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Model Engineers  
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Free to members

JB/135

# The Prospectus

**August 2017**



Les Dawson, President, enjoying a run at the 2.5" rally on 16 July. Full report by Mike Manners on page 10.  
Photo Mike Manners

**MANAGING THAMESLINK  
SAFEGUARDING CHILDREN AND YOUNG PEOPLE  
WORKSHOP TIP  
2 1/2" RALLY REPORT  
THE GLADSTONE BAG**

## DAWSON'S DIARY

## kept by the President

The track gang have made a very good start to removing the old steel track panels on Wednesday. On a very hot Thursday they made an early start to remove the old ballast out of the trench, by midday they had had enough as it was so hot. The planning had worked very well! Another long hot day most of the ballast had been removed by Nigel and Mike. This was Saturday club running. I was busy doing steam and hydraulic tests etc like sorting out some snags that some members had with their locos.

On Sunday 9<sup>th</sup> some RSME members paid a visit to the Amnerfield Miniature Railway Group. We were made most welcome by Sam Pidduck and his members. When I arrived, it was nice to see Peter Farley running his Hunslet 0-4-0 tank. The look of real pleasure of his first time round the track. His engine steamed very well all day. He also had his 3D printed loco which always runs very well. His young daughter was seen enjoying a good run on Dad's loco.

Karl showed me how to get my "Tich" to steam that day after I was pushed back from the woods! He soon got it running for the rest of the day. There was a good selection of motive power steam and electric. Chris Jones had a run with the GWR 1500 that Alan Thatcher built some time ago. This engine runs well. Our young Edward was enjoying a drive of a rather large diesel outline American loco built to a scale of two and a half inch to one foot and that's big! There was a nice rake of wagons in 7 1/4" gauge about ten of them being hauled by a GWR 2-6-0 tender loco which looked and sounded nice when running. In all a very nice day, thank you Sam!

Back at the club on Wednesday this time much cooler good progress was made levelling the trench ready for ballasting. I must mention the two young men who did work very hard digging, filling barrows etc, Jamie, I did not get the other lad's name. Well done both of you. Thanks for all the effort you two put in.

Back on the raised track a lot of the members were cleaning the steaming bays, removing the dirt and oil. Its long hard work removing this muck. Please try and seal all pipes that leak oil on members locos. It makes a lot of extra work for those who keep the track in running order for *you* to use!

I am sorry to have to report that Fred Few is back in the RBH after a fall. Also, our Harold Eadie is in hospital for 10 weeks with a broken leg over in Newbury. We wish them a speedy recovery.

## Nigel Penford adds

I would like to and my thanks and best wishes for all those who provided the cold drinks during the hot days when we were working on the track We could not have done without you!

## PONDERINGS

by 61249

### **I tried to run a railway Part 2**

Anyone who knows who was the MD of BR's Thameslink Train Operating Company will know the identity of 61249, so I will emphasise that what is in these articles is my personal view based on my experience. Nothing more, nothing less. Some folk, for example, see great advantage in the government owning and operating everything. My experience is that state monopolies are characterised by trade union domination, and costs being more important than the customers. To those who point out that BR could have done much better with modern levels of investment in the railway, there are two answers. Firstly, their record was poor, think about building marshalling yards for a disappearing freight business and a new fleet of steam locos all scrapped within barely a decade. Secondly, it is entirely hypothetical as government will always find other things to spend our money on. Health, security, and education, all come higher up the queue. Quite simply, a nationalised railway will only get cash in the aftermath of a disaster.

Thameslink in 1995 was in many ways the model for modern TOCs. The fleet maintenance was contracted out to Selhurst depot (Southern) and the Infrastructure was maintained by the respective local Civil Engineering organisation of BR, basically one North for London to Bedford – one South of the river for Brighton and the Wimbledon loop (or Wall of Death as it was known).

We ran most of the class 319 fleet on services from Bedford to Brighton via Blackfriars and London Bridge, plus services from St Albans round the Wimbledon loop. At the time we also went into Moorgate on a branch from Farringdon. We could have done with some or all of the class 319s that Southern operated on their services and which did not use the 25kv overhead line capacity that our services needed. However, they were definitely NOT AVAILABLE which left us in the position of managing overcrowding by squeezing them in, or running a mixed fleet with 25kv units running into Moorgate. This happened with 317s after I left.

We operated all the stations on the route North of the river and round the Loop, but not London Bridge or any stations South of the River on the London Bridge to Brighton route.

Dealing with other TOCs, separate infrastructure managers and station managers implied complexities in terms of relationships. I just mention them to shew that even under a monolithic BR, being all joined up with a Network South East business focus, the operation of the railway demands co-operation across boundaries with folk with completely different jobs, skills and cultures. Just because they have the same boss does not solve all the problems. That is what helps to make it so much fun!

At the time I took over the outfit had been well run by someone who was

moving on, with a little turbulence in key posts resulting. My new PA took one look at me and resigned, so I was joined by my existing PA who came across from Angel within a week. A key appointment. The head office was a single floor of a fairly modern block on the Blackfriars Road. All the departments were there, in close contact and all open-plan. Just 50 staff spread through Marketing, Finance, Operations, Performance and Safety. The total staff including station manning, cleaners and drivers was around 500 so the Centre staffing did not represent a huge overhead, and quite soon I felt that I knew them all, although the shift staff on some of the smaller stations were the exception to this rule. Thameslink had a separate Board chaired by the boss of NSE, who had appointed me. He was supported in the Board by an Engineer and his NSE Finance Director. In most respects it was just like the governance arrangements for a private company and therefore great preparation for what was about to happen.

And that was Privatisation, although at the time of my appointment Thameslink was seen as too difficult to sell as a franchise. That was because of the major project “Thameslink 2000” which my predecessor had successfully grown into a significant commitment, without actually having the funds secured. This, as we all know, takes much more time than planning the railway or building new infrastructure, in 2017 it is just about coming to fruition. In 1995 it was seen as an imminent major disruptive influence that affected the valuation of the franchise. I had been there for about 4 weeks when all that changed, and we went from being the most difficult TOC to franchise to the last to start with a “must sell” date before the election in 18 months’ time.

A summary would be that we had a young, junior and slim management team that was set up to **RUN** the railway. However in addition we wanted to **IMPROVE** the railway, but the real task for us was to **SELL** the railway, which was the most important change to be achieved in 2 years. These three tasks were then compounded by the fact that as a management team we thought we would like to **BUY** the railway. We were equipped to do one of these jobs, to do all four was going to demand extraordinary effort and commitment, but I must say not one person in the team baulked at what might be involved. In terms of results, we certainly ran the railway, it grew partly due to our efforts and we made some significant improvements. It was sold before the election, which was another success, but our bid to buy it failed and we came third. I will attempt to explain all of these things in the next few articles, but it was probably the most intense working part of my whole working life, and involved pretty well every waking moment.

### **Running the Railway**

Thameslink was different from many of the services around London in that we offered an all-day frequent service. The frequency was in fact determined by the capacity of the signalling in the central section, eight trains an hour maximum. The basic service was therefore a 15 minute frequency from Bedford to Brighton, and a 15 minute frequency from St Albans round the loop,

thus giving 8 trains an hour through the core section with the changeover from 25kv to third rail at Farringdon. Passengers love frequency. I have always used Oxford as a comparator to Bedford. City of dreaming spires, tourists, world famous university, home of big car manufacturing activity etc. etc. In comparison, what is Bedford famous for – bricks? Yet the basic service to Oxford has been one an hour off peak for years (a bit better now but not much). So in transport terms what is the difference? Oxford has a bus up the M40 every ten minutes, Bedford has not despite the M1 proximity. A real object lesson for railways everywhere. The impact is that for over two decades now Thameslink has had extraordinary growth levels, usually beating all the other London based TOCs.

So the growth pattern was well established by 1995, but in one important aspect we were in trouble. When I arrived we had a timetable that could not be delivered because of a disagreement on Driver Only Operation. All Thameslink trains were DOO operated and the majority of them were driven by drivers from our own Bedford depot, who had absolutely no problem at all with the idea, or the practice. But the new timetable from May 1995 showed Thameslink trains running through from Gatwick to Brighton. The extension of service involved crews from another depot run by another TOC. There was no agreement with the drivers to operate these under DOO, and we had no guards to do the doors so we were stuffed. The objections to the operation were not principled, but did come from a deep-seated resistance to change in certain quarters that has resurfaced in 2016. Discussion established that with some changes to the platform equipment we would remove the last remaining objections, which frustrated our drivers as much as it did the management. While this work took place we had the ignominy of throwing the passengers out at Gatwick, and running through to Brighton empty. Madness! So in terms of running the railway we could not even meet the published timetable for the summer, but two changes came about as a result.

One was the improvements in mirrors/cameras on a couple of stations , the second was a resolve to use our own crews wherever possible and not those of other railways less committed to our success. By the end of my time in Thameslink we had pretty well achieved taking all the work away from those who got in our way. We got the new timetable in for October 1995, the first improvement under our belt.

*To be continued*

## **RSME - SAFEGUARDING CHILDREN AND YOUNG PEOPLE**

### **RSME Trustees July 2017**

With advice from the Reading Voluntary Association, and following the recommendations of the Charity Commission, the trustees have completed

the annual review of our Safeguarding Policy.

Trustees of charities which work with vulnerable groups, including children must always act in their best interests and ensure they take all reasonable steps to prevent harm to them.

Club members, who participate in activities with the Young Engineers, Birthday Parties and school visits etc., will be asked to sign a copy of the club's safeguarding policy that they have read, understood and will abide by it.

Most importantly, if any allegation is made by a child against a member of the club/society, or any concern a member has about the conduct of another member and a child, then this should be reported immediately to the appointed Trustees, the Police or Social Services. Contact numbers and details are on the noticeboard in the clubhouse.

Four trustees and one member have applied for a DBS (CRB) check.

### **RSME SAFEGUARDING and CHILD PROTECTION POLICY**

It is the policy of the trustees of the Reading Society of Model Engineers that:

- The child's welfare is paramount
- All children whatever their age, culture, disability, gender, racial origin, religious belief and/or sexual identity, have the right to protection from abuse, and any hazards
- All suspicions and allegations of inappropriate behaviour, breaches of this code will be taken seriously by the Trustees and responded to swiftly and appropriately.
- As defined in the Children Act 1989, anyone under the age of 18 years is considered as a child for the purposes of this Policy Statement This Policy Statement and the following Code of Practice and Procedures will be kept under review to ensure that it reflects current legislation and best practice.

#### **Code of Practice and Procedures**

Common sense guidelines for every RSME member when dealing with children

##### **Members should not:**

- Engage in rough, physical or sexually provocative games, including horseplay.
- Allow or engage in inappropriate touching in any form.
- Allow children to use inappropriate language unchallenged.
- Make sexually suggestive comments to a child, even in fun.
- Let allegations a child makes go unchallenged or unrecorded; always act.
- Spend excessive amounts of time alone with children away from others.
- Take children alone in a car on journeys, however short.
- Take children to your home.
- Photograph or video children, or publish their pictures, without the knowledge and consent of their parents.
- Publish information, in print or on a website that may enable someone to

contact the child.

**Members should:**

- Avoid accepting children on site unless they are either accompanied by a parent or guardian.
  - Never be in a one-to-one situation with a visiting child.
  - Except in emergencies or to prevent danger, avoid physical contact with children. Parents or guardians should be asked to lift children on and off rides and, where possible, accompany them on the train ride.
  - When carrying children ensure clear and concise instructions are given before the commencement of each ride and when and strictly adhere to speed limits.
  - If a child puts itself in possible danger by, for example, attempting to touch equipment, being in a hazardous position adjacent to miniature railways or road locomotives or running alongside them, their parents or guardians must be advised. The potential dangers should be pointed out and the parent or guardian asked to supervise the child appropriately.
  - If children enter an operating area they should be instructed to leave and their parent or guardian advised of the reason for the instruction.
  - In the event of distress or injury the parent or guardian must take the initiative to console and administer initial treatment.
- Nothing above should preclude a member from taking timely action to prevent an accident or injury or to act to treat a life-threatening injury.
- Never let allegations a child makes go unchallenged or unrecorded; always act
  - If an allegation is made by a child against a member of the club/society, or any concern a member has about the conduct of another member and a child, then this should be reported immediately to the appointed Trustees, the Police or Social Services. Contact numbers and details are on the noticeboard in the clubhouse.

Relationships do build up between children and adults, if the child reports of problems at home this must be taken seriously and immediately reported, as above.

**NOTE**

1. All RSME members attending Birthday Parties, school visits, Young Engineers or any other event involving children should be dressed smart casual, and preferably wear an item of clothing that identifies them as an RSME member. Financial assistance will be made available for the purchase of items of club clothing
2. Members who arrive unkempt or inappropriately attired to such events can be asked to leave by two Trustees.
3. Members offering young visitors driving experience should ask that a parent or guardian accompanies them on the train, but a driving experience is not dependent on the presence of a parent or guardian on the train.

4. There shall be no smoking anywhere on RSME premises by members attending birthday parties, school visits, Young Engineers or any other event involving children.

5. Members arriving for Birthday Parties, Public Running or any event involving children should pay particular attention to their speed in the car park.

## Workshop Tip

## John Spokes

Some of our older brethren may remember that before the era of word-processors, and then PCs, documents were more often than not typed. Nowadays corrections are done by deleting, backspacing, etc, but in those heady secretarial times corrections were done using a product such as Tippex to first cover-up the offending error. My attempts were such that when I'd finished a page it resembled less paper and more a very thin sheet of Plasticard.

So where is this going I hear you ask! Well, you can still buy such products and I show a photo of two items; one by Tippex and the other by Pelikan. They come in a relatively finely-pointed pen and I use these as an assistance when marking-out. I won't pretend they give the accuracy of Engineers Blue and a scribe, but having completed that exercise you can use the white Tippex pen to mark out "up to a line". If your eyesight is not what it was then this can be useful when milling or filing. When the whites all gone then the job is nearly done. My second photograph is of a dome cover where I am enlarging the holes by filing to suit some new safety valves. I marked out using blue and dividers and then applied the white up to the line - SIMPLES!

The editor adds that he finds Tippex useful as a shield when soft soldering.



Photos John Spokes



## **Notes from the last Trustees Meeting.**

### **Rubbish**

For sometime now the steaming bays have been found in a very untidy condition after running events, most notably after Public Running. Members are requested to tidy up their areas after disposing of their locomotives. Please ensure that you use the ash pans provided and that they are used to capture the contents falling from ash pans, any ash that falls onto the concrete floor of the steaming bays needs to be cleared away, as well as any other debris that maybe lying around. If we all did our bit the steaming bays would not need to much attention. In addition there has been a large amount of general rubbish i.e. coke cans, crisp packets etc, that has not been disposed of correctly. Could you ensure that any items that are no longer needed are placed in the waste bins which are located I the workshop and club house.

### **Oil on the Track**

Oil on the track is causing many locomotives to wheel slip, this can cause damage to the locomotive and delay the speedy departure from the stations during Birthday Parties and Public Running. Many hours are used to keep the track clean, this time could be used more productively especially on Wednesdays and Public Running days. Could all drivers ensure that any oil leaks are rectified before placing their locomotives onto the tracks and that motions are not over oiled as this can also lead to oily rails.

### **Birthday Parties.**

The number of members helping with Birthday parties is on the decline. Birthday Parties are a major source of income and without them membership fees may need to rise and essential projects could suffer from a lack of funding. If you are able to help at Birthday Parties please let Peter Culham aware as he is always happy to see extra faces at these important events.

### **Public Running Tea Bar**

Additional volunteers would be appreciated to man the tea bar during Public Running. Over the past few years this has been done by a small number of ladies and a few extra helpers would not go amiss. If you are able to lend a hand please let any of the Trustees know.

Many Thanks

## 2 ½” GAUGE RALLY REPORT

Mike Manners

We had the 2 ½” rally at the club on 16th July. A small and very select affair this year. For various reasons not many visiting locos and all that did come were electric. Next year we will try to arrange the rally so that it does not clash with the Wimbledon finals, the British grand prix at Silverstone and the Run for Life in Prospect Park! A few of our usual visitors were not with us this year due to health problems and some having passed on to the great railway in the sky.

The small band of helpers from the RSME all did sterling service setting things up and entertaining the visitors and I think all had a very relaxing and enjoyable day. Once again lunch and copious cups of tea were provided by Janet Manners and very much enjoyed by all.

Des Adeley from Salisbury brought along his Tin Turtle and a Galloping Goose. Both of which ran well. Our club president and myself enjoyed a few circuits of the track behind the Tin Turtle.

Rob Postlethwaite from Bristol also brought along a Tin Turtle and a Galloping Goose together with a very small loco based on a model “T” Ford and an electric powered 2-10-0 steam locomotive. The Galloping Goose failed to run. The electric steam loco suffered from an overheating motor but the Tin Turtle and model “T” ran well. I tried the model “T” and it worked surprisingly well considering it had only one driven axle and very limited tractive weight.

Chris Cory brought his usual lovely looking engine and also had some models on show in the clubhouse.

I brought my Class 67 “Royal Sovereign” that was driven by various people including my wife Janet. My Loco very nearly did not make it this year. When I took it out of its case in the workshop on Saturday to charge up the batteries I discovered that only one of the four motors was working. After a quick investigation, I discovered that three of the four motor pinions had split and were jamming the gear trains. Disaster! After a few minutes thought I realised that I had three of the same pinions on another model so did a quick swap and all was working again.

All being considered and despite the low attendance, a good day in good company and all very much enjoyed by all that attended.



Rob Postlethwaite’s electric loco

All photos Mike Manners



Above, Des Adeley and his  
Galloping Goose  
Below, Janet Manners and Class 67



Above, Rob Postlethwaite Mk 1  
Below, Rob Postlethwaite Mk 2



## WOLVERTON PUG

### The Gladstone Bag.

On Saturday the 28th January 1995 I persuaded Mrs WP to drive me to Reading Station in order to catch the 06.35 Cross Country service from Reading to Birmingham to join what we would term a 'crank special'. Diverging slightly for a moment the term crank is one of the more acceptable descriptions of persons interested in trains be it locomotives, carriages, wagons or the routing of different railway lines etc. There is an organisation which has existed for many years; it might even pre-date the Great War, known as the Locomotive Club of Great Britain. In some circles it is referred to as the Lunatics Cranks and Grand Balloonists. Rather unfair I thought.

The object of this trip was to traverse various rare curves and freight branches. Organised by Pathfinder Tours. It was named the Gladstone Bag due to it's final destination at Gladstone Dock and because the class 33s with push pull cables are called Bagpipes! It started from Swindon at 05.20, which was nothing unusual for a Pathfinder tour. My only sensible means of joining it was at Birmingham New Street for a departure at 08.57. It departed three minutes late at 09.00 behind 33025 Sultan in Civil Engineer's yellow and grey livery + 33116 Hertfordshire Rail Tours in BR blue livery. The train consisted of 11 coaches viz. -5 TSO, FK, BCK, RMB, 3TSO, all in InterCity livery except the leading two TSOs which were in Waterman Railways dark plum livery. The train ran via Aston and Lichfield City to Derby, arriving there 9 minutes late after being delayed approaching Derby. A further twenty-one minutes were lost at Derby due to fitters attention to one of the second opens. We were then delayed at Ambergate for 34 minutes due to a track circuit failure in Clay Cross Tunnel. After passing the gaunt buildings of the abandoned Avenue Coking and Chemical Plant, by then silent and cold, we went through Chesterfield exactly one hour late. If you pass the site of Avenue today it is being redeveloped with new buildings including houses. It has taken many years of remediation to make the site habitable following the near century of severe pollution.

In the old days you could smell the place from well north of Chesterfield.

Round the curve at Dore South we go and on through the superb Hope Valley line across the Pennines. There had been a fall of snow so it looked especially magnificent.

From Hazel Grove to Cheadle Heath we followed the now freight only, old Midland route towards Manchester Central. We joined the former Cheshire Lines through Northenden to Skelton Jn and south through to Altrincham, where we had a 14 minutes pathing stop. This enabled the whole train to empty as the cranks took photographs (myself included I hasten to add) of the train and the adjacent Metrolink tram service for Manchester. All these early less reliable Firema series Italian trams have now been replaced by new 3000 series Flexity Swift M5000s from Bombardier in Vienna. On leaving

here the delay had been reduced to 43 minutes. Through Northwich and into Chester on the Up and Down Main through line where 56036 was attached at other end. We then proceeded to Chester South Jn., where we reversed with the class 56 now hauling the train round the curve and off towards Birkenhead.

At Hooton the train again reversed and the two class 33s took charge once more. We were only 5 minutes late leaving Hooton as we did not need to do a double reverse at Chester, possibly because the original plan to use two of the yellow electro diesel class 73/9s, belonging to Merseyrail, was not possible due to their poor condition, so we had the class 56 instead.

At Helsby we joined the line from Chester to Warrington and then went round the little used Halton Curve to Runcorn. We passed the Halewood car factory sidings and at Speke Jn. we proceeded down the branch to the entrance to Garston Freightliner Terminal and the disused Stalbridge Dock Associated British Ports coal export sidings. The days of everybody detraining to the ballast to have a look round were long gone. So we took in the decaying industrial landscape and weed infested sidings from inside the train.

Having come out of that freight only corner of Liverpool we made our way back onto the main line and past Allerton and Wavertree to part of the oldest piece of railway in Liverpool. I refer to the Wapping Down Gullet at Edge Hill.

This is a siding leading to Crown Street Tunnel and the original Liverpool and Manchester Railway Station opened in 1836. When I worked for Freightliner, as Group Property Manager subsequent to this in the early 2000s the operating boys were having problems with the export whisky traffic, moving between Coatbridge Terminal in Glasgow and Seaforth Docks. These Freightliner services came via Olive Mount Cutting from the West Coast Main Line. In order to reach the Seaforth Terminal they ran down to Edge Hill and entered this line. Having entered this siding the long rake of container flats including the locomotive would need to enter Wapping Tunnel, in order for the locomotive to run round its train. This is the same move we undertook on the Gladstone Bag.

The loco having run round and coupled on to the other end, the train would then proceed back across the main lines out of Lime Street to gain access to the Bootle Branch. Thus via various tunnels and through a very rough area of Liverpool, it would gain access to the Mersey Docks and Harbour Board's infrastructure at Regent Road Level Crossing leading to the Seaforth Container Terminal. This route also gave access to Gladstone Dock coal loading facility. If our trains made it through here without the loco being bricked or nearly running down itinerant youth about the track it was a good day. Fortunately I did not know of this area's reputation on the Gladstone Bag trip.

However this was nothing compared with the problems in the Wapping Down Gullet.

You have to remember that by the late 20th Century staff on the ground were few and far between. This meant that often in the late evening, on arrival in the dark and forbidding confines of the Gullet and Wapping Tunnel, only the driver and a shunter were on hand to perform the run round manoeuvre. Word had reached the local Edge Hill mafia of the contents of these containers. Consequently, whilst in the sidings break-ins were not uncommon. The perpetrators were so heavily armed with the implements of their trade that the traincrew dare not try and stop them only informing the authorities when it was safe for them to do so. It finally came to a head one night when such a large gang of thugs turned up with bolt cutters and the like to rob the train big time. They even set up a bucket chain to speedily remove the cases of whisky from the train into the dark streets above the cutting.

The Railway Police were then regularly stationed on hand each time the train arrived. The problem was finally solved when Network Rail after several years of lobbying re-laid and re-opened the Olive Mount Chord (closed circa 1986) allowing a head on run straight from Olive Mount Cutting onto the Bootle Branch.

During investigations by both the Railway Police and the insurance company, who even called in Pinkertons Detective Agency, a whole network of underground tunnels and passageways linked to the old Liverpool and Manchester Railway 1830s cutting side workshops were discovered in which feral urchins were living and which stretched for several miles under the city. They were built in the 1820s and 1830s by an eccentric tobacco merchant called Joseph Williamson.

So the Gladstone Bag made it's slow progress round the Bootle Branch and down to the Gladstone Dock, fortunately without incident or trouble from the local oiks.

We returned and duly ran down into Lime Street to reverse, then via the West Coast Main Line, Stafford, Bescot, Birmingham New Street, Bordesley Jn. Bromsgrove, Worcester, Stroud and Swindon (run round) to Bristol via Bath.

Mrs. WP met me at Swindon where we were due at 22.41 and must have been more or less on time as we went in the Glue Pot for a beer!

*To be continued*



33025 Sultan and D6535 at Derby.

All photos WP



Left, 33025 Sultan and D6535 at Altrincham.

Below, Atlantic Dock Junction and the old line to Canada Dock beneath Bank Hall station



Left, Reversing in Wapping Down Gullet

Left below, Totley Hill tunnel



Below, Crossing Strand Road into Gladstone Dock



Left, Manchester Metro link tram, possibly 1026 at Altrincham



## DIARY

### August 2017

Tuesday	1st	00 gauge	
Saturday	5th	Birthday party	11.00-13.30 14.30-17.00
Sunday	6th	Public running	13.30-16.00
Tuesday	8th	East Hub Children's C	10.30-13.00
Saturday	12th	Club running	11.00 onwards
Sunday	13th	Birthday party	11.00-13.30 14.30-17.00
Monday	14th	Special needs Trustee meeting	13.30-16.00 19.30
Tuesday	15th	00 gauge DCC	
Saturday	19th	Birthday party	11.00-13.30 14.30-17.00
Sunday	20th	Birthday party	11.00-13.30 14.30-17.00
Monday	21st	Special needs	13.30-16.00
Friday	25th	Young Engineers	
Saturday	26th	Young Engineers	11.00
		Club running	13.00 onwards
Monday	28th	Public running	13.30-16.30

### September 2017

Saturday	2nd	Birthday party	11.00-13.30
		Birthday party	14.30-17.00
Sunday	3rd	Public running	13.30-16.30
Tuesday	5th	00 gauge	
Thursday	7th	Curry evening	
Saturday	9th	Club running	11.00 onwards
Sunday	10th	Birthday party	11.00-13.30
		Birthday party	14.30-17.00
Monday	11th	Trustees meeting	19.30
Saturday	16th	Birthday party	11.00-13.30
		Birthday party	14.30-17.00
Sunday	17th	Birthday party	11.00-13.30
		Birthday party	13.30-17.00
Tuesday	19th	00 gauge DCC	
Saturday	23rd	Young Engineers	11.00
		Club running	13.30 onwards
Sunday	24th	Birthday party	11.00-13.30
Saturday	30th	Birthday party	11.00-13.30

**The usual editorial disclaimers apply to this August issue.  
COPY DEADLINE FOR SEPTEMBER IS 18 AUGUST .....  
DONT MISS IT!**