

DIARY

December 2011

Monday 26th Boxing Day Steam Up 11.00
Thursday 31st 0 gauge running

January 2012

Sunday 1st Public running 13.30 onwards
Saturday 7th Club running
Sunday 8th Birthday party 12.00-14.00
Monday 9th Committee meeting 20.00

February 2011

Sunday 5th Public running 13.00 onwards
Saturday 11th Club running
Monday 13th Committee meeting 20.00
Thursday 16th Fish and Chip evening 18.00 onwards

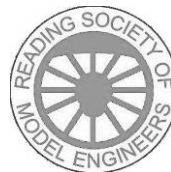
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**The deadline for the February PROSPECTUS is
18 January This is the final date.**

Contributions from all members are greatly welcomed
They may be submitted in hard or soft copy to the editor.
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Free to members

50p when sold

The Prospectus

January 2012



The winning stand at the 2011 Model Engineer Exhibition. Photo John Billard

**EXHIBITION PHOTOGRAPHS
WOLVERTON PUG
DAWSON
SEASONAL QUIZ**

DAWSON'S DIARY

kept by the President

First of all I would like to thank all these members who did a really first class job supporting this year's exhibition held at Sandown Park. We had a very good display this year so much so the RSME received an award for the best stand in the show this year. I must also give a big thank you to Nigel Penford and Mike Chalmers for using their vans to get all the models and backboard etc up to the show, without their help it would have made it very much harder. Stuart Kidd needs a special mention for his tireless help to get all the signs, photos, name tags printed and mounted in very nice plastic stands that can be used over again. The members who helped with setting up the exhibition did a grand job of it and laid it out very well, with some heavy lifting and humping before and at the end of the show.

The Reading SME not only got an award to make it even better our member Alan Thatcher received two highly commended certificates for his two hit and miss ic engines he entered in this year's competition section. Well done Alan and thank you for supporting the show. It was nice to see the members all pulling together – this makes a very good team well done all of you. Let us keep up all the good work for next year.

Some good news our member David Wilkinson has made a full recovery and is getting along well making his loco once again. Bill Roberts is also doing well after another operation on his back which was successful and is making good progress and will be back on his feet very soon. We wish him a full recovery.

Not so good news, our committee member Rob Denton is undergoing treatment at the moment and is in for an operation some time in the next few months; we all wish Rob all the best and get well soon I will keep the membership informed.

The early Santa visit went off okay, once again the Santa gang did a good job as usual. Well done and the weather was good too!

As it was rather cold the public running day was not so well attended this month of course the takings were lower this time and as they say every little helps! The club locomotive had some problem with the lubricator which has now been fixed when tested against a pressure gauge it was pumped up to 300 psi and 24 hours later still had 60 psi on the gauge, it is an enlarged version of LBSC's oscillating oil pump, as we have had the engine over four years a fair amount of dirty oil and coal dust was found in the tank. As the oil tank has a drain plug we should make an effort to drain out the oil and flush the tank out with paraffin every two months or so, it will save pump failure when in service, so drivers of the club engine please keep an eye on

HEADS OR TAILS?

By E Nigma

Here is a little puzzle for you all to work out.

Imagine one thousand coins in a row on a table.

Next to each coin is a number running consecutively from 1 to 1000.

All the coins are facing heads upward.

If you were to turn over every other coin starting with coin number 2 and finishing with number 1000, only the odd numbered coins would now be heads up, 500 heads and 500 tails.

Now suppose you were to continue from coin number 3 and turn every third coin over, and then start from number four turning over every fourth coin, then every fifth coin starting from coin number five, then every sixth coin and so on until finishing with every thousandth coin.

How many of the coins will be facing heads upward when you have finished?

What are their numbers?

And what is special about these numbers?



A view taken in December 2011 of the rapidly disappearing Reading station.

But why the shape of the valence?—see enlargement on the left.

Photos John Billard

Answers next month



A splendid picture taken by Graham Bilbe at the end of operations on 6 November 2011. Disposing the ground-level engines at the end of the day... Mark and Alex are the blurry figures.



the oil levels if it is not going down while running check out the pump please.

While the exhibition was on Santa paid the club another visit that went well a busy day and the pump mentioned before worked okay too!

Thinking of the new year may I wish every member very happy new year for 2012.

HOW DO YOU BECOME INTERESTED IN RAILWAYS? - PART 12

By Wolverton Pug

The book fills up

There was no let up in my travels. I sit in the warm comfort of the library at home in Wakefield as the nights draw in and begin to feel exhausted just looking through my old notebooks. Well I was a lot younger then.

28th June 1969-Birmingham.

2nd July I note D853 *Thruster*, parked in Reading diesel depot with fire damage. It was by then in blue livery, but the recent overhaul at Swindon had not prevented it catching fire on the Southern Region, hauling a Waterloo-Exeter service-so my research into the Western Region HQ daily log revealed on my return to the office at Paddington.

5th July I went deep into Southern territory. Travelling along the coast route from Lewes I alighted at Polegate and wandered round the sidings there to note 11 condemned 2-BIL/HAL and 4-LAV units ousted from the Brighton Line by new deliveries of York Works built 4-VEPs etc. Walking round railway installations was far easier then!

A week later I went to Cricklewood Open Day and among the 15 Peak Diesels-all painted blue by then- were the following novelties:- HS4000 Kestrel,



D216 *Campania* in immaculate ex works blue livery plus electric locos E3156 and E3044 (which seemed to spend its time at open days since taken out of traffic). In addition were LMS Jubilee 5593 *Kolhapur* Black Five 5428 and GWR 7029 *Clun*

Castle. This was the only time I ever saw HS4000, which only lasted on trial with BR for two years. It worked some high profile passenger trials on the ECML between Kings Cross and Newcastle and then crept away to Shirebrook to work coal trains in the Yorkshire/Nottinghamshire coalfield before



being sold to the Russians in 1971 and according to Colin Marsden's BR Diesel & Electric Directory was cut up in 1989. I have seen a picture of it in Russia somewhere fitted with a large headlight.

The week following I travelled on the Sunday

20th July. I would not dream of Sunday travel now if I can avoid it, but I guess the engineering possessions were less extensive in those pre contractual days. I went north via Oxford, Birmingham, Nuneaton and Leicester to Derby. Thence to Toton by the Toton and Sandiacre bus service. I came back via the Midland Main Line. I had no problem going round Toton and noted

23x EE type 1s class 20, - 15x Peak class 45/46, 6x of the early Peaks Class 44 (D1,2,5,6,9, and 10), 12x Sulzer class 25, 7x Brush class 47 and one solitary class 27 D5375 plus 16 class 08 shunters. Notables were SR Crompton D6570 at Derby Technical Centre wired up to and ER steam loco tender and AC electric (class 86) E3173 connected to a Test Car. On my return journey I noted the following in the sidings at Kettering awaiting their final haul up the branch to Cohen's scrap yard :-Blackstone engine class 08 numbers D3444, D3488, D3491 and Baby Deltic no D5903, all seen before, presumably when still in traffic.



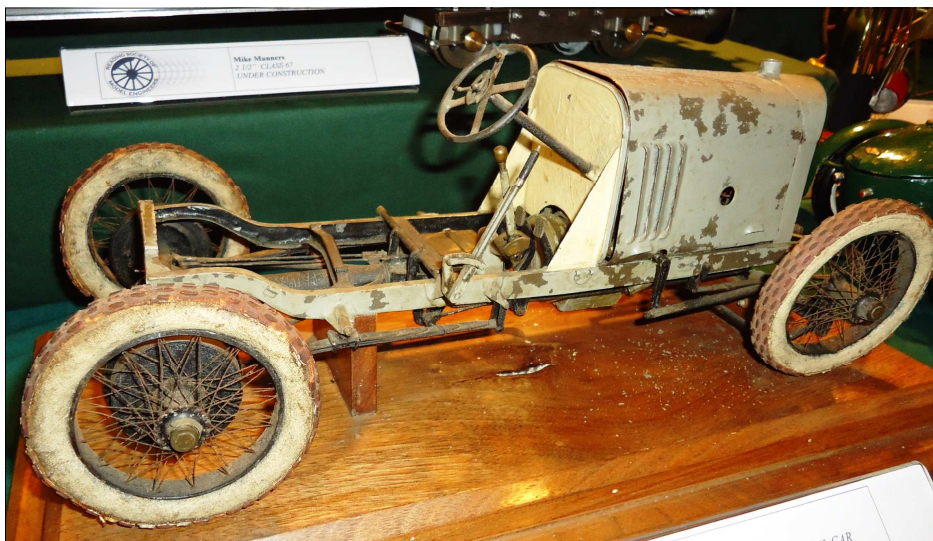
26th July it was another trip round the Southern - Clapham Jn, Gatwick and back via Staines to Reading. Monday 28th July and an evening trip to Easleigh, picking up two Southampton Docks class 07s nos D2989 in blue livery and D2994 but nothing else out of 85 numbers!

So it then became August, and Saturday 2nd I headed off for Liverpool and Birkenhead via Oxford and Birmingham. This was mainly to see the Merseyside electrics. I returned via the main line to Euston, noting E3043 still dumped at Rugby Testing Station.

On Friday 8th August I set off from Euston to Fleetwood for a weeks holiday with mother and father, not that I am going to spend much time with them. Needless to say Saturday 9th is spent travelling by Derby 2-car DMU from



A delighted president—Les Dawson with the shield won by Reading Society of Model Engineers for best club stand at the 2011 Model Engineer Exhibition. Photo John Billard



In the editor's opinion the most remarkable model of all. Made by a British captured soldier in WW1 from scavenged material and with no tools the car has a functional engine, gearbox, back axle and other details. Shown by RSME's BillRoberts. Photo John Billard



Fleetwood (formerly Wyre Dock by then) to Preston via Poulton Le Fylde. I saw mainly DMU's and one shunter (class 08) for the first time. I must have gone out with the parents on the Sunday for nothing noted until Monday 11th and I went to Manchester via Preston and Bolton. The main reason for this trip was to visit the 1500 volt dc overhead system running from Manchester Oxford Road to Altrincham. I decided to bunk round Altrincham

Electric was about a pot was due to converted to photo of the and sent one photo, on the took me down of the depot what turned Ellis prints adorned the the electric self off to



Car Sheds, as this week before the de-close and the line 25kv ac. I took a depot cleaning staff of them a copy of the promise of which he to a bothy at the back and gave me a roll of out to be Hamilton which had formerly compartment walls of stock. I then took my- Reddish the depot for

the Woodhead electrics. There I found Tommy numbers 26035, 26042 E26005 and EM2's E27002 (Blue livery) and E27004 (Blue livery)-All stored plus 6 others also EE Type 4 (Class 40) D205 plus D246 in the diesel test house under engine load. Tuesday and Wednesday I must have deigned to spend the day with the folks but in order to make up for that on the Thursday 14th I set off for Glasgow, noting condemned MetroVic class 28 nos D5702 and D5707 in Carlisle New Yard.

First port of call on arriving at Glasgow Central was to get the bus down the Springburn Road to Eastfield which contained eight of the rapidly disappearing NBL Class 22s including D6111 lying burnt out in sidings in Cowlairstriangle. Polmadie was next, which always amused me as it involved a trip down Aikenhead Road, not a million miles from the Gorbals! Here were to be found 5x EE class 50s, 4x Brush class 47, 4x EE class 37, 1x class 45 no

27 in blue-a Holbeck Leeds one, so it's a good guess which route that took to Scotland! 5x EE class 20s 2x BRCW class 27, 5x class 08 shunters, 4 of the odd shaped Barclay class 06 shunters (D24xx), 1x NBL class 22 no 6121 which was one of the 20 members of the class given a 'new' lease of life with Paxman engines rated at 1,350 b.h.p instead of 1,000/1,100.NBL/MAN engines They were painted in a rather attractive two tone green livery, prior to the standard rail blue and headcode boxes let into the front fascia. This did little to prolong their existence and the last ones went in December 1971. Also there were 10 Clayton class 17 of which 4 were already condemned, and one of the rare 26 Scottish based EE Class 40s no. D262.

On my walk back to Glasgow Central I stopped to peer over the road bridge outside Polmadie depot in order to identify the noise and smoke heading out of the city on the main line. This turned out to be one of the ailing Clayton class 17s hauling empty stock and roaring like a monster with thick black smoke pouring from it's exhaust ports. One of the staff in Polmadie depot pointed out a large two road building put up specifically (he claimed) to sort out the reliability problems with these machines. It was easy to understand why!

Anyway I had overplayed my cards and it took longer than anticipated to get back to Glasgow Central Station. Whereupon I had missed the 17.30 London train to get me back to Preston. So look for the next train south. This was far from easy. The large expanse of departure sheets on double royal and in large print gave one everything from the Cathcart Circle, East Kilbride, Ayr, Ardrossan and Wemyss Bay to Edinburgh via Shotts and all points of the Scottish circumference. Eventually I chanced upon a very small print A3 size single departure sheet hidden away in a corner and entitled 'Trains to England' which pretty much put the whole thing in context. After deciphering this I established that not only had I missed the 17.30 London train but by then the last train going south of the border!

I wandered around Central station and chanced upon the up West Coast Postal 19.00 departure from Glasgow headed by a class 50. I tried to blag a lift from the driver but to no avail even when proffering my BR Rail staff pass. So I resigned myself to some overnight service with seating accommodation and whiled away some 3 hours or so at Preston until the first train to Blackpool South and a tram to Fleetwood! A profitable trip though, 245 cops out of 426.

(To be continued)

SANDOWN PARK MODEL ENGINEER EXHIBITION DECEMBER 2011

