

Reading Society of
Model Engineers
prospectparkrailway.co.uk
Charity Number 1163244

The Prospectus

July 2017



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Free to members



A classic fashion shot taken in the 1950s. I regret that I don't have the attribution but the enginemmen are clearly enjoying it! Not sure about the hurricane lamp! Ed.

**DAWSONS DIARY
A VISIT TO WEST RIDING
IF I COULD RUN THAT RAILWAY
A CHARTER ADVENTURE
NORTH NORFOLK FROM THE FOOTPLATE
END OF STEAM ON THE SOUTHERN**

DAWSON'S DIARY

kept by the President

On a very wet Wednesday Brian Hadman had his GWR Collett 0-6-0 tender loco on a hydraulic test with three umbrellas in use, one in the chimney. A certain Jim Brown made the remark that there was more water outside of the boiler than in it! By the way Brian's engine passed its test okay, this loco will bring the number up to two of this class for use on our track.

On club running day the Jones boys had their Collett with a rake of GWR coaches after their steam test, was seen running looking good. Dave Jerome had a run with his Class 2 Ivatt tank loco. As the weather was nice we had a good turn out on the raised track as well. Stuart Higgins had a leaking gauge glass which was a shame really as he had got his loco all painted ready for a run. Anyway, better luck next time out.

On a very nice warm Thursday evening the 2017 AGM had a good turn out of the membership in attendance with some valid debate on some items and ideas for improvement in running of the RSME. The meeting was run by our worthy editor, with most suggestions being approved by the membership, in all it proves that the trustees are doing a good job of keeping the RSME in good shape for the future and long may it last!

I was really pleased to see Alan Broodbank in attendance at the meeting and has recovered and back in good health once again.

June public running was busy with good takings and good support from the members doing a grand job as usual once again. We had two visitors bringing their locos for a run on our track Sam Piddock had his very nice 7 ¼ North Eastern T class 0-8-0 engine, with John Spokes S class North Eastern getting up steam. They looked very nice. The other engine was a GWR 1500 0-6-0 loco built by our member Alan Thatcher some years ago. These locos run on the Amner Field Railway at Amners Farm at Burghfield. With Mike and Chris Jones Baldwin and Nigel's loco running it was a busy time at ground level. The steaming bays for the raised track was very full with locomotives of all types. The stations were very busy this time with only one 3 ½ loco, running all day again. Well done everyone!

IF I COULD RUN THAT RAILWAY....

by 46431

61249 makes some interesting points in the June issue of PROSPECTUS some of which make good sense and are hard to disagree with. His or her basic point is that freed from Treasury shackles and government interference our railway is much better looking after itself in providing a service that everybody wants.

Contrast this with what was said in a recent television programme, "The passengers that took on a train line" which made the point that while public expenditure on the railways has almost doubled since privatization at a £4bn cost to the taxpayer a year this is part of a system system that allows 70% of

our operating companies to be owned by foreign interests many of them state owned. £3.5bn in profits have gone to shareholders in the last decade instead of being reinvested in trains. In effect British commuters, prisoners of a fare structure that is the most expensive in the world, subsidise their German, French and Dutch counterparts.

Now some of that may be arguable but these comments resonate with the public. Let me give a personal example of a recent train experience, a summer Saturday trip from Reading to Southampton for which this author had to pay for a ticket. In fact, anticipating what was to come, a fairly pricey first class ticket. The 4-car Class 220 Voyager runs into the station. It is already crowded so that a couple of cyclists are denied boarding. It isn't just crowded, it is jammed with people and luggage in the aisles, in the vestibules, all standing. There is an advertised trolley service but no hope of it getting through and the buffet car ("shop" – ough) was abolished a while ago. One can see why. The toilet – don't go there. So, when a political party says re-nationalise the railways it is a fair bet that quite a few of that heavy train load would have voted for it.

I like those old British Transport Films. I visualise a scene in Control, somewhere in southern England. A horn-rimmed official answers his heavy Bakelite telephone and orders in clipped tones, "Overcrowding expected on the 10 22 to Bournemouth eh? Better put an extra four carriages on at Reading, and make sure the restaurant car is well stocked!". All gone now in the cause of operator efficient fixed formation trains, together with that besuited officer and his final salary pension that of course wrecked the economy.

And yet. Who wants to be in any organisation that ultimately is run by the Treasury? Or be at the whim of electoral fortune? Be like Network Rail with its huge cost over runs, in the public sector but managed as if it was the worst of the private sector? Why not have a unified railway with a common fare structure that we can all understand? That is there to serve and respond to the public and none other? That has an economy of scale? Run by professionals with a national career ahead of them?

That political party has no answer to that, with its glacial take over of franchises as they come due. So who has?

ANOTHER VISIT TO THE WRSLs

John Spokes

Over the weekend of June 10th and 11th I made another visit to the West Riding Small Locomotive Society's Blackgates track at Tingley near Wakefield on the occasion of their Annual Rally. I made this pilgrimage last year primarily to meet up with Syd Bennett the builder of the Stumpf S2 and its sister engine the conventional S2 with inside Stephenson's Gear. The Saturday was relatively quiet, more akin to our play day, but Sunday was focused on public running and this was very well attended both by locos and paying passengers.

It's an interesting track built on a slope and as a result there's a pretty hairy downhill section and a challenging up-grade back to the station, which is in a cutting entered by tunnels. There is a 7 1/4" ground level and a raised mixed gauge track. I was joined by Steve Harland of RSME fame, who now lives in Snaith, a short distance eastward along the M62. The week before my trip I completed the re-pinning and re-bushing of the motion on the Stumpf and it ran very well, approximately 7 hours over the two days.

Builder Syd Bennett was again there this year; a very skilled, but modest, engineer who invited me and the colleague I travelled with to visit the workshop at his home. It was a surprisingly small place in which to have built simultaneously two such large engines. He has applied CNC to a Taig mill and showed us some expansion links for a Crampton made on it, achieved without a rotary table but using servo-motor variations in the X-Y co-ordinates.



On Shed at Blackgates North Eastern Railway S2s, No 825 and alongside No 819 in Express Goods Black livery. Photo John Spokes



Blackgates Station viewed from the tunnels' over-road. Photo John Spokes

WOLVERTON PUG

A Charter Adventure

During my tenure in the Charter Train Business and for a while after I joined Freightliner in 1995, I was from time to time the Train Manager on various Charters. I have alluded to this in previous WP articles. The most notorious of which, and indeed the last one I did, being the Martell Pullman to Liverpool the year the Grand National was cancelled due to a bomb scare. Obviously on these trips things did not always go completely to plan. In fact bearing in mind the age of the rolling stock and locomotives and the, by then, fragmented railway they rarely did!

It was Saturday 27th May 1995 that I had taken up the offer to be the Train Manager on Pathfinder Tours diesel charter, the Severn Tye Express from Bristol to Newcastle, and return using the recently restored Peak class number D172, which was, I think the first restored diesel loco certified for main line running. Built in 1962 it went new to Gateshead depot and remained based there for the whole of it's career until withdrawn in 1984 as 46035 and

transferred to the Railway Testing facility at Derby, where it was renumbered 97403 and used to haul test trains and named Ixion, until bought by Pete Waterman, who returned it to main line condition.

During its life at Gateshead it would have done this run many times, as well as worked the East Coast Main Line to and from Kings Cross.

In order to be on this train, which was due to depart from Bristol at 07.09 as 1Z46, required Mrs. WP to drive down the M4 at a fairly ungodly hour! To be fair she did travel on the train. The formation of the train consisted of :- D172, support coach 99991 Brake Second (BSK ex 35465), 1 Brake First (BFK). 1 Open First (FO), 1667 Restaurant Buffet (RB), 4 Open Firsts (FO), 1693 Restaurant Buffet (RB), 4 Tourist Open Seconds (TSO). In all 13 Mark 1 dual braked coaches. With this load the train required banking up the Licksey Incline from Bromsgrove through to Birmingham New Street.

The empty coaches from Bounds Green in North London arrive at Temple Meads at 07.35, 87 minutes late and 26 minutes after departure time. This due to waiting at Willesden High Level because of overrunning engineering work at Acton and following a Freightliner train onto the Western Region. We load everybody and everything else required on the trip and depart at 07.50, 41 minutes late. The train picks up more passengers at Bristol Parkway and we leave there still 41 late. A 10 mph speed restriction at Berkeley Road makes us 51 mins late at Cheltenham. We duly stop at Bromsgrove and 47765 (the former D1643) is attached as banker at 09.29 and comes off at Birmingham New St.. The train is booked via Nuneaton , Hinckley, Leicester, Toton, Erewash Valley, to Chesterfield , Beighton, and the 'Old Road' avoiding Sheffield, to Rotherham. We lost 12 mins on the 'Old Road' at Treeton due to cattle on the line! Then on via Mexborough to Doncaster and York and to Newcastle via Stockton on Tees, Hartlepool and Sunderland and into Newcastle via the King Edward Bridge facing north in order for the empty coaches to run up to Heaton Carriage depot. We roll into Newcastle at 15.53 still 49 mins late.

I went with the coaches to check all was ok.

As the InterCity Business no longer existed by then (Hence my reason for joining Freightliner), the operation of Charters formerly managed by Inter-City was now under Waterman Railways with Rail Express Systems (RES), in charge of operations on the railway network. (RES was still then part of the British Railways Board prior to sale to Wisconsin Central (US rail company) as English Welsh and Scottish Railway).

RES control agreed to delay the return by 40 mins to make up for the late arrival. So, the train was retimed to depart at 17.30. We actually left at 17.48. On the return we were booked via the East Coast Main Line through Durham. All was going very well until running 40 minutes late approaching Skelton Jn. just north of York on the up fast line we were brought to a stand at mile post 1 at 18.45. The communication cord had been pulled in the rear

vehicle BFK 17015 by a passenger due to the noise of flying ballast hitting the underside of the vehicle.

I immediately descended to the cess from the BFK (fortunately there is plenty of space on level ground on the cess side of the up fast on the curve at Skelton). I quickly ascertained that a piece of metal was hanging from the bogie frame and touching the sleepers in the centre of the up fast four foot. There was no obstruction of the down fast. I then walked to the front and explained the situation to the RES Traction Inspector on D172. He telephoned York Panel and I telephoned the RES Duty Manager at Crewe. We agreed that we would make 17015 safe to move and proceed at walking pace into York station, where I requested that a C&W Examiner meet the train before proceeding any further. Tony Moseley the Waterman Railways Traction and Rolling Stock Engineer, duly removed the offending piece of metal at the site. He had established that the metal bar was in fact the brake centre safety loop from no.4 wheel on the adjacent vehicle bogie of FO 3107. We left the site at 19.03 and slowly drew down to the signal protecting York station, we stood 19.06 to 19.09 1/2 before proceeding to platform no. 11, arriving at 19.12 1/2. Of course, you must always remember that charters with unusual motive power will attract the railway fraternity as much as the dining punters. So, on stopping at Skelton I soon discovered more than one of the passengers on the train with contacts and the necessary telephone numbers were on their mobiles to York control. I had to point out to them in no uncertain terms that I was the train manager and was dealing with the problem through the correct channels.

We were met by the Duty man from York InterCity East Coast control. He confirmed the brake centre safety loop was freshly missing from FO 3107 by no.4 wheel.

RES maintenance control were consulted and the full situation explained. He was happy that we could proceed but I asked if he would see if he could get a C&W inspection at Sheffield. Unfortunately in our efforts to clear the up fast as soon as possible the offending piece of metal was left at the trackside near mile post 1. I subsequently requested Bounds Green to endeavour to recover it in the investigations to see why it fell off.

We departed from York at 19.38 (91 late) and ran to Sheffield via Pontefract Baghill (Swinton and Knottingley Joint). At Sheffield we were met by two C&W examiners and they also confirmed the recent loss of the brake centre safety loop from 3107 and were happy for us to proceed at normal speed. The class 46 was max speed 75 mph.

We left Sheffield at 20.45, 92 mins late.

One of the big dangers with running late on Saturday nights is the risk of lines closing for engineering possessions. Thus it was we were not going to make it past Berkeley Road before a possession had started at 22.00 and we were still north of Birmingham at that time. We arrived at New Street where

D172 and its support coach were detached and we went forward behind 47765 at 22.32 now 93 late. Due to the line via Charfield and Westerleigh jn being closed we were diverted via Gloucester, Lydney and Chepstow to Newport, where the loco had to run round (00.21 to 0043 1/2). The delay was exacerbated by Newport panel slow pulling off for the engine to come off at the west end and the driver needing a physical needs break.

The passengers for Bristol Parkway were detrained at Gloucester and taken forward courtesy of Turners coaches.

We eventually rolled into Bristol Temple Meads, having come through the Severn Tunnel, at 01.16 on Sunday morning 152 minutes late!

Mrs. WP and I reached home at 03.00 !

Mrs. WP does not come on many long excursions these days!



WP did not have his camera with him on this occasion. Previous page, middle is a Mark 1 charter set as bought by Peter Waterman in 1995, the Tour of Hope, at Plymouth.

Bottom Peak at Spetchley northbound 21 July 1973.

A footplate day on the North Norfolk by John Billard

As part of my long running Super Claud build I have joined the Loco Club on the North Norfolk Railway. This gives me useful access to the LNER B 12 4-6-0 which is the nearest I can get to a Gresley Rebuild of a Super Claud – a D-16/3. One of the benefits is a day on the footplate of the B12 though sometimes this engine is not available as happened on this occasion. This is an account of earlier this year that has also appeared in the Loco Club Journal.

A slight tinge of disappointment met the news that our B12 was in shops having some new tubes fitted but we had the lovely Y14 0-6-0 simmering away waiting for us. At least I could now forget the challenge of the long firebox of the 4-6-0. And we had a train of two Mk 1s for our guests to travel on the cushions.

On board we met our regular crew for the day, driver Fozzie and fireman James. Ric had persuaded me to drive first so I took my place at the regulator, “It’s a bit stiff” said Fozzie. At the right away it took me and the fireman’s boot to shift it over but soon we were into full forward gear the engine chattering over the points and away to Weybourne. It is said that anyone can make an engine go, but making it stop in the right place is another thing, so the vacuum brake on the train and the air brake on the engine had to be understood. With just two coaches though there was margin for error at the platforms.

A brief stop and then up the 1 in 80 towards Holt. Great engine, great sound, great company, blue sky, what else is needed? Into the station, then James and Ric uncoupled for the run round. The headshunt looked very short from the footplate! I managed to stop in the right place there and for the wa-

ter column and the other two filled us up.

On return the run certainly was not downhill all the way and an eye had to be kept on the gradients as well as whistling for crossings. Back into Weybourne where I managed to misjudge the brake and stopped for the token exchange rather than a gentle glide to the platform end. But we were soon at Sheringham for a nice cup of tea.

Next, the shovel. Anyone can pull levers but this is different. As well as this signals must be observed and the water in the boiler looked after. “First, put four each side, round the top and don’t forget the back corners”, advised James. “Put your feet there and swing the shovel. And the injector, water on first, then steam”. It picked up each time. That was enough to start with, then more firing for the Weybourne bank. Pressure was kept up and water was taken at the Holt stop again with a tender top view this time. With James’s careful guidance I had an uneventful and all too swift return to Sheringham, in time for lunch, and a handover to John and Don, partakers of the afternoon session.

Having had a previous footplate experience where the regular fireman was most reluctant to let go of the shovel, I can’t thank Fozzie and James enough for sharing their knowledge with us to make this a most enjoyable and happy day. Not having to get up at five to light up nor to stay to rake out the ashpan made me feel a real VIP. So, thank you Fozzie, James and Ric, and Derek and Clive, and our guard, for making it all possible. Long live the Loco Club!



Crew for the morning—the editor on the left and Ric, right



The Y14 has been altered by the NNR to its as built condition—previously known as an LNER J15.

Here it is at Holt during a water stop and run round.

Photos John Billard



FIFTY YEARS AGO THE END OF SOUTHERN STEAM July 1967



Here are pictures taken by the editor at Feltham. Woking and Weymouth in the last days of Southern steam. Left is 34037 ex-Clovelly about to leave the marshalling yard at Feltham,

and here it is pounding through the station with a train for Southampton. Note the two cyclists by the crossing. Today there would be a very long queue of motor vehicles.



We move to Woking I think the weekend before the end. 34095, ex Brentnor, waits with an engineer's train. Little notice was taken of the Crompton on the right of the picture.

All pictures John Billard

During the last week opportunity was taken to visit the main line near Walton. Here is a down express. Regrettably the very last "Bournemouth Belle" was diesel hauled and does not feature here. (Note all this was done in my lunch hour!)



Feltham again and Standard Class 5 75043 pulls away with a train of the type not seen now, past some well-kept allotments on railway land.

Working the same day as before. Down high speed steam special with 35028 Clan Line. Most of these engines had lost their nameplates by then but not this one. A train of Bulleid stock completes the picture.





The very last day at Weymouth at about 5 pm on 9 July. 34052 Lord Dowding (the real one) leaves Weymouth. Almost certainly this was the last time this engine was in service.





Meanwhile withdrawn engines were being dumped. Here is Class 4 80154 with 76058 behind. 80154 was historic, being the last engine built at Brighton, and the Bluebell was keen to have it. Clearly this came to nothing and it was scrapped by the end of the year.

At Weymouth out of use and awaiting disposal was 35026 ex Lamport & Holt Line and 34036 ex Westward Ho! An ampersand and exclamation mark engines together!



West Country 34093 ex Saunderton with 80011 and 35003 ex Royal Mail. They were shown as withdrawn in July so perhaps this was the day.

DIARY

July 2017

Tuesday	4th	English Martyrs PS 00 gauge	10.00-15.00
Saturday	8th	Club running	11.00 onwards
Sunday	9th	Birthday party	11.00-13.30 14.30-17.00
Monday	10th	Trustees meeting	19.30
Friday	14th	Ranikhet Nursery	10.15-12.30
Sunday	16th	2 1/2" rally	
Tuesday	18th	00 gauge DCC	
Friday	21st	Young Engineers	
Saturday	22nd	Young Engineers	11.00
		Club running	13.30 onwards
Sunday	23rd	Autistic Pride Day	
Saturday	29th	Birthday party	11.00-13.30
Sunday	30th	Birthday party	11.00-13.30 14.00-17.00

August 2017

Tuesday	1st	00 gauge	
Saturday	5th	Birthday party	11.00-13.30 14.30-17.00
Sunday	6th	Public running	13.30-16.00
Tuesday	8th	East Hub Children's C	10-30-13.00
Saturday	12th	Club running	11.00 onwards
Sunday	13th	Birthday party	11.00-13.30 14.30-17.00
Monday	14th	Special needs Trustee meeting	13.30-16.00 19.30
Tuesday	15th	00 gauge DCC	
Saturday	19th	Birthday party	11.00-13.30 14.30-17.00
Sunday	20th	Birthday party	11.00-13.30 14.30-17.00
Monday	21st	Special needs	13.30-16.00
Friday	25th	Young Engineers	
Saturday	26th	Young Engineers	11.00
		Club running	13.00 onwards

**The usual editorial disclaimers apply to this July issue.
COPY DEADLINE FOR AUGUST IS 18 JULY
DONT MISS IT!**