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Free to members

# The Prospectus

January 2018



LMS Class 5 4-6-0 45212 waits at Twyford on 10 December 2017 with the down “Cathedrals Express” to Bath. Despite being on time the train was cancelled at Reading because the modern railway could not deal with the weather conditions. Photo John

**IMPROVING THAMESLINK  
A LAYOUT FOR SALE  
FAMILY DAY OUT  
THE LAST PROJECT  
BR LIVERIES**

# DAWSON'S DIARY



Arriving back from Florida, Club President Les Dawson confounds the doomsayers that the new ground level loading ramp might be a waste of all that digging, concreting and paving... but see page 10. Courtesy John Spokes

## PONDERINGS

by 61249

### Improving Thameslink

One general word about improvements that this article will illustrate, which is that I have a very limited view as to how much an MD can change in 2 years, and believe that you cannot judge one until at least 2 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 travelling with disabilities, 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, an RPI would meet you, get you on the train and make sure you were comfy, keep an eye open while they did their ticket checking with other passengers, and then at your destination either get off with you, or make sure that you were safely in the hands of station staff to see you safely off the premises. 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. Currently, the insistence of trade unions on tying the guard to the operation of the train doors prevents such care being given when the train is DOO – and probably allows more accidents to vulnerable folk who have to struggle more on their own. During my time in Ireland a fiercely independent blind lady, refusing help even from her friend, mistook the way that she was facing in relation to the tactile strip on the platform and stepped off the edge in front of her approaching train, instead of moving to the back of the platform. This was exactly the kind of incident that we saw we could prevent efficiently if we deployed our mobile staff responsively.

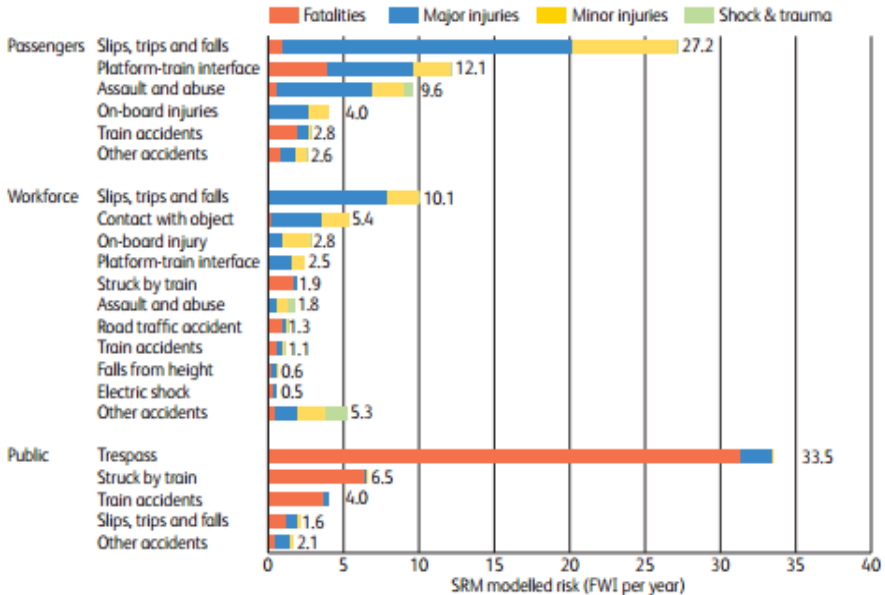
Safety is a subject with supreme importance. For me, whatever else we were doing we needed the mechanism to keep safety right up the agenda. I must admit that my views of railway safety have changed over the years. It is a subject that has always interested me from the perspective of catastrophic railway accidents and an early reading of “Red for Danger”, LTC Rolt’s excellent book which I absorbed repeatedly in my early teens. While this remains important, what I have realised (probably too slowly) is that staff safety is one way to approach it. If the culture is one of “we do things safely round here” then this applies to the immediacy of one’s own safety, but brings system safety as a by-product. Our biggest risk in operational (catastrophic) safety was Signal Passed at Danger. We had a couple of signals that were “bad actors” – where we had repeat offences, one of which was in the tunnels approaching London that protected a crossover from slow to fast. Judging distance in a tunnel is always awkward, and all we could do to improve was install countdown markers like those used at motorway junctions to give the driver a better clue as to its whereabouts.

We were, however, despite the complication it brought to the franchising process, able to offer Thameslink as a trial route for the early evaluation of TPWS. This cost us nothing, but raised the profile of safety within the business, always a good thing to do.

On the wider safety front, I inherited a cross company approach based on an application to be judged according to the International Safety Rating System. (ISRS). This looked at culture, process and performance and was thoroughly audited on the ground through inspections. Thameslink was an early adopter of the measure, to my predecessor’s credit their credit and not my idea. However, I was able to use it and encourage engagement in the process which gave safety a good profile. Early expectations were that we could achieve level 3 (out of 5) and we were overjoyed when we exceeded that and got to Level 4. This was the highest level achieved by a TOC at that time, a great achievement. Time has replaced the use of this rating system with something that is more railway based, and with a better balance between staff and passenger safety. In terms of risk and statistics, passenger safety at stations is the big issue, with the Platform Train Interface the danger area, but mostly not when boarding or alighting. The drop on to the track being the danger point, especially for those customers under some influence or distraction. Overall, slips trips and falls remain the biggest single cause of injury to passengers, remember that next time you walk along reading your smart phone!

**2017 Passenger staff and public risk profile - source - RSSB**  
**Weighted Fatality is Death=1, 10 major injuries =1,**  
**100 minor injuries = 1**

Chart 1 Accidental risk profile (139.6 FWI): mainline and yards, depots and sidings combined



## PROPOSED NEW PUBLIC RUNNING ARRANGEMENTS

At its meeting on 11 December the Trustees agreed that at public running sessions on the raised track, starting in February 2018, two locomotives will be required to pull two riding trucks each and two pull one each. It was decided that these would be organised in a 2 trucks, 1 truck, 2 trucks, 1 truck sequence whenever possible. It would be the track marshal's responsibility to organise this.

Public running sessions remain a major source of income for the club and at times the public presence has almost been overwhelming. The scheme above is designed to keep trains fully loaded and running as efficiently as possible. It is the intention to proceed as above at the beginning of each session even if loadings are light at that time. This will avoid causing delays later while shunting occurs at a busy time.

Ultimately the final decision on working will be made by the track marshal depending on circumstances, e.g. availability of locomotives and conditions prevailing at the time.

**The Trustees are happy to invite comments from members on this procedure. Please contact the Editor in the first instance.**



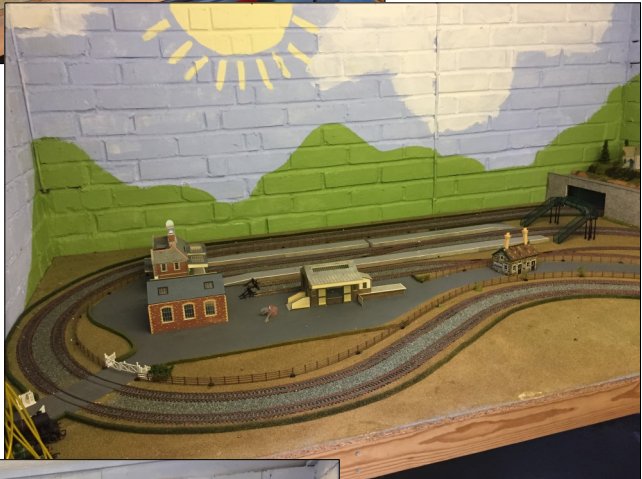


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accepted, has to go.  
OO, curves are 18" I  
think.  
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of January  
No stock.  
16' dimension could be  
reduced with a bit of  
modification. (long  
straight).  
Tramway at higher  
level.



In the November issue of *Prospectus* I presented an item about Neasden and its environs in the years prior to and around Grouping. The article focused on the Great Central Railway; Neasden Shed was the stabling and servicing point for locomotives working out of Marylebone and the adjacent Great Central goods yards.

At the time I attempted - in vain unfortunately - to provide a contemporary photograph of Neasden Shed with motive power. Ironically in the days immediately prior to *Prospectus* going to press, I found and purchased on eBay a photograph of the entrance to the shed showing a GCR Class 1 4-6-0, better known as a Sam Fay, plus partial views of two other engines. The whole photo can be seen above.

The photo is an original 5"x3" contact print (not a modern copy). It shows left to right an unidentified GCR Atlantic, the Class 1 number 427, City of London, and Class 8F (later LNER B4) 4-6-0 number 1102. The negative was not produced on anything like a Box Brownie of the day, but in fact on a plate camera. When viewed under a powerful magnifier there is a phenomenal amount of detail; the number on the cab-side can easily be read. It was probably taken in the period 1913 to 1914; City of London was outshopped in March 1913 and on the running board, just to the rear of the smokebox, is a Wakefield lubricator, a fitting which on the Class 1s was removed during WW1.

In addition the locomotive looks relatively new although this could be due to the high standard of cleaning applied to GCR locomotives (and, I should add, to most other Companies' engines) at this time.

One's immediate reaction - oh look, some smart engines - is to take little notice of the figures on the photograph; the four in the centre and the more obvious man in the right foreground, but on closer examination, again under a magnifier, a situation unfolds. The character on the right of the central group is a young man about 17 or 18 and he's wearing a locoman's cap, a footplateman's uniform together with a tie. This uniform looks brand new; there's not a crease to be seen. The lapels look pressed. He also seems a little uncomfortable by the attention. In contrast, the older mustachioed man standing to next to him has a railway man's uniform that is relatively care worn and he appears well aware of the opportunity to have his photograph taken for posterity. On the left of this group is a young boy, about 10, in a long coat and cap and a tall man with a rolled umbrella and what I first thought was a top hat, but is in fact a homborg, a type of hat made recently fashionable by King Edward VII. The youngish and I would say "bookish-looking" man in the right foreground is also smartly dressed in a bowler and suit and is leaning on what I think is a shooting stick. The bowler was associated with the working class in the 19th century, but by the early part of the 20th century it had been adopted by middle class and upper-class men who worked in the City.

I think it's a Sunday: the Onlookers are in their Sunday best, the Shed is relatively deserted and there are a number of engines in the shed which can be seen under magnification.





(For example, there is another Class 1 behind City of London). City of London looks coaled-up and there is a cloud of steam issuing from the cab, emphasised by the longish exposure used. The third man in the group is probably the driver and the young man in overalls is his fireman and this may be his first long-distance run firing on a passenger express as a *passed* fireman. City of London may be about to back down to Marylebone to take a train north to Sheffield and Manchester. They will probably change crews at Leicester Central or Nottingham Victoria. The man in the homburg is probably his father and the other two a younger and older brother. The older, suited brother seems a little detached from all this, as if it's all a bit below him. He surely would have had the chance to be in the group if he wished and probably thinks he's not actually in the photograph. This family appear to be Edwardian middle class and one wonders why and how (if my interpretation is correct) the middle son chose a railway career.

I wonder also if the two older brothers managed to avoid and survive the First World War? The eldest brother most likely did, as he's wearing a pair of thin-framed spectacles, which would have probably exempted him from military service on the battle-field. The fireman? He may have remained part of a reserved occupation, he may have been transferred to the railways in France. It's too much conjecture to conclude.

Finally, who took the photograph? Was a professional with tripod and plate camera commissioned for this special occasion? I think so. It was no family snapper, of that I'm certain!



The new Electrostar service began running between Paddington and Didcot on 2 January.2018 replacing the Class 165 and 166s. Some services had commenced by 28 December as seen here.at Twyford. Photo Editor

# The Last Project for 2017

by Mike Manners and Nigel Penford



The hard standing in front of the hydraulic lift is finished. It took a bit longer than was intended and was very hard work at times, but it looks good and will stop the area in front of the hydraulic lift becoming a soggy mess over the winter.

The digging out of the foundations was very hard work due to all the old rubble mixed in with the soil. The concrete base took two weeks to lay rather than one due to running out

of ballast, the shortage of mixing power and having to repair one of the mixers. The block laying was set back several hours due to a very late delivery of paving blocks.

Mike and Nigel would like to say a big thank you to David Scott, John Evans, Peter Culham, Roger Pattie and Stuart Higgins for the many hours spent digging, mixing concrete and pointing. Also a thank you to David Scott and John Spokes for the loan of additional mixing power.

And finally, last Wednesday 6<sup>th</sup> December



was really the last working day before all the



Christmas activities stopped any significant Wednesday working. With club running coming up on the following Saturday, the club Christmas lunch on the following Wednesday and the two



days of Santa specials the following weekend, we really had to finish off the paving before close of play on the 6<sup>th</sup>.

We had all the materials and the usual gang were ready to start first thing Wednesday morning so were soon cracking on with the job. We knew we were going

to run out of paving blocks before getting to the end so had arranged an early morning delivery of more blocks. By the end of the morning the delivery had still not arrived so we chased them up only to be told they were being loaded onto a lorry at that very moment. What we were not told was that the lorry was not in Reading! To add insult to injury, there was no hydraulic lift on the lorry so all the blocks had to be unloaded by hand. The delivery eventually arrived about mid-afternoon so it was back to block laying and cutting and fitting edge blocks to try and finish the job before dark. We failed!

We did finish the job but it was well after dark and only with the help of a few dedicated club members who stuck with it to the bitter end and provided us with much needed help and support and the light from the headlights of three cars.

A very special thanks to Alf Cusworth, Peter Culham and Stuart Higgins. Your assistance, support and floodlighting were all very much appreciated. We could not have done it without you.

Pictures by Alf Cusworth, Tom Biddle & Mike Manners.



Left top, David Scott and Stuart Higgins

Left middle, Roger Pattie

Left left, Mike Manners

Above, Night work

Left, The complete hard standing

# WOLVERTON PUG

## Livery

The railway these days is an ever-changing scene. Following the breakup of the passenger routes, franchising, the sale of the freight businesses and engineering companies, the one thing that has changed the most and continues so to do is the colour of the trains.

Before 1948 the private railway companies all had their own colour schemes. In 1948 with the formation of British Railways came a period of experimentation with various liveries, including painting steam locos blue, red and, green, (not all on the same locos of course!), with and without lining. With the introduction of new diesels and electrics under the Modernisation proposals in the late 1950s early 60s came another period of experimentation with liveries. This is well documented in various publications, magazine articles etc.

The beginning of complete standardisation began with the emergence of a set of carriages in blue and grey hauled by a locomotive painted all blue with small yellow warning panels and a red panel under the drivers' cab windows on which proudly sat the new BR double arrow emblem. This was the XP64 trainset plus Brush type 4 D1733. It entered traffic working the Talisman service on the East Coast Main Line in 1964. From that time certain new build locos came out brand new already painted in blue livery, such as the last tranche of Brush Type 4s from Loughborough, (nos. 1953 to 1961 between 1966 and May 1968 when 1961 was completed). Also included in the locos delivered in blue were the last deliveries of class 20, 25 and new build electric locos plus the class 50s.

It took a very long time but eventually virtually the whole fleet of locomotives and rolling stock, including DMUs, and EMUs and hauled coaching stock (both passenger and parcels stock) were in one form of blue or blue and grey livery or another. From memory even the Royal Mail Travelling Post Office coaches were painted blue and grey. Unless anybody can tell me otherwise I think the royal train was the only exception. Even the Vale of Rheidol narrow gauge steam locos and carriages received the corporate livery.

A chink in the armour occurred in the in 1970s when the depot at Stratford (Bow) started painting its fleet of class 47s with white roofs, this was a hark back to the days of steam when they did the same to the cab roofs of their Britannias. Another variance was undertaken at Longsight depot in Manchester where their fleet of Class 08 shunters began to receive a much lighter shade of blue. DMUs working around Manchester likewise received various embellishments of white. Stratford went one stage further in 1977 when they applied full bodyside Union Flags to at least one of their class 47s to mark the Queen's Silver Jubilee. I think there were mutterings of disapproval at the BRB, but seemingly the idea of individual ownership of

assets leading to more commitment to improved maintenance allowed this to continue in a limited way.

However, a new dawn was approaching and in 1982, Bob Reid the Chairman oversaw the establishment of Sectorisation. This initiative was to create business units with clearly identifiable responsibility for costs and income. With it came the need to separately identify individual business assets, including locomotives and rolling stock. So the sectors InterCity, Regional Railways including ScotRail, London and Southeast, (which became Network Southeast), Rail Express Systems - formerly Parcels; plus Trainload Freight, and Railfreight Distribution were formed.

These new business sectors set about calling in design consultants to produce individual identities. The result was a myriad of different colour schemes. Such a contrast with the years of corporate blue.

Trainload freight then decided to separately identify their locomotives by sub-sector commodity, so they applied logos to their, two tone grey livery. They were - General, Petroleum, Coal, Construction, Distribution, Metals.

London and Southeast went for a beige, orange, and brown livery, which became known as "Jaffa Cake". This livery did not last long and mainly appeared on 4-CEP Kent Coast stock and luggage vans.

The Network SouthEast Livery was red white and blue. Regional Railways opted for blue, white and grey. Rail Express Systems went for Royal Mail Red and finally InterCity chose to use the livery adopted for the Advanced Passenger Train (APT).

When Intercity was created by Bob Reid in 1982, the APT project was spluttering to a stand after adverse reaction by the press following a disastrous attempt to launch the train. With the government under Margaret Thatcher looking to reduce the costs of running BR, to cease investing any more money in the APT scheme seemed an attractive idea. The project was finally abandoned after a last ditch attempt to introduce the train quietly into service during the time Cyril Bleasdale had taken over as Director InterCity. He decided that the livery carried by the APT was fine for his front line services so as I reported in an early edition of WP the Manchester Pullman Mark 2 vehicles and a High Speed Train were outshopped in the APT livery, the HST with a completely refurbished interior, in 1984 . This livery was launched as the InterCity Executive livery and it was eventually applied to all InterCity vehicles. Tweaks were made to the scheme as in service experience showed some weaknesses such as the curving strip of roof line above the cant rail level adjacent to the ribbed roof, white in the original scheme was painted black as it was an area susceptible to dirt and difficult for the washing plant brushes to reach effectively.

Locomotives were another item requiring the Director of Industrial Design's (DoID) team to provide drawings for application of the new livery. Interestingly as the BRB were still finalising the allocation of traction to



sectors, there was a suggestion that the class 50s would go to InterCity. In that connection a drawing was done depicting the livery scheme for a class 50. I still have a copy! It was never applied.

The new InterCity livery was soon appearing on locomotives, High Speed Trains and the prime InterCity Mark III and Mark II carriages. Bearing in mind the InterCity services from Euston to the north were hauled by electric class 86s and 87s plus brand new class 90's introduced in 1987 from Crewe works, there was a need to get them painted in the new livery (the 15 brand new class 90s now owned by InterCity emerged from Crewe works already so treated).

On 11<sup>th</sup> May 1984 I went to Willesden Electric depot with my then boss to see several examples of proposed paint schemes for the 86/87 fleet. The depot had painted two locos in variations of the InterCity (APT) livery, principally the front end treatment of yellow and black. However no 87006 had been painted black! Neither of us liked it. It ran in traffic for no more than about two weeks in this state and was very quickly painted in InterCity livery.

The new livery was vigorously applied to all of InterCity's fleet of HSTs, Mk III, II and MK1 vehicles. The Mark Is of course principally belonging to the Charter Train business and singled out for extra embellishment i.e. white roofs and white walled tyres.

To further enhance InterCity's image, design consultants were asked to rework the InterCity brand and from memory Newell and Sorrell undertook this. What emerged was the Swallow livery which appeared on everything from uniforms, stationery, stations and of course the rolling stock. The HSTs even carried stainless steel versions on the bodysides.

In 1992 something new appeared. In order to start to test private sector interest in running trains an arrangement was entered into whereby Stagecoach (we all know of them nowadays) hired a couple of seated coaches in the 23.45 Euston to Glasgow and the equivalent southbound. These four coaches were painted in Stagecoach livery. The experiment did not last very long, I believe, because of difficulties over pricing and disagreement with the BRB.

The various railway businesses continued with their versions of branding until the new franchised private operators took over and the sale of the freight companies between 1993 and 1996. Then the railway exploded into a veritable kaleidoscope of colour schemes. To be fair a lot of the branding is now done with vinyls and decals applied rather than fully repainting the vehicles.

*(to be continued)*



87009 City of Birmingham at Willesden DED, 11 May 1984.

APT vehicle at Derby Works awaiting scrapping, 24 July 1984.



The prototype "nodding donkey," 141001 at Derby RTC, 24 July 1984.

Below, 87006 City of Glasgow in black at Willesden DED,



Above, how it all started; "privatised" Stagecoach vehicle 6224, 23.45 Euston to Glasgow, 8 December 1992.

# DIARY

## January 2018

Tuesday	2nd	00 Gauge	
Sunday	7th	Public running	13.30
Tuesday	9th	00 Gauge DCC	
Saturday	13th	Club running	11.30 onwards
Monday	15th	Trustees meeting	19.30
Friday	26th	Young Engineers	19.30
Saturday	27th	Young Engineers	11.00
		Club running	13.30 onwards

## February

Sunday	4th	Public running	13.30
Tuesday	6th	00 Gauge	
Saturday	10th	Club running	11.30 onwards
Monday	12th	Trustees meeting	19.30
Tuesday	13th	00 Gauge DCC	
Friday	23rd	Young Engineers	19.30
Saturday	24th	Young Engineers	11.00
		Club running	13.30 onwards

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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