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This Month...



The News Sheet

Chairman's Chatter, Treasurer's Report, Forthcoming General Meetings, Steward List, The September General Meeting, Tea Steward needed, 00 Model Railway News, Brooklands Report, Marine News, A Schooner build story, Ground Level Railway Report, Mr Grumpy lives up to his name, Diary Dates, Club Contacts.



Chairman's Chatter



WELL, what a busy day we had on our most recent Public Running Day, [18/09/2016] the queues were so long that those waiting to ride were blocking the exit routes for those that had just alighted. Both the Raised Track and the G.L.R. were running close to capacity for most of the afternoon. Well done to all those who turned up to help on the day, drivers, guards, stewards, caterers and general helpers.

However, that brings me to a moan. As members of the Society the only obligation that we ask of you all, providing you are fit, well and able; is to give up 4 hours a year to help as stewards on these very busy days. This does give many of you a chance to mix and mingle with other members that you may not otherwise get a chance to meet. From all your efforts to help with the operation of our Public Running Days we generate a considerable amount of funding that is allocated to various projects; not only at Tyttenhanger but at Head Quarters also. The sad part is that of the 12 stewards rostered for each public running event, over the last 10 open days we have averaged 8.6 stewards. One day we were down to six and two other days we were down to only seven. The roster is published in EVERY issue of this newsletter and all we ask is that you confirm with the senior steward that you will be available on that date. If you are not able to attend, we do ask that you contact a replacement for yourself and advise the chief steward accordingly. Hopefully next season we shall see a full complement on every Public Running Day. Whilst on this topic, an enormous THANKS, from the Society, to all those that do turn up and help on these very busy Sunday afternoons. This includes not only the stewards but just as importantly those drivers; mostly with their own locomotives; guards, firemen, and caterers. Thanks to you all.

Also on this particularly busy weekend we were also exhibiting at the Brooklands Model Engineering Exhibition. Hopefully there will be a report of this event elsewhere in this copy of the newsletter.

We recently held the annual open day to provide rides for the St Albans branch of MENCAP which is normally a very enjoyable day providing an entertaining and diverse environment for some of those less fortunate than ourselves. Some members have expressed their concern at MENCAP actually charging their members an admission charge and hopefully any confusion over this will be resolved in the near future.

Robin.

Treasurer's Report

My trip around Europe went well, except when Rob Roy took a dislike to having a point set against her, resulting in the loss of a drain cock and linkage. Now repaired with a deeper, stronger skid bar to protect said drain-cocks. Prior to that she had managed to push a caboose and six 7 1/4" American freight cars along the station loop, so there is some life left in the old gel.



Sindelfingen : American freight cars in 7.25" gauge

Later a trip up to the Brocken in the Harz mountains was equally entertaining, riding behind a 2-10-2T, which climbs some 891 mtrs in 34 km during a run of about 80 minutes. The section from Drei Annen Hohne to the top (585 mtrs)

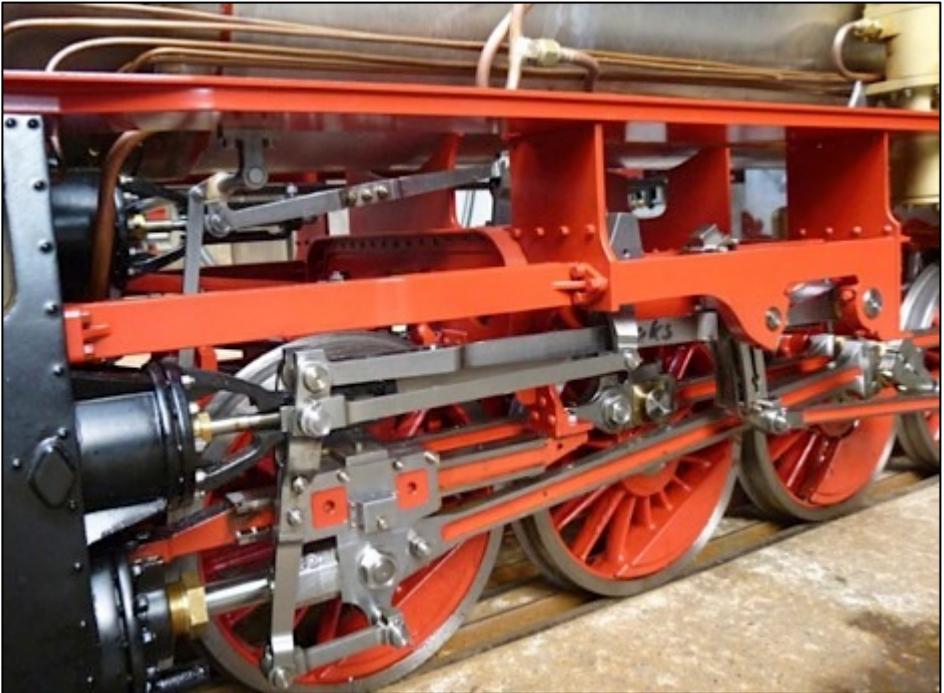
takes 40 minutes, and you know the engine is working hard for the whole time! The locomotives, about the size of a British 9F have to cope with extremely tight 'corners' and have flangeless centre drivers and both front and rear drivers are allowed to move from side to side by more than two inches. The photo shows an extended crankpin which allows the whole axle and wheels to move sideways whilst keeping the side-rods in a straight line. In England the GER N7 class had an arrangement whereby the front axle was allowed to move a little sideways with the side-rods having a vertical knuckle in them and the crankpin bush was like a ball in a socket with a hole through it to allow for the offset. Our late member Dick Hooke re-produced this item when he built his 5" gauge N7 in all the correct detail.



Harz Bahn 2-10-2T at Werningerode



The extended crankpin.



Sindelfingen : German class 58 2-10-0 three cylinders with the original Gresley conjugated motion

The German 58 class 2-10-0 has been under construction for about six years and includes a stainless steel boiler; the valve-gear includes the original Gresley conjugated valve motion for the centre cylinder. All the motion-work is produced on CNC machines with full fluting on both sides of all relevant rods.

Mike.

Photo on front cover. Our NLSME display stand at the recent exhibition held at the Brooklands museum. **Photo Geoff H.**



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 Ian.

Friday 7th October. You will all remember the fantastic talks that **David Render** gave about his part in Motor Racing before WWII and as the youngest tank commander at D Day plus 2. David has volunteered to give a talk entitled '**Something Concrete**'. It will be about the part he played in the survival of a concrete firm in Ware. David will also bring his 'Legion d'Honneur' medal for those who wish to see it. Due to time restrictions at David's last talk he is also prepared to answer questions about the part played by his Regiment in France and Germany.

Friday 4th November. Our own Geoff B. will inspire us with tales of daring do in a talk entitled "**The Metropolitan Railway northern extremes Brill and Verney Junction**". You will remember the short fascinating talk that Geoff gave recently sketching the Brill Tramway; well this is to be an interesting expansion of that talk and will be a 'must' for all members from all section to visit HQ for an informative evening.

Friday 2nd December. Club Christmas Gathering. **THE** Christmas party for all sections. Please come along and have an evening of Christmas fun. New cuisine again this year and meet folk you do not usually see in such convivial surroundings.

2016 Stewards list

The Stewards list is set out below. If for any reason you are unable to do the allotted date please come to an arrangement with another steward to swap duties and inform the relevant senior stewards of the swap. The onus is on members to ensure their duties are carried out not anyone else.

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Robin on Steward duty at the track on 4th September 2016 assists Mick with his locomotive.

The September General Meeting. **Singapore to Bangkok and back** **by Colin Gent RN.**

The dedicated group of members gathered at Headquarters to listen to Colin Gent telling the assembly about an adventure that took place in 1963.

Colin took a short service commission in the Royal Navy and ended up on the C Class destroyer Caprice. She was built by Yarrow and had been launched in 1942 and was modernised in 1959. A Photograph of the ship showed her to have fine lines and a rather pleasing appearance. However the ship was in need of dry-docking; the dry-dock involved would be at Changi (Singapore) A place where the dry dock could take the largest battleships in the World. Caprice must have looked like a ship's lifeboat in that gigantic dock.

Anyway that crew had to leave the ship and live ashore. Colin was a pal with the Navigation Officer called Charles who had purchased a MG TD car. As they had about a fortnight to spare they decided to drive to Bangkok and back! In 1963 that was no mean task. Today it would be just a couple of days jaunt. The TD was a post-war relative of the pre-war MG TC and partly derived from the pre-war Y saloon. From the photos of the car, which did not seem to have a nickname, the vehicle seemed to have been around a bit with dented wings looking like proper wings and a full size spare tyre on the back rack.

At this point Colin showed the group a video of a rather attractive MG TD on American roads. He did mention that the TDs were now valued in excess of £30,000 today.

The intrepid two set off early one morning for Jahor Baru which was and still is the only way to get off the Island of Singapore. Soon they were motoring at a great rate of knots up Route One towards Kuala Lumpur. . . .It was a piece of cake. . . So far! There were no YHA hostels to visit but the Government had kindly supplied pleasant and thrifty bungalows to stay in. Soon they had passed Kuala Lumpur and were heading through acres of rubber plantations for the Siamese border. At the border they were not greeted with hostility only miss-belief that they were so foolhardy as to attempt the drive! Nevertheless they started the journey and soon found that the road was in such poor condition that anything over 6 MPH was impossible without damaging the car. It became obvious that unless they found some other means of transport then they would not get to Bangkok let-alone get back to Changi.

Suddenly the sound of a steam train assailed their ears and the idea struck them that they would take the MG on the train! Negotiations were negotiated and the MG was driven onto a flat truck. The gauge was one metre so it just fitted. Colin and Charles rode in a carriage and at stops went to make sure the car was OK.

On arrival in Bangkok the intrepid two did all the same things as tourists do today (almost) except that in the sixties they were the only folk there.

Soon it was time to go home; the scribe thought that they were running out of cash by then, because they chose to take the train to Chophon, which was some miles north of Tung Song, and to drive a bit. That was not a good idea for two RN Officers running out of dosh. The road was extremely rough and so rough in fact that the car 'bottomed' on a diverted road and holed the sump. A friendly blacksmith was found and after a few hours the sump had been repaired. The sump was aluminium and the smithy had made a lining for the inside of the vessel drilled and tapped holes round the break and then bolted the lining on with a gasket. The sump never leaked again and was sold with the repair still in the same position some time later. Colin said that troubles come in threes so trouble number two occurred at a river crossing where a lorry had partly fallen off a bridge. Collin and Charles had to remove the exhaust pipe of the lorry to cross.

Trouble number three occurred a couple of days later. They arrived at the border with Malaya to find that Charles's passport was out of date by a day! He would have to stay in Siam! The very sympathetic guard told them to turn away and he wound his date stamp back a day so in the end they crossed the border on separate days!

Driving back through Malaya was a 'piece of cake'; they visited George Town, toured the Cameron Heights and saw the history of Melaka before returning to their steel mother to go out to sea on post dry-dock trials. And to subsequently sell their trusty BGTD.

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There were few photos, it was in the days when we went out to the Far East with a reel of eight and returned three months later with only six taken! So some shots follow that I took in the sixties in Singapore, they are contemporary with Colin's talk.

Photo 1. Colin mentioned a tin dredger in central Malaya. The dredger moves around in its own puddle dredging one end and filling the other with waste.

It can move around the flat lands like that. I think that is the way that the Dutch make their roads.

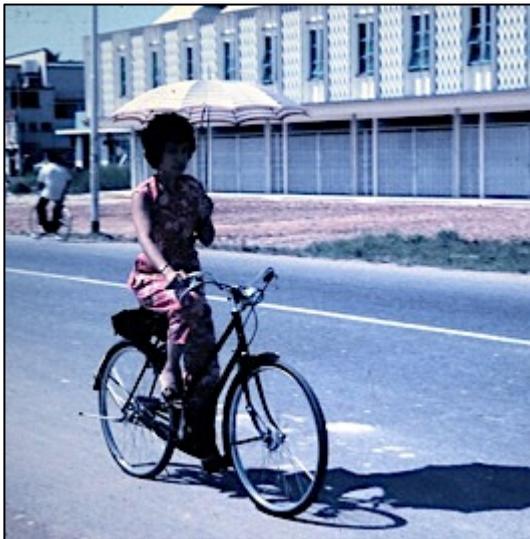


Photo 2. A girl cycling in the midday sun on an empty main road in Ipoh (Northern Malaya), note the umbrella.

Photo 3. An oxen taking a breather from pulling the large cart stationed behind him. (Central Malaya)

Photo 4. Boy standing by a rubber tree. The latex was drained off each day and sent for solidifying.



These photos were taken by me in 1959 a couple of years before Collin's adventure in 1963. He mentioned all the artifacts seen in the pictures. The photos, taken on Kodachrome, have deteriorated a little with the passage of 57 years but he described very similar scenes in his excellent talk. Ian.



Please Form an Orderly Queue.
Sunday Morning Tea Stewarding at Colney Heath.
November 2016.

Ian who normally makes teas at 11.00 am on Sunday mornings will be away at sea as a volunteer during November 2016.

He thinks that Morning Tea or coffee and a biscuit or two is an important part of the Sunday morning routine. It helps the Working parties to relax a little, to get their breath back and to socially get to know each other better.

The job is not too onerous and is appreciated by all. And it is out of the wind!

Ideally it is a job for one or two members. Gerry will not be available unless someone can pick him up from Barnet.

The dates vacant. **Sunday 6th November.**
 Sunday 13th November.
 Sunday 20th November.
 Sunday 27th November.

A list with spaces, hopefully to be filled in, will be placed in the coach at Colney Heath. Cheers, Ian.

For Sale

2" scale Fowler road locomotive, compound, three speed, boiler certificate. Driving trolley, mechanical lifting platform.

Contact ..

00 Section News Update

There have been a number of memorable anniversaries this year, which some of you may have missed:

200 years for the issue of the patent of the 'Stirling' engine.

175 years of Swindon town in Wiltshire becoming a 'railway town' with the erection of the infamous railway works.

100 years of the introduction of the first armoured tank used in the Battle of the Somme.

90 years since the first British Grand Prix motor race held at Brooklands.

50 years of the first road suspension bridge over the river Severn – to become part of the M4 motorway.

50 years for the last diagammed train service hauled by a Gresley A4 pacific.

40 years in service of the HST 125 trains – not bad for something made to only last about 10 years!

19 years for the maiden flight of Concorde the world's first supersonic airliner.

All the above are all engineering achievements, or have been instrumental in further engineering development and have (apart from a partnership with the French on Concorde) been British; all of which we should be proud of.

Reference made to Brooklands came to light during our participation in the Model Engineering Exhibition held there over the weekend of 16-18 September and the 00 team showed some of their latest kit and scratch built models. The following two photos show our display, being part of the overall club stand.

Up at HQ, work continues at a steady pace and on the loco shed layout, we have now added the locomens' boffy, with water tank combined, positioned the diesel refueling point and are now installing numerous light standards.

One area of the baseboards is bereft of any track and the decision has been made to develop this into an area of the adjoining town, with it being raised about 3" above the baseboard level. Various buildings including a church have been laid out to give us an idea of the layout for this section. Elsewhere Dudley has reinstated the signal box on Lytton high level station, which is situated behind the main door to our room, the refurbishment of which included the operating floor and lights within.

Remember – if you want to see any of this in the flesh, and they all look a lot better in colour, and enjoy a friendly cup of tea with us, then don't hesitate to come to HQ any Wednesday evening – look forward to seeing you all soon.

Signal box bell has just rung so I had better close now and release the signals for the Condor express freight to pass. Until the next time, happy modelling.

Geoff.



The OO display on our stand at the recent Brooklands exhibition.





The locomens' boffy with water tank.



The new elevated section of scenery.



The re-instated signal box at Lytton high level station.

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Workshop Evenings at Finchley **with Mike H.**

The new winter's run of monthly Workshop meetings begin this month, October. Meetings are held on the 4th Friday of each month (except December) at HQ and run through to April 2017.

Please come along to discuss your projects and associated problems, we will endeavour to find solutions.

There will be a tea break at about 9 o'clock each session and meetings usually finish at 10pm.

Mike has some interesting ideas for projects but please contact him if you would like specific items to be discussed or constructed.

Letter to the Editor

I read in your Dec 2014 News Sheet that someone claimed that no 5" gauge hot air /Stirling loco was ever built.

There is a man who regularly came to the meetings in Klein Vollbüttel (about 35km from where I live). He has built one. (see photo below).

On the first run it could barely move even on level ground. Now, after several years of improvements it can pull several adults even uphill.

This is a very interesting loco and it has become a kind of tradition when the running day is nearing the end that the builder goes around and asks everyone if he could use their wagons for a load test. Quite impressive what this thing can pull. The huge beam is interesting to watch.

Best regards,
Holger



Model Engineer Exhibition

Brooklands Museum, 16th to 18th September 2016

NLSME Stand

With the MEX not being held last year, having lost the Sandown Park venue, well they settled on an interesting space at the Brooklands Museum, We were allocated an area on the ground floor within the Barnes Wallis Stratosphere building, along with four other societies and the Hornby Live Steam Association with their 00 layout.

Rooms and open spaces within the complex were opened up for the exhibition, this made for interesting walks between ME attractions, and all were often waylaid by full size engineering for cars, bikes and planes and other memorabilia. Traction engine and train rides available for the young and plastic plane making for slightly older, with big kids having the trade tent and the completion models to occupy them.

The show seemed to be well attended, despite the weather making travel difficult, heavy rain put a sad end to the RC Car displays under the wings of Concorde.

As ever the shows attract known fellow engineers, new faces from existing societies and traders, we had an interesting discussion with representative of "The Steam workshop" on general engineering, its projects and plans for incorporating the newly acquired Doug Hewson range of fittings and castings, Along with interesting conversations to prospective newcomers to the hobby who appeared to be especially encouraged by the diversity of our society sections and facilities, let's hope some of them introduce themselves at the track or HQ and receive our welcome.

My thanks go to my exhibition stalwarts, without whom we would not be there, Jim, Jonathan, Mike H, Mike F for transport, setup / breakdown and manning the stand,

Also, thank you to those who were prepared to exhibit their individual or collective work, making our stand reflect the diversity of engineering fields contained within the club, sadly we did not win the best stand, but we will try harder with a new format next time.

To Ron, I met and old colleague of yours from the Hatfield club, wished to be known only as the Brass FINISHER (destroyer), sends his regards and best wishes, attracted to our stand by a *Heilen Lassie*, even though not to your standard.

I hope we will be invited to attend next year, and if we do, will be looking for additional help, as we missed a few due to the accessibility of the venue and we're all getting older, any volunteers for those with transport, love talking or just want to help with setup / breakdown please let me know.

Chris.

Marine News

Last month of the season and time has flown by. Three well attended regattas and a few members making regular use of the “lake” on Sundays and even during weekdays it is good to see. We have managed to keep on top of the maintenance keeping the water clear and ready for use at all times. I can tell when I visit that some of you have been helping sight unseen and whoever you all are we thank you.



Shirley and I went to the Brooklands model engineering show, I am sure it will be covered in detail elsewhere but from our side there were far more marine exhibits than any other. Maybe because it was easier for clubs to carry items over the chaos of stairs etc. The organisers think a very slow chair lift that blocks the stairs to all others while in use leaving the wheelchair at the bottom to be carried up constitutes good disabled access....

Once upstairs there was a collection of prize winning model boats; the detail and standards were superb. We particularly liked a large galleon made from matchsticks.

It seemed a shame to us that all the clubs attending had obviously gone to a lot of trouble to attend and display including full credit to our NLSME team for an excellent cross sectional layout. Yet the visitors tended to be from each club who already know the benefits of joining and the venue was not run for general public to attract new members. I do hope I am wrong and we see a queue with forms in hand to join.

Back to the “Lake” with a request.

On Sunday open days a few members’ family and friends with children often head to the lake area for both interest and sanctuary from the public crowds. I am hoping one of you kind readers may have a suitable boat lying unused to donate so we can let them join in. I don’t want any fancy fragile heirlooms, just a simple toy we can make available without loosing sleep if it breaks and needs repair. I have a couple of old 27mhz transmitters and receivers to incorporate if required. Slower and simpler the better, not them high speed orange buzzy things.

George.



Marine displays at Brooklands



A Schooner by Derek P.



This yacht was my last build of marine projects and I fell in love with the model at an invitation day on our lake at Colney Heath some 5 or 6 years ago, when we invited the St. Albans Society to an open day. This design was modelled by a member of this club who was a Mr. John Cook, and as I was admiring the beautiful lines and sail arrangements, John asked me if I would like to see her sail, and from then on all her fine lines became a must for me to ask more about this model. He told me that it was a design by a man named F. Camm and it

was his brother Sidney Camm who in 1934 designed the famous Fighter airplane "Hawker Hurricane" and the plans for this boat were in a small booklet which I could borrow if I wanted to make this lovely looking yacht. So the die was set and being a member at that time of the St. Albans Society of Model Engineers I arranged to meet with John at the following month's meeting. On receiving the booklet it was well looked after and what I remember only pocket book size, the actual plans were drawn with little dimensions given and most of the instructions to build were with the old fashioned materials of the era, like pine planking onto the bulkheads to which the planks were all shaped, glued, with hot carpenters pot glue, and then brass panel pinned to the 1/4" thick bulkheads into a round bilge hull, and after planking it called for ships varnishing inside and out to seal from ingress of water, I had to change the wooden materials but with the modern glues and techniques the plank on frame for the hull construction was not too difficult and the use of fibre glass inside and out gave a very good hard surface after careful sanding with several grades of sand paper to spray paint to a good finish with Halfords auto spray cans. The hull is 41" length with a 7" bowsprit, the main mast is 35" and the rig type is a schooner, which gives ample sail area and a fast response to the wind speed, She sails very nicely in a light breeze and with a large rudder responds well with only two channel radio fitted. The sails are again made with a kite material like those on the Hobnoblin yacht, which was featured in last month's magazine, I decided to try to purchase the original material that was called for in the booklet and the only supplier that I could find was John Lewis at Welwyn Garden city, they had to get me the minimum length that I could purchase which they sourced in one of their stores, this material is a closely woven cotton called Cambric, this was the fabric that was available in the 1930s for model ships' sails, Cambric was a fine light material and was used in the 1700s for ruffs, collars, neck-wear, handkerchiefs, and ladies dress making. In those days it was made from linen threads and rolled and ironed to give a sheen to the surface, today it is used for making handkerchiefs, down pillow ticks and is all fine cotton woven to 100 strands per 1 inch as ordinary cotton weave is 60 strands per inch.

So now it was the task to make two sets of sails, and my sister who is good on sewing machines offered to make the two sets up, the Cambric set was easy to work on with old thread but the new kite material was a nightmare and many unpicking of the hems was done as the edges puckered and creased, after several attempts, success!

Two sets of masts, booms, screw eyes, hooks and sheets had to be made. The masts and booms were fashioned out of dowelling from Home Base and tapering them to keep them true and straight was done with a small iron plane and a sanding block bringing back many memories of my early days of model

boat making in my senior school days.

The set of rigging with the Cambric sails I have only used for exhibition display, and the new kite material set are rigged for sailing as they are non-absorbent and lighter in weight and can be sponged down in situ.

I used builders license for the cabin, cockpit, and deck light canopy as the booklet plan model had a plain deck with no fancy bits and I seem to remember that rudder steerage was by boom to quadrant via pulley and twine linkage, this was a popular method where by the swing of the boom to wind direction pulled the rudder quadrant in the opposite direction, thus keeping the model on a somewhat straight course, which was the way that pond yachts were sailed in those far off days. Running around the pond with a long bamboo cane fitted with a boat hook shaped wire end piece, to retrieve the yacht before running into the concrete sides of the pond kept one fit perhaps!! Sailing on ponds in parks and open water was a widely enjoyed hobby, and this type of sailing can be seen and enjoyed at our pond in Colney Heath twice a year by the invitation of the Model Yacht and Toy Boat Club of Great Britain, well worth a visit if you have never attended.

I haven't sailed this Schooner or the Hobnoblin for a few years and they need to be sailed instead of lying up in the attic, so if any member is interested in purchasing one or both of these please contact me, I'm in the membership phone listings.

Derek P.

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Society Activities.

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; Slot Car section meet at HQ (evening).

Every Saturday from 6th November; Working parties at CH on GLR, including Junior section (all day).

Every Sunday from 6th November ; Morning working parties at CH (start 9am).

Relevant contact details can be found on the rear cover of each News Sheet.

G.L.R. News.

October 2016.

Many thanks to all who turned up and helped with the Mencap event. After a slow damp start Brian driving *Alban* and Roy driving *8006* spent most of the day giving rides to a very appreciative crowd. It is always very rewarding to help people less able than us to enjoy themselves. Ted and I spent the day wiping very wet riding car seats and guarding our seemingly impermeable but happy customers. The locos performed very well in the inclement conditions with no assistance on the 'up' gradients much to everyone's surprise. The track and points have settled in with no reported problems and all in all a satisfying and rewarding day for everyone involved. **Photo** courtesy of Owen C.



Not long left up north now and I am beginning to look forward to some concreting and getting the tunnel finished, it can then be landscaped and sown with something suitable to flower next season,

hopefully adding even more beauty to the new land development. Can't wait to get back in the muck. Pete.

G.L.R. Section Leader.



Alan takes a train of excited passengers around the bottom of the site past Tyttenhanger Bridge. 4th September 2016.

Photo - Owen C.

Mr. Grumpy.

Two moans to get started with.

Firstly, at the end of the steaming bay workshop at Tyttenhanger there is a toilet that utilises a 'Portaloos' caravan toilet. This facility is NOT there for general use but principally for the aid of drivers who have raised steam on their loco and do not wish to leave their loco, in steam, and unattended for the time that it takes to walk to the main toilet and back again. It would appear that this facility has been used very irresponsibly as it was recently found with not only the holding tank full but the toilet bowl was almost full as well. This is a situation that must not be allowed to happen again as it makes it extremely difficult to safely and hygienically empty the contents. If you have to use this facility, please treat it with respect and if you fill it take a turn at emptying it. Remember, it is NOT there for general use.

Secondly, if you use any of the two-way radios on site, mainly provided for the use of stewards, please ensure that you correctly turn them off. This week they were found with flat batteries and had to be re-charged before they could be used. Several new sets of radios will be available on site shortly. These are primarily for stewards, drivers and guards to use on public running days, however, there is no reason why they should not be utilised amongst working parties to save walking around the site so much. But don't forget, the exercise is good for you.

Now for the GOOD news. The regular Sunday Morning Working Parties will soon be upon us and time to compile a list of detailed new and routine jobs that we need to try and complete before next spring. For those of you that have never come along on a Sunday Morning don't be shy, we can't guarantee a good time but it is a good chance to meet members that you may not know, have a laugh and a joke, partake of tea and biscuits, keep fit and enjoy the fresh air. There are always vacancies for new blood.

As usual, many thanks to all those members who turn up all year around, no matter what the weather, to ensure that our site is kept spic & span and on top of the many maintenance tasks that take up so much time.

Thank you all.

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

Dates for your Diary

OCTOBER	2016
Sun 2nd Oct	Public running at CH. 2pm – 5pm
Tues 4th Oct	Council Meeting. 8pm at HQ.
Thur 6th Oct	D. West G1 invitation day
Fri 7th Oct	General Meeting HQ, David Render 'Something Concrete'
Sun 16th Oct	Last Public running at CH. 2pm – 5pm
Tues 18th Oct	TSC Meeting at St Mark's Church Centre. 8pm
<i>Fri 21st Oct</i>	<i>Deadline for copy to Editor for November News Sheet</i>
Fri 28th Oct	Workshop meeting at HQ, 8pm with Mike H.
NOVEMBER	2016
Tues 1st Nov	Council Meeting. 8pm at HQ.
Fri 4th Nov	General Meeting at HQ. Geoff B. 'The Metropolitan Railway northern extremes Brill and Verney Junction'
Sun 6th Nov	Working party at CH, 9am – 12:30
Tues 8th Nov	TSC Meeting at St Mark's Church Centre. 8pm
Sun 13th Nov	Working party at CH, 9am – 12:30
<i>Fri 18th Nov</i>	<i>Deadline for copy to Editor for December News Sheet</i>
Sun 20th Nov	Working party at CH, 9am – 12:30
Fri 25th Nov	Workshop meeting at HQ, 8pm with Mike H.
Sun 27th Nov	Working party at CH, 9am – 12:30
DECEMBER	2016
Fri 2nd Dec	Christmas party at HQ, 8pm, for all sections
Sun 4th Dec	Working party at CH, 9am – 12:30
Tues 6th Dec	Council Meeting. 8pm at HQ.
Sat 10th Dec	Slot car event all day at HQ.
Sun 11th Dec	Working party at CH, 9am – 12:30
Tues 13th Dec	TSC Meeting at St Mark's Church Centre. 8pm

NB. Please notify the 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.