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CHAIRMAN'S REPORT

Well I suppose as I write this autumn and winter are rapidly approaching, however I have just returned from the track where the temperature was just over 20°C. Lovely day, engine ran well, as did most of the others there. We had a couple of new members in attendance and a couple of prospective members visiting.

I had a pleasant time on Tyttenhanger on Sunday the 5th. There were many fare paying visitors present, all seemed to be thoroughly enjoying themselves. A big shout out must go to the GL lads for having so many loco's running, there was virtually no waiting queues for a ride. I particularly liked Alan Marshall's new loco, a true miniature steam engine. It looked lovely running and although brand new seemed to me to have power in plenty to do all the pulling required of her.

The raised track was busy. I always like to see Tony Dunbar's American Bo-Bo, has a great sound board and ran well on battery's installed for most of the afternoon. Our esteemed treasurer Mike Foreman was present, as usual doing plenty of pulling for all the afternoon. Chief steward was our vice chairman Ian Johnston; we all had to watch our P's & Q's!

Our G1 garden rail track is certainly one of the best in the UK, possibly now in Europe! An accolade to the track is that next September (2015) the Swiss G1 group are coming to us for a day's visit. They tour the UK every other year visiting 4 or 5 tracks. This though won't be the first time they have been as we hosted them on the old track back in 2008. They certainly enjoyed themselves then. Dave West the GR section leader will be making detail arrangements nearer the date.

At the council meeting held on the 14th Oct we approved a capital expenditure grant to the TSC to proceed with the construction of the GL tunnel portals. Council was happy to see the detailed estimate on construction costs and detail drawings. Council was also pleased to affirm that Peter Funk will continue to be in command of the GL section.

At the same meeting Alan Marshall stepped forward to take on the duties of running the societies web site. We also reluctantly took the decision that we would not be attending the Sandown ME or the Alexander Palace ME.

The council would also remind all members, old and new, that part of your membership duties is to attend Tyttenhanger at least once a year and

Front cover: Peter Funk with his Rhomulas "Saint George" on the GLR. Photo: Owen Chapman

undertake stewarding duties (unless otherwise agreed). Sue Rose will compile the list ready for publication early next year. Please ensure you attend, many times I have heard people complain about having to do it, then when done saying how much they have enjoyed it.

I must now go. I will again be at the Fosse for the UK's No.1 Model boat show on the weekend of the 7/8/9th November. A good venue to attend, plenty of flat & free car parking, not difficult to get to, good value restaurant and clean toilets. There were some fantastic models on display last year. There were over 1,000 model boats of all shape and sizes. I particularly liked a massive model of the IJNS Yamato, superbly detailed and near on 108"long.

Well until next month let me wish you all Happy Modelling.

David Metcalf.

Raised Track Report

The last Public Sunday on the 19th October was a sunny day, unlike last year's final day. A very good crowd of happy passengers were carried on both the Raised Track and the Ground Level Railway. Visitors seem to have taken to Season Tickets and the kids certainly like to have them clipped.

Winter working parties have now commenced. The site manager has produced a long list of jobs, both large and small for people to get involved with. On the Raised Track I shall be doing the usual main beam inspection over the next couple of weeks, which will enable us to decide if any have got to be replaced before next season. The ride quality around the new extension from the bridge to the next straight is not as good as it ought to be, because each section of rail appears to have a small straight section at each end instead of a smooth curve. This is partly caused by re-using old rail from the original loop, which had been put through the rail bender. I intend to investigate replacing only the outside (RH) running rail completely with new rail from stock, without using the rail bender. This being the rail that the wheel flanges bear against around the curve and thus affect the ride quality.

Another little job will be transporting more scalplings to the new embankments to consolidate the pathways created last winter.

Mike Foreman

TREASURER'S REPORT

The October Council Meeting, in my absence, accepted two new members into our midst. Mr John Dixon and Mr Peter Cousins, together with Peter's two children as junior members. Please make them welcome if you see them. Full details will be included in the new Name and Address list, which will be sent out with the December issue of the News Sheet.

In the meantime I would ask you all to check your current N&A list to see that your details are correct. We recently had a case where the member's post code was missing one digit and that could have been the cause of him not receiving his News Sheet for some months.

This year we have had nine members who have informed me that they did not wish to renew their subscription to the Society and a further six who are being deleted because they have not responded to any of the reminders sent to them since April. The following names will no longer appear on the next Name & Address list:- Messrs. Anderson; Antoniades; Braley; Browne; Castle; Chapman R; Coker; Creasey; Guerrier; Heneghan; Iwaszkiewicz; Miles; Roche; Thomson and Zwirn.

Mention of the GLR tunnel portals brings us to the question of the rest of the tunnel. Whilst some would like to see the whole tunnel built as a prototypical brick arch, this would be an extremely costly course of action and the question has to be asked whether we would be better served in time, money and ability to use, for example, tried and tested concrete floor beams as a basis for the tunnel roof. If the first two metres into the tunnel are built as an arch to match the portals, and because of the curved nature of the tunnel you will not be able to see in the dark or even care that the roof is flat and not arched. Whichever method is used we are going to need a lot of additional donations from members, as our income from other sources will not achieve in a sensible timescale what we will need for many years to come. We must cut our cloth to match our available funds.

Mike Foreman

October General Meeting By OMAH II, photos by Derek Smith

Our scribe arrived at Headquarters at 7.30pm hoping to help set out the stalls, but Mike and Jonathan Avery had been busy since the night before parcelling up vast quantities of brand new taps and dies as well as transporting almost a ton of metal working and not so metal working tools. The tables groaned with the weight of produce rather like a metallic harvest festival. The festival ranged from pop rivets to pop-pop boats and from pristine metal taps to pristine water taps. Peter Davis and Jim McDonald should not be forgotten because they were guilty of bringing a trailer load of metal working gear from Potters Bar.

Mike Chrisp was sitting on the small stage with his bowler hat surveying the assortment probably wondering if he would ever be able to sell even half of it. Geoff was already waiting ready to hand out registration cards to prospective bidders and registering them on the computer.

At eight Ian Johnston opened proceedings by mentioning that the collection did not get to the HQ by magic but by dint of sheer hard work by the above named individuals and others.

The parish notices were given and battle commenced with some good folk declaring that they were not going to buy a single object and the scribe noticing that before you could say "*Isambard Kingdom Brunel*" that same person had bought a large carton containing probably a million pop rivets.



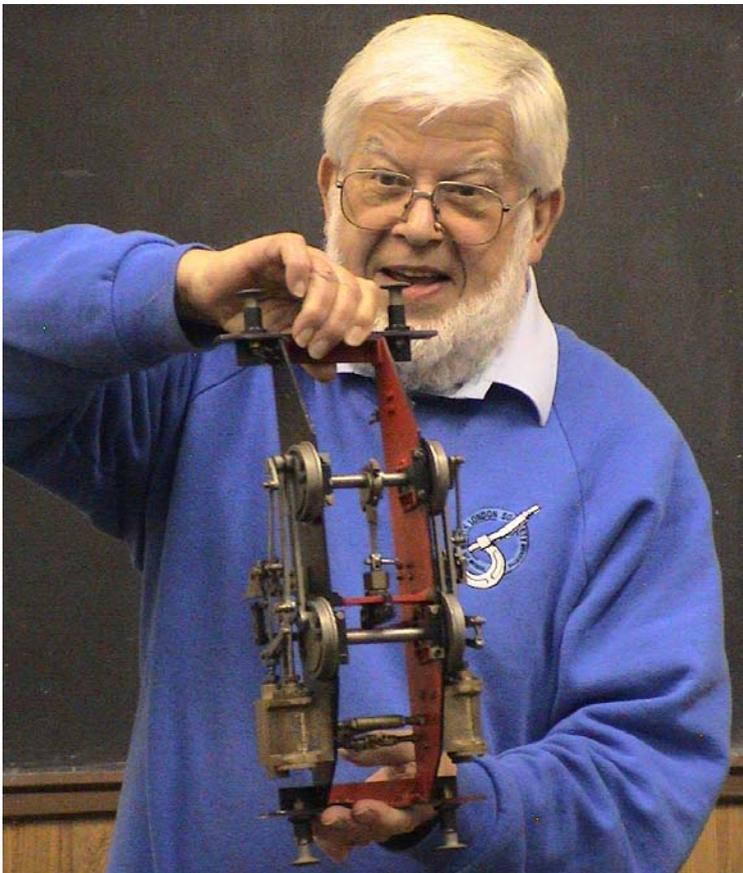
Although there was not a great crowd there was a frenzy of buying helped on by Mike Crisp's well-known retorts to. 'What size is that die?' with 'What size would you like it to be?' Shades of dear old Charlie Starns.

Buying surged on apace with Dave Lawrence serving drinks to punters on the floor, rather like a dealing room in New York. In the frenzy Mike Crisp managed to sell his own boots. (But not as he was wearing them). The scribe had the feeling if someone's dear grandmother had innocently wandered into the arena that she would have been summarily sold to the highest bidder.

All too soon it was all over with Mike Crisp settling back into a chair on the stage with a look on his face indicating that a good job had been well done.

The sale was complete, debts were paid and the happy punters struggled out into the evening with their new possessions, while the tables were dismantled and the hall prepared for the next meeting.

Thank you very much Mike and your enthusiastic team.



Thank You

Dear Ian,

Thank you for arranging the auction. I enjoyed the evening and am pleased with my purchases. I have used most of the items previously purchased at our club auctions and consider these events a perk of membership of the club. Many of us are not that well off financially and often are able to buy useful things at these events at very reasonable prices. I feel sad when using tools from a deceased member but happy in the thought that these people are still with us in some way. My workshop contains many items previously owned by past club members; members who I once chatted to over a cup of tea. I expect they would have been pleased to know that a fellow member of the club continues to put their tools to good use.

Signed anonymous



Peter Funk with his Rhomulas "Saint George" passing Dick Payne's GWR 4300.

Photo: Owen Chapman

Marine Mumbles (Rides Again)

Photos by Peter Stern

More pictures than chat this month, from me. Our stand at the St. Albans Model Show looked really good. The NLSME stand had more of diversity this year than last. Dave Lawrence's working hot air engine seemed to be the draw to the stand, with lots of interest in how it works. Other highlights of the stand were Ron Price's three steam engines, and Brian Looker's Locos. A big thanks to all who offered models for the stand, not forgetting Brian, Dave, and Peter Badger who looked after me over the weekend. Keeping me out of trouble as usual! If you haven't been to the show, do go next year. There is such a lot to see there. St. Albans did us proud again.

The only other thing to report is that the dates for next year's Toy Boat Regattas have been booked with Malcolm Barnes and the Organisers. The dates are: Sunday 10th May 2015, Sunday 12th July 2015, and Sunday 13th September 2015.

See I told you it would be more pictures than chat this month.

Peter Stern





The October Loco Section Meeting

By Roger Bell

Tony Dunbar opened the meeting and announced that he has been organising the speakers and running the meetings for a number of years, he now wishes to stand down and seeks a volunteer to take on his position. He suggested that a meeting committee be formed.

Our speaker for the evening was John Polley and his presentation was entitled 'London Underground Railway Modelling'. He had brought along some of the underground trains he had made, they were 00 scale. He has had an interest in railways since a child and recalled travelling on the underground once a year to go to the pantomime at the London Palladium. There was a picture of him as a child with a tinplate train set. Following that he had a Lone Star electric train set with a basic die cast Deltic class locomotive. His interest really started in railway modelling when he was a member of the 'London Underground Railway Society'.

John had worked for the electricity board for 40 years and in 2002 he became a train driver on the Underground. He would buy kits from the Harrow model shop made of white metal and learn how to solder them together, too hot and they would melt completely.

Eventually he built an underground railway layout called 'Mill Ridge Station' solely for use at exhibitions; it was based on Arnos Grove and was exhibited for eight years. During that time it went to eighty shows, we saw pictures of it and the fiddle yards on each side. Later a loco shed and grass was added to the yards.

We saw pictures of other layouts from exhibitions and a picture of a very highly detailed signal, a smoke generator created an atmosphere for the steam loco working on the underground.

Whilst at an exhibition a chap came up to him and asked if he would like to see the layout he had at home. John and his mates followed him in their car to his house, on the way it started to snow and the route was along a very narrow track. John thought they would be kidnapped and their layout nicked. They were invited in and given a cup of tea, they sat with the chap's wheelchair-bound mother, he stayed at home most of the time looking after her. Whilst chatting there was no sign of the layout, eventually they were led upstairs, a door opened and they were completely amazed at the size and detail of his layout. Only one other person had ever seen it, the chap's cousin, his mother could not get up the stairs. The chap was concerned about its future and wanted it to go to a good home. John made arrangements for it to be put in the London Transport Museum.

'Abbey Road' layout is set on two levels; it has two different layouts and again just made for exhibitions. It is 18" deep and has 2 x 10 foot long boards making the layout 20 foot long altogether plus fiddle yards. The base is plastic sheet which can be cut with a knife and sanded, it is preferred to wood. Adverts from Google were scaled down to put on the platform bill boards; even graffiti was photographed and can be seen on the layout. 'Abbey Road' went to 130 shows in 10 years. It has been featured in all the magazines, on TV and in the free 'Metro' newspaper, even woman passengers on the tube turned to the centre pages and read the article without knowing that John was in the coach watching.

John designed kits that were hand built in Sri Lanka. Other people asked him to build trains for them; he disliked doing this so he setup Metro Models in Madras, India. The parts were etched on A3 size brass sheet. John described the bogie and the motor; parts were designed or made in 10 factories around the world.

At shows they also run engineers stock which on the underground normally only runs at night. Trains are made up of four cars with two motors to drive them.

This was a truly entertaining evening, quite amazing; John is a very fast and detailed speaker and held everyone's attention. We thanked him for coming along to talk to us.

Loco Section Meetings

I'm sorry to report that our first 2 meetings have 'enjoyed' poor attendances. What is wrong? Is it day, time, subject, speaker or what? Your thoughts would be of interest. Don't forget that when outside speakers are invited its because its believed that they have something that will entertain, inform or just amuse us and they deserve a reasonable sized audience. Don't forget they get the same fee or expenses whether 1 or 51 of us attend!

I took on the job of running the actual meetings to help Mike Chrisp out when he was under considerable pressure on Club business. The speakers were all arranged beforehand. For about the last 2 years or so I've not only run the meeting but arranged the speakers as well and I'm sorry to say that I've had enough and its time for a change. Consequently after the April 2015 meeting it will be up to you, my fellow members, to decide if you still want a Loco Meeting and, if so, who is to organise it. Perhaps we should re-instate the old Meetings Committee to help out?

The next Loco Meeting is on Friday, 21st November at HQ starting at 20.00 hours when I hope to see lots of 'Work in Progress'.

Tony Dunbar

Colney Heath Site Winter Jobs 2014/15

I have carried out a major survey of the Colney Heath Site to assess the outstanding jobs needed to be tackled during the Winter Working Parties.

PAINTING

1. Repair/paint the inside of the roof of the car park GLR station.
2. Paint the underside of the roof of the GLR steaming bay canopy.
3. Paint Container Number 7.
4. Paint and secure the water tower adjacent to the main station.
5. Paint the inside of the coach - crew room end.
6. Paint and repair the main station canopy.
7. Treat underside of roof of both marine shelters.
8. Finish painting of bridge to the toilets over the GLR.
9. Paint the main GLR bridge.
10. Repair and paint the full size railway signals by the old GR and tunnel.
11. Repaint signal box area by steps.

GENERAL

12. Lay concrete base for new workshop.
13. Complete the construction of areas 4 and 6.
14. Erect guttering on Container roof.
15. Resolve the problem of condensation of garage workshop roof.
16. Main station area - clean and treat all fencing.
17. Complete coach window repair and painting.
18. Repair hand-wash in crew room.
19. Replace broken sign by gate.
20. Add doors to cabinet in crew room to tidy up.
21. Repair hot water urn.
22. Clean RT.
23. Re-lay paving to toilet to prevent trip hazard.
24. Repair baggage trolley on station platform.
25. Clean gutters of coach area.
26. Provide better access to pond via walkway adjacent to RT and across GLR at disembarkation area. Better visibility/control of visitors.
27. Oil all hardwood seats (in the spring).
28. Repair station lights (near platform).

29. Fill pot holes in access lane.

The Society would appreciate any volunteers willing to undertake these tasks as a contribution to the upkeep of the Colney Heath Site.

May I finally inform you all that I have decided to retire from the role of Site Manager at Colney Heath, with effect from 31st October 2014.

David Harris



GLR in action with lots of happy passengers.
Photo: Owen Chapman

Thank you from Mencap/Snap

Dear Malcolm & Robin,

Many thanks to yourselves, all drivers and volunteers for all the help and support provided to Mencap/Snap (Special Needs Activities and Play) for the railway day held on 6th September.

The day was a real success and was very much appreciated by all who attended.

We welcomed new families to the event who were not familiar with the railway's location and who commented on how much they would like to attend again in the future.

We look forward to seeing you again next year.

Kind Regards'

Lauren Walker
SNAP Assistant Manager

TSC Update

Lately the TSC have discussed subjects such as buffing and coupling standards, storage arrangements at Colney Heath, where to plant new trees, ground level train derailments and construction of the GLR tunnel.

The club GLR loco had a new hydraulic drive unit fitted and will be named 'ALBAN'.

We have ordered new signs for the GLR station, name boards and new seats for the raised track passenger cars.

There are plans to incorporate a time capsule in the GLR tunnel portal and for the society to acquire some G1 rolling stock and a loco.

Pond cleaning, garden weeding and track maintenance continue along with planning the next step towards improving the steaming bays.

If you are interested in helping in any way please contact a member of the TSC.

Peter Brewster



WUT 3, the North American layout at HQ on the Santa Fe night; held in memory of former member Paul Lacey who died 2 years ago.
Photo: Mike Foreman

Forthcoming General Meetings 2014-15

Unless otherwise indicated General Meetings are held at 8-10pm at our Legion Way Headquarters in North Finchley. All members are welcome and we are always happy to see friends and family attending. We hope for a good attendance to support our speakers. Please remember that many of the meetings depend on the Club to provide the catalyst for a stupendous evening. For information email the webmaster.

Friday Nov 7th 2014. General Meeting. **How Barnet got its Railway**

A talk by a railway historian from Barnet Museum. Listen and learn with fascination concerning the machinations that took place before High Barnet Station was finally established.

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 convivial surroundings.

Friday January 2nd An evening of members **Slides and photos**. We all have slides taken years ago that we can talk about for a few minutes, so bring them along. Now that we are in the computer age, I think that we are now in a position to scan those cherished photos to show on the silver screen so don't be reticent. Not too many slides of old flames please unless of course they happen to be of the steam powered variety!

Friday February 6th **Steam in China or Brazil or Eritrea**. Gordon Massey has been to visit all these faraway places many times over the years and has taken some of the most stunning video shots of steam locomotives working hard that I have ever seen. He has made some of the visits during the winter just for the steam and snow effects and they are fantastic. This will be a night to remember

Friday March 6th Keith Hughes talks to the Club about monumental changes to the GNR out of Kings Cross towards Peterborough and beyond. Ever thought of an engine driver using sat nav to get out of the Copenhagen Tunnel then come to this fascinating illustrated talk and be illuminated!

GLR News



Public running Sunday on the 5th October for me was the best day of the year so far. To say what a day we had is an understatement. There were five locos running on the G. L., numerous locos on the elevated (I'm sorry I didn't count) and one new member on the Cuckoo Line. The weather was gorgeous and so the crowd began to build, Roy Hall and his new loco pulled effortlessly out of platform three with a full load on, Robin Thorn backed onto platform one using the clubs loco with two of Peter Cooks lovely carriages attached, as soon as Robin was in the station filling up again Alan Marshall was pulling out of platform two fully loaded driving his gleaming Narrow Gauge loco Brenalan minus the L plates. I arrived at this point and hitched up two carriages to Romulus, piled on the passengers and off I went, by this time Roy was back and backing into Orchard Junction again ready for the next load. Tom and Robert Woolsey were running their electric locos in-between all the goings on and managed very well to stay out of the way of everyone else. Later Robert was bending my ear saying next season he will be able to pull passengers and he cannot wait, nor can we Robbie, you and your big brother will be needed as relief drivers if things keep getting as busy as this. Driving down to the new land and seeing locos on the elevated track behind the G.L. bridge approaching their over bridge is a sight for sore eyes as you know they will soon be approaching you head on, you whistle and pass just about at the elevated take out section, then things begin to liven up another G.L. loco



rounds the bend, head on again you whistle and pass down around the bottom bend (known as Harpic bend during it's construction), on under the elevated bridge and if you are lucky one of the five inch boys will be passing overhead at this point. Now approaching the G.L. viaduct, on your right you may meet a G.L. loco coming back through the cutting having just exited the tunnel you whistle and pass. By now there is also a good chance as you start to go over the G.L. bridge you will have a elevated loco on the left of you. You guessed it whistle and pass. This is about half way on the trip and as I approach the long deep cutting it is time to put a bit of water in and check the fire, all good, on and through the tunnel, under the elevated bridge, now starts the climb back, to the left of you there can be an elevated loco pacing you and it is so easy to try and keep up running neck and neck unfortunately you have to back off the regulator approaching the sharp bend, "get you next time Mr. Macabe". Along this stretch you will have elevate boys on your left head on or passing alongside, slowly through the narrows approaching the signal box one last blast on the whistle to let people know you are approaching, round the Cuckoo line, into the station, passengers disembark you have the signal to back up two blasts on the whistle to back into Orchard Junction to start again. This went on all afternoon until twenty past four, well over two hundred and ten rides were given on the Tyttenhanger Light Railway, sensational. We did not have time to draw breath, no derailments, no members clogging up the station area, Mike Woolsey totally in charge of Orchard Junction and enjoying every minute, bring it on. Thanks to all the hard work of the many members over the years and the small but beautifully formed crew you made my day today, we are at last beginning to

play trains.

Incidentally there is some great video capturing the best of the action of the day on youtube. A must watch item. I would also hope that we can include a copy of this on disc to go into the time capsule when building the Portals for the G.L. Tunnel.

This is just a thought to add a bit of fun, how about your name engraved in a brick (for a small fee of course) and built into the front or rear portals for all time or until the tunnel falls down. It could then be said you will become importal to the club? We could auction off the best positions (under the key stones) to the highest bidder. Let me know if you fancy buying a brick or if I am loosing it.

Sad news today 12/10/14, it has been reported that long standing member Mike Collingwood has died. My thoughts are for Beryl at this difficult time. Mike and Beryl helped me out many years ago and for this I am always grateful. Mike was one of the old boys who helped build this wonderful track we have today. Where would we be without the old boy's?

As mentioned at the beginning we have a new member Simon Humphreys whose interest is running a two and a half inch Fayette of LBSC design and very nice it looks too. He contacted me about a problem he was having when driving around the Cuckoo line and after some discussion Simon has indicated he would like to maintain the track and I quote (I will be more than happy to look after the track as it looks like I will be the only one using it). Way to go dude, we need more people like you. I will help you all I can, perhaps two and a half is on its way back. I believe the club has a Two and a half inch loco that could do with dusting off? Simon has been asked to make it official by indicating his intentions at the Tyttenhanger Committee meeting. Watch this space. If any one else has an interest in the Cuckoo Line, perhaps you would like to liaise with Simon to help him out and show him the ropes.

WINTER DRAWS ON.

I look forward to winter working parties this year as there is still much to do. A list of things that need to be done will be put in the Newsletter. If you want to help just ask and we will fit you in somewhere, Thursdays, Saturdays, Sundays are the working party days and there will always be someone there for you to join in with.

The weather is starting to close in leaving us just one more public run to do. After that I have promised the not so junior juniors a drive of my loco if I set that date now I/we will not be able to get out of it so how about somewhere around November the 8th midday Saturday. Let me know if that's ok.

Thanks to Owen Chapman for taking some great pictures.

As ever in the muck P Funk G.L.R. Section Leader.

📖 Dates for your Diary 📖

Friday 7 Nov	8.00pm General Meeting; 'How Barnet got its Railways'; HQ; Legion Way, Nth Finchley
Tuesday 11 Nov	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Tuesday 18 Nov	8.00pm TSC meeting; St Mark's Church Centre, Colney Heath
Friday 21 Nov	8.00pm Loco section meeting; Work in Progress; HQ, Legion Way, North Finchley
Friday 21 Nov	Deadline for copy to Editor for December News Sheet
Friday 28 Nov	8.00pm Workshop meeting; HQ, Legion Way, North Finchley
Tuesday 2 Dec	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 5 Dec	8.00pm General Meeting; The Christmas Party for all sections; HQ; Legion Way, Nth Finchley
Tuesday 16 Dec	8.00pm TSC meeting; St Mark's Church Centre, Colney Heath
Friday 19 Dec	8.00pm Loco section meeting; Members Film Evening. All types catered for!; HQ, Legion Way, North Finchley
Saturday 27 Dec	HO section Christmas operating session, all members welcome Meet at Tally Ho for lunch at 12 noon or at 2.00pm at HQ. Legion Way, Nth Finchley
Thursday 1 Jan	10.00am New Year's Day running at Colney Heath
Friday 2 Jan	8.00pm General Meeting; Members Slides and Photos; HQ; Legion Way, Nth Finchley
Monday 4 Jan	Raised track closed to replace a main sleeper near the tunnel and other track improvement works as mentioned in the Raised Track report. The reopening date will be advised later.



2½" gauge
"Fayette"
running on
the Cuckoo
Line

Photo Owen
Chapman

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

NB. Please notify Malcolm Barnes (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.

