shand Mason* steam powered fire engine. A Metropolitan *Sara Siddons* appeared as did numerous other rail models. A kit for a 14XX was acquired and when other mortals were tearing their hair out or contemplating suicide due to the complexity of the kit; David just remarked that some of it was rather 'trying' before showing us all an immaculately constructed model. David was probably amongst the most skilful amateur model engineers in the Country.

In his social life while David quietly cared for his aged parents; a young lady (Elise) living nearby also quietly cared for her parents. When the parents passed on David and Elise eventually became good friends. He learnt to ballroom dance and in his quiet unobtrusive way they got married about two years ago. Very unfortunately David suffered from a lung disease from which there was little prospect of recovery and much to all our sorrow he peacefully passed away on 17th August 2015. .RIP.
Ian Johnston.



David's kit built '14xx' in readiness for the show at Alexandra Palace.
Photo, Ian Johnston.

David Jones.

I attach an image of David Jones taken 20 April 1974 when he first encountered the North London Society as part of the BBC crew filming for the final programme in the 'Model World' series shown later that year. Seen here using his trusty Weston Master light meter, David was responsible for the camera mounting used to film the late Bill Camp's locomotive while in motion. The resulting footage was shown as part of the closing title sequence of the programme. The building in the background of my photograph is the old carriage shed which was destroyed by fire a few years later and replaced by the workshop which still stands.



David Jones using his Weston light meter whilst filming for the TV series 'Model World'. Photo courtesy of Mike Chrisp.

Although taken more than forty years ago, I hope this image will suit to illustrate your obituary to be published in the North London News Sheet. Although, like all of us, age takes its toll, this photograph is unmistakably David and may be of

more interest than other more routine images.

For those with access to the internet, the sequence filmed at Colney Heath can be found at <https://www.youtube.com/watch?v=6mgseBJ4gsc> and is preceded by film shot at St Albans College. Regrettably, like David, many of the members to be seen in these clips are no longer with us.

Mike Chrisp.

Situation Vacant

At a recent Council Meeting at Headquarters the topic of welfare within the Society was raised and it was suggested that we may wish to ask for a volunteer to take up a post of 'Almoner' or 'Welfare Officer' or whatever title you think it deserves.

The aim is to just keep in touch with members of the Society who possibly for reasons of bad health, lack of transport, or whatever reason find that they are not able to attend any of the Society activities, either at Tyttenhanger or Finchley.

The aim is not to run around providing transport for members with mobility problems but possibly see if another member nearby would be able to help out on the odd occasion. For those who are absent because of long term illness or treatment, just to keep in touch with them. Possibly at Christmas time just ensure a past member's close family receive a card. Just to ensure that they don't feel forgotten.

Another thought is to possibly arrange something along the lines of a weekend especially for [dare I say it] OLD CODGERS to come to Finchley to drive a train or race a car or at Tyttenhanger to see the progress that is being made and possibly partake of some rides around the tracks.

If you think you may like to take this task on or have some ideas about it please have a chat with me, my details are on the back page of the newsletter.

Robin Thorn, Chairman.

The September General Meeting.

Racing Cars. David Render.

by OMAH Mk II.

Ian Johnston welcomed members of the North London Society to meet David Render and his assistant Victor. David was to talk about racing cars.

The register was signed, fire warden appointed, raffle prizes displayed, tickets sold and David Lawrence ready to brew tea at break time.

David Render was introduced to the group. David requested a few moments to reason why he was giving the talk. It transpired that he was raising money for the widows of the men from the Sherwood Rangers. Many of these brave young men were killed during and after the Normandy Landings. The custom seemed to be to get married just prior to an action, in this case, the invasion on D Day. Several of the widows are alive today. David was probably one of the youngest tank commanders and survived, and now wishes to help the widows in a financial way.

Folk like the scribe who think that watching racing cars is akin to waiting for paint to dry were in for a revelation. David hailed from Totteridge and a family of builders. He drove his first car at the age of five! Glad we were not in Totteridge at that time but then David is now 91 and none of our membership were about at that time! Incidentally David drove to the Headquarters twice; once to reconnoitre and once for real!

David's first exploits in racing were trials from a standing start at Brighton. There were no precautions regarding protection of bystanders and they just seemed to wander about at will, even street furniture was not padded to protect the racing cars and drivers: mainly modified Austin Sevens and Ford Ts. Later when speeds got to over fifty miles per hour and a car had landed up in someone's tea room did the health and safety of the day step in.

Next came the hill trials with cars racing around on fairly underinflated tyres with little protection for spectator or driver. Slides were shown of incredibly muddy courses and incredibly muddy drivers and their assistants who had to throw themselves about to balance the cars rather like crews do on racing yachts or side car racing. The group saw on photograph of a rather attractive girl which the scribe thought was trying to escape from the car but turned out to be a very brave and dexterous assistant. So good, in fact that David married her; that was more than sixty years ago.

David now owns several Jaguar E-Types and enjoys them all. In fact he recently took one E-Type to the USA and drove all the way along the Historic Route 66 from Chicago to Los Angeles. . . Lucky man.

The meeting finished with a resounding round of applause with comments like 'One of the best speakers we've had' echoing off the walls of the freshly prepared meeting room. The group left HQs with the feeling of wanting more and with that in view he will be asked to give his talk on battle tanks in 2016. They hope that he agrees!



The photographs taken by Ian Johnston, are of a Model T Ford 1916 and a Mercedes of 1905 vintage, issued as kits by the Jet Petrol Company in 1970. Ian built the models some years ago.



Scribe's Scribbles

Well here we are nearly at the end of the running season and starting to think about winter working parties. Time flies by. I am sure Mr Grumpy will be publishing his list of jobs to be done, some are quite major such as the repairs to the roof at Smallford station others less onerous and as usual willing volunteers to undertake the work will always be welcomed on a Sunday morning starting at 9.00 through to mid day with tea and biscuits thrown in at 11.00 so get your winter woollies prepared and step forward and volunteer.

Some will have noticed the new doors that have appeared on the storage spaces between containers. Thanks to Ron Todd for their construction. The space between containers 5 and 7 is also having its rear wall bricked up (thanks to Phil Woodward) and we are using that space to store some workshop equipment donated to the Society. Their eventual destination will be the new workshop which is part of the long running steaming bay project.

Over the last couple of months the TSC and Council have been discussing **two important subjects** one is the testing of boilers and the other the storage of locomotives/rolling stock at site.

We have a well established team of boiler testers but over the past couple of years there have been changes to the Pressure vessel regulations that affect our hobby and the national organisations have responded after lengthy discussion with what we now know as "the green book" that sets out the requirements for testing of boilers. All members that have boilers requiring periodic test should be in possession of this book to understand the basis of the test that our boiler testers are required to undertake. If you do not have one make sure you ask for one when your boiler is due for its next test.

Recently in the model press and on the model engineering forums discussion has again focused on the requirements for the testing of boilers and the experience needed to undertake that responsibility. The issues are many and varied but can best be summarised by listing the main categories of boilers in common use, namely: commercial copper, own build copper to published design, own build copper non published design, commercial steel, own build steel to published design, own build steel non published design, these can also be listed under the main headings of initial build test and subsequent periodic test. It is probably evident from this simple list that the experience/skill base needed to carry out the appropriate tests varies considerably probably, most salient with own build non published design boilers.

The question has to be asked to what level of experience does the Society require its boiler testers to achieve to satisfy all or only some of the boilers listed? This certainly is important when the Society wishes to appoint or train new boiler testers. It's also important from an insurance point of view. Ask the question: what happens if a boiler fails and injury results? Almost certainly those investigating the failure will wish to know the history of the boiler and the tests carried out and how the Society ensured the tests were carried out by a competent person.

It is an unfortunate (say some) fact that we now live in an environment where Health and Safety plays a major part in the way Societies such as ours have to operate. With this in mind Council plan to have a General Meeting in the future where members can debate the question of the what standards it expects of its boiler testers for the different categories of boilers. Good notice will be given so that all interested members can plan to attend.

Which leads me into the second item being discussed, that of storage. We now have at least 50% of our storage arrangements in place, namely the 4 containers and work is progressing to make the spaces between them fit for storage also. Already space has been taken up and the space allocated for 5" storage when the bunker in the workshop is dismantled as part of the steaming bay project, 5" passenger car storage and the 7 ¼" fleet of Society owned and privately owned stock. So pressure on storage will only grow not diminish. A draft proposal has been drawn up to manage the storage arrangements and this proposal includes the concept of making a charge on members wishing to store their stock at Colney Heath. It is recognised that many members with stock stored also use them for the benefit of the Society such as on public running days and the concept is that storage charges would be rebated proportionally to the use made during the running season to the maximum of the annual charge.

This is an important shift in the way the Society has operated for many years and Council has expressed the view that members should have the opportunity to hear the "in's" and out's" of the draft before coming to a decision upon the subject and according have suggested the subject be debated at a General Meeting.

Thus, this and the boiler testing subject will be scheduled for discussion at a general meeting on a date to be planned (possibly February 2016 which is the first free date available).

PhewThat was a lot of scribble

Alan Marshall
(Secretary)

Books for sale.

A few words from Geoff about the books pictured below -

Various Railway Societies are the beneficiaries of the Will of the late Bernard Harding. He left an enormous collection of railway books and magazines, most of which are in near mint condition. Sales of the books have already started. Any member wishing to purchase an item should come to our Finchley building on a Wednesday evening from about 8 pm. For further information please contact Geoff Burton (details in club membership list).



Geoff Burton with just a few of the books for sale from the estate of the late Bernard Harding. Geoff and other club members have been working hard shifting the many hundreds of books to club headquarters, over many car journeys.

Mr Grumpy says -

Here comes that time again; when after resting on your laurels all through the summer period Mr. Grumpy says "Come on Lads, Back on Your Heads!" *[Some of you who are old enough will know what I mean.]*

So the season of the Winter Working Parties is rapidly approaching, I will not say too much here this month as I need to review my list and get out the trusty chalk and blackboard.

For those of you who are not accustomed to the Winter Working Parties, we normally work through the winter months on Sunday mornings from as early as you want to get there till you have drunk enough tea.

The tasks are many and varied and I normally try to keep a black board up to date with the most urgent tasks appended. Some of these tasks are the same as appeared in the Newsletters of 1980! One day we will catch up, I hope.

Of course it all depends on the weather at the time and jobs can vary from filling potholes in the lane, shifting bricks and ballast to the new land, checking and adjusting the condition and super elevation of the running tracks, keeping the pond clear of weeds and leaves, to note just a few.

In addition we often have working parties for the T.L.R. and other areas on Thursday and Saturday mornings.

Of course there is no obligation to come to any of the working parties but those who do come often say it is a good opportunity to get out of the house for a bit, or get a taste of fresh air, or lose a few pounds from a bit of physical work, and get to know some of the other Society members. All in all it gets to be a bit of a laugh most of the time. If you haven't tried it, don't be shy, come and give it a try.

Mr. Grumpy. Tyttenhanger Site Manager. [A.K.A. Robin Thorn]

Vacancy. Locomotive Meeting Organiser.

Until further notice Loco section meetings will not be held. Any volunteer wishing to undertake the organising of these events should contact the Secretary. Alan Marshall.

Marine Mumbles (Rides Again)

I got slightly confused with the changeover of News Sheet Editors, that I didn't write anything in these hallowed pages for the last two months. My fault for being stupid. Before I go on I would like to give a big vote of thanks to Nick Griffin (could be described now as past editor) for having to sift through all the uttering's of Stern, and make some sense of it. Seriously Nick we appreciate all you have done for us.

Since the last ramble time, from me, there have been two very successful Toy Boat Regattas. Considering the rubbish summer weather we have had, combined with the fact that I seem to attract rain whenever I'm left to organise anything, the regattas were reasonably dry events. Except for the boats (I got in first there)!

Rather than boring you all with words (remember I can only type with one finger) there are some of my 'David Bailey', sort of, photos of both events in this issue. Consider yourselves saved from more of my unsolicited word smithing.

Dave Lawrence took on organising the Society's stand at the St. Albans show, ably assisted by Brian Looker. This was held on the last weekend of September. So if this article jogs your memory, then you've missed it.

A big thanks to all those who have a dip (not literally) in the pond, to remove 'you know what', before sailing.

Now for the serious bit. I am standing down as co-leader of the Marine Section. After two sessions as leader for five years, and then lately as co-leader for seven years, I think it's time someone new took over. I'm sure a new leader would bring fresh ideas and innovations to the section. So don't be shy. I will make sure that the "pressed person" will receive the same monetary reward as I did,(NOWT!).

The good news is that Dave and I will still be running the "pond dipping" classes.

Peter Stern.

There are seven photos, taken at the Toy Boat Regatta events, in this issue, kindly supplied by P. Stern.







New Members and Mentors.

Another item that was discussed at a recent Council Meeting related to new members and membership forms. It would appear that over recent years we have developed a practice whereby membership forms are sometimes handed out to anybody who walks onto site and requests one. This is not the way that the scheme was originally set up and we are finding some newer members are coming to site to use the facilities and operate their models without a full understanding of how we operate and more significantly, how we operate safely.

The original concept was for new applicants to be invited to attend either Finchley or Tyttenhanger, or both, for several weeks to get to know other members and for us to get to know them. If everybody seems to get on then the new applicant can ask for existing members to propose or second their application which would then be submitted to the next Council meeting.

Providing the new member has to a certain extent shown himself to be fit and able, fully aware of how to conduct himself in respect of health and safety matters and hopefully has a good knowledge of engineering practices then with all due monies exchanging hands we have a new member.

But it does not stop there. It is also important that those who have acted as a proposer or second for the applicant also act as their MENTOR primarily to introduce the new member into the ways that the Society operates, health and safety awareness, what is Society property that can be freely used by members and all other relevant responsibilities. The MENTOR does not have to be limited to the proposer or second but could be another member who is a close friend or relative, or another member that the applicant has bonded with. Most importantly, the MENTOR should be fully aware of all the relevant rules and ways of the Society.

Robin Thorn, Chairman.

For Sale.

4-4-0 Gauge 1 chassis. Drivers, coupling rods, sprung axle boxes, cylinders, bogie, lubricator, boiler, smokebox. All in need of some TLC. £175. Contact Guy Ellerby. (see Membership list for contact details)

To all of our Society Members.

Over the past few months it has become more apparent that there is a growing feeling of resentment between our various sections and in particular; between some members of those sections.

Personally I find that this is not a pleasant environment for members to try and enjoy their 'hobby' and, I am sure, many other Society members are of the same opinion.

I have therefore decided that it may be time to remind all members of the objects and aims of our Society as referred to in the Constitution of the Society. The main points are detailed as follows: -

1. The encouragement and practise of the crafts of designing, making and using models of all classes.
2. The fostering of interest in hand and machine tools, scientific, electrical and radio apparatus and the like, and their making and use.
3. The bringing together of individuals with similar interests and co-operation with societies with similar aims for the mutual benefit of all.
4. The encouragement amongst members, and in particular amongst the younger members, of craftsmanship and pride in their work.
5. The establishment and maintenance of premises where these objectives can be put into effect.

My understanding of these basic guidelines is that as members of the Society we should **ALL** be pulling together with the same aim for the Society and with a feeling of fellowship and pride and not trying to score 'points' over different sections or members.

It is appreciated that we all come from different walks of life and all have different views, opinions and experiences but life is far too short not to take full advantage of the wonderful facilities that our Society has to offer and to enjoy it to the full whilst we can, and are still fit and able to do so.

At this time, I have not been able to confirm details with our membership secretary, but I am convinced that several of our members, and particularly some of the very new members, no longer attend either Headquarters or Tyttenhanger. Some I am certain may have left the Society altogether, primarily because of the feeling of resentment that is often displayed and openly

discussed by some sections and members about other sections and members.

The facilities that we have are something to be very proud of. Due thanks must go to the hardy few who continue to turn up regularly, in all weathers, to fetch, carry, hump, design, dig, shovel, weed, mix, build, grind, plant, weld, cut, cater, drive, guard, signal; etc., etc., etc..

Much has been achieved over the years by past and more mature members and this is hopefully to be continued into the future by encouraging the younger, and more able members, to take part and put the effort in. But, whilst this feeling of angst and resentment and 'one-upmanship' exists not many members, old or new, are interested in putting in the effort to progress the many projects that are in the pipeline. These include major refurbishment works at Finchley and new steaming bays and improved storage at Tyttenhanger to name just a few of the ongoing works.

So now with the end of another very busy running season in sight let's try and bury the hatchets, [not into each other], and go forward into the future with a sense of pride and achievement and try and put all the past squabbles and arguments behind us. This is not a 'one size fits all society' but if we all pull together we can make it to be the 'BEST FIT SOCIETY' that we possibly can.

Robin Thorn

Robin P. Thorn

Society Chairman and Tyttenhanger Site Manager.

St Albans South Signal Box

Following their visit to the track they have requested that we arrange a visit to HQ to allow them to see and operate our varied activities. The date of Wednesday 11th November has been proposed from about 6pm.

Tony Dunbar

Forthcoming General Meetings 2015

Unless otherwise indicated General Meetings begin at 8pm at our Legion Way Headquarters in North Finchley, usually ending at about 10pm. All members are welcome and we are always happy to see friends and family attending. We hope for a good attendance to support speakers. Please remember that many of the meetings depend on the club to provide the catalyst for a stupendous evening. For more information please ring Ian Johnston

Friday October 2nd

'Edward the Compressor' rides again.

Dust over those relics in your bottom drawer that you had almost forgotten about and take them for an outing with Edward who will breathe a breath of life into them and so create a wonderful air driven meeting. Don't worry if you have brought them before, we will have forgotten all about them by now! Mike will bring a cornucopia of connections so your model won't be without air.

Friday November 6th . Auction 'bring and buy' at Headquarters as well as tons of metal and tooling for the model engineer. Please come along and buy a few bargains or just come to be entertained and leave with regrets that you did not bid for that mystery tool box.

Friday December 4th THE Christmas party for all sections. Please come along and have an evening of Christmas fun. New cuisine this year and meet folk you do not usually see in such convivial surroundings.

STEWARD ROTA FOR THE 2015 SEASON

Track Steward. If you can't make your duty please find your own replacement then notify me so the published list can be amended (if time). If at short notice please notify the Senior Steward for that week as well.

Senior Steward. Please contact your team to remind them of their duty. Please ensure that Stewards sign the running book. If you are on e-mail, please let me know if any members did not do their duty.

Please ensure you all sign the running book, writing your name clearly, as a report of members who do not attend is passed to TSC at the end of the running season.

Please contact me,
Thanks, Sue Rose.

Public running dates and stewards -

Steam Oil For Sale

A new supply of Steam Oil 460 Grade, is now available for members to purchase for £4.00 in two pint plastic bottles. Contact the Treasurer at Colney Heath on Thursdays or Sunday mornings, or by arrangement.

Dates for your Diary

OCTOBER

Friday 2nd. 8pm General Meeting at HQ. "Edward the Compressor rides again".

Sunday 4th. 2pm to 5pm. Public running at Colney Heath.

Tuesday 6th. 8pm at HQ. Council Meeting.

Friday 9th, Sat 10th, Sun 11th. Malden invitation day; liaise direct if going; see notice board.

Thursday 15th – 18th. Midlands Model Engineering Exhibition.

Friday 16th – 18th. Fete & Fair section at Smallford Station.

Sunday 18th. 2pm to 5pm. Public running at Colney Heath.

Tuesday 20th. 8pm. TSC Meeting at St Mark's Church Centre.

Friday 23rd Workshop meeting. 8pm HQ.

Friday 23rd Deadline for copy to Editor for November News Sheet.

Saturday 24th. G1MRA, AGM, Godmanchester.

Sunday 25th. British Summer Time ends.

Wednesday 28th. Fete & Fair section at St. Andrews, Enfield.

Friday 30th. Halloween.

NOVEMBER

Tuesday 3rd. 8pm at HQ. Council Meeting.

Thursday 5th. Guy Fawkes night.

Friday 6th. 8pm at HQ. 'Bring & Buy Auction'.

Friday 6th – 8th. Midland Model Boat Show.

Sunday 8th. Remembrance Sunday.

Tuesday 17th. 8pm at HQ. TSC Meeting at St Mark's Church Centre.

Friday 20th Deadline for copy to Editor for December News Sheet.

Friday 27th. 8pm at HQ. Workshop meeting.

Every Wednesday; Garden Railway Section at CH (11am – 4pm), also 0, 00 and H0 Model Railway Groups and Video Group meet at HQ (evening)

Every other Wednesday; Slot Car (Retro) meet at HQ (evening).

Every Thursday; Working parties at CH (all day) and Slot Car section meet at HQ (evening).

Every Saturday; Working parties at CH on GLR, including Junior section (all day).

Every Sunday; Morning working parties at CH (start 9am).

NB. Please notify Alan Marshall (Secretary) of all meetings and other Society events for inclusion in the Society Calendar. Approval for special events still rests with Council and/or the Tyttenhanger Site Committee.

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