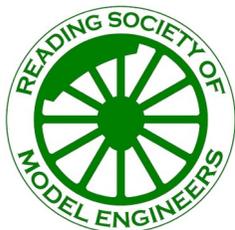


Reading Society of Model  
Engineers  
www.prospectpark  
railway.co.uk

# The Prospectus

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A July picture, but this is 1963, with BR built Class 5 44714 powering through Kenton with a down fitted freight.  
Photo John Billard

**ROGER PATTIE—A MEMORY  
STEAM AT FIFIELD  
MOTION BRACKETS  
JAARSHORN  
A LIFETIME INTEREST  
ANALYTICS**

## **Roger Pattie – a Personal Memory**

**by John Spokes**

Before I say more, this is not a formal obituary, but my own personal reminiscences of Roger Pattie, sadly no longer with us.

My first acquaintance of Roger was the 31<sup>st</sup> August 1987. For a few years prior to that I was living in Norway and had purchased a 16mm scale Hunslet 2-6-2 from Tom Cooper who had his Merlin Loco Works by the station in Llanfair Caereinion. When I returned to the UK I was looking for somewhere to run the engine and I joined the 16mm Narrow Gauge Society and found that Roger ran the Reading Group. This first meeting for me, and my first experience of a real garden railway, was at his house and lovely “estate” near the bottom of Whitchurch Hill. I know the date because I kept a log of all the runs taken by that engine.

Roger’s garden railway was something special; long, visiting many nooks and crannies at the extremities of his land, and challenging because it was built on a hill and so one’s train traversed up and down the garden very much like on a ski slope. Always some new piece of track or feature being added. Roger was a great host – always lots of refreshments and eats for the many participants. As time went by the railway was ripped up with the intention of modifying and improving, but this never happened and whenever I visited Roger over the subsequent years the mainly unoccupied track bed was a sad reminder of those lovely summer days, over 30 years ago now, spent playing trains and chatting with like-minded enthusiasts.

There was of course a reason for this apparent vandalism; Roger fell in love with the real thing. Again, on 31<sup>st</sup> August, but now 1991, I visited the Garden Railway Show sponsored by Garden Railway World held at a school in Llanfair. (I still have the ticket.) I travelled in Roger’s somewhat dated Range Rover, which still for all its age was an up-market vehicle, although I recollect it guzzled fuel. There was 4 or 5 of us from the Reading 16mm group, one of whom was Andrew Day. The trip included the mandatory ride on the Welshpool and Llanfair and the driver on that day was a chap called Simon Bowden who was one of the early preservation volunteers and a Director of the W&L. I knew Simon, as at that time I lived near him in Cholsey, and introduced Roger and, as they say, the rest is history. So began Roger’s deep involvement with the W&L as Fireman, Driver and all-round Engineer and a long friendship with Simon.

When I first met Roger, he was a pilot with BA, flying short-haul on BAC 111s. From conversations I had with Roger at the time and after his retirement I got the impression flying was not something that was a great passion. He didn’t want to do long-haul, as he preferred being home every night, and when he retired, as far as I know, never flew again, either as a private pilot or as a passenger.

I don’t have to tell you, but I will, that Roger was a stalwart of the RSME. A very strong man, always prepared for the hard physical graft, even in re-

cent months when he was obviously not very well. Always a man to provide support or lead, never one to moan or invoke self-pity. As he became less well he gave up the journey to the W&L and his participation there ended some time ago. He was a clever, resourceful engineer; many a time I'd be struggling with some difficulty in the steaming bay hoping that Roger would pass by and save the day. I suppose my more recent image of Roger is in attendance, in his yellow hi-vis coat, on car-park duty on Public Running Day. Not the most popular of jobs, but one he and a few others made their regular contribution.

It was while Roger was doing this, probably the last Public Running before Lockdown; I was in the steaming bay and he came over and said, "You'd better have this". He handed me his copy of the Invitation and Description I had made when I opened my own garden railway in July 1992. He'd hung on to it all these years and it puzzled me then why it was suddenly taken out and returned. It never occurred to me at the time, but perhaps he knew that it wasn't going to be needed much longer.

Others will have different memories and thoughts about Roger. In summary for me: a gentleman, a gentle man, a clever man, always ready with good advice, occasionally salted with a dry wit, which could be a little unbalancing, probably intentionally so. But, both physically and metaphorically, a big man – a strong man from the North.

*Requiescat in pace.*



Roger hard at work, as usual, surrounded by a gang of admiring Supervisors (Nov 2017). Photo John Spokes

# The Griffin Family of Bruern Grange and their Steam Engines

## Part 2

*This abridged article, with the kind permission of Michael Thexton, is from his The Steam Threshing Trade, chapter VII, published in 1997, with an introduction by Joy Timms, granddaughter of Joseph Griffin.*



The arrival of the next engine for thrashing occurred in 1928 and was well remembered by nine-year-old Bob. One day in June his father took him to Ship-ton station to unload a Ransomes steam tractor which had arrived from Nottingham on a flat

*The farm workforce hay stacking c. 1920*

truck. This engine had caught

Joseph's eye whilst visiting the Royal Show, and he bought it straight off the maker's stand. Costing him £320 the Ransomes proved to be a handy little engine with a fair turn of speed and was ideally suited to stack yards and narrow lanes 'off the beaten track'.

The thrashing process demanded a competent team. There were 'tricks of



*Hill Buildings at Fifield by the workshop c.1920 where the editor spent many happy hours in the 1970s. This is the fleet bought by Joseph Griffin instead of buying the farm. Young Bob has his hand on the reverser of the Wantage engine with his brother Mervyn next to him. One of the K7 ploughing engines is on the far right.*

*All photos courtesy Joy Timms*

the trade' - and regional variations - even in the apparently straight-forward task of 'feeding'. 'In Lincolnshire, they fed by hand', recalled expert Esmond Kimbell. 'wheat sheaves across the drum-mouth, over the arm, whilst barley was held "heads down", easier to feed with a little always left in the hand to "even out the hum" before the next sheaf. In Northamptonshire there were more thistles, so feeding was mostly by fork, sometimes twisted upwards to spread the sheaf out. Practice brought skill here so the engine's chuffs could be as regular as those in Lincolnshire. With beans, a hood went over the feed hole to keep the bouncing-back ones in.'

Bob Griffin, as a 'junior' member of the team, often followed the progress of the thrashing and ploughing sets on his bike, spending as much time as he could with the drivers. The occasional spell on the footplate was not unknown, and in Bob's own words, "When I was ten I first handled an engine under the guidance of the driver, but was very soon left to it ...".

Of such material are budding drivers made, and it came as no surprise to those who knew him to learn that after leaving Burford Grammar School at the age of sixteen, he started work as 'cook boy' with the ploughing tackle. Throughout the next two years he worked his way up to become an engine driver, thereby gaining a rise in pay from five to thirty-two shillings per week, plus 'acreage' money.

Steam ploughing usually occurred within twenty miles of Fifield. 'On the road', the leading engine hauled the plough and cultivator, followed by the second engine with the living van and water cart. Five men formed the crew, two drivers, a ploughman, and the cook boy, with the foreman in overall charge. Between them ploughing was carried out continuously by changing around through the meal breaks, for it was a very keen market and payment was partly by piecework, or what was known as 'acreage money'. The drivers could earn an extra 'threepence per single acre, once over', or 'sixpence per double acre, twice over' with the cultivator.

*With fire  
made up,  
setting off  
from Hill  
Buildings at  
Fifield with  
the  
Ransomes  
tractor in  
1944.*



On returning to the yard at the end of August it was very often a case of 'out with the four thrashing sets'. The Wantage was Bob's particular engine and he recalled a troublesome day in 1936. At the time, he was thrashing at Taynton, in the Windrush valley near Burford. Biking over as usual, he had steam up by seven o'clock and set off with the thrashing machine and baler to a nearby farm. It was raining heavily when he changed gear and turned off the road to begin the mile-long climb along the stone cart track. With the engine working hard he eventually had no alternative other than to winch the tackle up the track in stages.

This took most of the day and it was dark when Bob got to the rick-yard, so he had to set up by the light of oil lamps. As if this was not enough, he noticed more than the usual amount of steam coming from the chimney and realised that the tubes were leaking. Deciding to put matters right, Bob cycled the four miles home to collect his tools. With the engine still warm, he dropped the ashpan and firebars to expand the tubes, and for good measure re-leaded the fusible plug.

Filling up the boiler and re-assembling, he lit the fire and 'banked up' ready for the morning, then back home again at twelve o'clock for a few hours' sleep before rising at 4.30am to get his food ready. Finally off to Taynton for what was to prove to be a trouble-free day's thrashing - a satisfactory outcome to his earlier endeavours. Bob took occasions such as these in his stride, and as a fully-fledged contractor viewed the thrashing round in a routine manner.

*To be continued*

### **Afternote by John Billard**

Both the Ransomes steam tractor and the Wantage survive. The Wantage was more recently sold to Ireland and in 2007 I attended the Innishannon Rally near Cork with two of our gang's engines from England (another story). Here I was able to make acquaintance with Bob's old Wantage and had the pleasure of driving it round the ring. And by a miracle of modern communications I was able to phone Bob's daughter Joy there and then and tell her all about it!

## **GOING THROUGH THE MOTIONS**

**David and Lily Scott**

### **Or the tale of two Motion Brackets for Jessie**

Castings are advertised but let's have a challenge and build them up out of the large collection of 3/16" and 1/4" plate steel I have, I am sure it will not take me long. Plus steel takes paint better and I spent my castings money for the month on some goodies from Model Engineers Laser! First it is a return to the Chapter and Verse on Heavy Metal the newish Milling Machine which has been set on the slow speed range since it arrived. OK turn the dial while on the slowest speed... It always sounds better when Lily translates it from the Chinese instructions. I go back through the notes and collect the first bits

made while I was in lathe mode last month. The hole now gets more rounding with a de-burring tool to resemble a casting. The irony.

Over afternoon tea I sketch various versions based upon slots and tight fitting middle bits. These are the first to get the roughly cut, square hole milled all round. That's better and should miss the rods. Slot drill and 1,300 revs selected we mill the centre to a depth of 2 mm. With what I like to call an Upright Fit. It will hold the piece UPRIGHT while it sets. I grow the outer pieces slightly longer by an 1/8th forward and do another slot down the whole length again ready to hold. This also increases the glued area. In the world of timber dovetailed joints come to mind.

Having cut sufficient steel for two in line with a generous cutting allowance. Careful measuring and double checking eventually enables me to drill into the back through the frames. R is stamped in having changed the drill for 1/8<sup>th</sup> for the 2 dowels and a line drawn parallel with the top of the frame both sides. Spare metal sees a slight extension downwards.

Three degrees on the other vice and lower parallels soon sees the ends done... Use of big hammer and gentle knocks. Mill. Check. Gentle knock. Mill and perfect. Two 6-inch vices side by side. Yes, you have guessed it, I would need it on two different settings so resort to milling bits off taking out and checking. Yes it was worth it when both bits line up nicely. L is stamped on the other.

The ends of the outer plates gets milled next and another smaller piece for the bottoms milled. These are in one piece and have the slide bar mounting on the extension. This wonderfully is of course set at you guessed it, at three degrees. A cross mill is done part going into the middle piece. And the other half and half. This gives great location for them. A quick cut to taper them and a rest is planned. No the day has run out again. First job in the morning is mill and file these angles. They are also the first bits to get stuck together. The square is covered in tape by Lily and left to set quietly in a corner. JB Weld and Super Steel loving to grab onto anything in close proximity.

I set up to polish a cCoupling rod which has also been waiting in a quiet drawer with the gathering other bits not taken on Thursday nights for months now for our Show and Tell. The middle bit needs a bit taken off so as things continue to set these are milled down. The outer mounting bracket bars are next and a decision taken to thicken it backwards and wrap part of it round the outer plates. 22 mm so that they are made on each end again held in the vice. These hold via two screws the link bearings so having extra steel will help.

Yes when these pieces get down to six inches the ends are neatened. They are filed, polished and go in the parallel drawer. I couldn't resist a strength test after several days on the bars... Yes it gets stuck back and plans made for 4 BA screws to strengthen. The final act of the night is to leave the middle piece glued and square.

Normally we would go onto the other bracket but as this waits in the wings

Stage Left, more rods are polished. And it is over in moments when a mix and a check and the screws are tightened in the big machine vice. Even with the edges rough filed there is quite some resistance. I am measuring down to 2 ¼ inches and we are there. Yes I can get it out and double check it. Perfect.

Four 3/16" diameter rods are cut about 4 inches long and 4 BA screws made on all ends in a batch. I used a round nosed tool and my favourite clamp stop to avoid having to make them 5 BA. With a twist of handle.

The holes were drilled with a centre drill for 60 degrees and tapping deeply. 2 in each piece. Mole or Vice grips set, new piece of mixing card, and we screw them in. The bar that came off is done a hole at a time carefully! Waited to set. Cut off. Filed down. Cleaned up and Painted. I stick the second bottom bit in place and leave it setting.

I have an idea with the L E T T E R stamps and after some bashing a postcode which would be RG and our names get embossed in between the drag plate. The postcode gets banged into other hidden places that will remain secret and I go and stick another bit together. (We have number ones as well). The tops bits get cut out next and milled using both sets of stops again. In fact I cant remember when I didn't use both stops during a day on the mill.

The rods get a session to clean up the middle section of the big ends while we are set up for speed. A third stop is a parallel clamped down for the ends to locate against.

You start to get worried when the sound of a breaking Tap has not been heard for several months within the walls of the workshop. Then it happens on the last hole of the day... But it is on the face against the frames. It then becomes a very expensive bolt reminiscent of 1960s building sites where it was quicker to leave some out and splodge a mix bunged over the hole! Another mix and they are home. No one will know about the bodge!



Boring a very accurate hole, converted into metric!

Who needs IKEA with flat-packs like this?





A tale of two halves

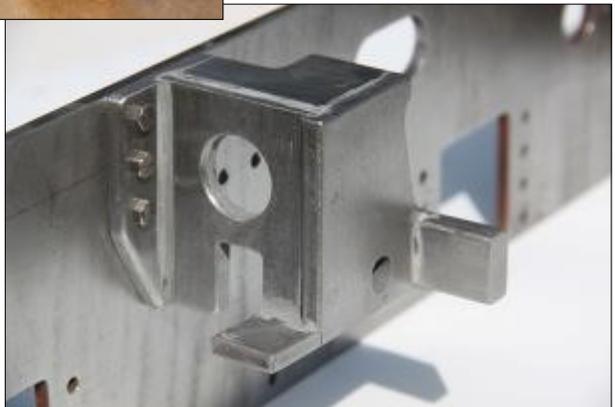
All photos  
David and Lily Scott

Screwing in the screws



Adding fillets never  
mind the BODGE  
OOPS!

In place for an  
admiring shot



## JAARSHORN

by Peter Jennings

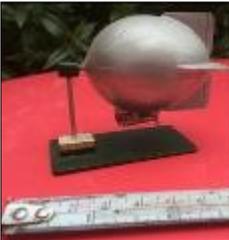
A gentleman named Olly Greenhalgh (Lt Cdr Alwyn Greenhalgh RN), who lived in Maidenhead in the 1960s and who I met in a pub ... first introduced me to proper model engineering in the late 1960s. I had been building plastic model boat kits for a while and wanted to make something that actually did something rather than just sit on a shelf. Olly encouraged me to build a nice little radio-controlled cabin cruiser from the Vedette kit that I had won in a raffle. This isn't my model, but is from the same kit. *(left)*.



Olly had built a beautiful steam yacht, named 'Edsall Braine', which he took to model



ship regattas mainly in London (Victoria Park and Blackheath) and St Albans and invited me to help him prepare and then sail it as a competition 'straight-runner'. I have only one photo of it, *(right)* but it will give you an idea of its lines. It would be good to know what happened to it after Olly's death in 2000.



He also built this airship *(left)*.

While looking online for something to do during lockdown, I came across a nice-looking 1:35 scale model of the 'Jaarhörn', built in Germany in 1908, and with much the same look as Edsall Braine, and I decided to buy the kit.

It arrived in mid-April very well packed, containing a Very Large Number of bits and pieces! The most obvious is the hull - glass-reinforced plastic showing nicely-detailed plate-work and other detail. Then some 20 little plastic bags full of white-metal castings of such things as propellers and rudder; anchor-winch; rigging parts; lifeboat davits; railings ..... immediately, I made a mental note ... 'Don't open any of the bags until you need what's inside!!'

There is a pretty detailed book of instructions, three



*Das Schiff Jaarshorn  
1908*

Photos Peter Jennings

sheets of full-sized plans and strips of balsa, 'wood' (I quote from the instructions), steel piano wire, brass wire ..... and so on.

Step one: read the instructions through to get an idea of what I'll need to buy in addition to what's supplied ... paint, glues, filler, sand paper ... It promises to be a very satisfying project and, Editor permitting, I shall keep you posted with the progress.



## A VIEW FROM THE CHAIR

**John Billard**

Despite the restrictions the trustees continue to meet, most recently on 19th June.

Top of the agenda of course was the RSME Covid 19 response. It remained necessary to follow government restrictions on social distancing. We were pleased that Ray Clark and Mark Kirton volunteered continue strimming and weed killing and to coordinate looking after the A4 boundary hedge. We are continuing to pursue the rewiring of the club house. In the meantime members are asked not to use this facility. There is unlikely to be any public event in the foreseeable future.

The Southern Federation Rally has been postponed until September 2021. The Littlelec event due then will not take place and we are liaising on a future date.

The trustees consider that the raised track extension should proceed as a matter of priority possibly using a contractor to do basic groundwork.

The trustees were saddened to learn of the passing of Roger Pattie and a letter of condolence was passed around to sign and are in touch with Roger's family and friends.

The trustees consider that a limited opportunity for boiler testing and club running may be possible according to future prevailing restrictions. No decision has been taken on a start date but members will be informed in plenty of time. To recap, prior booking will be necessary and a time slot allocated to allow maximum use of the tracks according to demand.

We hope all members remain well and are able to use their time profitably.

## **A LIFETIME INTEREST IN RAILWAYS Part 2 by Mike Jones**

At the end of the war my railway experiences widened. My uncle of burnt overcoat fame was a keen Arsenal supporter and he started taking me to the home games at Highbury travelling by train to Paddington and then by underground to the match. I used to see the small Peckett 0-4-0 Locomotives at the gasworks working the coke trains. As we approached Paddington we would pass Ranelgh Road and get our first sight of the Kings, Castles and Stars waiting to haul the express trains to the West of England. The arrival at the station to me was the most exciting part of the day even better than when Arsenal scored (I became a lifelong Arsenal supporter!) This indeed was a Cathedral of steam.

After the match we would go to J Lyons Corner House for a meal. We travelled by tram this could be quite hazardous as there was still a lot of bomb damaged buildings being demolished causing delays as the track had to be cleared. Another cause of delays was the poor condition of the overhead wires with the pickups frequently going down a different route to the tram! This meant the conductor had to get the long pole from the side of the tram and fix the pickups to the correct route.

When we had finished our meal my uncle would take me to see an Old Time Music Hall either at the Shepherds Bush Empire or The Metropolitan Theatre seeing such acts as Doctor Crock and His Crackpots, The Crazy Gang and Arthur Askey. We then caught the underground back to Paddington a noisy and draughty journey. If we were lucky we would catch a non-stop train to Maidenhead and then catch the 61xx Wycombe suburban train. The train from Paddington would be a Didcot train pulled by a Hall.

When I was twelve years old I got a job on a local farm at weekends and school holidays. This involved working with steam at harvest time, I would be responsible for hanging the sacks on the side of threshing machine to catch the chaff and switching the lever over when the sack was full.

The threshing machine was driven by a traction engine via a large belt. This belt was situated above my head it would have cut me in two if it had broken or come off. No Health and Safety here. This was very hot and dusty work after two hours I would be given a rest and put on spark duty this involved watching to see if there was any sparks being emitted from the engine. Many harvests in those days were destroyed by fire.

In 1947 my interest in steam locomotives increased significantly when Ian Allan started to publish his ABC of railways books. I purchased my GWR copy from W H Smiths bookstall on Maidenhead station. Most of my class mates became spotters the term gricers did not come until much later. After two years I think I was the only one left collecting numbers.

With my earnings on the farm I purchased a second hand bike this enabled me to go to Maidenhead weekends where I could “cop” the numbers on all the passenger and goods trains to and from the West Country. From my

home in Wooburn Green I could walk to the other GWR main line the joint line with the LNER from Paddington and Marylebone to High Wycombe and on to Birmingham. This enabled me to see all the Kings and 61xx classes. I also saw the majority of the Castles and Halls they were still being constructed in those days. Sadly I do not have my ABC books but I do have my younger brother's books he also was an avid number collector they make very interesting reading.

The railways were nationalised in 1948 but there was not much change in the early years just occasionally a newly out-shopped locomotive would appear with the lion and wheel emblem on the side.

On the Joint GWR/LNER the local Marylebone-Wycombe trains were worked by A5 Robinson and V1 Gresley tank engines but the only LNER train that interested me was 'The Master Cutler' to Sheffield. This was hauled by a Gresley A3 Pacific from Neasden shed. The A3 was always one of the three Rs Pretty Polly, Prince Of Wales or Prince Palatine.

Seeing these Pacifics widened my interests so I purchased an Ian Allan combined volume of GWR, LNER, LMS and SOUTHERN Locomotives. When I was not busy on the farm on Saturdays I would catch a train to Paddington (I could use my school season ticket to Maidenhead). I would then go on the underground to Kings Cross in time to see the morning trains to the north.

What a spectacle! All the Pacifics lined up fully coaled waiting to go. I would stand at the end of the platform and watch an immaculate A4 reverse onto 'The Elizabethan.' This was a very heavy train the engine would slip violently on the greasy track sending plumes of black smoke into the air. It was often 10 minutes before the last coach disappeared into the tunnel. This always reminded me of my grandfather telling me about the locomotive exchanges in the nineteen twenties. When the GWR Castle reversed onto the heavy train at Kings Cross the LNER drivers made fun of this small Edwardian style locomotive saying it would not be able to get the train even to the entrance of the tunnel. However it left Kings Cross with no trace of slipping and used significantly less coal than the Pacifics. As a result Gresley modified the valve design and settings resulting in much improved efficiency.

We spotters were only allowed to go to the end of platform 1 close to the departures but we could see the arrivals at the far side of the station. As the trains emerged from the tunnel if it was an A4 the cry would go out 'Its a Streak'! Of lesser interest the suburban trains headed by N2 tank engines would be constantly arriving and departing. The Moorgate trains would be headed by N2s fitted with condensing apparatus.

At lunchtime during the relatively quiet time I would spend some time at the adjacent St Pancras Station but this was less interesting with many of the trains worked by Black Fives no names!

I always returned to Kings Cross at about 2-30 to see the arrivals from

the north it was a constant stream of Gresley Peppercorn and Thompson Pacifics.

Sometimes I rode my bike to London (I had become a keen cyclist) on these occasions I would call in at Marylebone but this station had not much activity. I did not like Euston it was not very spotter friendly. The one platform we were allowed on you could only see that platform's activities. I remember sitting at the end of the platform with my bike watching a Royal Scot reversing onto its train. The driver came across to me and asked why I did not ride my bike out into the countryside rather than staying in smokey London. He wore a very puzzled look when I explained that I had come to London to collect engine numbers and that I came from a small Buckinghamshire village.

I found Liverpool Street interesting it was a relatively busy station although it had a preponderance of B1s working the East Anglian trains but there was an occasional B12.

I frequently went to Waterloo to see the King Arthurs, Lord Nelsons, Merchant Navys, West Countrys and Battle Of Britain classes. Of course the last three Bullied designed engines were all still in their unrebuilt condition. In nineteen fifty I left school and started an apprenticeship in Marine Engineering in Slough. The only connection with railways was the Slough Estates industrial railway which operated two Hudswell Clarke locomotives now both running on preserved railways. I got to know the driver very well [only one engine in steam daily] and frequently rode on the footplate during my lunch break. The crew had to be large strong men because visitors to the Estate often used to park their cars on the lines assuming the railway was not used and could not be found so the cars had to be manhandled off the tracks.

*To be continued*



Slough  
Estates No 5

Photo  
Mike Jones

## **ANALYTICS** Where Wolverton Pug looks at photos taken by the editor



### **Scenes at Paddington 1976**

The three pictures of the Western hauled departure from Paddington in 1976, suggest a rush hour picture. By then the Western Region main line services were provided with coaching stock principally as follows. Paddington-Bristol, Weston Super Mare- 9 or 10 air conditioned Mark 2E with an air-braked Mark 1 catering car and Mk 1 BG leading.

1. Paddington-Cardiff, Swansea 9 or 10 air conditioned Mark 2F with an air-braked Mark 1 catering car and Mk1 BG leading.
2. Paddington-Taunton, West of England, air braked Mark 2 abc, Mark 1 catering vehicle and dining open first.
3. Paddington-Birmingham 9 or 10 air-braked Mark 2abc, Mark 1 catering vehicle. Paddington-Worcester/Hereford, up to 10 steam heated Mark 1s.
4. Paddington-Oxford commuter sets 10, 11, 12 or 13 steam heated Mark 1s, mainly compartments.

In the picture of the Western loco, it is departing from, I think platform 5. By this time headcodes had ceased being displayed on the loco fronts and in the case of the Westerns the box was usually used to display the loco number. It is probably safe to assume that this is 1015 Western Champion built 1963 at Swindon, withdrawn in December

*Analytics continued*

1976, and now preserved on the Severn Valley Railway. There are three other trains visible. A Mark 1 set in platform 2 headed by a Brush Type 4, another Mark 1 set with no loco in number 4 and a Class 50 on what I take to be an air conditioned set with a Mark 1 BG leading. Most likely a Bristol train. The Bristol services were at this time the preserve of the class 50s with Brush Type 4s working the South Wales services.

The Westerns by then were primarily working some West of England and commuter services and freights.

The leading vehicle behind 1015 is one of the Commonwealth bogied 100 mph Mark 1 compartment seconds (SK) and is probably in the 17.42, or 18.03 Oxford departures or one of the two Hereford services 17.15 or 18.15. It is Probably one of the Herefords as two compartments in the leading vehicle are reserved. Not usual on the Oxford commuters!

Interesting times. I was working on the WR rolling stock section at Paddington at that time so was fully involved with maintaining the correct formations of our sets.

**Comments by RSME members on any subject appearing in Prospectus are welcomed by the editor.**

**DIARY**

**All events have been cancelled for the duration of the health emergency.**

**The trustees will keep members informed of any change.**

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 August issue is 18 July. This is the final date.**

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

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