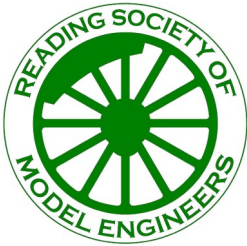


**Reading Society
of Model
Engineers
Charity Number
1163244**

The Prospectus

December 2021



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Karl Trussler's Gresley V4 awaits the right away last summer.
Photo Karl Trussler

**TRUSTEE APPOINTMENTS
A QUIZ NIGHT
PRESIDENT'S CUP
MORE JULIET ASHPAN
CLAUD BOILER PROGRESS
IMLEC REPORT**

A VIEW FROM THE CHAIR John Billard

From the outcome of the climate conference in Glasgow it is clear that the days of coal use are numbered. In time this will have an impact on steam activities. According to the journal of the National Railway Museum Friends there are fourteen new build standard gauge locos under construction. Many of these appear decades away from completion. So make the most of it while we can! Bringing it home to RSME, the Prospect Park constituency MP is none other than conference chairman Alok Sharma who led the charge against coal at COP Glasgow.

The trustees met on 15 November and one of the first tasks was to allocate duties following the AGM. All other activities will be shared.

Trustees Chair/Prospectus	John Billard
Membership Secretary	Mike Manners
Trustees Secretary	Stuart Kidd
Health and Safety	Mick Chalmers
Finance	Jim Brown / Stuart Kidd
Birthdays and Private Events	Peter Culham
Projects and Maintenance	Nigel Penford
Boiler Testers	Nigel Penford and Les Dawson
Driver training and exam	Jim Brown / Stuart Kidd
Technology and club systems	Stephen Millward

Following recovery from her sudden illness we were pleased to welcome Miriam Venn who has now been appointed as a trustee up to the next AGM and newly elected Stephen Millward. A welcome to them both and we look forward to their contributions in the coming year. We discussed the raised track which is due for some heavy maintenance and a length of steel profiled rail and plastic sleepers are to be trialled. There has been significant overcrowding on the raised track platform during public running and this is to be alleviated. A list of maintenance jobs for the winter is to be drawn up.

For 2022 we are hosting a national competition to measure the efficiency of small engines known as Littlelec. This will be on 18/19th June. Like the Federation event last September it will be a good advertisement for what we can do. We shall be calling on members to help out with this as much as they can. We can announce that the 2022 AGM will be back to its usual time of year next April. We can only hope that nothing can prevent that this time.

Because of absences it was decided to forego the regular trustees December meeting and the next will be on 10 January.

On behalf of the trustees I wish all members a happy, prosperous and healthy Christmas and New Year.

RSME Quiz Night - Thursday 9th December

Have you ever been to a pub quiz when you were embarrassed to find you know nothing about sport, soaps, celebrities and music? Do not fear, the RSME quiz night on 9th December will be strictly limited to questions on railways and model engineering. Teams will be decided on the evening from those wanting to join in. Members of the winning team will each receive a prize that is guaranteed to be useful in any workshop. The quiz master will be Stephen Millward.



As George Saffrey (right) was unable to attend the AGM in October here is a picture of him with Charles Benham as joint holders of the President's Cup for 2021/2.

Photo Alf Cusworth.

ANOTHER ASHPAN FOR JULIET

After having little success with the original grate and fire box I decided to build another based on an article I was given by one of the members in *The Model engineer* dated August 1947.

This gave details of the construction of a firebox and grate specifically for a Juliet and consisted of a grate made of 7 1/8 inch thick bars 5/16 inch wide and 3/3/4 inch long. The bars were held together using 5BA studs in the article but seeing as these are now unobtainable I managed to get some 4BA stainless steel studding on eBay instead. The distance between the bars was 1/8 of an inch which is about the same size

by Terry Wood





as the thickness of the nuts so I bolted the entire grate together using stainless steel nuts.



I then made a new ashpan out of plated mild steel sheet that was cut to size and silver soldered together. Bending the sheet metal was awkward at one end because the ashpan had to be very shallow to allow for the clearance of the motion underneath it but I made it slope so that the ash would fall

down to the lower part easily. In the article the ashpan was completely open at the back but I soldered a plate on the bottom of the pan at the back so that any ash that fell down would stay in it instead of going all over the track.

I then drilled the holes on either side for the supporting rod and after much



fiddling around making holes slightly bigger and bending more the whole thing finally fitted ok. On its first run it still took quite a while to get the fire going but this was probably down to the electric fan I have not creating enough draught which I have since modified, it still only manages only



one or two laps of the track before it runs out of steam so I have now increased the width between the bars on the grate by adding washers. I've yet to see whether these mods have improved the situation, but I will soon find out on the next club run.

(I wonder if the ashpan is open at the back to allow better combustion ? Ed)

IN SHOPS THIS MONTH—BUILDING A CLAUD

by John Billard

The Boiler Part 4

In words I have seen elsewhere quite a lot has happened since the last episode last month. It was left with the firebox tube plate being soldered into the firebox wrapper. This was almost successful except that quite a large gap appeared in the top right shoulder. This defied tapping down as the mass of the girder stay prevented it.

This was resolved by packing the gap with additional copper and the area then caulked it with low melting point silver solder. It took a fair bit of heat but it worked in the end. The lesson here should be to heat the shoulders first to control the expansion of the metal downwards not upwards where it had nowhere to go.

Where we are at the end of November is a fully assembled boiler with most

stays soldered up inside the firebox, the barrel and firebox drilled for the bushes then attached, and the firehole plate with ring finally in place so that the backhead can be correctly located. The following sequence shows the way.

Once again I offer my thanks to Nigel Penford, Peter Harrison and Stephen Millward for their encouragement and assistance.



Left The girder stays in place ready for soldering. High melting point was used. These stays were made per drawing (mine) which doesn't mean it will fit in real life—this time it did.



Alan Thatcher recommended that I made some “bullets” from ali to help align the tubes with the tube plate. These became indispensable. The tube plate was put in to the barrel temporarily to help locate the inner assembly before soldering.



Before assembly it was necessary to cut the dome bush hole and other smaller bush holes. Nigel kindly lent the use of his Bridgeport for this job. Holding it all down squarely and securely was important.



Above: The dome bush ready to be soldered.

Right: The tube assembly and outer firebox and barrel waiting to be united. Engineers brew awaits.



Next was to drill the stay holes through to the inner box with a pistol drill. These were then counter-sunk on the outside with a specially ground bit at 30 deg.

The boiler was buffed up to show (off) at a Thursday club night.



We anticipated soldering the stays in the firebox as a major exercise. Long 3/16" copper round head rivets were put through from the inside with a ring of Easyflow silver solder round each. This is cadmium bearing solder and has to be used with care, preferably in the open air. However it is lower melting point and has excellent flowing properties.

With me with propane as background heat, Nigel with the oxyacetylene No 18 nozzle and Peter wielding a filler stick of solder the job took no more than five minutes each side. Into the pickle and a celebration brew all round!

The next episode will cover putting in the firehole ring and plate and further progress with the backhead. *To be continued*

MOTE PARK FOR THE THIRD TIME by David and Lily Scott (IMLEC 2021)

A visit to this Park 53 years ago began my involvement in this wonderful hobby. The family were given a ride round driven by a teenager who mentioned something about castings and a mysterious place called Reeves. The trees were quite small and the grass was all cut neatly back then. Dad drove

back to base in Gillingham from Maidstone and we made model boats in grandfather's garden workshop for the rest of the holiday. We sailed them in parts of the Kent coast of course.

Friend Alan contacted me during the summer and "mentioned something about IMLEC being part of his GRAND



TOUR". Including him getting onto page 9 of the Fed Rally Special in October's Prospectus with 1365 and a faultless performance. So we agreed a meet up and drive to.

On the Friday he and long suffering Joyce, had a tour of all my various projects and dropped off another lump of metal tenderly to add to my collection. Yes, they made it through the wild garden to view. Or Alan did. The girls dropped out by the first mass of brambles and did some tea.

The following morning, damp of course, and not inspiring to battling the M25 Bracknell had at last improved with doubling of the last section by the fire station! But we eventually parked up in the park. We joined many of our old friends by the clubhouse and watched the proceedings. Essentially setting off overloaded to battle slightly wet and oily aluminium track with a minimum of coal in 30 minutes. Each train dragged a scale tanker full of a mysterious concoction which dripped onto the track to clean it all round spread by



the wheels.

Alan wanted me to do a photo proof that he could send back to the Oswestry boys so I obliged. Friend Chris E. G. was doing a film of the three days with his crew and girlfriend in tow. Courtney also a friend on Facebook, was discovered working on a footplate at the Kent and East Sussex!

The spectators were now trying to beat a previous record of how many can we squeeze into a small gazebo. The rain soon passed. I did a goodbye to



Alan and Joyce and did a quick search of the car for funds for a club evening meal. It was lovely. Shame I could have left the car in traffic by the cash machine in Maidstone earlier and got back without having to move it.

To relax in the evening of course some of the machinery was lit up and blasted round the track. Sue (red Jack) Parham and helpers kept us supplied with teas. Tom Parham continued to

organise and many headed for their overnight accommodation. Friend Ben Paver sent out for five Pizzas for his team.



The main contenders were a certain blue King! And Tom's Jinty heading out into the almost pitch blackness. midnightish, Tom came off and I thought that was a night. No. "Just putting in a new fire" he smiled and set off again. No wonder Martin Parham got the Award. New driver for the Jinty and a challenge. fire pricker dropped and found by the light of a mobile. The footplate torch being fixed.

Then the King ran out of fire! On the top curve at the end of quite a fierce climb.

Tom and Jinty buffering up

for some barks of assistance. I think superb engineering and valve setting runs in the family. But the clock in the clubhouse headed for two and various bodies propped themselves in odd places. One guy settled down as close to his dad's W. D. in blue as possible on the hard bench, but early rain got him headed for the full carriage Shed. Two dry leg shaped bits stretched out from on the concrete the following morning, over breakfast he was proud to point out to many. We met up again at the Leatherhead track and of course on Facebook!

Sunday was much brighter and we get given tickets to participate and a secret of the perfect regulator shared. A 9F of course and a superb run with lots sat behind. We make it into Eden Green media's long video of the event and watch it on YouTube. We hover and help out when we can. And convert a failed loco built by her dad into a go round the track. Sadly not her and her day the valve timing being very far out.

I get Lily involved in some lunch and the struggles and strains continue. Then I recognised someone... But without a name plate difficult. Martin Evans chats for ages and I suggest he introduces himself to any of the owners getting ready for a fun run in the afternoon. Martin, Editor of Model Engineer chooses a 60 year old D Class fully lined and in livery. His face not quite being wide enough for his smile.

And the Real Winner of IMLEC takes to the tracks, our battery/drill/driver loco! Of course we just had to do 9 laps, take a passenger, and use 3 batteries charged on solar panels! Made Martin smile as we steamed through the sta-

tion again and again. And they were doing public running in among. Just what you can fit onto 1828 feet of excitement one signal to start and the rest line of sight running.



Model Engineer editor Martin R Evans at the regulator of a 60 year old SECR D class

David Scott could not resist an outing with his drill powered locomotive.



Pictures David and Lily Scott

DIARY

December 2021

Sunday	5th	Public running	13.00 onwards
Thursday	9th	Quiz Night, clubhouse	19 30
Saturday	11th	Santa }	
Sunday	12th	Weekend }	

January 2022

Sunday	2nd	Public running	13.00 onwards
Saturday	8th	Club running	11.00 onwards
Monday	10th	Trustees meeting	19.30
Tuesday	18th	Club running	11.00 onwards

These events are subject to official advice on Covid.

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

The deadline for the January issue is 18 December

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

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***Please write for Prospectus. Photos welcomed.
Comments by RSME members on any subject appearing in
Prospectus are welcomed by the editor.***