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# The News Sheet

*This Month...*

**Golden Wedding (page 15)**

**Photos from Guildford Rally (page 6)**



*Plus...*

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## FROM THE CHAIR

Now and then I take a look back at our News Sheet reports for a year ago, mainly to see what progress we have made on our various projects. This month, by chance, I looked at August 2009 News Sheet and I was very surprised to read that I had confidently predicted that work would soon start on the new Steaming Bay Project. Well, as you all know, that activity definitely did not happen! I am not sure why the work did not proceed as expected, but I suspect that the priority for our active labour was the building of our outstanding Ground Level Railway Station.

As I prepared to write this report, I was about to say that the work still has not started. However, last weekend, 25 July 2010, I was surprised and delighted to discover that the roller shed has been dismantled. So I can now report that the Steaming Bay Project has actually started. It is our intention to clear the site, and prepare the land for the foundations for the three containers (the present one and two extras to be purchased), which will form the major storage units for the area. It is my hope, as the project leader, to get this work done during the summer so that the containers can be positioned whilst the ground is dry and hard. A number of members have offered donations for the purchase of the two extra containers, so I hope that our target can be achieved quickly. Dave Lapham has offered to finish off the re-building of the digger and already has the necessary parts for that task. This too will be a great step forward. Thanks Dave and Laurie.

Chris Vouden is preparing revised plans so that we all will know what we are building. Thanks Chris, and to all who are committed to this project.

*David Harris*

Front cover Rai Fenton learning to drive from Paul Lacey from HO at the track  
Photo: Lee Griffin

Right Derek Perham's finished LMS Black Five  
Photo: Mike Foreman

## TREASURER'S REPORT

Well it is nice to know that somebody reads their News Sheet and my report in particular, which listed the postcodes of late payers. Whilst I haven't been exactly overwhelmed by the rush of late payments for subscriptions, it is gratifying to receive a few more. We still have twenty four members who have still to renew and they will all receive final reminder letters in August. If they have not paid their dues before the September Council then they will be removed from the Membership list. This will mean that any boiler certificates they may have will become invalid from thereon, unless they are also a member of another registered Society or Club.

On a happier note at the last Council Meeting we were pleased to accepted a new member into the Society

Mr Robert Anderson Interested in General Engineering, Gauge 1 and Marine.

*Mike Foreman*



# FOR SALE

## AVELING & PORTER STEAM LORRY

### SCALE: 3<sup>1</sup>/<sub>2</sub>"

Designed and manufactured by MAXITRAK in 1994. Purchased from MAXITRAK by the present owner in 2000. Current boiler certificate. Several modifications done by present owner since purchase to improve performance and meet recent boiler regulations.

**SPECIFICATION.** Single cylinder. 2" bore x 2.5" stroke. Boiler pressure 80 psi. Overall length 69". Total dry weight 2.5 cwt.

Included: Small two-wheeled trailer. Custom made road trailer for transport, which includes a tarpaulin cover. Log book of events since purchase. Blower and 12 volt battery. Two 25Kg bags of coal. Part bag of charcoal. Steam Oil. Other sundry fitting, etc.



Free Delivery in England. Wales & Scotland by arrangement.

**PRICE: £7,500. O.N.O**

**Apply To:** webmaster

## GENERAL MEETINGS 2010 – FORTHCOMING PROGRAMME

Unless otherwise stated, General Meetings are held 8–10pm at our Legion Way Headquarters in North Finchley. Thanks to Peter Davies (a man with a persuasive manner) we usually have a raffle (donations of suitable prizes appreciated), and thanks to Ron Thorogood (maestro of kettle and teapot), we usually have refreshments around 9pm. All profits from meetings go directly to club funds. All members are welcome at any of our General Meetings and we are always happy to see members' friends and family, too. We like to see a good attendance to support our speakers and look forward to your company.

Suggestions (and volunteers) for suitable General Meetings topics are always welcome.

### 6 AUGUST – FORUM

An opportunity to discuss hints, tips and techniques relating to model engineering activities.

### 3 SEPTEMBER – WATERWAYS WONDERS: RICHARD THOMAS

An illustrated tour of some of the engineering marvels around the waterways system.

### 1 OCTOBER 2010 – ON THE TABLE: WORK IN PROGRESS

Time to show off progress on your current project.



Club Butch back in steam at the hands of Martin Kenedy  
Photo: Owen Chapman



Above Foster traction engine Alma passes one of the several ice-cream vans at Guildford  
Photo: Owen Chapman

Right Peter Funk making progress with his boiler just a short step behind Brian  
Photo: Owen Chapman





Above This radio controlled US army tank caused much interest with its smoke and sound effects as well as shooting at children that go in its way.  
Below Missouri Pacific's experimental 3 cylinder ALCo 2-8-2 1699 from Yeovil on the ready track (note fully exposed Gresley 2:1 valve levers)  
Photos: Owen Chapman (from Guildford Rally)



# July General Meeting

## By OMAH

(Photos by Mike Chrisp)

Mike Chrisp opened the meeting and welcomed all 15 of us, however, with latecomers, this soon swelled to 17. He then went through recent and future events, these included the recent visit by Fareham and Chelmsford, both of whom have responded with letters of thanks and appreciation of those ladies who prepared and served lunch. Jean Chrisp had come up with some goodies, as usual, and Sue Rose was kept busy in the tea and coffee department as well as laying out lunch, refusing all offers of help. Thank you both. Also at the track we had our annual visit from the autistic children and John Squires, nice to see you, a most successful afternoon. In September we will have the usual visit from St Albans MENCAP plus a new one from the Potters Bar Special Needs Group. Someone had come up with a page from ME Club News in 1963 showing a photo of the track at Tyttenhanger under construction. In the accompanying notes was a mention of two 'Maisie's' one of which had been started by Mr Stevens at 75 but unfortunately he died at 82 leaving it incomplete. His widow requested that someone should finish it and be kept as a tribute to his memory, 'Pop' Pinnock, at 91, took it on and finished it in two months. The second was started by Lew Hunter who fell ill and the loco was completed by Ted Moon. (We seem to have been more obliging in those days). The Fetes & Fairs mob, sorry, Section, have been to Oaklands, Hertingfordbury, Codicote, and Berkhamsted (they were very hospitable at the latter providing tea, beer and two sessions of burgers and hotdogs). Our last speaker, Clive Young, declined to accept his £50 fee and suggested that we give it to a cause of our choice, since we have supported the St Francis Hospice at Berkhamsted Mike sent it to them and they have sent a receipt and a letter of thanks. It was suggested from the floor that we should claim for aid in respect of our benevolent activities, although in view of current cutbacks it doesn't seem likely but we can but try. Ian Johnston said that there seemed to be some reluctance to attend Ally Pally this time and that he had indicated to them his dissatisfaction with facilities at the last exhibition. He went on to say that he had recently taken delivery of a Maxitrak 5in diesel shunter to run on his garden railway but was peeved to find that it would only run forward and not reverse. He was about to take them to task but a friend, who understands technical issues, pointed out the switches for on/off, forward and reverse, it works fine now. Peter Badger will be speaking at the SMEE General Meeting on 'Reminiscences of a Spring Maker'. A TV has appeared at HQ, complete with aerial, consensus of opinion was that it is not really required, quite apart from the fact that it makes us liable for a TV licence.

Mike Hodgson had, for the 3<sup>rd</sup> year running, brought Edward the Compressor and a variety of connections to suit all occasions, via his magic box to adjust

and indicate the pressure, and was ready for customers.

First up to run on air was Mike Foreman with his chassis for a V2, not Green Arrow but will be based on an unnamed V2 60862. Mike started this loco c1976 and got on with it up to this stage quite quickly but other priorities such as raising a family, etc, put it on hold. He found that the wheels would not rotate due to the side rods being some 15 thou short. Following the late Mac Gower's suggestion he mounted each one in turn between the headstock and tailstock of his lathe heated the side rods and stretched them the required amount by adjusting the tailstock handle, and refitted them. This would be the first trial on air, as his own compressor could not produce enough pressure, the chassis was mounted on a stand enabling it to be rotated through 360 degrees, and was connected to the airline. As the pressure mounted we held our breath and at 50psi as Mike adjusted the linkage it suddenly burst into life, making me jump as Mike C's camera flashed just behind me as he recorded the event. It ran



Mike Hodgson on compressor and Mike Foreman with his V2

with a healthy Gresley clonk, and, typically, ran better backwards. To take us up to teatime Mike C ran his hot-air vehicle which has auto reverse when it hits an object and ran back and forth between the feet of Mike F's stand which he had so thoughtfully placed there. With the driving band removed it ran in stationary mode at quite a nice speed as we trooped off for tea.

Recently Peter Macdonald, whose 'Tinkerbell' chassis is now ready to run on air, took it to the track and ran it with three trucks, two of which contained a compressor and a petrol generator and the front one carrying the 'lucky'

observer. It all moved off amidst applause and made half the circuit when the air supply department began to object so Peter disconnected one cylinder and completed the run on one! During the tea break Jim Mac showed a video of the event, most exciting.

After tea it was the turn of David Harris with his 3½" class 4 tank made to Martin Evans 'Jubilee' design, although complete it had not been run on air. It started at 50psi and ran quite smoothly but, as with the V2, it ran even better in reverse. In contrast, Dave Lawrence's launch engine started at 2psi and could then be reduced to a mere sniff. Ron having produced a mug of hot water Mike C placed his low delta C hot-air engine on it and after a moment it ran smoothly, the displacement piston is polystyrene disk and the power 'piston' is a diaphragm made from a piece of a neoprene glove. Dave Lawrence had lit the conflagration below the hot end of his hot-air engine which soon began to run in a satisfactory manner. Meanwhile Geoff Burton, who had been sitting patiently throughout these proceedings and had to be away by ten, got up to display his beautifully made though diminutive 12V O gauge version of an NER Y8 shunter as used to be seen round the docks at Seaham. The finale, as usual, was a run by the beam engine in the glass case by the entrance. Having hooked it up to the airline it performed nicely as usual until Edward indicated his displeasure at being deprived of such a large volume of air and Mike had to shut down. Mike C thanked Mike H for providing the air, all those who had brought something along and the inimitable Ron for making the tea. After a round of applause we folded our tents like the Arabs and silently departed into the night.



Mike Hodgson on compressor and David (not Mike) Harris with his Class 4 tank.

(I note from the members list that we have 13 Mikes, not counting any more who may have joined since the list was printed. You may have noticed that out of 17 members present we were a foot deep in Mikes which makes writing the notes difficult in differentiating them. I feel we should decline to accept any further supply of Mikes unless they are willing to change their first names to something less common like Montgomery or St John to add a bit of class and save x number of heads going up when someone calls 'Mike'. Confused scribe, name & address supplied.)



Ian Johnston with the raffle prize, a lettuce. The lettuce was grown by Keith Bartrop and was picked fresh that morning.

## MIKE'S MUSINGS

Those of you who have attended our track site since the decision to cut back on public running days would have been aware of how smoothly the Sunday ran. In part this was due to having an increased compliment of stewards thus enabling us to steward the site in a safe and efficient/enjoyable manner.

The first Senior Steward working to the once monthly public running was Mike Chrisp. He had devised a list of things to do prior to opening the site and also a rota for the stewards. His system ensured that no one steward did the same job for more than one hour. On the document he had included a close down list of things to do before leaving the site. I would certainly commend this document for use at all future public running days. Thanks Mike for your efforts in devising such an excellent document. The Stewards Rota for August is as per Mike's format. Will Senior Stewards please complete the pre operational check list and also the close down check list. Completed documentation should be passed either to me or Peter Funk.

The Members only Sunday running in my opinion has been very enjoyable and successful, more like the days that I remember. Days when one could enjoy the delights of our wonderful site, talking to friends and generally enjoying a relaxing afternoon. It was so nice to be able to enjoy all of this without the constant noise and not having to act as unpaid child minders.

Of course there have been comments and letters of disagreement at the decision to limit public running. I would once again emphasize that this is only an experiment and at the end of this years running season will be the subject to an evenings discussion to ascertain what is required by the majority and what is best for our Society.

So all of you who have not as yet been to the track since the changes, please do come along and then make your judgement rather than miss out on what I and a lot of members consider to be an improvement. After all, the site is primarily for the enjoyment of this Society's members and not an attraction for the public, let's leave that to the likes of Willow Farm etc.

**NORTH LONDON SME - TRACK STEWARDING – 1<sup>st</sup> August.**

Check that the following are operational and available for use:

- |  |  |
|--|--|
| <input type="checkbox"/> Workshop                  | <input type="checkbox"/> Raised track water hoses    |
| <input type="checkbox"/> Container                 | <input type="checkbox"/> Raised track signal hut     |
| <input type="checkbox"/> Workshop toilet           | <input type="checkbox"/> Raised track                |
| <input type="checkbox"/> Water supply / hoses      | <input type="checkbox"/> Raised track signals        |
| <input type="checkbox"/> 12V blower supply         | <input type="checkbox"/> Coach                       |
| <input type="checkbox"/> Running book              | <input type="checkbox"/> Toilet block                |
| <input type="checkbox"/> Traverser                 | <input type="checkbox"/> Toilet block gate padlocked |
| <input type="checkbox"/> GLR car park station      | <input type="checkbox"/> Toilet block access bridge  |
| <input type="checkbox"/> GLR steaming bays         | <input type="checkbox"/> GLR station area            |
| <input type="checkbox"/> Raised track station area | <input type="checkbox"/> Tunnel shed                 |

**STEWARDING 1<sup>st</sup> August 2010**

Peter Brewster	Dave Chisnall	Steve Jones	Colin Thompson
Rai Fenton	David Jones	Peter Stern	Malcolm Barnes
Peter Gooch	Dave Green	Bryn Morgan	

  

	1.30 – 2.30	2.30 – 3.30	3.30 – 4.30	4.30 – 5.30
*Senior steward	Brewster	Brewster	Brewster	Brewster
*Steaming bays	Chisnall	Stern	Thompson	Chisnall
*Main gate	Thompson	Barnes	Stern	Morgan
*Park Corner 1	S. Jones	D. Jones	Fenton	Gooch
Park Corner 2	Barnes	Green	Morgan	Thompson
RT station 1	D. Jones	Fenton	Gooch	D. Jones
RT station 2	Green	Morgan	S. Jones	Barnes
GLR station 1	Fenton	Chisnall	Green	S. Jones
GLR station 2	Gooch	Thompson	Barnes	Stern
Boating lake	Stern	Gooch	Chisnall	Green
Crowd control 1	Morgan	S. Jones	D. Jones	Fenton

**\*Equipped with walkie-talkie units**

	1.30 – 2.30	2.30 – 3.30	3.30 – 4.30	4.30 – 5.30
Barnes	Park Corner	Main Gate	GLR Station	RT Station
Brewster	Senior Steward	Senior Steward	Senior Steward	Senior Steward
Chisnall	Steaming Bays	GLR Station	Boating Lake	Steaming Bays
Fenton	GLR Station	RT Station	Park Corner	Crowd Control
Gooch	GLR Station	Boating lake	RT Station	Park Corner
Green	RT Station	Park Corner	GLR Station	Boating Lake
D. Jones	RT Station	Park Corner	Crowd Control	RT Station
S. Jones	Park Corner	Crowd Control	RT Station	GLR Station
Morgan	Crowd Control	RT Station	Park Corner	Main Gate
Stern	Boating Lake	Steaming Bays	Main Gate	GLR Station
Thompson	Main Gate	GLR Station	Steaming Bays	Park Corner

**CLOSE DOWN**

Check that the following are left tidy, secure and available for use next time:

- |  |   |
|--|---|
| <input type="checkbox"/> GLR station area            | <input type="checkbox"/> Rubbish removed      |
| <input type="checkbox"/> Signal box                  | <input type="checkbox"/> Workshop             |
| <input type="checkbox"/> Toilet                      | <input type="checkbox"/> Container            |
| <input type="checkbox"/> Toilet gate access restored | <input type="checkbox"/> Workshop toilet      |
| <input type="checkbox"/> Coach                       | <input type="checkbox"/> RT steaming bay area |
| <input type="checkbox"/> RT station area             | <input type="checkbox"/> GLR steaming bays    |
| <input type="checkbox"/> RT signals in               | <input type="checkbox"/> GLR station area     |
| <input type="checkbox"/> RT hoses in                 | <input type="checkbox"/> GLR carriage shed    |
| <input type="checkbox"/> RT signal hut               | <input type="checkbox"/> Tunnel shed          |

**Stewards Rota for 5<sup>th</sup> September.**

Senior Steward :- David Harris  
 Stewards :- John Mills  
 Maurice Cummins  
 Gavin Lang  
 Richard Hesketh  
 Paul Bexfield  
 Chris Vousden  
 Ron Todd  
 Malcolm Reed  
 Michael Woolsey  
 Peter Weeks

**Stewards Rota for Non Public Days.**

Date	Steaming Bay	Main Gate	Station area	Tea Steward
08-Aug	Brendan Corcoran	Peter Badcock	Michael Gibbs	Gauge 1 Member Gauge 1 Member
15-Aug	Jim MacDonald	Peter Sheen	David Marsden	Gauge 1 Member Gauge 1 Member
22-Aug	Mike Foreman	Keith Barltrop	John Firth	Ron Thorogood Mrs Thorogood
29-Aug	Dick Payne	Barrie Davies	Leslie Dobbs	John Johnston Gauge 1 Member
12-Sept	Graham Brown	Tim Clementson	Reg Piper	Les Brooks Gauge 1 Member
19-Sept	Peter Fox	Mathew Stallard	David Dunlop	Gauge 1 Member Gauge 1 Member
26-Sept	Tony Guerrier	Ian Buswell	Roger Clark	Gauge 1 Member Gauge 1 Member

If for any reason the above named members (both Rota's) can not steward on any of the dates would they please let me know ASAP by ringing me on 0208 805 8474, your cooperation would be much appreciated.

### **Forthcoming Loco Section Meetings.**

**Friday August 20<sup>th</sup>:-** Tonight is our last summer BBQ, come and have a run or create a gastronomic delight on the BBQ. (Hope the weather is kind)

**Friday September 17<sup>th</sup>:-** T.B.A.

*Mike Ruffell.*  
*Loco Section Leader*

## **GOLDEN WEDDING**

On July 24<sup>th</sup> Derek and Angela Perham celebrated their Golden Wedding at the Wheathampstead Social Club. Music was provided by the 'Struck it Rich' Country and Western group, in keeping with their keen interest in line dancing. I didn't count heads but there were a tidy few folk present, including an NLSME corner, and a lively evening was had by one and all. There was also an excellent buffet, (I must be slowing down, I was only third in the queue!) You could tell that a large proportion of the guests were friends from the country dancing group that D&A attend, because they knew how to trip the light fantastic in true country and western style, particularly the line dancing. I am sure that everyone enjoyed the evening as much as Julie and I did, and would like to thank Derek and Angela for putting on such an entertaining bash and letting us be part of their anniversary.

(I hope Derek won't mind my mentioning that there nearly wasn't a celebration at all since he was in hospital on the previous Thursday with a 'dicky ticker' and only 1 percent blood flow. Fortunately they were able to take care of him with the aid of a stent and he seemed to be in fine fettle on the day. Having announced that he would not be able to dance due to his condition he immediately proceeded to dance more than anyone, there's a surprise!)

Jim Robson

## GARDEN RAIL

(photo by Dave Metcalf)

Well here we are again, another month of beautiful weather has passed, the site at Tyttenhanger is beginning to look brown and dusty from the heat, fortunately the old G1 track under the fir trees is nicely shaded and cool, this will not be so much so with the new G1 track that is now really beginning to look the part. All the posts and base frames are now erected and in place, all wooden parts have at least one coat of green preservative on them (I painted them). Green was chosen as it is not too bright or intrusive. Matt Stallard is doing an excellent job cutting the grass once every couple of weeks. Matt brings in his own lawnmower as none of the club ones seem to want to work. Work parties are organised every Wednesday, we will shortly be starting to fix the cement/fibre base boarding in place. Hopefully, this job should not take that long, our next step then will be the track itself, more of this later though.

In last months article I reported on our visit to John Judson's track at Great Bardfield, Essex. This is one of many get-togethers we G1 members attend throughout the year at other members private tracks and other engineering societies tracks. These get-togethers are regular occurrences during the G1 year and are a chance to renew old friendships, exchange idea's, see other locomotives and rolling stock, as well as generally have a good time.



**AN EARLY START FOR THIS NICE MODEL OF A "CLASS 55" DELTIC BOUGHT ALONG BY A "CAMBRIDGE MES" CLUB MEMBER.**

As usual with July it was our Societies turn to have our annual "Gauge 1" get-together. On this day the Society threw its doors open to all other G1 members who would like to visit. We had visitors bringing loco's from as far and wide as Birmingham, Southend on Sea, Peterborough, Salisbury and all points between. We were very fortunate with the weather that was just right, a bit dull at first, but it brightened up later, very pleasant by lunch time and sunny in the afternoon.

There were some 60+ models in attendance. This on our quite small track made for strict running schedules, adherence to time slots being most important. To this end Dave West and Nick Rudoe supervised the inspection of boiler test certificates and managed the track running board. As usual we had a "sponsor" for supplying the tea, coffee, etc. The usual rota of volunteers manned the tea room all day, dispensing vast quantities of hot drinks. Cans of drinks and chocolate bars had to be paid for!

Malcolm Read organised a trip to 'CostCo' for the B-B-Q supplies. Malcolm supervised this, although all the cooking was done by Michael Metcalf. Over 100 sausages and 80 burgers were prepared to perfection by Michael. I must admit we all missed that crunchy black 'carbonated' crust Malcolm usually manages to get to perfection.



**LUNCHTIME OVERVIEW SHOWING B-B-Q AND TRACK IN USE.**

I think we can say that a good time was had by all. Mike Crisp came along for a quick look and stayed nearly all day. Several of the RT members came along with their loco's and gave rides, this was a nice gesture and really appreciated.

I think the event was well attended considering the present financial situation in the country. We had advised of the event in the "G1MRA" magazine 'What's on' column. We were very encouraged by the fact that there were present several G1 modellers who wanted to get into the hobby and were looking for help. Nick Rudoie spoke to them at length and obviously advised them to join the best society around.

Next year we hope to make this event even bigger. Most attending went and had a good look at the new track construction. The new track will be complete by then and its much larger size will allow for 'double' running on the two main tracks. If we also move the day to a Saturday (as opposed to our existing Wednesday) we will possibly get even more attending. Who knows perhaps inviting a few members of the trade along to show their products?

Next month we are off on the 11<sup>th</sup> Aug to visit Dave West's track. Dave is a member of our Society so we are guaranteed to have a good time (rain allowing) until then, happy steaming.

David Metcalf.



St Albans Rally. Jim explaining to the alien what this little contraption is  
Photo: Ron Todd

## 📖 Dates for your Diary 📖

Friday 6 August	8:00pm General Meeting ; Forum & Discussion HQ, Legion Way, Nth Finchley
Saturday 7 August	Birthday Party Claire Churchhouse , Colney Heath
Monday 9 August	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Saturday 14 August	Invitation Day, Brian Apthorpe, Colney Heath
Thur-Sat 19-21 Aug	Fete's & Fair section at Scarcrow Festival, Flamstead. Contact J McDonald
Friday 20 August	8.00pm Loco Section, BBQ at the track; Colney Heath
<b>Monday 23 August</b>	<b><i>Deadline for copy to Editor for September News Sheet</i></b>
Friday 3 September	8:00pm General Meeting ; Steve Winter - Building a Light Aircraft from a kit HQ, Legion Way, Nth Finchley
Saturday 4 Sept	Birthday Party , Colney Heath
Sunday 5 Sept	Fete's & Fair section at Capol Manor. Contact J McDonald
Monday 6 Sept	8.00pm Tyttenhanger Meeting in the Coach; Colney Heath
Saturday 11 Sept	Birthday Party Guy Ellerby, Colney Heath
Sunday 12 Sept	Potters Bar Children with Special Needs Group, Colney Heath
Monday 13 Sept	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Saturday 18 Sept	St Albans MENCAP; Colney Heath
Friday 17 Sept	8.00pm Loco Section, TBA
<b>Monday 20 Sept</b>	<b><i>Deadline for copy to Editor for October News Sheet</i></b>
Friday 1 October	8:00pm General Meeting ; On the table work in progress HQ, Legion Way, Nth Finchley

Every Wednesday	Garden Railway Section at Colney Heath (11am - 4pm); OO and HO Model Railway Groups and Video Group at HQ (evening)
Every Thursday	Slot Cars Section at HQ (evening)
Every Saturday	Morning working party on GLR including junior section.
Every Sunday	Morning working parties at Colney Heath (start 9.00am).

**NB: Please remember to notify all meetings, events & exhibitions, in advance, to Owen and Rachael Chapman, who act as Keepers of the Society Calendar and Tyttenhanger Site Events Co-ordinators.**

