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Free to members

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The Prospectus

January 2017



1950s Cannon Street. See story on page 7

**DAWSON'S DIARY
A STEAMY 2016
A BIRD IN THE BATH
UP THE BROCKEN**

DAWSON'S DIARY

kept by the President

Last Young Engineers Saturday Stuart Higgins brought his Polly 10 2-6-2- tank loco for its first run on the raised track. It was very soon got up to steam pressure. Stuart with some help from the members was away for the first lap of the track. With a steady run round he made it back okay pleased with its performance. Only a few small leaks on its fittings, the engine had a nice and sharp exhaust, Stuart was soon getting used to driving his engine in all a good first outing.

With Santa's Grotto all ready for him to call by on the big days for the little ones Alf and his helpers have made a very nice job once again.

Public running for December was a rather cold one for the membership who support these running days, while the sun was out it was not too bad, once again with plenty of motive power on hand, in all a good day for the RSME as it's the last one this year.

Some twenty members paid a visit to the First Western Hotel in Sindlesham Mill for this year's Christmas dinner, we must thank Stuart Kidd for getting it sorted this out this year, we were lucky to get in this time, the meal was very nice once again.

The club running was rather a dull overcast day, not too many locos at the track this time. Karl got the club Baldwin ready for Father Christmas. Stuart Higgins had his Polly 10 running once again it ran well I could see that Stuart is getting the bug driving locomotives, there's no known cure for this. A member of the Newbury Church Club had his 0-4-0 Sweet Pea tender loco running. Bill at times had the track to himself so he could get some good long rides. Jim Brown tested Marcus Bailey out to drive steam locomotives. I am pleased to say he did pass the test okay, well done..

Santa Sunday was very nice and the sun shone most of the day, with three sessions Rob Denton was this year's Santa. He had a busy time in the Grotto, a long day for him, well done! Karl Trussler made a very nice Santa Special headboard smokebox for the club Baldwin a job well done. In all, a good day.

On behalf of the societies Trustees I wish all members of the
RSME a very Happy New Year!

A STEAMY 2016, OR WHAT WE GET UP TO WHEN MISSING FROM THE TRACK? by David Scott

Sunday the 31st of January 2016 saw us walk to the station and catch a train for Didcot. A nice quiet day and a clear memory card eager to be filled. "They are from Mansell Wheels!" got us an invite into the closed workshop to view a Legend of a Locomotive and others. Yes, one of the latest black sheds authentically

used the wedge shaped sections recycled for the floor in Teak. The wheels being quieter than the two-part steel but the maintenance needed fazed them out. Boiler tubes ended their lives being made into fences. And broad gauge locomotive tenders got two cuts and riveted up narrower? An idea borrowed in run down

estates in respect of two cars into one during the 1970s. Not all recycling is good!



Romantically on 14th of February, the car automatically took us to Ropley having had lots of practice last year, and introduced us to a return of the T9 and a return to traffic of the Ivatt class 2. Lots of atmosphere, and a superb late running Black Five and T9 up the bank

out of Alton on a catch up. The day being rounded off perfectly with an invite to a stand in the cab of the Ivatt. Wonderfully comparing notes on Chinese wives with a fellow owner on board. A friend in Devon is building one to scale (*presumably the engine, Ed*) so he got very envious with the news, but I did send him lots of photos and links to Taff's version in *Engineering in Miniature* and too scale drawings.



February the 20th saw us negotiate 16 and 17 buses for a mini model railway exhibition. Noted for tips on "How not to build portable layouts." The rain during our return was the memorable bit!

March the 19th saw us drive out to Abingdon and a wonderful Model Exhibition, and nice cakes.

April, was the club outing to the RAF Museum at Hendon. Yes, a wonderful day and we managed to get to see most of the exhibits. Lily was intrigued by the low ceiling in one corner? "This is the Vulcan" I explained. "And yes, I did get to hear one go vertically at an early Exeter Air Show."

177625 was my grandfather's RAF number back in 1918, with the early aircraft hall giving me inspiration to discover more about our family. He was a fitter it turned out.

Sunday May the 7th we went O Gauge and helped out with the fiddle yard on the clubs Scottish layout at the Reading Large Gauge Show. We got time to visit other layouts and take some photos but a fading battery meant that an early and superb model of a 4409 Prairie Tank in Wolverhampton livery, got away, groan!

Sunday the 15th of May was the Open Day at Basingstoke. This time the car and the navigation box seemed to park us outside a tool shop. Thankfully the many teas and cakes were free when we got to the track a bit light on money. One of the most difficult to load and unload onto I have seen! For locomotives and visitors. Hint for next year's event? Send someone out to see how not to do it!

Sunday the 5th of June the car took us to Didcot again, and many rides in the steam railmotor. Wonderful reminders of the talk about her at the Club. 20 odd years of woodworking with students got me noticing the superb finish they had achieved? Of course, all the brass screws were slotted and in line. Do put in a steel screw in and out first to avoid strain and messed up slots.



Only two locomotives greeted us for War on the Line at the Midlands on the 11th of June. Does a 9F count as two? And another favourite their Black Five. Were two of my ancestors LMS Men? We met James, he of Autistic Gardener on Channel 4, and modern Friend on Facebook, as mad on Steam as I am. This day ended superbly with a 5

minute fry on an invite to join the crew on the 9F this time. Fire-hole doors open and being readied for the climb up to Medstead and Four Marks. She is in a superb work-horse livery and is very impressive.

This took some planning, but someone organised an appointment with a Doctor in Chandlersford.



Ah, it just so happens that the annual Sweet Pea Rally is going on just down the line on the 19th of June. We couldn't resist going a day early. A lovely track, several tunnels. And a covered steaming bay, lighting and with the tracks about 2 inches higher than Guildford? What do you mean I need to get out more? Oh, the lovely clubhouse was a house? Nice to see their taste in blue carpet tiles matches ours!

Eight o'clock is a bit early to see a doctor but for some reason they have put Ropley in a direct line with us getting back to Tilehurst. Just a look round the yard and a count up of Black Five tender rivets. Yes just the same as on our Hornby OO one with five brackets each side holding the tank on. "Did you use the Don Young drawings?" someone asks. "No I just measured the little model from the layout."

July. Our next outing was over to Guildford via Caversham to give Mike Burke a lift. We headed straight over to the steaming bays to warm up the camera. And a catch up with friends. Yes they are on Facebook and also have locomotives in their backgrounds. Then it rains, but it is not a repeat of 2012 and the sun soon returns. A lovely mix in the model tent but down in numbers from last year.

The 10th saw us heading North-east to Chinnor and L92 in her Metropolitan



dark red livery. 5700 class usually painted green. Four journeys and wonderful news from another James about "going into Princes Risborough at long last." We try and out photo each other on Facebook, our combined one of his water from the tanks and me taking him taking it went down well on computer.

The 17th and it must be the ultimate Garden and Woodland Railway. Yes, someone painted all the Locomotives Green. Mike and Karl visited with us but just for the cakes. They have a tame Great Bear in the workshop. And the Saint behaved herself this time, scalded cat and off the track rhyme? From her previous outing many years before. So many years to rebuild her. Mike Sinclair take note? Strange how I got to see many of them being built during my teenage years in 7 1/4.

23rd. Or was that 2 to 3 hours to get through Oxford traffic? Dreaming Spires and a tale of just how they are going to solve 'their; leaf problem plus Health and

Safety under trees! Drastic measures cutting them down. Bright sunshine and packed steaming bays throughout. Yes, I got invited to drive a diesel and to see the ultimate transport. Almost an armchair for the two passengers and a quiet running petrol engine via e-bay with green covering and sprinkling of rivets, upset all the purists BEAST!! And it had lights for later. So after some lovely fish and chips and lots of night runs. A Hall by its outline turns up, gets unloaded, got ready, run around the track superbly and on the stroke of midnight is safely stowed back in the car. Goodnight Hall!

We miss a Wednesday but Headway is doing a Boat Trip in Henley so had better go. A steam free outing? Yes, Lily it is a steam boat following us beat that. A day out without? Never.

August the 5th 11 years of marriage. And we go to the track. And a meal in IKEA.

The 13th sees me braving the M25 and a drive down to the Bluebell. Camelot their Standard 4 is back in traffic, so we spend the day having rides and enjoying. Note to

self, please take extra cushions next time a 4 wheel carriage awaits. We were camping near the main station so an evening walk took us via the party on platform 3 & 4. Here we met up with the vintage car and traction engine crowd. Lively banter and a steam past by Camelot adding



some wonderful atmosphere to an appreciative audience. The morning saw us do the rally field and it was as 'hot' as last night's chilli. This time putting faces with vehicles and getting some interesting stories of reunited former MG owners. Lovely livery on one ticking over nicely, Black on black on rust so very original! And the lady in matching clothes. NIGHTMARE. No not the girl. That was the name of her Fowler built in Leeds. 12754 of course. And for the afternoon, having saved on the August 5th celebrations we go and blow it all in nearby Brighton with a Class 2 in 5 inch gauge part built! Plus a visit to the beach to round off the day.

Bristol, and always worth a visit as it is a very friendly show and the traction engine boys are a regular attraction in one of the car parks. I have been

every year bar 2015 and 2016 made up for this again with a lovely car parking space, a meet up with more friends (Dare I say Facebook and Model Engineers Forum.) And many photos taken. 2 visits back to the car, if this is a model engineers measure of the success of an Exhibition. Or is it the quality of the tea and cakes on offer? Or indeed the huge number of photographs you can take these days? I always take lots as you never know who may need just that bit of information in the future. *(to be continued)*

To Cannon Street with a Bird in a Bath

by John Spokes

Readers should be aware I had a very sheltered upbringing; I confess I NEVER ONCE visited the Southern Region of British Railways.

A mean substitute was copping four “spam-cans” at Watford Junction (Tangmere was one) on football specials one Saturday in 1960. 26th November to be precise when a team called Crystal Palace played a scoreless draw with Watford in The Cup. Later in life, sporadic forays south from London terminals gave the impression I was travelling in the air with buildings and other railways in a slightly grubby, umber-coloured nether world down below.

The character of this multi-layered infrastructure has been brilliantly and skillfully captured by George S. (a fully paid-up member of the RSME gardening gang) in his extensive 00 world based on Cannon Street station and the environs going south. The inspiration derives from George’s commuting days from Kent to an office next door Cannon Street when George worked for Post Office telecoms.

George’s design criteria are

Busy SR Thames-side station, 1959 era - before Phase 1 of the Kent Coast electrification.

Lots of arches and always something moving, if only creeping from signal to signal

Operation by group or single person

Use of r-t-r stock with modelling effort concentrated on buildings

The railway, in simplistic terms, is a series of interconnected loops at different levels with operation from within. Access to George’s converted loft is provided by stairs under a tied-arch bridge over which traverses the permanent way. So no crawling on hands and knees to get there. Although hidden from view, there must be a considerable amount of electronic circuitry, together with other wizardry, and - in view - enough locos and rolling stock to equip a dozen more modest set-ups.

I could waffle on more (and why change the habit of a lifetime, I hear you say), but I will let some photos attempt to convey the results of 9 years labour - a labour of love, I trust. Just one final comment, I was reliably informed that The

Anchor Tavern has internals which can be lit-up at night to reveal the landlord's 20-something daughter in a bath Really?.....This is worrying.....very worrying!



Cannon Street
concourse

The Anchor Tavern.
(sorry, its daytime!)

Pictures John Spokes





Marshalsea MPD, *above*,

below, Dock at Thrales Brewery





Typical under arch workshops.

WOLVERTON PUG

Harz Mountains—Narrow Gauge

On Sunday 6th November two friends and I set off for Wernigerode in the Harz mountains for a couple of trips on the Harzer Schmalspurbahnen (HSB). This entailed catching the 09.08 Regional Express train from Leipzig to Halle with a five-minute connection into the 09.49 to Wernigerode due 11.20. This gave us just enough time to check into the hotel and dump the luggage in a conference room prior to catching the 11.55 HSB service to Eisfelder Talmühle. The DB main line station is adjacent to the HSB.

Before we go any further I will explain the railway.

The HSB and the adjoining network the Selketalbahn are surviving relics of the communist era. Construction of the metre gauge networks started in 1887 and the whole two networks were complete by 1913. The system is really in three main bits.

1. Wernigerode to the top of the Brocken Mountain (1142 metres high) Harzquerbahn/Brocken Bahn
2. Wernigerode to Nordhausen which uses the same route as the Harzquerbahn as far as Drei Annen Hohne but then sets off to Nordhausen.-Harzquerbahn
3. Quedlinberg to Hasselfelde with branches to Harzgerode and Eisfelder Talmühle (Selketalbahn) where it joins the Drei Annen Hohne to Nordhausen route.

From the earliest days the line up the Brocken was a tourist route to the extent that a large hotel was built at the top. However, that was destroyed by American bombers in World War II.

The Selketalbahn was mainly built to connect the industrial area of Nordhausen to various places between there and Eisfelder Talmuhle.

During the cold war the lines were restricted use and the line up to the Brocken was closed to other than military personnel as there was a Soviet listening station at the top. This whole area is not very far from the former East/West German border.

The Nordhausen line served several factories along its route including an explosives factory deep in a wood near Silberhutte. It now makes fireworks! Also at Silberhutte was a coal fired power station (since demolished), which received its coal via the metre gauge railway. The power station coal traffic originated at Nordhausen on the standard gauge Deutsch Reichsbahn. The coal wagons were then loaded onto metre gauge transporter wagons and hauled by the massive 2-10-2 tank locos that still work the system, up to Eisfelder Talmuhle and onto the link to the Selketalbahn at Stiege, where the Russians built a loop to save the coal trains having to run round, as the connecting line faces Hasselfelde. The coal trains then went round the loop and continued south to the power station at Silberhutte.

The power station closed sometime around the time of unification in the late 1980s, but the loop is still used, mainly in the summer months for passenger trains travelling between Quedlinburg and Eisfelder Talmuhle. Very little if any freight is carried these days on any part of the system, though there is a quarry between Steige and Eisfelder Talmuhle, which until recently carried traffic in standard gauge wagons on converter wagons.

Interestingly the narrow gauge terminated at Gernrode with a connecting main line service to Quedlinburg from Frose. However the standard gauge line had shut in the 1980s and some time after that about 2008 the metre gauge was extended into Quedlinberg using the old standard gauge formation. A much better arrangement gives a direct link into a beautifully unspoilt mediaeval town, saving a bus journey to or from Gernrode to join the Selketalbahn.

The whole system is run using 7 or 8 operational 2-10-2T built in the 1950s and a 2-6-2T built in 1939 by Krupp. There were originally 18 of the 2-10-2Ts built. 4 are in long term store with six others either in works, under maintenance or spare/temporary store. There is usually one away at the former DR main works at Meiningen, and a couple in the works at Wernigerode Westerntor.

There are also several much older locos -Three 0-4-40 Mallets (1897/98 and 1918) built by Jung/Karl and two 1914 built 0-6-0T locos built by Henschel. These 5 generally work charter trains and other seasonal specials. There is a fleet of 8 or 9 diesel railcars of various vintages which work the non-steam services

Additionally, there is a small fleet of 6 former DR standard gauge centre cab diesels (known as 'coathangers'), converted to metre gauge used for shunting and

any freight traffic and a number of small depot shunters (Kof's). A couple of the 'coathangers' are in long term store.

Most of the system is single line with colour light controlled passing loops, mainly at stations.

There is another oddity with the Selketalbahn. The suburban section between Nordhausen and Ilfeld Neanderlinik-(11 stations in 12 km), is shared with tram-trains (Combino-Duo) which join and leave the Selketalbahn just north of Nordhausen Nord station. The three trams are dual-mode having a 180kw diesel engine for the non-electrified Selketalbahn. When are the Sheffield ones going to start?

That about summarises the HSB and the Selketalbahn.

Sadly, these days, there is only one steam working from and to Nordhausen each day to and from the Brocken. Also, only one steam working in the early morning to and from Harzgerode and one in the afternoon to and from Hasselfelde. You will probably need the map (see p13) to have any understanding of this.

So, to return to 2016, we set off on the 11.55 from Wernigerode. The weather was cloudy cold and drizzly rain. The rear vehicle of this seven-vehicle train is an open wagon, used only during the summer timetable. There are some hardy souls sitting in it. They have gone by Drei Annen Hohne! This was the last day of the summer timetable and the only chance to go beyond Drei Annen Hohne on the Nordhausen line, because from Monday 7th the line, including all the Selketalbahn would be closed for winter maintenance until early December. There is a need to get any track maintenance work undertaken before the accumulation of snow makes it impractical. By the time we reached Drei Annen Hohne after about an hour the drizzle was starting to turn to sleet. I was able to point out at lower level on our left the derelict remains of the standard gauge station formerly at the extreme end of the Rubeland Bahn from Blankenberg. This line is very interesting in that it has severe inclines and was used to transport lime from a quarry near Elbingerode. The route from there to Blankenberg is electrified at 25kv (one of the only lines, if not the only line in Germany to use 25kv) to serve a power station. It is rumoured this was done by the Russians in order to train staff for this system in the event of invasion of the west! The section from Elbingerode to Drei Annen Hohne was never electrified and closed in 1963.

After Drei Annen Hohne there were few passengers on the run to Eisfelder. When we arrived there was a two coach empty train departing behind the 0-6-0 1939 tank loco (96001). We arrived at 13.49 and as the return train was 14.08 decided to take advantage of the station cafe which was serving hot food in the form of bochwurst in rolls with mustard. As we had seen little food since leaving Leipzig this seemed ideal. However the service was fairly slow, a large order for various take out food was underway, including sustenance for two train crews. The clock ticked on past 14.00. Our train in the station was taking water and the traincrew taking food. Order placed, we waited, clock continued past 14.04.

Do we perform a runner and give up; the next train back to Wernigerode is a diesel railcar at 18.38! Food arrives 14.07. We make it just. Relaxing journey back to Wernigerode.

At the hotel just across the road from the station, we are treated to three beers delivered by gauge 1 or G I think 2-10-2T complete with full sound effects including the air-pump whilst standing waiting for the glasses of beer to be unloaded from the wagon.

Monday morning and we make our over to catch the 09.40 to the Brocken. This is the most interesting part of the Harz system it is also the most popular. Used not only by people enjoying the ride but also walkers and skiers who go up by train and walk/sky down. The sleet in Wernigerode soon turns to snow as we climb and by Drei Annen Hohne there is a covering. On we go and it gets worse, by the time we reach the top it's, a blizzard and foggy with it. After warming cups of coffee we start the descent. The line corkscrews through 360 degrees to lessen the grade and after about 15 minutes there is a refuge siding to allow a train climbing to pass a descending train which has run into the siding. We go into it to allow the 10.25 from Wernigerode to pass on up the mountain. After it has passed we back out and continue the descent.

Back in Wernigerode it has stopped snowing and the streets are just wet.
(Further tales next month)





Above Mallets 995901 and 995902 at Wernigerode

Below 2-10-2T 997235, both 6th November 2016





The 10.25
Wernigerode -The
Brocken passes the
11.36 The Brocken -
Wernigerode at the
siding.
7th November 2016

Right
At The
Brocken



Diesel hauled tank wagons on
converter wagons in The
Brocken siding.

All photos WP

DIARY

January 2017

Sunday	1st	Public running	
Tuesday	3rd	00 gauge	
Saturday	7th	Club running	11.00
Monday	9th	Trustees meeting	
Sunday	15th	Birthday party	11.00-13.30
Tuesday	17th	00 gauge DCC	
Friday	20th	Young Engineers	
Saturday	21st	Young Engineers	
		Club running	13.30

February 2017

Sunday	5th	Public running	
Tuesday	7th	00 gauge	
Saturday	11th	Club running	11.00
Sunday	12th	Birthday party	11.00-13.30
Tuesday	21st	00 gauge DCC	
Friday	24th	Young Engineers	
Saturday	25th	Young Engineers	
		Club running	13.30

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 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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If you have words of wisdom relating to model engineering then why don't you put pen to paper and have them published in the Prospectus so that our members can learn from them. We are all aware that many members have great deal of knowledge which we can all learn from, especially those members that have never been involved in engineering.

Please note that items for next months edition need to be submitted by the 18th January 2017.