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# The Prospectus

February 2018



Paddington Station  
Photo John Billard

**IMPROVING THAMESLINK  
HEAVY METAL  
LIVERY DEVELOPMENTS  
SUBSCRIPTION RENEWAL 2018  
N GAUGE**

## **Improving Thameslink**

This article will demonstrate my view that there is not much a Managing Director can change in two years and believe that you cannot judge one until at least 2-5 years after they have left. If it all falls apart without them, then they have not done their job in training and staff progression. So I am not claiming credit for every improvement before or after my time! Nevertheless, even today, some 20 years on, my biggest satisfaction comes from seeing ex-Thameslink folk do well, like my secretary who heads Revenue Protection for a major TOC, or a deputy Operator who is now MD of his own TOC and on the ruling body of the Institution of Railway Operators, or the Ops Director of another big TOC....the list goes on – mostly because I took over a small, young and vibrant team

Improvement was possible on a number of fronts, with the underlying aim of improving the financial performance primarily by getting more customers to use our trains. With privatisation around the corner, we could not expect to change the trains, the basic service pattern, or the facilities in the short term. What we could do was impact on the way that the service was delivered, how we treated our customers, how we communicated with them, our reliability and their safety. Enough to be going on with!

We certainly tried hard to improve our folk, with an emphasis on customer care in our training programmes. Similarly preparing our own bid for the franchise was a huge learning exercise for all involved directly, and others too, leading to lots of conversations that probed exactly why we did things the way we did, and searching for improvements, some of which we could do fairly quickly.

Take, for example, the issue of folk with disabilities using our trains, coupled with the way we used Revenue Protection staff (RPIs) on our trains. We wanted a very flexible group of RPIs capable of group attacks on known weakness points (Like Luton, or late night services). Having achieved this through negotiation on their rosters, we could then direct them towards helping with the known needs of our customers. This meant that we could almost guarantee that if you gave us 24 hours notice of a disability, then we, in the person of a RPI would meet you, get you on and off the train safely, and at the destination see you safely into your taxi or next move. During the on-train part of the journey, the RPI would do their duties with the other passengers on the trip. We could not guarantee this, or advertise it, but it certainly worked as a better service than many of our disabled customers had previously experienced. A real improvement quickly achieved. On a current note, tying the second person on the train to safety critical duties such as train despatch prevents, not enhances, customer service as my RPI example illustrates. RMT please note.

While we could not change the fabric and structure of the stations and

facilities, we could improve the way they were used. In particular we learnt that our customers liked to feel safe and secure when using our system, so we concentrated improvement on those areas where we could make a difference quickly. The Wimbledon loop was characterised by run down facilities, grass on the platform ends and a constant battle against graffiti that may be art to some, but passengers find it intimidating. We defined graffiti free areas for all our stations and engaged a contractor to remove it within 24 hours inside those areas. We started a number of station improvement projects with Railtrack and engaged the local authorities where possible to improve the environment around the stations.

We added staff to platforms and booking office strength, particularly out of hours. While this added to our costs, when coupled with service enhancements we could see the benefit in revenue. This meant that we reversed the decades old drift under BR to curtail services and manning to reduce costs. The tendency towards fewer trains at off peak times, demanning of stations, reduced opening of booking offices, etc. all come from the desire to save money and avoid the payment of enhanced rates under BR payment conditions, so we gradually began to do the opposite and what our customers wanted.

We were convinced that the key modal interchange point for most of our customers was not the bus stop, but the car park. We then set about investing in our car parks to bring them up to the AA “Gold” standard. This involved hard standing, not puddles, taking down the vegetation, erecting good fencing and installing decent lighting. All of this was designed to help folk find when returning late at night that their car was there, in one piece, and they were not getting mugged on the way to it. Even more important than the absolute level of crime, which was low, was that folk felt safe, and that they would use us rather than some other mode. We therefore spent more money on car parks than station painting during this period, which may seem strange for a railway, but it worked, and the growth in passenger numbers continued.

We worked hard at some key developments that were quite long term. One of these was the relationship with Luton airport and the airlines that use it. Eventually this resulted after I left in the Luton Airport Parkway station. The main benefit of this station to the railway was, believe it or not, nothing to do with the airport. What it did was give us a brand new multi-storey car park just two roundabouts away from junction 10 on the M1. Good “Park and Ride” signage for London bound folk stuck in the jam would have been icing on the cake, it barely exists even now, but we worked hard to support the groundwork for the station, which certainly does.

One other development that we worked hard on was to divorce our driver community from the “extras” culture that had driven their payment for decades. Extra for unsocial hours, overtime, mileage, DOO etc. the list was long, it all cost money to administer, and brought negotiation into ordinary

conversations about covering the job, such as “will you swap turns with your colleague so we can cover the service and he can meet his hospital appointment”.

Our solution was to go for a salary based on flexibility, with the massive incentive that the flexible rostering could work to the staff advantage, (4 days on 3 off for example) and also turn the non- pensionable allowances into pensionable salary, taking away a great deal of variability in monthly earnings. We held very constructive discussions with the ASLEF representatives, and got a deal that was put to the staff. I knew we had lost this as soon as I saw “no” in several, nay many, train destination indicators. A method of staff to staff communication that it was difficult for the management to match! As a result this agreement did not happen in my time, although I have a wry smile when I see that the final agreement was better for the management than the one the staff turned down during my time in charge.

One other safety change was also built into the new rosters, which was to take into account the emerging knowledge as to how anti-social hours and poor roster patterns impact on the alertness of drivers. The resulting rosters were based on some practice in Canada, and really looked good for the drivers. What did management get out of all this that made it worth doing? The answer was in flexibility, we needed morning drivers for the morning peak, and evening drivers to take the staff home, and some to work through. The idea that a 7.5 hours basic non-flexible shift was mandatory was a difficult, but important cultural shift for efficiency and reliability.



Luton Airport Parkway, car park bottom of picture.

Photo courtesy 61249

## **RSME N Gauge Group**

**by Phil Morgan**

The N gauge section have been meeting on a Wednesday night between 6.30 and 8.30 for a few years now and we are currently at a strength of three members but are looking for some new members to join us to bring fresh ideas and more skills.

The layout we are currently working on consists of 4 boards of which boards 1 and 2 making up a station in which we have 3 main lines going through the station and a small branch line which run from bay platforms on board 2 and going around the back of the boards unseen then comes back up on board 4 into a small station consisting of two bay platforms on board 3. At the moment we are wiring up the boards and checking for faults and smoothness of running.

Once we have got this running with some scenery on, we are going to look at putting on some more boards, of which we have some pre-build at present, but may have to be updated to fit the layout.

## **HEAVY METAL Part 1**

**by David Scott**

Yes! My previous visit to Reading was to the Music Festival back when the headliners were Thin Lizzy, The Stranglers and of course Black Sabbath! Well 12 years or so After. (12 Years After, being a band seen during!) Actually 34 this year showing my age? Lily chose me a lovely present for Christmas. These had been admired for many years at exhibitions and had over the last 34 years or so improved greatly. A great time to compare, choose, and prepare for delivery.

As a poor impoverished Student of Industrial Design. I had after two summer jobs saved enough for a Dore Westbury Mill back in the late 1970s. Once built it produced many bits for locomotives and improvements to the home-made lathe and drilled many thousands of holes for Gemma and Boxhill.

Now as everyone realises mass equals rigidity and the concrete base to the lathe certainly helps. My new Emco now sits upon a huge slab of inch thick steel painted black to match the plastic seed tray swarf catcher and is bolted down with careful shims to assist this. Yes the standard round bar sticking out of the chuck and turned to resemble a huge piston valve bobbin. This is then carefully machined over the two, not altering the settings and diameters measured. And not using the tailstock for a false reading? A smaller outer bobbin means that the bed warps towards the back, so a shim of drinks can or two slipped under at the tailstock end and another cut taken should rectify. Big second bobbin and pack out the front.

Improvements to the milling machines? Yes. A short bus ride from Coventry to Granby Halls Leicester for Midlands Exhibition 2. And longer Train rides down to Wembley each year, introduced the then NEW Mills

from Taiwan at about £400! A little stronger than the Dore mill but still being saddled with the round post, long belts and few speeds.

Many, many articles on improvements have come out over the years in the model press, but what helped in the end was listening to feedback and customer needs! Old Myford never did! Until it was far too late. Average size of locomotive axle  $\frac{3}{4}$ " hole in spindle  $\frac{5}{8}$ " 65 tooth gear cannot be divided. Writing on the wall having their milling machines made in the Far East.

So what do we need?

Slow spindle speed as we do lots of face milling on cylinder faces. The Dore goes down to 33 rpm. H.M. (Heavy Metal), 50 rpm, in the slow range. Also high, for small cutters. Dore 3000 rpm. H.M. 2500 rpm. My borrowed Mill at Work in Exeter, was a VM 30 by Boxford with a variable pulley speed system. Yes someone had to rebuild the gearbox as the factory had missed putting a pin in one of the gears. And if anyone has taken up the backlash on the X axis traverse, I bow down before them in admiration. I used it for 23 years so I got both of them right.

Accuracy in the Z travel especially if you are drilling a deep hole which needs the setting holding over a long distance? Yes one of our neighbours cunningly hit the nail on the head when describing a friends almost free solution. He was unloading a fly-press from his car as we passed on a walk so we got talking. Take an engine block and bolt it to a lathe bed to form an L. Bolt the headstock to the saddle and cross slide. Get a smaller lathe and bolt this to the engine block preferably with 2 spare saddles and cross slides! Or go and buy a Heavy Metal which I am christening her. The answer was obvious all along.

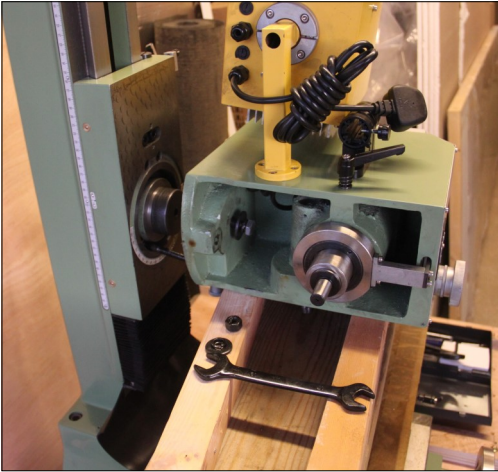


Long Y longitudinal travel. However superbly the laser cut frames are, the latest lost wax horn blocks correct down to S.R. L.M.S. Or S.E.C.R. Embossed in letters you need magnification to read are. Once assembled you still need to mill all to size, preferably in one setting. The Dore does ( 14 inches) and H.M. A wonderful 565mm or (22) inches. This also gives us a massive table bordering on a Bridgeport! (My love during the Thorn Lighting years... With full DRO... OOo! And slotting head!

We did the City Scape both in model and full size? Calcot School have it if you want to have a look.

Not forgetting Mr X getting back to 80s music Ultravox. Traverse on the Mill.





Travis in music 90's!

Always a compromise, too long and you have an ideal world But bigger base and overhang means a possibility of chatter and reduced rigidity. Who says that The Grass is always Greener on the other SIDE? H.M. Is of course green very pleasant and ties in with a song as it happens, from Travis!

All this adds up to 250 kg to move down a crowded garage, and utility room now clear due to having a new roof with a cunning addition of a roof window. And a traverse of the garden. A cunning

plan hatched during the snow season to load her onto the used once every few years sledge but this was not thick enough and the rain soon removed every trace. Shame as for the first time in 5 years this made the garden appear tidy.

Bedtime reading is now the exploded diagrams and plan B. This is to take her apart and reassemble upon the waiting bench. I did get some pointers at the last Midland Show about cutting the paint line before removing the 4 bolts? Base and back, so someone has done this before. The head could go two ways but now having several lumps of timber via roof. Can lower it down and slide the back out upwards safer. But is There a Better Way? Status Quo! I am now having visions of Wallace and Grommets Wrong Trousers where they lay Garden Railway track out in front of them as they go. And the heavy bits can roll down the garden on a trolley. Yes just like early home workshop mills, there is not enough track length to reach! This is why the garden is never tidy.

Shame we could have done a re-enactment of the very last run of the Winter, Trans Siberian over Lake Baykal. Where years before they skirted round the bottom. They laid rails over the ice as a shortcut when the ferry was out of action. Now there is an idea as Russian Milling Machines are very cheap and to match the lake in size HUGE. £10 on Dock of the Bay and by the way the building comes with the machine. No chance of chatter there then. In fact taking advantage of frozen ground season in not leaving ruts in the lawn!

The head we find is held on with 2 bolts needing a 17 and 19 mm spanner. M10 and M12 if you are counting. H.M. comes with a toolbox and these are soon loosened. As I had read or dreamed last night. The head is lowered onto battens carefully using the feed screw, and the nut and bolt removed. Clean break and the slide is unaltered but we will live with a heavier bit to move later.

screws grin back at you in a you can't get the adjustment right smile! And hours of fiddling sometimes gets great results. Straight out and we can remove the table and saddle. Wonderfully slim and a slide onto our new 4 wheeled trolley via a local supermarket specials middle isles.

So far in this part the head came off superbly with a little thought and great regard to safety. My last moment plan of using the X axis to pull it off the locating spigot made me smile. All of course superbly illustrated in the carefully read and looked at exploded drawings. My next plan is to use the head saddle to push the column up as the base has two locating dowels once the four bolts have been loosened. I may go for longer ones as this will prevent anything toppling over. Here the exploded drawing shows the older version, so the wait has been worth it.

More next time.

## **WOLVERTON PUG**

### **The colourful development of livery**

A certain amount of autonomy with livery had happened when local urban transport, for a while, became vested in local passenger transport executives, following the 1968 Transport Act. There were originally five of these - viz., West Midlands, (WMPTE-known as wumpy!), South East Lancashire, North East Cheshire (SELNEC), which became Greater Manchester (GMPTE), Merseyside, Tyneside, which became Tyne and Wear including Sunderland (TWPTE) and Greater Glasgow (GGPTE), which became Strathclyde. Added to these after 1972 were South Yorkshire (SYTPE) and West Yorkshire (Metro). Also from 2004 Transport for London began taking over the former North London Line routes operated previously by Silverlink. In some cases these authorities funded the purchase of additional suburban diesel and electric multiple units and these displayed that concern's branding and sometimes whole livery. This was especially so in Birmingham, Manchester and Glasgow.

The lid now having been lifted off regarding the colour of the assets, it was open season. Prior to sale under the franchise scheme to private sector operators, the Train Operating Companies (TOCs), still part of B.R. began introducing their own branding, particularly those submitting management buyout bids. I was part of the first operator to be sold. The Charter Train business had new decals made saying "Special Trains" which were applied to the InterCity liveried coaches. One of the other TOCs to go for a completely new livery was "Great Western", who chose a green and white scheme. The first franchise was let to South West Trains, who quickly introduced the Stagecoach house colours across the former South Western Division.

A number of 'odd balls' had appeared such as the 'Mexican Bean' a class 104 BRCW 2-car unit working in Scotland which was painted in a brown and white scheme for the Highland and Islands Tourist Board. Stock transferred



to the Civil Engineering Department tended to be painted all over yellow, which still applies today but their equipment is now so specialist and sophisticated that they are custom built for the work they do. A Class 118 BRCW 3-car unit working in Devon and Cornwall ran in the 1980s painted in British Telecom yellow livery (lighter shade than the Civil Engineers' livery). A class 37 (English Electric type 3) was painted in what was then police car livery.

Odd balls were nothing new. Back in the 1950s a Midland compound was painted in a bizarre yellow, red and black livery for a Daily Mirror 'Andy Cap' special to Blackpool and a Black Five was covered in wallpaper to advertise the durability of the product!

In the early 1960s a number of 0-6-0 tank locos belonging to various regions were painted in pre-grouping liveries. The Northern Eastern Region painted two J72 tanks numbers 68723 and 68736 in NER light green, complete with the post 1956 BR logo. They were used as station pilots at Newcastle and York. The Eastern Region painted J69 No.68619 in GER dark blue and it was used as station pilot at London Liverpool Street. The Southern Region outshopped at least one of William Stroudley's Terrier class A1X (no.DS680) in London Brighton and South Coast Railway yellow, for use as shunter at Brighton Works. This livery was known 'tongue in cheek' as Stroudley's improved engine green'!

Two USA wartime engines were bought by the Southern Railway as part of a batch, spare after the war (and stored at Newbury Racecourse sidings) for use in Southampton Docks. These were used as works shunters at Ashford works in Kent and numbered DS237 and DS238. They were named Maunsell and Wainwright after past CME's and painted in Southern Railway Malachite Green. The Southern Region also restored London and South Western Railway T9 4-4-0 no.120 into its pre-grouping light green livery.

The Western Region, not to be left out started painting its tank engine classes in GWR green and then everything that was not already green, including all their new standard classes of loco, both tank and tender varieties!

The closest the London Midland and Scottish Regions got was by painting several old engines which were destined for the National Collection in their old pre-grouping colours. These included Midland Compound no 1000 in Midland red; Great North of Scotland 4-4-0 No 49 Gordon Highlander; Highland Railway 4-6-0 no 103 in Stroudley's yellow ('improved engine green!'), former Highland Railway livery; Caledonian Railway 4-2-2 no 123 in Caledonian blue livery; and North British Railway 4-4-0 no 256 Glen Douglas in North British Railway livery. These five locos were kept at running sheds and used on special trains. They were also used for filming purposes including Dr Finlay's Casebook (at Callander) and Those Magnificent Men in their Flying Machines (between Bedford and Hitchin).

Among other 'odd balls' was Swindon - built warship diesel hydraulic no D864 Zambesi which for some reason, I have never got to the bottom of, was painted brown on the underframe along the bottom area and BR blue everywhere else! It was apparently the first warship to appear in blue livery. I have a 'photo of it on the scrap line at Swindon in 1971. It appears that by then it had lost the brown.

Another variation was that early in the blue era some locos appeared with the old BR Emblem and small yellow warning panels plus blue livery. I have a picture of class 25 D5218 at Chester in 1969 in this scheme. Sadly the picture is in mono-chrome.

Then in 1985 for the GWR 150 celebrations several Mark 1 coaches and a 3-car DMU were painted in chocolate and cream livery. Private Charter Operators began to produce variations including a set of Mark 1 compartment vehicles based at Carnforth and sponsored by Pilkington Glass emerged in green and blue with a red stripe livery.

When Pete Waterman bought the InterCity Charter Business he painted the prime VIP Mark 1 vehicles in West Coast Joint Stock lined purple lake livery. Kept clean it looked magnificent and I remember how proud I was as train manager when we took a train load of passengers to Chesterfield for Chatsworth House. Waterman also painted at least five of his class 47s in black with white and red lining, naming them as follows 47488 DAVIES THE OCEAN, 47703 LEWIS CARROLL, 47705 GUY FAWKES, 47710 LADY GODIVA (then QUASIMODO) and 47712 DICK WHITTINGTON.

Another VIP service was and still is provided by The Royal Scotsman now owned by Belmond, owner of the Orient Express (VSOE). It carries mainly American tourists round Scotland in the summer. The stock is painted in a lined dark red colour and the diesel locomotive currently GB Railfreight no 66746 is painted the same colour.

The Research and Civil Engineers departments, as part of what was known as Central Services, before they were all sold, painted its locos, mainly classes 20, 31,37 and 47, various grey, grey and yellow (not surprisingly referred to as 'Dutch livery') and grey and red. Central Services only had six class 47s based at Bescot in the West Midlands but they managed to acquire four different liveries! 47971 Robin Hood in BR blue with large numbers and full height BR logo; 47972 The Royal Army Ordnance Corps in grey and red; 47973 Derby Evening Telegraph in Mainline or old InterCity 'raspberry ripple'; 47975 The Institute of Civil Engineers, 47976 Aviemore Castle and 47981 not named, all four in grey and yellow 'Dutch' livery. The names are as much a hotchpotch as the colours! Though to be fair both the livery and names in some cases reflected previous allocations. Prior to this the sectors had set up their own Infrastructure pools of locomotives and one class 47 no 47803 had been allocated to the InterCity Cross Country sub-sector based at Bristol Bath Road. It was painted yellow top half grey bottom half with a red band in between. Two class 47/2 Nos 47807 and 47817 were painted for a

while in purple and white livery branded Porterbrook indicating the rolling stock leasing company owner. Porterbrook is also the name of a stream in Derby.

When the InterCity Charter Unit introduced the Fort William to Mallaig summer steam service in the 1990s we utilised Mark 1 tourist open standards (TSOs) painted in LNER tourist stock green and cream. We did originally look at using redundant Southern Region Mark 1 TSOs formerly on the Victoria Oxted commuter services. But they were too far gone by then to be usable.

Other departures from the norm includes three class 47s 47484 ISAMBARD KINGDOM BRUNEL, 47500 GREAT WESTERN, and 47628 SIR DANIEL GOOCH plus class 50 no 50007 SIR EDWARD ELGAR painted in a GWR style green livery as part of the Great Western 150 celebrations in 1985. 50007 was named at Paddington by Sir Simon Rattle at platform 1 on 25<sup>th</sup> April 1984.

Commemorative liveries have been applied particularly of late. Of note is Virgin East Coast who currently have four class 91s with commemorative embellishments. 91101 FLYING SCOTSMAN in red, white, and purple; 91110 BATTLE OF BRITAIN MEMORIAL FLIGHT in black and grey with the flight aircraft depicted on the bodyside. It also carries nameplates in the same style as Bulleid's Battle of Britain Pacifics; 91111 'For the Fallen', various colours including poppy and Union flag vinyls. 91107 which is still named SKYFALL carried a special branding when the film was launched but has now reverted to Virgin East Coast red and white. Interestingly on 7<sup>th</sup> July 2016 I was at a special naming ceremony in platform 8 at Kings Cross when 91128 was named InterCity to commemorate 50 years since the brand InterCity was introduced with the inauguration of the West Coast Electrification into Euston in 1966. Although 91128 was not re-liveried the naming *INTERCITY 50* is in *the Swallow livery font*. Fittingly the event was attended by the three InterCity



91110 BATTLE OF  
BRITAIN MEMORIAL  
FLIGHT at Kings Cross  
2 March 2015



820 Grenville  
Swindon Works  
A shop  
14 August 1971

37178  
Basingstoke  
21 September  
1991



Waterman VIP  
livery at Kings  
Cross 29 April  
1995



D6307, D864, 860,  
856 and 870  
Swindon  
graveyard.  
14 August 1971



Prototype  
151002  
Matlock  
15 May 1997

47972 Derby  
Etches Park  
29 April 1995





86401  
Basingstoke  
Rail Show  
27 September  
1987

Class 31 31268  
All photos WP



The three former Directors InterCity,  
Chris Green, Cyril Bleasdale and John  
Prideaux. Kings Cross and 91128  
INTERCITY 50 7 July 2016



## **FOR SALE**

A 7 1/4" gauge cab brake pedestal for steam and vacuum.

It is for sale and cost £500.

Built by Dave Tucker, a quality job.

Will suit anyone building a Britannia or a Class 9 (Standard 5s were different).

[clifford.perry@bopenworld.com](mailto:clifford.perry@bopenworld.com)

## **2018 RENEWALS**

**MIKE MANNERS**

**Members are reminded about membership renewals for 2018.**

**Now that we are a charity the membership renewal date is 1st April so it will give people a couple of months to get organised.**

**There will be some files containing a PDF and a MS Word copy of this year's application form with the next few circulations of Prospectus.**

## **STOKE ROW RALLY 9-10 JUNE 2018**

Members are invited to exhibit at this rally where there is a dedicated model tent. Security will be arranged for the Saturday night.

Please contact Alf Cusworth for further details



## DIARY

### February 2018

Sunday	4 <sup>th</sup>	Public Running	13:30
Tuesday	6 <sup>th</sup>	OO Gauge Running	
Saturday	10 <sup>th</sup>	Club Running	11:00 onwards
Monday	12 <sup>th</sup>	Special Needs	13:30 to 16:00
		Trustees Meeting	19:30
Tuesday	20 <sup>th</sup>	OO Gauge DCC	
Friday	23 <sup>rd</sup>	Young Engineers	18.00
Saturday	24 <sup>th</sup>	Young Engineers	11:00
		Club Running	13:30 onwards

### March 2018

Saturday	3 <sup>rd</sup>	Birthday Party	11:00 to 13:30
		Birthday Party	14:30 to 17:00
Sunday	4 <sup>th</sup>	Public Running	13:30
Tuesday	6 <sup>th</sup>	OO Gauge Running	
Saturday	10 <sup>th</sup>	Club Running	11:00 onwards
Sunday	11 <sup>th</sup>	Birthday Party	11:00 to 13:30
		Birthday Party	14:30 to 17:00
Saturday	17 <sup>th</sup>	Birthday Party	11:00 to 13:30
		Birthday Party	14:30 to 17:00
Sunday	18 <sup>th</sup>	Birthday Party	14:30 to 17:00
Tuesday	20 <sup>th</sup>	OO Gauge DCC	
Friday	23 <sup>rd</sup>	Young Engineers	18.00
Saturday	24 <sup>th</sup>	Young Engineers	11:00
		Club Running	13:30 onwards
Sunday	25 <sup>th</sup>	Birthday Party	14:30 to 17:00

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 March PROSPECTUS is  
18 February. This is the final date.**

Contributions from all members are greatly welcomed

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

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