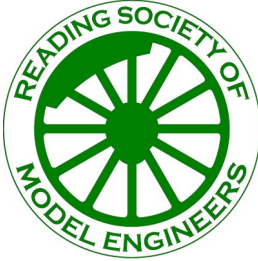


Reading Society of Model
Engineers
www.prospectpark
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The Prospectus

August 2020



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Not 5 inch gauge! 7029 Clun Castle at Banbury in the
early 1980s. Photo John Billard

**...THE RETURN OF CLUB RUNNING...FARM STEAM
—THE ENDLEPIDOPTERY...TAKING STEPS...
GRAMPS SHED... A LIFETIME OF STEAM.....
WAGON TRIBUTE..... LAYOUT REQUEST...**

Free to members

A VIEW FROM THE CHAIR

John Billard

This month brings a reawakening at RSME with some club running permitted on Saturday 8 August. The trustees have drawn up a set of rules as covered below that will allow members to have a run under conditions that will follow government rules to protect the health of those taking part.

Considerable thought has gone into this we will review the processes after 8 August to make any amendments necessary for the future. If you have any views on taking this forward please contact me or Secretary Peter. Please be understanding if any unforeseen issues crop up.

The trustees have continued to meet to keep an eye on the administration of RSME We are considering how to progress the raised track extension possibly using an outside resource to start with. I am sure that members will welcome progress in this direction..

The Southern Federation rally will now take place at our site in 2021.No new date is yet settled for the LittleLec competition, previously scheduled for 2021 but postponed.

Plans are continuing for the rewire of the club house and we wish to organise some heavy maintenance around the site including repainting the club house, bridges, railings and other facilities.

Please note that subscriptions are now due from 1 August to run till 31 March 2021 at 50 percent of the usual rate. To take part in any club activity it is necessary to pay your subs from that date.

I thank again all those who have been looking after the club site and those who have been maintaining the club in every way. It has been a big effort.

THE RETURN OF CLUB RUNNING?

The trustees of the RSME are pleased to announce the restarting of club running very shortly. We believe the following criteria will keep members within Covid 19 regulations at the same time providing our members with a chance to run their locos in relative safety from coronavirus:

Members must be fully paid up to be insured. Membership to commence from 1st August 2020 until the end of March 2021. Subscriptions for this period will be at the rate of 50% of their normal subscription. A section for a voluntary donation will be provided on this year's membership form which is being communicated. Payment by BACS where possible.

Members wanting to use the site for any activity will need to have paid these subscriptions.

Maximum number of members onsite limited to 8 plus 2 trustees at any one time:

Two Trustees

Four Raised Level Track members only, one per bay

Four Ground Level Track members only, two per bay

Members will be required to book a steaming bay in order to run on a first come first served basis. There will be two sessions each club running day for which four raised track steaming bays and two ground level track steaming bays can be booked. All bookings will need to include member's contact details, this information will be communicated to the NHS in the event that a member should receive a positive Covid 19 test. Booking to be coordinated by the club Secretary. Proposed timings of the Morning session 10.00 am until 13.30 prompt. Proposed timings of the afternoon session 14.00 until 17.30.

Members requiring boiler inspections will need to book a steaming bay and liaise with the boiler inspectors. A locomotive that does not have a current boiler certificate will not be permitted to run. It is the responsibility of the boiler owner to ensure the boiler has been tested at home before presenting a boiler for testing. Access to a boiler inspector is not guaranteed on club running days.

Boiler inspections to take place during club running or at another location off site at the discretion of the boiler inspectors. Boiler inspections will not be carried out during Wednesday Warriors.

There will be one-way access to the club house which will be restricted to 3 people at any one time. Entrance through the main door exit via the fire exit. Members will be required to bring their own refreshments as tea/coffee will not be available. Members using the site for any activity are required to sign in. A Covid 19 risk assessment will be carried before club running commences and any recommendations implemented. Members will be provided with face coverings should they want to use them. Further conditions may be required as Covid 19 restrictions change.

The Griffin Family of Bruern Grange and their Steam Engines

Part 3

This abridged article, with the kind permission of Michael Thexton, is from his The Steam Thrashing Trade, chapter VII, published in 1997, with an introduction by Joy Timms, granddaughter of Joseph Griffin.

Continues. The objective of producing a 'clean' sample of grain involved a number of skills. Part of what was entailed may interest the reader, and was explained to the author by expert Esmond Kimbell. 'One looked for engine-manship and thrashing machine skills - balancing the adjustments for concave, blowers and screens - according to the crop to be thrashed. Good driving was essential: steam pressure and governing had to be steady, overspeeding increased the air which could blow away a light grain like oats. With beans, the concave was opened out so that it was "shelling" rather than "thrashing".'



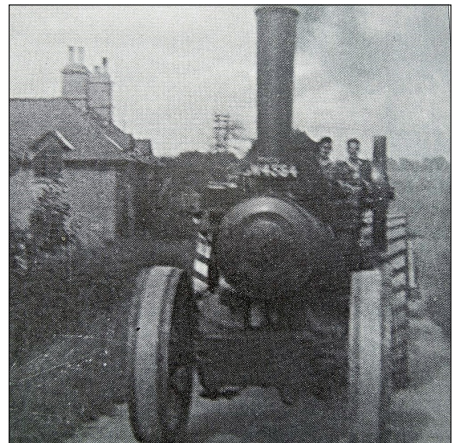
Bob Griffin stands by a BBI ploughing engine, late 1930s

The year 1936 marked the Griffin's purchase of the last set of thrashing tackle, an Aveling and Porter traction engine and a Ruston and Hornsby thrashing machine from Mr

Fowler, a farmer at Taston. In 1938, the ninth and final engine was bought from the sale of Wilder's of Wallingford - a Fowler ploughing engine rebuilt by Wilder's using parts from John Allen of Oxford. Joseph particularly wanted this engine because it could be used 'left hand' or 'right hand' to match either of his ploughing engines in the event of a breakdown; all that had to be done was to 'swing the blocks over'. *(This engine survives. Ed)*

This takes us up to 1939, and against the background of a troubled Europe, Joseph decided to stock up with all the spare parts he could obtain. At the same time, Bob himself overhauled one of the ploughing engines, whilst the other was driven over to Kingham to receive similar treatment at the works of E. J. Lainchbury and Sons.

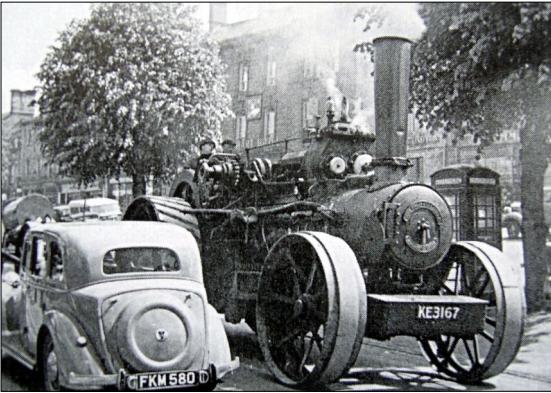
Joseph's foresight was rewarded. With the opening up of large tracts of land, Bob and his men worked continuously on ploughing, cultivating, and thrashing for the War Agricultural Committees. In fact Bob, who was appointed foreman at the early age of twenty-three, regarded the war-time years as the busiest he could remember. From Evesham in the north, to Highworth in the south, about forty miles, the roads were traced and re-traced. During one six-month period in 1943, the team *Approaching Bruern level crossing 1943* worked in five different counties and



ploughed 1,600 acres, often working up to seventeen hours a day. Sometimes Bob worked until four o'clock in the morning to carry out essential repairs, but throughout the war he only had to bring the tackle home once.

And yet despite all this activity, the war to all intents and purposes 'saw steam out'. After the autumn of 1945, Bob could not find a single customer for steam ploughing. Thrashing by steam also finished slightly earlier, at the end of 1944, and a complement of tractors was used until the introduction of combine harvesters in 1953.

Looking back, Bob had few regrets. 'It was a tough life, but I enjoyed it all!'. He later took up farming and ran a machine shop, but steam was never far from his thoughts and subsequently he owned and restored a Fowler ploughing engine which occasionally car-



ried occasionally car-

Left Bringing the tackle home; One of the K7s leading through Chipping Norton, late 1940s, with cultivator and water cart. Bob Griffin is driving.

Below; Bob in 1978 with his restored BB1 "Ajax".

Afternote by John Billard

Having restored BB1 engines 15182/3 "Ajax" and "Achilles", the engines were brought back to Hill Farm in Fiffeld for a glorious week in 1976 for some cultivating work.

Sadly Bob died in 1997. But I have a picture in my workshop of Bob driving one of the engines at the farm. If I have a tricky machining problem I look at that picture and think "Bob would show me how to do that" and then inspiration might come.

It has given me great pleasure to share these times and tell of my introduction, as a London boy, into "steam and engineering on the farm". Grateful thanks are due to Joy Timms for her help in preparation of these articles.



A bit of a change from engineering!

by Mike Manners

Not many of you know that I have had a long-held interest in butterflies. Every year I take a keen interest in the types and numbers of butterflies at the club. I have also asked George to plant a few special varieties of small trees to promote some of the more scarce types. I also try and rescue some of the small caterpillars feeding on the track side plants before Stuart gets at them with the strimmer!

I have for many years done a casual survey of the Small Tortoiseshell and Peacock butterflies alongside the Thames at Dreadnought Reach. I have memories of my teenage years when cycling in the same spot, there were butterflies everywhere. Over the years there have been many changes in the area and now with the loss of the Early power station and the development of the business park and the more manicured areas alongside the Thames, most of the butterfly food plants have gone and along with them the butterflies. Sad days!

Peacock and Tortoiseshell larvae live on nettles and patches of these still remain where the strimmer happy estate workers fail to get at them. The only problem is that the butterflies are very clever and don't lay their eggs in places where they have little chance of survival. This means they steer clear of the field edges where the birds and insect predators and parasites tend to hang out. Heat from the sun is also important for their rapid development (the shorter the time they are larvae and vulnerable, the greater chance of survival). Both of these factors means the butterflies look for isolated patches of nettles away from the field edges and in full sun. Exactly the places where the strimmer crew clear away the nettles.

If possible, every year, I try and collect a small number of larvae from the Thames side site. Every year it becomes more difficult with reducing numbers. I do this for two reasons. The first is to try and protect a small number of the larvae from the various predators and ensure the adult butterflies are released to the wild. The second reason is to see what the larvae survival rate is.

Last year was not a good year. Finding any larvae was hard work. I only found one or two groups of larvae and took home about 8. (there are usually large numbers of larvae in these groups, 50 to 60 larvae). They were all tortoiseshell larvae and the ones I collected were all kept safe and sound in special cases and fed on nettles that were carefully checked for any types of other harmful insects or parasites. My efforts were rather in vain. Of the 8 larvae collected only 2 were released as adult butterflies. All the others were consumed by parasites of one of two types. What a disaster. Despite a quite detailed search I have not found any Peacock larvae at this site for a number of years.

This year has not been a good year due to Covid. I did manage one trip to the Thames side field with Jan and we did a fairly detailed hunt but failed to



Below a very newly emerged butterfly with its wings slowly unfolding. Left with wings fully expanded and it just testing its coiled up tongue.

find anything. Covid lock down then prevented our return so I have no idea what the situation is this year.

As a contrast, the RSME site has so far been a source of good news. Keeping the site with some quite large areas left to go wild and the large variety of wild and native plants on the site has meant that butterflies are enjoying their life there.

Early this year there were Orange Tip larvae on the track site Garlic Mustard and there were patches of early nettles with several colonies of Tortoiseshell larvae. I collected a few of the Tortoiseshell larvae to bring on at home. I was a little worried as they were quite well developed so potentially had been attacked by parasites. I should not have worried as every single one survived to become an adult butterfly.



Later in the year I had a call from Peter Culham to inform me there were large black caterpillars all over a patch of nettles. Was this the good news I had been waiting for? I asked Peter if he would bring a few home for me. Great news, they were Peacock larvae. I split them into two groups and kept them in cases well fed with supplies of nettles. It meant I was going out on my bike at least once a day to pick up fresh food for them. It was not long before I had two cases full of chrysalises. More good news, it looks like they had escaped the parasites that attack the larvae. Over the last two days it has been a great joy to release 18 bright and shiny new Peacock butterflies to the wild. Good luck chaps.

Fly Well
and Keep
Safe.

Right At the window waiting to fly free; Far right one of the last ones on my hand.



ONE STEP BEYOND

by David and Lily Scott

A mad step closer to completing Jessie.

Just one more piece of metal in the milling machine while it is set up got me searching for something suitable. Both to do and what from. Now on the tanks there are little steps with a strengthening rib. This is brazed on on the drawings but if I start with a thicker piece I can mill either side and there it is. The top is curved up like the sides of a shovel so this can be milled as well, he plans.

Everything went well and it looked superb. 1 1/8 wide and I double checked upon our return for afternoon tea. OH 1 3/8 at the wide part. "One small step for Mankind indeed!!"

At this point I glanced at the Fowler Complex and these in moments were planned to go on this model to assist the crew to fill the tanks from the front. Always have a scale crew member to hand to try up against various operations and all will be fine with the world. Fancy trying to re film the famous tank filling scene in Tittfield Thunderbolt without access via miss made steps.

The new steps made in my favourite stick sticking out from a bar in the vice were made quite quickly this time braving the bends in metal in line with the grain. Bends are always best across the grain. But they worked and I was well practised for the main cab steps. What you have to put up with when you do not have the right width of metal in stock!

The cab steps

These began as a search for some 1.5 mm sheet and ended when I discovered that a folded part got from the remnant section of Ikea would be perfect. Not in Refrigerator White but a nice start.

In the end this piece worked out to have holes in the wrong place but a little search of the drawings. Gave it life as the footplate like a big C round the boiler. I found some 1.5mm stuff but without a bend in it. Throwing all caution to the wind I clamped it in the vice at 45 degrees. Mounted a backing bar behind clamped down. And milled a half V slot from side to side. Yes adjusting the sheet so it cut evenly took some time. The second one just took moments of course. They both folded very nicely with a crisp line, this of course being impossible in 1.5 mm sheet without some very heavy duty equipment.

I did a small try out on the smaller steps making two formers to make them even. These again made in moments do change the getting bits symmetrical bit right. Yes I cheated and used my favourite box section tube cut down for them. My favourite is shown and can almost be made as you file the first end. Swap ends and with the rivet or bolt in place you get another identical. Gentle filing as they are not hardened.

Can I say just how much I appreciated John Spokes's memories of Roger Pattie. Yes, we worked together over many years over many Wednesdays and in the car park during public running. Also of course club running where

Roger would run his new to him. A delightful brown locomotive based upon Don Young's Railmotor. And she went incredibly well and gave many happy hours to Roger. The patina of years reflecting in her appearance often hard to get in a model.

This is what our interest is all about and it is not all about spending endless hours beavering in various workshops. It is coming together and enjoying great company at our wonderful club.



Milling and bending the steps.
All photos David and Lily Scott





Alf Cusworth made this wagon then lettered it in tribute to our late Roger Pattie. He adds:-

“I spoke to Grace and she told me that on Rogers birth certificate Jarrow was his place of birth and when he was a pilot he owned a company that made airline flight cases and so I used that company name. Number 73 was his age when he passed away.”

An Update from Gramp’s Shed

by John Spokes

I noticed, among the lesser items of news in the abnormality which has infiltrated our lives, that Model Engineers consoled themselves during the period of enforced idleness by resorting to their Man Cave, in the pretence of starting that long-dreamed of project or to finish a project that seemed to have kicked off contemporary with Noah preparing general arrangements of The Ark. I too was drawn to such measures although it was not an exclusive pastime; I noticed COVID-19 didn’t stop the grass growing or the wooden window frames rotting. My place of isolation-within-isolation is known as *Gramp’s Shed* and has a wooden plaque to prove it. It was originally the name given by my grandchildren to the workshop I built (with the patient assistance of Stuart Kidd) at my previous abode in Sreatley.

Having missed Noah and his ark by a few years, and therefore with nowt to finish off, I started a new project. In fact, I lit the blue touch paper a year ago. I’m not for a moment putting myself on a par with the renowned Ms Cherry (Hinds) Hill, a comparison that brings to mind Man City vs Accrington Stanley B Team Reserves, but having read some of her stuff I note she spends about two-thirds of any model-build on research and design. In my

case, that is better construed as “thinking about it”.

The project is a French locomotive of 1911 vintage and this “thinking about it” has involved preparing drawings and sourcing materials. The challenge for any French locomotive is finding decent drawings. There appears to be no equivalent to the York Museum Search Engine, but fortuitously one of the original locomotives, minus tender, resides in the French Rail Museum at Mulhouse. I made a flying visit there in May 2019, took copious photographs and some basic measurements and these have been used in conjunction with side and front elevations (again without tender) published in a French model railway magazine which I had enlarged to exactly 7 ¼” scale.

A slight digression: one company, local to Mulhouse, offered at a reasonable price to carry-out a laser scan of the engine, but the Museum authorities, who it appears are more focussed on arranging pop concerts and theatrical events (with a railway backdrop), were none too keen. They probably feared that visitors could be vapourised in the fashion of the heat ray employed with such mayhem in H G Well’s “War of The Worlds”.

As a general philosophy, I am adopting many of the features and clearances used on my Stumpf S2. I am paying serious attention to material selection as I can see the Stumpf, which is now 30 years old, has benefitted from the materials used on surfaces that move relative to one another. Also, like the Stumpf, I am aiming for that balance between detailing and practicality in operation and maintenance. There’s no point in “counting rivets” if they keep falling off!

Following the advice of Alasdair (Milne), I’ve started first on the tender. This leads, I’m told, to an earlier sense of achievement and, secondly, if one loses interest, or finds it all becomes too much, then the overall time and money spent should cause relatively less despondency. However, when I say making the tender first, this is not strictly true as both loco and tender have a pair of almost identical bogies – there are minor differences in the bogie stretcher/pivot arrangement and there is no side movement control on the rear tender bogie. So, the first task I’ve chosen is to make these 4 bogies.

The prototype locomotives were designed and constructed in something of a hurry to facilitate haulage of the increasingly heavy trains operating on the



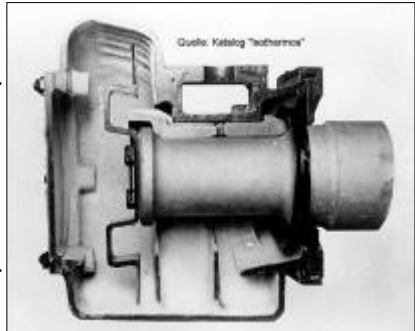
NORD network. In this context, except for the cylinder arrangement, many aspects are simple and somewhat crude, especially compared with designs that came only a few years later, such as the Chapelon Pacifics. The photo *left* shows a view of the prototype bogie with outside frames and axle boxes and the leaf springing compensated by the large bogie spring beam which sits on the axle boxes. Photo B *overleaf* shows two of the 8



model spring beams, each in turn made of two sub-beams separated by spacers.

The axle boxes on the original engines had conventional journal bearings, but because the locomotives were significantly over-weight when completed – each axle loading was 2 tonne in excess of specification – hot axle boxes were a serious problem and were replaced by a Belgian design, marketed as ISOTHERMOS.

(Armstrong Whitworth tried in the 1930s, unsuccessfully, to introduce these bearings into the UK.) A section through one of these bearings is shown in the photo *right* and the key features are the journal which only rides on the top of the axle and splash lubrication facilitated by a spinning rotor, attached to the axle end, that runs through the doughnut-shaped oil bath. This type of bearing was used extensively through to the finale of steam in France, including rolling stock.



On the prototype of the locomotive, the ISOTHERMOS oil sump is a rough cast case and I decided to follow this approach, although mine are essentially solid. Getting iron cast in this country is increasingly difficult, most likely because of HSE and particularly the E bit. A chap near Heathrow, used in the past by Alasdair, has retired and an alternative I visited in Hayes did not inspire much confidence. In the end I adopted a strategy, which I'd recently used with success for sourcing other techniques, such as laser and water jet cutting and CNC. I send out a brief spec (narrative and drawing) to 12 to 15 companies who I'd initially telephoned and received some interest. Typically, about a third of these contacts don't then reply, another third respond with silly questions, from which I infer they're either not interested, and didn't want to say outright, or did not really understand the job. The remainder offer a price and lead time and usually there is a big disparity on the price – not that the cheapest is always going to be best. In the case of the casting for the ISOTHERMOS box, the company I chose cast 18 for the price that another company wanted to do just 2.

One thing that surprised me was the number of iron foundries, some very specialised, still functioning in the Black Country, around Stourbridge and Brierley Hill. Irrespective, the foundry I chose was a small company near Stamford, Lincs which was recommended by Lynx Model Engineering, who 10 years ago repainted and relined the Stumpf. (Lynx noted that the cast



wheels they normally received required very little fettling.) Charles, the owner of this foundry, was helpful in finalising the design of the patterns for both the axle boxes and the horn blocks, which I had also decided to cast. All the other foundries who responded positively wanted me to make multiple patterns, but Charles thought he could manage with one of each, and this he did. The horn block patterns I made as a strip, to facilitate ease of machining the faces. My pattern was originally 10" long, but Charles recommended reducing to 7" to avoid distortion and

wastage in the casting process. All items were annealed at the foundry, post-casting, and machine very easily.

The photo *above* is a photo of the two patterns and sample of castings as received. The cylindrical protuberance on the axle box is for work-holding. This was first turned holding the square block in a 4-jaw so that it could then be reversed for holding in the dividing head for milling the various faces. (Ultimately this cylinder is removed). Before doing this, however, I first



bored the hole for the Oilite bearing and fitted the bearing. Then, using the bearing as a tight push fit on a custom-made mandrel fixed in the dividing head tailstock, I was able to use this as a support and datum for milling the faces. (see photo *left*). The photo

right shows a machined item.

Some may object to the use of Oilite bearings, but if you buy the genuine article and not some cheap substitute you will find the tolerances on the bore and o.d. are very good and if you are able to turn to a similar tolerance on the axle

then the bearing should act hydrodynamically when running. Ok, they may present more friction than a needle bearing and I did consider these but discounted for 3 reasons: they were significantly more costly (I needed 16 in total), fitting and aligning them properly was most likely beyond my skills and although you can buy sealed versions I was concerned about contamination, particularly in the front bogie, which gets blasted by the cylinder drains cocks, and the bogie under the firebox, which is vulnerable to ash. At least



Oilites will take a fair bit of “misuse”, as I know from the Stumpf, and are relatively easy to replace if necessary.

Hopefully, next time I will have moved onto the horn blocks, bogie axles and wheels. I’ll admit in advance, the bogie wheels were subject to a personal abdication of responsibility. *(to be continued)*

A LIFETIME INTEREST IN RAILWAYS Part 3 by Mike Jones

In nineteen fifty I also met my wife to be Audrey and assumed this would be the end of my railway activities however although she had no interest in railways until she died 60 years later she encouraged me to pursue my hobby. How lucky was that! I remember travelling to Bournemouth for our honeymoon behind a Merchant Navy. Audrey had relations in Penarth South Wales so we visited once a month. This meant I could visit Cardiff Docks seeing the steam activities it was most interesting at weekends when all the engines were in 88B Cardiff East Dock Shed.

When steam ended I saw most of the engines arriving at Woodham’s scrap yard and saw most of them leave for preservation.

All of our holidays had some railway connection for the ex GWR it was the West Country and Wales taking photos in steam sheds such as Gloucester Horton Road and Aberystwyth in addition to line siding. The ex Southern it was Bournemouth and Weymouth, ex LMS Holyhead & Carlisle [Red Duchesses], finally ex LNER A4s to Aberdeen.

In 1965 at the end of steam on Western Region I became involved with the Great Western Society and its purchase of Prairie Tank 6106.

We succeeded in obtaining a short term agreement to keep the locomotive in Taplow Goods Shed. During this time we did a complete repaint as well as some minor maintenance work such as repacking the glands. We steamed the engine on several occasions running up and down the long siding. We also organised two very successful open days with an immaculate Penndennis Castle visiting at the first and Cookham Manor at the second. These proved to be more popular than we anticipated with thousands attending blocking the Bath Road the police were not very happy! I spent many enjoyable hours driving 6106 up and down the siding. The Great Western Society then obtained the lease on Didcot shed and moved the engine to its present location. Because of family and work commitments I had to end my involvement with the GWS. It was the end of my Great Western Railway footplate experiences for many years until I started driving King James I (my 7 1/4 King).

In 1968 I travelled on the last steam hauled train owned by British Railways the infamous fifteen guinea special. I got up at 2-00 am and drove up to Liverpool Lime Street in my Triumph Vitesse and parked outside the station no parking restrictions! It seemed very expensive at the time but in retrospect my ticket and certificate of travel are worth far more now. This was the end

of my UK travels with steam apart from a few specials with my friend David Abbott. The most memorable of these was the Flying Scotsman's non stop journey from Kings Cross to Edinburgh.

Steam was still operating on the continent so we started taking our caravan to France going via Calais and returning via Boulogne they both had active steam sheds. With allocations of 2-3-1E, 2-3-1G and 1-4-1R locomotives used on the main line to Amiens.

On our first trip to Italy we saw some steam in Switzerland on the Brienz Rothorn rack railway in the Alps. We also saw steam around the Italian lakes including the very strange looking FS class with its outside valve gear and inside cylinders.

At about the same time I went to West Germany to see the 01 Pacifics on the Rheine-Emden line with David Abbott this was the last time I would see West German steam. However my work frequently took me to Berlin at the time of the cold war. We drove to West Berlin along the corridor road through East Germany and if I was lucky would see some steam activity. I was lucky to be in Berlin when the wall came down. I sat in my hotel room and watched the East Germans knock a hole in the wall using pick axes, sledge hammers and bulldozers. They then drove out crammed into their tiny Trabants cheering wildly. From the restaurant in the evening we watched a driver take a spare engine off his back seat and change it in under an hour. However it was not a happy occasion for us going back to West Germany. We were following a Trabant down the slipway onto the autobahn and the driver drove straight out into the path of a high speed Mercedes. The Mercedes demolished the fibreglass car and stopped half a kilometre down the road with only a scratch. The East Germans were not used to high speed traffic. *(to be continued)*



Barry
scrapyard
(Woodhams)

Photo
Mike Jones

A request from Jim and Julie Rumble

One of the disabled families are looking for a "cheap" layout board for an 8 year old sibling to fit under a double bed so 2.1/2 x 4m x 1.2m ish. He has already got some track etc. maybe a controller & some accessories e.g. platforms which could be donated etc. Just needs to be a basic layout to run his trains on - so couple of loops /branch line/siding some painted landscape etc.

Thought it might interest one of the members as a "project" especially as we are all stuck at home! Have looked on ebay etc. but nothing available locally.

Happy to be contact in the first instance

j.rumble626@btinternet.com

Comments by RSME members on any subject appearing in Prospectus are welcomed by the editor.

DIARY

Sat 8th August Club Running 10 00—13 30
 14 00—17 30

See page 2 for running arrangements.

Other dates may be notified.

Other events have been cancelled for the duration of the health emergency.

The trustees will keep members informed of any change.

Opinions expressed in PROSPECTUS are the personal views of the contributor and cannot be taken as reflecting the views of the club committee or editor.

The deadline for the September issue is 18 August. This is the final date.

Contributions may be submitted in hard or soft copy to the editor.

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