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*This Month...*



# The News Sheet

**Chairman's Comments, Latest Track Stewards' Rota, HQ Refurbishment update, Forthcoming General Meetings, Narrow Gauge Garden Railway News, Railway Safety Principals part 2, GLR News, The June General Meeting, Gauge 1 Group report, Grounds Maintenance Update, Dates for your Diary, Society Contacts.**



## Chairman's Comments



Some extremely enjoyable events at Tyttenhanger this past month. The visit by Barnet Beaver Scouts was a great success, for the Beavers and their scout leaders. Approximately 100 beaver scouts spent an afternoon with us enjoying the SM45 track, Gauge 1 railway, boating pond, raised track, ground level railway and cuckoo line, on which Tom Luxford's "push pull" pump trolley gave as much fun to all as Tom would have hoped. The G1 one group hosted a visit from Kent G1 group on 10<sup>th</sup> July and on 14<sup>th</sup> July we had a toy boat regatta. HO section visited on 13th July and we had one birthday party. Our ability to hold such events, on top of the public running days, reinforce how fortunate we are to have the privacy of Tyttenhanger site.

At HQ remarkable progress has been achieved in little more than one week. External repainting has progressed of the profiled cladding sheets. This is doubly necessary as our neighbours in the old British Legion building have repainted their property and commenced planting flowers and shrubs around the car park. This results in a general and long overdue smartening up of the entire site. Inside HQ the rotted sections of floor have been removed and new air bricks, a DPC, joists and replacement flooring nearly completed. This work included replacement of the water supply main, something not anticipated at start of the project. Next will be repair of the brickwork above the main entrance door, followed by plaster work repairs inside and internal painting. It is astonishing how much has been achieved in just two working days. Well done to the happy band that made it possible.

Unfortunately whilst this work is in hand the meeting room is out of use and the August general meeting has been cancelled.

Many members will remember Geoffrey Cashmore who was a senior member and character of NLSME for many years. Geoff filmed many club activities, these have now been made available to us through his son in law. The film record dates back to the Arkley track (pre 1962) and at Tyttenhanger through to the 1980s. These will make a very interesting film night for the winter meeting schedule.



**Geoff Cashmore in the 1970s**

Also via same source we have been given Geoff's files and documents relating to LBSC. As with the Curly archive there is nothing in way of new information contained in these but nonetheless we are glad to add them to the rest of the archive in our keeping.

The society governance structure mentioned in last month's report did not make it into the News Sheet but has been included this time. Also included in this issue is part 2 of the Railway Safety Principals and how they apply to our infrastructure / activities at Tyttenhanger and Fetes and Fairs. Please, as before, take time to read and understand them.

A final comment must relate again to HQ. I had not appreciated, until we had to move it all, just how much stuff we have in the meeting room alone. I think a skip is called for. We should decide what is worth keeping, offers anyone?

See you at track or HQ.

**Les B, Chairman**

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## AME Passenger Cars

Our two existing AME supplied ground level passenger cars are available for purchase by members. These are complete and vacuum braked though some remedial work is required to the bogies. Any member interested in purchasing these is invited to first inspect them at Colney Heath.

Les B

## HQ Refurbishment

Thursday 11<sup>th</sup> July saw the start of long overdue repairs to our HQ building in Finchley. The workers divided themselves into two teams and immediately set to work. One team commenced painting of the external profiled cladding (see front cover photo) and continued until the available supply of paint had been used. The other team set themselves the task of repairing the floor at the building entrance.

In no time the entrance lobby had been separated from the wall and moved, whole and complete, into the middle of the room (photo right). With the carpet rolled back, 8' x 4' sheets of hardboard were revealed. (It's not remembered if we fitted these back in 1982). The sheets were lifted, with some damage, and will probably be replaced with new. The 7" x 1" floor boards were then levered off the joists, though many had decay and broke. Once the floor structure had been exposed it revealed the extent of rot which, fortunately, did not extend beyond the second wall plate, approximately 5' 8" (1.7m) from the entrance



**Waiting for a bus !**

door. All joists between first and second wall plate were removed and discarded. Two air bricks were found in the end wall, part of the original 1880s construction. These had been completely buried under the external ground levels and were accordingly useless. By end of the day the painting team had joined the flooring team and all rotted timber flooring and joists had been removed, a new DPC and wall plate installed and replacement joists cut to length. The retained existing timbers were given a coating of

preservative. The rainwater down pipe, cause of the dampness in brickwork, was also rerouted away from the building.

In course of the above we found two small leaks in the existing 1" galvanised iron rising main that runs under the floor the full length of the meeting room. Decision was taken to replace this with new and two subsequent visits were required before we successfully threaded a new MDPE pipe through the under floor void to a connection point adjacent to the WC.



**Replacing an existing air brick**

Wednesday 17<sup>th</sup> July saw the same and additional personnel on site and eager to continue. By the end of the day a second coat of paint had been applied to the section attended to the previous week. The old air bricks had been cut out and new fitted (dogleg type with entry opening above level of external paving). A trench was hand dug, through an underlying tarmac layer, from building to the manhole for the new MDPE water pipe. A new penetration was drilled through the wall of the

backfilled. Inside the replacement joists were installed

and fitting of the new floor boards almost completed. We were fortunate and surprised to be able to source boards of exact size match with the originals.



The pictures show some of the members undertaking this considerable amount of work. I hope the pictures convey an appreciation of the extent of work

completed in a very short time by some very willing members. Well done to everyone involved.

Les B



**New floor boards in position**

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Please note that the August General Meeting which was due to be held on Friday the 2nd August at Finchley has been cancelled.

## Forthcoming General Meetings



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 me, Ian.

Friday 2<sup>nd</sup> August. Meeting has been Cancelled.

**Friday 6<sup>th</sup> September. Rail accidents and Safety.** Paul G. Will give a presentation based around some significant rail accidents - the maturing role of HMRI - H&SAW Act - modern rail regulation and finishing with the applicability to our own operation at NLSME.

**Friday 4th October. Work in Progress.** Your chance to show us what you have been working on. So, if you were not ready last November, now is the time to show the Club your prowess and progress. Bits of Locomotives please but this is a General Meeting, so any general engineering is most welcome.

**Friday 1st November. An evening for open discussion** on Colney Heath matters as prelude to the 2020 running season. Given that Tyttenhanger is now a multi activity site it will be informative to have views from members of all sections that enjoy the facilities. The topics to be as members wish to raise. Les B will chair the meeting and asks that to assist planning the agenda members email him **beforehand, phone or raise in person topic items** they wish to be discussed.

**Ian J**  
General Meetings Co-ordinator



## Narrow Gauge Garden Railway

Since my last epistle in the News Sheet there have been two special events at Colney heath, firstly, Guy Ellerby's birthday celebrations, 100 not out, well played sir! and a visit from the local Beaver's group. Unfortunately I wasn't able to attend either event, so may I say thanks to my fellow narrow gauge enthusiasts who I understand put on a good show for both events. I won't mention names as

I'm bound to forget someone!

Also there has been the usual public running days and from what I hear our visitors seem to enjoy watching the garden railway in action whilst queuing for the raised track trains. There certainly seems to be a lot of photo taking and movie making. Incidentally I have made a simple wooden box to be used as a viewing platform so small children can see the action without standing on and damaging the fence, I'm glad to say this appears to be well used.

There has been a visit from the tree fellers (although there were 4 on one day!) who have taken down the dead larch adjacent to the garden railway, given the very large Lombardy poplar at the rear of the layout a severe cut back and all the larches along the front overhanging to the coach have had a good haircut too. This has resulted in no more worries of trees or branches falling onto the layout and there should be considerably less debris to clear off the layout before use, it's also made it very much brighter and feels much more open, so many thanks to Nigel for arranging the work to be completed.

Although our section is called the SM45 Narrow gauge garden railway, which even though it is a bit long winded it has also become obvious that it's no longer fit for purpose. The SM stands for 16mm : 1 foot, i.e. 1/19th scale....but we also see stock running which are 1:20, 1:24 let alone the latest 7/8ths scale, so for clarity, and also because many people just didn't get it, we're now just the Narrow gauge garden railway! (The 45 is the gauge in mm, obviously this stays the same)

Hope you enjoy the photos taken at the latest public running day, and finally it has to be said the "new lands" have been absolutely amazing, the wild flowers and the sight of countless butterflies, moths and insects has reminded me of what the countryside was like when I was a child, and as for the pyramidal orchids.....!

And definitely finally, there's a rumour afoot that I've gone over to the dark side and been seen with a gauge 1 loco and wagons, surely not!.....

**John D, Section Leader**





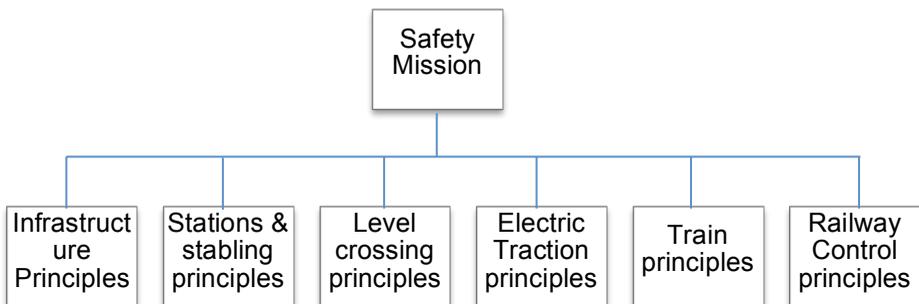
## The Railway Safety Principles Part 2

### Application to NLSME operations at Colney heath

In part 1 of this series of articles, I introduced the HMRI Railway Safety Principles and those which apply to our railway operations at Colney Heath and at our Fetes and Fairs appearances.

In this article I will cover the remaining Principles, some of which also apply to the NLSME infrastructure, and others that have little bearing on NLSME but which nevertheless should be of interest.

You will remember from Part 1 that the 33 Principles are arranged into a structure of 7 groups. These are repeated here for reference:



My Part 1 article, in the July News Sheet, covered the Safety Mission (Principle 1) and Principles 2, 9, 10-15, 20 -22, 26, 27 & 29-32

**Here we cover:**

#### **Other Infrastructure Principles**

**Principle 3: Clearances for People:** There should be adequate clearances, so that where operational procedures permit people onto the infrastructure while trains are operating, they can carry out their duties in safety.

**Principle 4: Location identification:** Appropriate means to identify particular locations on the infrastructure should be provided for the safe operation and maintenance of the railway.

**Principle 5: The track:** The track should provide for the safe guidance and support of trains.

**Principle 6: Clearances for trains:** There should be adequate clearances between trains on adjacent tracks and between trains and fixed equipment to ensure safe passage.

**Principle 7: Earthworks and structures under the track:** Earthworks and structures supporting the track should be capable of carrying and transferring the forces exerted by the trains.

**Principle 8: Earthworks and structures above the track:** Earthworks or structures above or adjacent to the railway should be capable of supporting the loads imposed upon them and afford protection to the railway.

### Other Stations Principles

**Principle 16: Stabling Areas:** The railway should provide for the safe stabling, marshalling and maintenance of trains.

*If you are paying attention, you might well ask “why is this a Stations Principle”? In truth, I don’t really know but I would suggest that the one thing stabling areas have in common with stations is the regular presence of people walking around and amongst trains.*

### The Electrical Traction System Principles

**Principle 17: Safe for people:** An electric traction system should not present safety hazards to people.

**Principle 18: Management:** An electric traction system should provide for its safe management and operation.

**Principle 19: Interactions:** An electric traction system should not give rise or be subject to dangerous interactions within the railway or other systems.

### Other Train Principles

**Principle 24: Structural Integrity:** The structural integrity of trains should be maintained in normal operations and afford protection to people and goods carried in the event of an accident.

**Principle 25: Interiors:** The interiors of trains should provide a safe environment for people and any goods carried.

**Principle 28: Powered systems:** The electrical and other powered systems and equipment on board trains should not endanger other systems or people.

**Principle 33: Compatibility with electric traction systems:** Trains should be compatible with the electric traction system.

### **So, what else have we learned since Part 1?**

Firstly, I hope you have been educated and entertained by my two articles.

Having read part 1, I hope that those of you who are, in any capacity, involved in the miniature train operations at Colney Heath and F&F are beginning to think

in terms of “Principles” and which Principle might apply to *any* situation in terms of infrastructure, trains and general operations.

At the General Meeting on September 6, I will present some real situations that have given rise to defining some of these Principles and I will talk about some of the “factors to consider” that HMRI have published to support the Principles.

Further Reading:

[https://webarchive.nationalarchives.gov.uk/20081108014827/http://www.rail-reg.gov.uk/upload/pdf/rspg\\_part1.pdf](https://webarchive.nationalarchives.gov.uk/20081108014827/http://www.rail-reg.gov.uk/upload/pdf/rspg_part1.pdf)

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Paul G  
18 July 2019

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## Correspondence received

June 2019

On behalf of Barnet Borough Beavers and their leaders ‘thank you’ all for a brilliant afternoon last Sunday. The Beavers (and leaders) had so much fun and they enjoyed exploring the different areas on the site.

I have had great feedback from leaders and parents. It seems they all plan to visit again!

I can’t thank you enough, you were all so kind and patient towards all of us.

With very best wishes  
Gill  
ADC Barnet Borough Beavers

(We are making a donation of £250 shortly, I have to wait for the cheque from our Treasurer)

## G.L.R. News. August 2019.



Another busy few months have passed and the ground level has as ever being doing its own thing again, the crew have run no less than three birthday parties in between public running Sundays, entertaining 100 beaver scouts for a day, all this whilst attending to track and train maintenance. If I only had one choice of the above Guy Ellerby's birthday bash would be it every time. Fifty pounds was procured from the clubs vault for a small do, It cost me more to get my dear wife to bake a cake for the occasion (repaint the living room, and re-point the patio was the deal). When I asked for drivers and general helpers, Terry W (one of many) came forward and in the conversation Exclaimed "my next door neighbour is 100 in a week's time" bring her along said I. Plans were made for a Brief Encounter and Beryl said she would like to come along saying "it will be nice to talk to someone my own age" ahh, the day duly arrived, the small party was now becoming larger with fifty plus friends and family. The table was laid with cake, food and bubbly on ice. At the allotted time Beryl met Guy under the station clock, ahh (I made that bit up) it was love at first sight (I made that up too). Guy took Beryl's hand as they boarded the waiting steam train, off they rode into the sun (ahh) Guy who someone told me "still has an eye for the ladies" was heard to say whilst being seated "can you still hold my hand through the tunnel Beryl as I am afraid of the dark" (I made that bit up too). It seemed to take ages for the train to exit the tunnel back towards Orchard Junction? Where on arrival they were greeted with gentle applause. The cake was cut, Chocolate, Lemon, Vanilla, speeches were made, and corks were popping! A great day was had by all and I thank everyone who helped to make the day so special for the centenarian, it was pure delight to have been involved in such a lovely 100 year birthday bash.



For those of us who don't or did not know who Guy Ellerby is (that included me) he is a prolific modeller who in his time made some beautiful steam locos in five inch and three and a half gauge, he also made an American Case tractor and English traction engines,

and as of last week was still trying to build a Stewart 10, way to go Guy. We can



all only hope to follow in your footsteps it was an honour. WELL DONE GUY from all the crew at North London.

As ever in the muck.

**Pete G.L. Section Leader.**

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## 3.1/2" Running Day

A quick heads up that the **3.1/2" gauge running day** this year will be held on **Saturday the 7<sup>th</sup> of September**. So get that pride and joy of yours, be it steam or electric, into running order for some raised track action. If you can let me know of your intention to run so that I can get an idea of numbers, give me a call or text.

**Martin C**

## NLSME June General Meeting 2019. FIRST AID AT COLNEY HEATH.

The June evening was perfect; dry, sunny but not too warm; ideal to sit back and revise a bit of that first aid. Many in authority feel that it should be mandatory for members of the Club to have knowledge of at least a little bit of rudimentary First Aid. But many members have historic First Aid at Work certificates. At the very minimum, members should have a 'Plan A' in case of an accident. It is not generally known but GPs can't practice unless they have an annual one-day course in Coronary Resuscitation.

The site at Colney Heath is rather isolated, and large gatherings of the public usually occur on Sundays or Saturdays when the emergency services are both stretched by calls from the community and from the managers having a natural desire to, at the least give some of their personnel an occasional weekend off. So, it is incumbent on the Club to, at the very least know where the phone for emergencies is situated and to keep open a clear approach lane for rescue traffic if needed.

With these parameters in mind a wonderful and enthusiastic group gathered to reacquaint themselves with 'Plan A' and perchance 'B' 'C' and 'D' also.

A pleasant time was had discussing theoretical catastrophes and disasters and their hypothetical treatment, while enjoying a fine cup of Assam tea & biscuits and fine company. Some members reminisced about their accidents and injuries which gave an aura of realness to the proceedings.



Accidents that would be typical of our site at Colney Heath were discussed. Then it was time for little *Resussie Annie*; not the 'blow up' variety of doll; but a life like top half of a specially made life sized mannequin that could be resuscitated by

cardiac massage, thumped, shouted at and breathed into, according to which historical period of cardiac education the member had attended.

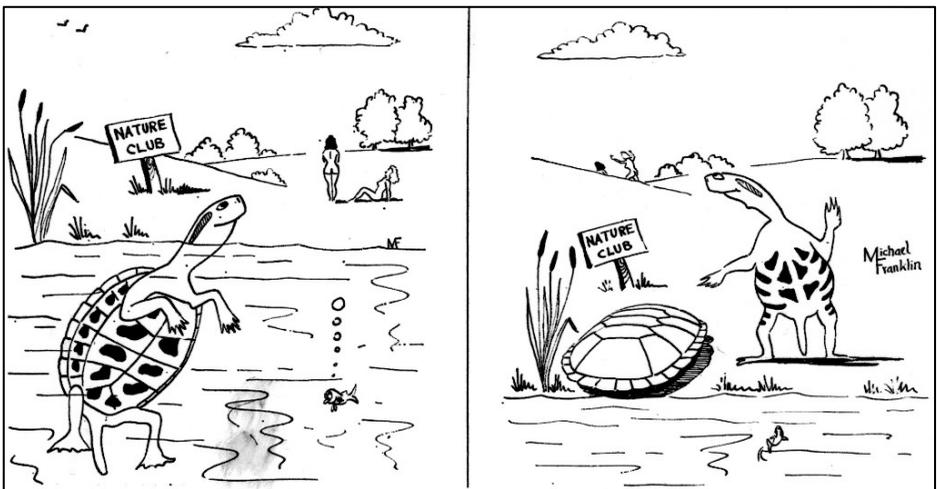
Helen J then expertly demonstrated the use of the Defibrillator. Verity had lent the group a practice machine which proved to be very satisfactory and realistic. Provided a strip of aluminium foil was placed diagonally across her chest to complete the circuit so the pads could register a stopped heart. Members practiced on the machine and became rather adept at resuscitation. With Helen's sense of humour (the scribe wonders where she got it from!) and her experience in teaching crews on Cruise liners that part of the evening went very well as did the first phases of the meeting. With use of the machine it is now expected that the members will not be hesitant in using the Club's own machine in an emergency and saving a life.

All too soon it was time to retire. Gratefully washing of cups and plates was performed by volunteers and the Annies packed away for another day. So, concluding what was a most enjoyable and informative meeting.

Photo on previous page, Annie waiting to be defibrillated with the practice defibrillator by her side.

Ian J

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Au Naturel by Michael Franklin

## Gauge 1 Group Report by David W

The Gauge 1 Group survived the winter months despite what the weather threw at us.

Wednesday running days saw reduced attendance but those who did get to Colney Heath were rewarded with plumes of condensing steam and had the added benefit of showing up steam leaks.

The damp weather prevented us from collecting the autumn leaf fall until well into the new year. We finally managed to get all leaves collected, with Nigel's help, and dispatched to the burning area. Several of the lengthening list of jobs have been completed, amongst them disposal of collections of 'useful one day' items in Les's skip, replacement of safety ropes at track underpass and fitting of wire mesh to steps and platform of the overbridge to prevent slipping.

Members have been busy during the winter months building new locomotives including, GER 0-10-0T 'Decapod', GWR 4-6-0 Hall and GWR 0-6-0 Collett Goods. We look forward to seeing the finished models on the track. Track wise we are in the process of replacing some worn out point work, some of which could be 20 years old.

In April a group of us ventured into the Suffolk countryside to find the new headquarters of G1MRA East Anglia Group, the group have converted an agricultural building into a spacious area accommodating a permanent gauge 1 layout and clubroom. We were entertained royally and enjoyed a day of good running on the three track circuit.

We participated in the schools event organised by Tracey J and the Beaver Scout day with displays of Gauge 1 live steam and electric traction. The children and their supervisors enjoyed the experience and a chance to radio control Thomas The Tank went down well. We found the events very rewarding and who knows, a potential member or two for NLSME in a few years time?

Wednesday 10<sup>th</sup> July was scheduled for a visit by Gauge 1 members from Kent. The morning was fine and they arrived early having negotiated the M25 without incident. Fortunately the kettle was on and tea was provided as we finished preparing the track and distributing the lineside buildings. Soon steam was raised and we settled in for some interesting running ranging from coal fired 4-6-2 Duchess to diminutive GWR 14XX 0-4-2T. It was good to see unfamiliar locomotives and rolling stock combined with perfect weather and Fish & Chip lunch.



**Everything stops for tea, photo Eric Skillman**



**Duchess meets 14xx, photo David West**



**German heavy freight, photo David West**

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**Invite to Rugby MES 'Big Four Rally'**  
**10th & 11th August 2019, 10:00 – 17:00**

The third of this year's events at Rugby.

This event is open to all Model Engineers. We are aiming to build on all our successful events over the last year and try to present an even better experience for our visitors. Our members have worked hard over this last winter and completely re-laid a quantity of 7.25" track which had become old and less able to meet our strict quality requirements. We have completed all the track laying including the new station, and all the points will be powered allowing drivers to select which direction they wish to travel. Currently we are working hard on our 1300' extension to our raised track.

Please can you alert your membership to this event, we would love to see a great variety of engines and clubs represented?

Regards

Edward Parrott. (Bigfourevent@outlook.com)

On behalf of Rugby MES. Onley Lane, Rugby. CV22 5QD

## Grounds Maintenance Update

by Nigel G

Following my last report, and appeal, in the March News Sheet I would like to start this report with a very big thank you to Rai F for donating a garden fork which we have found to be most useful already.

Since March we have had a good spring with both the foxgloves and bluebells providing a colourful start to the running and sailing season. Following approval by the Tyttenhanger Site Committee my wife Helen purchased a number of rabbit resistant plants which she has planted mainly in the bank behind the lake. One thing we found out though is that although Lupins are listed as being rabbit proof someone forgot to tell the rabbits! The two planted in the bank were quickly chomped but we managed to get a wire cage around the one in the flower bed by the Ground Level Station before the same happened to this. I suspect it might have been a Muntjac as the stem was quite thick and had been bitten through about 9 inches off of the ground. I saw one on site a few years ago so they are in the area. Writing about wildlife, a couple of weeks ago John P and I saw a slow worm behind the Gauge 1 Railway Bothy just before we started pruning the Laurel hedge and Cheryl has heard an Adder hissing at her in the new land undergrowth.



We took the decision not to cut the grass in the new land but to see what wild flowers came up. Thanks to Richard and Cheryl who cut pathways through the grass to the young trees we have planted over the years, we have been rewarded with a magnificent display of wild flowers (including Orchids) and grasses along with many bees and butterflies visiting them. Although by now the flowers have started to go past their best next time you are at Colney Heath I would recommend a visit to the new land and wander around the pathways. However, please do not visit there whilst public running is in operation as drivers have enough on their minds driving their locomotives so wait until the running is over for the day and then go and have a look but do so before early September. Why September you may ask? Well having looked on the internet it seems wild flower meadows can't be left alone so we will be cutting the grass and flowers down then leaving the resultant hay in situ for a week for the seeds to get into the ground and then raking it up for disposal.

Our Vice Chairman, Ian J, has kindly donated a ride on lawnmower which has been serviced and repaired by John W to whom we are very grateful. John's knowledge and experience of all petrol driven gardening equipment has proven

to be invaluable over the years. At this time of the year grass cutting and weed cutting figure high on our weekly agenda along with John, Dave D and my constant battle with the rabbits who seem to be constantly digging tunnels. Our Thursday working day starts with finding out where their new tunnels are and if near to the tracks, blocking them.

Coming onto more recent work, in the lane leading to our site we have cut down the branches of bushes coming through the fence from the Affinity Water site and in doing so made access easier. This was followed up with the potholes in the lane being filled which was mentioned in last month's News Sheet. There is still a large pile of road chippings in the lane which will undoubtedly disappear in the months ahead as the lane is well used for parking for dog walkers etc., despite it now being a Bridleway. Fortunately, we retain a legal right for access to our site over the length of this to our gate.

The big news on the grounds maintenance front is that we have had another visit from Maydencroft Environmental who carry out tree surgeon work on behalf of Affinity Water through their managing agents Dalcour Maclaren. After Maydencroft's last visit to the site mentioned in my March report it was pointed out that the Larch tree next to the raised track carriage shed hadn't started to produce the needles expected and was looking rather dead (no Monty Python dead parrot jokes please). A visit by Maydencroft management was arranged during which this was confirmed as well as a large Lombardy Poplar at the back of the Narrow Gauge Railway which needed heavy pruning as it had affected other Larches adjacent to it. Another large Lombardy Poplar behind the Ground Level carriage shed which overhangs the Bridleway is also due to be heavily pruned sometime in the future.

So, on 1<sup>st</sup> July Maydencroft personnel spent four days on site during which the dead larch was cut down, the Lombardy Poplar heavily pruned and a large number of Larch branches overhanging the Narrow Gauge Railway removed. This now allows more light in and hopefully a reduction in the amount of general tree rubbish which falls on the railway and surrounding area. Watching the Maydencroft personnel climbing the trees lumberjack style with pointed spikes which dig into the trees was quite something. Their expertise ensured no damage occurred to either the raised track or Narrow Gauge Railway. Some pictures of the actual work being carried out can be found on the following pages. Next month, if I remember, I'll send our esteemed Editor a couple of pictures of before and after unless John D beats me to it!!

Nigel G  
Grounds Maintenance Team Leader





**Captions.**

Page 23 upper, Shredding the branches

Page 23 lower, Not much left of the dead Larch now

Above left, Pruning the Lombardy Poplar, the man with his saw can just be seen high in the tree

Above right, Lombardy Poplar after pruning

Photos courtesy of Nigel G

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## Dates for your Diary

<b>AUGUST</b>	<b>2019</b>
Fri 2nd Aug	General Meeting at HQ, 8pm. <b>CANCELLED.</b>
Sat 3rd Aug	Brian A's visitor day
Sun 4th Aug	Public running at Colney Heath 2pm – 5pm
Tues 6th Aug	Council Meeting at HQ, 8pm
Wed 7th Aug	Bob Todd Memorial Day contact Ian M
Mon 12th Aug	Birthday Party, Jim M
<b><i>Fri 16th Aug</i></b>	<b><i>Deadline for copy to Editor for September News Sheet</i></b>
Fri 16th Aug to Sun 18th Aug	Fetes & Fairs at Flamstead Scarecrow Rally
Sun 18th Aug	Public running at Colney Heath 2pm – 5pm
Tues 20th Aug	TSC Meeting at St. Mark's Church Centre, 8pm
Wed 21st Aug	G1 visit by East Anglia Group
Sat 24th Aug	Visit to C. Heath by Fareham MES contact Mike C
Mon 26th Aug	Fetes & Fairs at Essendon
<b>SEPTEMBER</b>	<b>2019</b>
Sun 1st Sept	Fetes & Fairs at Capel Manor
Sun 1st Sept	Public running at Colney Heath 2pm – 5pm
Tues 3rd Sept	Council Meeting at HQ, 8pm
Fri 6th Sept	General Meeting at HQ, 8pm. Paul G
Sat 7th Sept	3.5" Running Day at CH, 1pm to 5pm, Martin C
Sun 8th Sept	Toy Boat Regatta, contact George C
Sat 14th Sept	Birthday Party, Owen C. Help needed please
Sun 15th Sept	Public running at Colney Heath 2pm – 5pm
Tues 17th Sept	TSC Meeting at St. Mark's Church Centre, 8pm
<b><i>Fri 20th Sept</i></b>	<b><i>Deadline for copy to Editor for October News Sheet</i></b>
Sat 21st Sept	Members' Day

NB. Please notify Michael (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.