

DIARY

June 2011

Saturday	4th	Birthday parties	11.00-13.30 14.30-17.00
Sunday	5th	Public running	13.30 onwards
Thursday	9th	Wilson School	11.00-14.00
Saturday	11th	Club running	
Sunday	12th	Birthday parties	11.00-13.30 14.30-17.00
Friday	17th	Grange Pre School	13.00 onwards
Thursday	23rd	Midsummer Madness Evening with fish and Chips	
Sat/Sun	25th	Public running	11.00-17.00
	26th	In Assoc with Tank Weekend	

July 2011

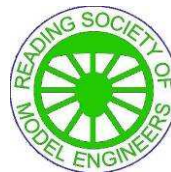
Friday	1st	Raniket School	13.00 onwards
Saturday	2nd	Birthday parties	11.00-13.00 14.30-17.00
Sunday	3rd	Public running	13.30 onwards
Friday	8th	Southcore Primary	10.30-14.30
Saturday	9th	Club running	11.00 onwards
Sunday	10th	Birthday parties	11.00-13.00 14.30-17.00
Monday	11th	Committee meeting	20.00
Friday	15th	St Michael's School	10.30-14.00
Saturday	16th	"Teddy Bear's Picnic" Public running	11.00-17.00
Saturday	23rd	"2 1/2 Gauge Society"	10.30-17.00
Monday	25th	Special Needs	13.30-17.00

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 July PROSPECTUS is
18 June. This is the final date.**

Contributions from all members are greatly welcomed
They may be submitted in hard or soft copy to the editor.
John Billard Old Station House Twyford Reading RG10 9NA
01189 340381
john.billard@virgin.net

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



President

Les Dawson
0118 969 4654

Vice President

John Sargeant
01491 681520

Treasurer

Jim Brown
0118 958 7247

Secretary

Andrew Day
0118 961 1370
secretary@RSME.co.uk
.....

Editor

John Billard
0118 9340381
john.billard@virgin.net

The Prospectus

June 2011



Listowel and Ballybunion Lartigue Monorail 0-3-0 reconstruction seen at Listowel, Co Kerry, Ireland, on 1 May 2011. This is a faithful copy of the original though diesel hydraulic powered. Photo John Billard

**HOW TO DRIVE THE RAILMOTOR
ENGINEERING PONDERINGS
WOLVERTON PUG
PUBLIC LIABILITY INSURANCE
A ROYAL STEAM UP**

DAWSON'S DIARY

kept by the President

Easter Sunday public running was very quiet even with Carters steam fair in the park. The members had plenty of engines ready to run. I expect most people were away on holiday as the holiday season had started.

On 29 April the RSME had a royal steam up. We had a very good turn out of locomotives from the membership. Also a good number of clubs also came to our track on this royal day in other words the Reading club had a right royal run! There were some very good examples of engines that were very different from the norm. I guess some of the membership will remember seeing at the last RSME exhibition a Swiss 5" electric steam outline unpainted with a pantograph. Well we had it running on our track. It has a boiler certificate for the air reservoir to work the brakes and work the pantograph up and down. Also the horn. Mike Perry had his 2-6-2 5" prairie electric running well also Dave Jerome brought along his scratch built 7 1/4 Deltic with all the sound effects. It sounded very much like the real thing. One other locomotive that took my eye was a Webb compound in 5" gauge. This loco is a tank engine with a wheel arrangement of 0-2-4-4-0. It ran very sweetly with hardly a sound from the exhaust. We had visitors from the Hatfield club Fred Few's old club. We thought that they might like to take Fred back but they said you can keep him! There will be a full report elsewhere in the Prospectus I believe.

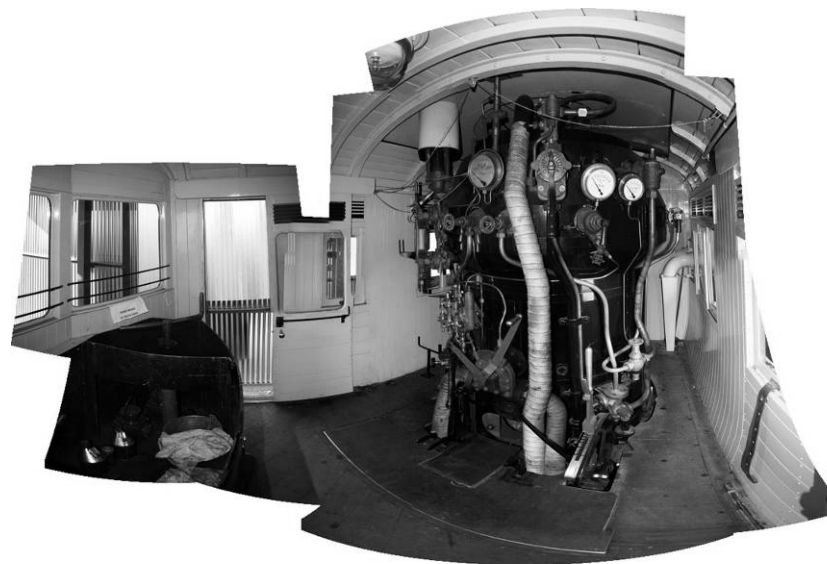
The Wednesday track working party is getting on well relaying the bottom curve on the ground level track. When finished should make a smooth ride around that area of the line. We have a good team doing that job.

Mike Penford and I ventured to North Yorkshire for a visit to the Harrogate show. It is well worth the long drive. This show is very well organised one of the best I have seen for many years. It reminded me of the old ME exhibitions at the New Horticultural Hall in London with many exhibits on display. A very good number of northern clubs put on a splendid display of models. It was good to see some fresh exhibits. The trade was really well supported at this show. Perhaps the cost of holding a show of this size is not so much up north as it is down or end. On the two days we went to the exhibition it was heaving on both days so if you think model engineering is on its way out think again.

The exhibition is held in two very large halls one mainly for tools etc well anything you need for the workshop and plenty of stands selling metal for you to get stocked up. I was able to order some new grates for the club 7 1/4 Baldwin. They will be fitted in due course also a pair of long nose bent pliers have been purchased for fitting these grates. So please put them back in the

damper levers and auto gear. Listen for the sweet and unique sound of each injector as it picks up. If neither will operate, we're in the poo (that's a technical term), because they are the only method we have of putting water into the boiler when it's at pressure. When we're happy that they are working properly and when the boiler water-level has risen to about 3/4 of a glass, we'll turn off the steam tap and you should then hear the clunk of the clack valve (hmm - I suppose that really should be the clack of the clack valve; why else would it be called a clack valve?), where the water enters the boiler at its top, slamming shut.

Check the brakes - vacuum brake only, no steam. The large ejector, creating the vacuum, is noisy and is placed just behind my head - move the brake handle back over to 'running position' and see if the vacuum holds. It'll be good if it does, because we have no mechanical vacuum pump - no GW tick-tick! - but we do have a small ejector, which should be sufficient to overcome any small leak. Move the brake handle to 'brakes on' and hear the reassuring rush of air into the system. *(to be continued)*



This is made up of a series of shots that I took of the SRM cab. The front windscreen is on the left, above the coal bunker, which has rags, oil cans and red-painted lamps in it! The white thing rising up the front of the boiler is the exhaust pipe and the housing dropping down from the ceiling to the left of the pressure gauge (as we're looking at it) is the safety valve fairing!
(Author)

Driving the Steam Railmotor part 2 by Peter Jennings

Before we move off

Go and get out of your oiling-up overalls and into your tarty kit with GWR embroidered at the collar. Remove the 'Not to be Moved' board. We'll set the lubricator first. Crack the valve for the steam supply on the boiler side of the condenser and then change the position of the tap on top of the lubricator body to the 'on' position. If you listen carefully as you do that, you'll hear a bit of a bubbling sound as the lubricator pressurises. The individual needle valves should not have been moved from the last time we ran, so all we need to do is to open the gallery valve and oil should start to flow up the two glasses. Yes, I know it's a 3-glass model: one's spare in case of breakage. Check that 3 drops per minute are ascending each glass and adjust the needles if necessary.

Now a quick glance at the boiler water-level (around ½ glass) and boiler pressure (over 120 psi, otherwise no brakes!). This is a vertical fire-tube boiler, with the bottom tube plate about a foot above the top of the firebox door, which itself is set very low down in the front of the boiler assembly; the bottom lip of the fire-hole door is some 4 inches below the footplate. The only sensible firing position is kneeling - yes, kneeling! - and the only time to fire is when the regulator is closed, preferably when the SRM is stationary. There's neither a brick arch nor a deflector plate, and the bottom tube-plate is about a foot above the top of the fire hole door, so any cold air simply rushes straight up the tubes and bang goes your pressure! (to say nothing of being a damn fine way to develop leaky tubes!) Another aspect is that the consequences of letting the water disappear out of the bottom of the gauge-glass is not so potentially disastrous as on a conventional loco boiler, but it's still a good idea to know where the water is, so we'll encourage the fireman to keep it in sight all the time.

The fireman will be letting the steam pressure rise so that he can check the injectors before we leave the shed. Now the safety valves are lifting and, oh, the racket! The valves are on the fireman's side of the boiler, about 6 ft 6 ins above the floor ... and inside the cab! There's an oval metal shroud surrounding them, but it simply amplifies the noise!

Now check both injectors - they're the lifting type, again unusual on ex-GWR railway locos in use today, in my experience. Good, as once the water tap's been adjusted, it can be left. They're placed one on each side of the boiler, about a foot above floor-level. The steam taps are higher up on the boiler front. Tricky to see the overflows, though; both fall under the footplate between the leading wheels, one near the reverser connector to the weigh-shaft, adjacent to the exhaust pipe and the other dangles inconveniently near the

toolbox for use for that locomotive only. They should make it easy to remove the said grate.

Outside there was plenty of road steam on display. Also another hall for the use of flying models and the very popular hobby of radio controlled road vehicles. The marine section was very well supported at this show with many clubs putting on fine displays of boats of all sorts. Also model aircraft clubs put on some very nice displays of that branch of our hobby. Perhaps a few members of our club could find time to pay a visit to this three day show next year. A good number of the Worthing SME members made the effort to attend this very good show. A most pleasant two days up north was had by all.

ENGINEERING PONDERINGS

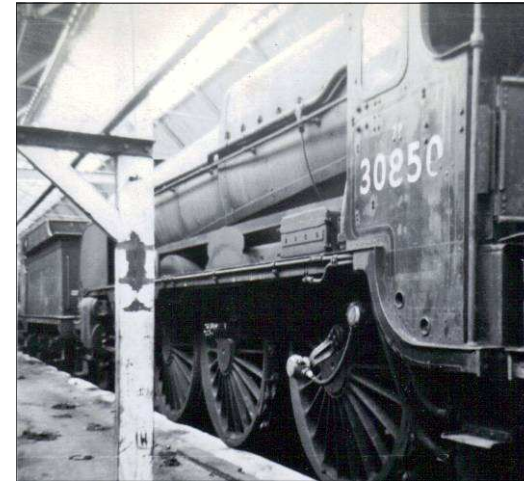
by 61249

As explained last month a period in work limbo at King's Cross was a low in career terms, but led to a great opportunity, namely a return to Bristol Bath Road depot not as a technical assistant, but as the Depot Engineer. My own show to run! And the time was exciting too, the task for the next two years being to replace much of the loco activity in Bristol through the opening of a brand new HST depot at St Phillips Marsh, and to be at the forefront of introducing the world's first diesel high speed service. 35 years later these trains are still the world's fastest diesel hauled trains - imagine the excitement of involvement in 1974! This article seeks to recall the context of the change, and then I will deal with some of the engineering problems in later editions.

BR was also taking risks, and handed over the introduction of these new trains in Bristol to two young engineers who had started work on the same day barely 8 years before, neither yet reaching their 30th birthday. One was the local Project Engineer, and one the Depot Engineer. What we lacked in understanding and experience, we made up for in energy and enthusiasm, and the support we got was fantastic, both from above, from around, and from below. Failure was not an option, and what happened was the introduction of what has probably become the most successful fleet of trains in railway history. If you doubt this claim, then think of another fleet in which each of 100 sets, and every vehicle, has accumulated a mileage of over 8 million miles in its life, with every indication that few sets will be scrapped within the next ten years or before they have done well over 10 million miles. Some 8 billion vehicle miles!! I have looked in France, Germany and Japan for a rival, but have found that lower utilisation, lower annual mileages and in the case of Japan, fleet upgrades at regular short intervals (less than ten years) mean that I have not yet found one.

In business terms it is also debatable as to whether BR would have retained a viable Inter City passenger business without the success of the HST programme, especially after funding for the APT was withdrawn. Peter Parker, a great communicator and respected chairman of the British Railways Board came to Bristol on a visit and stood at the end of the end of the new shed and said “This building is like the tightrope we are on, long and thin. On one side success and a future for Intercity railways in Britain, on the other failure and further decline”. I think everyone understood this importance, even if talking about it made us nervous. I cannot remember working with one person at the time who did not want the new trains and service to succeed. This meant that when we wanted to do a test run on a summer Saturday afternoon, the crew and path would appear as if by magic. And when we wanted a fitter from Bath Road to change his place of work, his methods, his relationships and practices, they volunteered! In fact they often offered to do things that we would have never asked them to do before. By way of example, I well remember an early set in traffic setting fire to the footbridge at Port Talbot. This incident cast an immediate cloud over the whole fleet and it was appropriate that I go and find out what had happened quickly, that is that evening. I needed tools, knowledge and extra skills to go with me, and set off not knowing when we would get back. In loco days, asking an electrician to work through the tunnel in Wales at Cardiff, the hated competitor depot could easily have provoked a downing of tools on the basis of management’s unreasonableness. But the letters “HST” were absolute magic, and I had a choice of individuals to go with me and help.

Before the reader runs away with the idea that the introduction of 125mph services was therefore a doddle, it wasn’t. As delivered, the trains were not reliable, the risks were not fully understood, and the ground engineering effort was to be done on a shoestring financially. One way of looking at this is to compare the investment in the maintenance facilities required for the fleet operation. When Eurostar trains began to run into London, the North Pole depot facility with wheel lathes, multiple jacks etc.etc. was bought for something like 15% of the whole project costs. By way of contrast our shiny new depot was built for less than 2% of the value of the trains it looked after. Just one vehicle could be lifted at a time, (Eurostar depots can simultaneously lift half a set without uncoupling). We had no crane facility heavy enough to remove an engine, and no wheel lathe. North Pole has its own lathe building and lifting facilities for every component. In terms of train berths in and around the shed, each night’s service was shoehorned into the facility with none of the spare space and vehicles that had characterised locomotive operations. We needed 9 train berths to maintain and clean the fleet each night,



Lord Nelson, 30850, at
Stratford Old Works
17 June 1967

Kitson 0-4-0T at
Rotherham
Masborough
23 April 1967



The one that got away—
pioneer LMS diesel
electric 10001 at
Willesden Traction
Maintenance Depot
17 June 1967

All photos,
author

Swinton going north, towards Cudworth and Royston, which closed in 1987 or indeed the huge industrial complex comprising Manvers Main Collieries, Washery, Coking Plant and Synthetic Chemical Works. One can only imagine the cost of land remediation to make it fit for anything other than space suited clean up gangs.

Saturday 29th April was the last day of operation at Leeds Central and I was there to see the last departures for London Kings Cross, a Metro Cammell DMU to Doncaster, a BRCW DMU to Liverpool, and the very final train to leave being a Metro Cammell DMU to Harrogate, carrying a Harrogate Flyer headboard. The final movements in the station that evening were carried out by Holbeck allocated Fairburn 2-6-4T no 42145. I assume the Kings Cross train was a Deltic, and as I had seen them all I did not bother to record its number. Someone somewhere will have done!

York on the 6th May 1967 was to find 8 B1 4-6-0s, including 61021 Reitbok, 61012 Puku, 61030 Nyala and 61238 Leslie Runciman, 3 K1s, 2 Standard 3MT 2-6-0s nos., 77012 +77002, 60019 Bittern (currently running as Dominion of New Zealand in garter blue plus valences) Also 8 brand newly delivered EE class 20s numbers D8300 to D8307.

Other visits that year included Willesden electric depot on 17th June, at the rear of which was stored the LMS diesel electric no 10001. On the same day I went to Stratford (East London) and somehow gained access to the old works. Inside were the following National Collection locomotives-Beattie Well Tank 30587, Schools 30925, King Arthur 30777, LTS Tank 42500, M7 30245, Q1 33001, Britannia-70000, Q7 63601, 04 63460, Lord Nelson 30850, 7F 49395 and L+YR no.1008. This part of the Stratford railway lands has now disappeared under Stratford International Station and Stratford City Retail and Leisure Park.

A trip to Ashford in Kent on 18th August found USA Nos DS237 Maunsell, DS238 Wainwright, C class 0-6-0 Nos DS239 (31592) and DS240 (31271) outside the works.

That summer my father, who was the accountant at a plastics extrusion company based in a former brickworks in rural Upper Basildon (They moved out of London during the war due to bombing) found me a, what would now be called “work experience” holiday job. This consisted of packing cardboard boxes with the plastic tubes to be used in BIC Biro pens. There were a line of us, mainly ladies employed in this manner and father insisted that I did the job fully, which meant using a clock card to book on and off duty including the canteen lunch break! Well an 8 hour shift of this certainly proved that the way forward must be mechanisation! No Luddites I hope!

(To be continued)

and that is exactly what we had – 9 berths. Three were under cover in the depot but only two roads had the side pits essential for the basic safety “A” examination. Every night became a tight exercise in human and technical logistics to deliver the plan worked out in the afternoon before. Which exam for which set, which power car would need to be taken off, where it would be berthed and what it would be replaced by. Who would work on what, what crew movements would take place and how would we manage it all to deliver the morning’s service. The Project Engineer and I developed a two weeks on, two weeks off routine during which time as well as our normal jobs we would operate as service and maintenance planners. We would develop the plan with the afternoon supervisor, and be there to brief the night man as he came on duty at 22.00. We would be back in the depot at 05.30 to see how it had all gone. After two weeks of this we would be close to exhaustion, and more than ready to hand over. But we knew everything that was happening, which counted for a lot when the proverbial hit the fan.

The concept of the change was brilliant. Not just a few Pullman type trains for the crack trains, but a complete transformation of the whole service. The fleet of 27 new trains were to take over all the region’s services to Bristol, South Wales and Plymouth. 13 were allocated to Bristol, and 14 to Old Oak Common. Of that 27 we saw 12 a night, of which 4 needed A exams, all needed cleaning, and there were 12 originating services from Bristol in the morning. Each train would do around 1000 miles a day, at over 80% availability, and when I left Bristol nearly three years on, we had not failed to meet the morning service once, a remarkable record. It is true that on occasions trains we had sent out in hope in the morning limped home in ignominy during the day, but we always made the start of play.

The standards we reached were so much better than we were achieving with locos that when we saw them they were laughed at. The table below illustrates the point:- (*see table overleaf Ed*)

The operating plan for these trains therefore represented the only way it would work. Instead of every supervisor having their own private plan, all the effort went into delivering the plan that was agreed. The difference was remarkable, but necessary. One other point is of relevance. The project followed good practice in that there was a prototype train. This had operated on the WR for about 2 years, as I remember it, but the impact on the final train was limited. This was for a number of reasons. Firstly its design weaknesses were caused by the scale and nature of what was being attempted. This was a 25% increase in maximum speed, high acceleration, no increase in track forces, and the ability to brake from 125 in the same signalling distances as our 95mph trains were working to. This important aspect eliminated the need

to re-signal the route. Since these factors had not changed, the room for manoeuvre of the designer was limited

Fleet	Availability	Utilisation Miles per day	Utilisation Hours per day	Reliability Miles per Casualty*	Max Speed	Comment
Locos	65%	300	8	8000	95	Per vehicle
HST	82%	1000	18	12000* *	125	Per train set (2+7)

*5 minute delay

** East Midland trains have just announced figures of over 40000 MPC (2011)

Secondly, if he did change the design for the production train, then the design was not on the prototype, and therefore not tested. Thirdly, in some cases the design of the train was changed to improve manufacturing of a fleet, as opposed to a single prototype. This was understandable but gave rise to at least two significant technical problems in the fleet. Finally, the pattern of use was different. The prototype regularly ran with a technical rider on board, Paddington – Newport first stop. The production trains entered directly into a service stopping at Reading, Didcot, Swindon and Bristol Parkway, and no technical rider. Four extra braking episodes, four top rate accelerations, and much less cruising at 125. Believe me, cruising at 125 is the easy bit. What we had in service was therefore not so much a High Speed Train, as a High Performance Train. The two things are not the same, as we quickly found out.

One last point, key components of the train were effectively bought off the drawing board, and the power to weight ratio required to give 2500 HP in a 64 ton vehicle took individual components and the metal in them to new levels of demand and performance. We were in uncharted waters with several manufacturers together on the train, another discovery we were to make very rapidly.

Next time we will look at the combined effect of these factors and the technical issues we had to deal with – more excitement than we bargained for!

restored A4 no. 4498 Sir Nigel Gresley and the usual assortment of Ivatt 4MT 2-6-0s, Black Fives, 8Fs, 9Fs, LMS 0-6-0 12xxx series shunters and LNER 0-6-0 shunter no.15000, Sulzer type 2s EE type 4s, Jinty 0-6-0Ts Britannias, 70038 Robin Hood, 70027 Rising Star, 70040 Clive of India, 70022 Tornado, 70049 Solway Firth, 70033 Charles Dickens, 70047(the only unnamed one), 70052 Firth of Tay.

Somehow we got into the old works area, and found a long line of withdrawn North British 0-4-0 diesel shunters. This area is now occupied by Pete Waterman's loco restoration activity and a supermarket (Tesco's I think-what else!).

Back south on 23rd March for Easter, which that year we were spending at a cottage in a village called Ludgvan just outside Penzance. This enabled me to get father to drive the four or five miles to Long Rock loco depot or call there every time we passed along the A30 heading anywhere towards the Lands End peninsular. I seem to remember incurring comments like "you went in there only yesterday" The answer "but dad this is the only chance I've got to clear the D600s early Warships and early build NBL type 2 diesel hydraulics (D6300-D6325), all rarely seen east of Plymouth", would be met with a glare from father and further proof in mother's eyes that I was completely mad! It paid off though as in the 5 days we were there I saw D601/2 and 3.

A local trip into Reading on 15th April 1967 found 35008 Orient Line arriving in platform 8 from the Southern Region via Basingstoke on an inter regional service. This was extremely rare by then being well after the end of steam in the London Division of the Western Region and the last remaining GWR steam locos had gone the previous year. In fact I can say that it was the last time I saw a steam hauled scheduled service on the WR.

The Ashworth mini on 23rd April took us firstly to Rotherham Masborough, where stored on a siding on Masborough Curve were former Staveley ironworks BR shunters, Deeley 0-4-0T no 41533 and Kitson 0-4-0ST no. 47001. Followed by a visit to Wath Depot, Barnsley (41C) which produced 12 'Tommy' class dc electric locos (26xxx), 15 Brush type 2s (mainly the D58xx series), 7 class 08, diesel shunters, 12 EE class 37s, 13 Sulzer class 25s-all D76xx series and all just over one year old, 4 Brush type 4 class 47s and the sole named class 46 Peak D163 Leicestershire and Derbyshire Yeomanry. A total of 64 locomotives, for which today there is no work. The Woodhead route closed in 1981 and the Yorkshire coalfield was decimated soon after. Nothing at all remains of Wath Yard today. There is a Chef and Brewer Pub (It does do real ale-so it ain't all bad news!) some light industrial units and the Dearne Way and Trans Pennine Way National Paths. It is nigh on impossible to see the route of the Midland Main Line from Wath Road Junction at

At lunch time a ploughman's lunch was supplied, thanks mainly to Tony and Rob, which was appreciated by all. Tony took the wise precaution of not buying the ingredients until he was able to ascertain how many people were likely to turn up which meant that there was no great wastage or shortage of food. A number of the drivers learnt the fine art of driving a steam engine and eating a ploughman's lunch at the same time. Jim Cusworth Snr. kept everyone one well supplied with tea throughout the day and the general opinion was that it was a great day especially as the weather was so good. Thanks must go to the organisers. It was certainly a good PR job for the RSME.

HOW DO YOU BECOME INTERESTED IN RAILWAYS?

Part 5

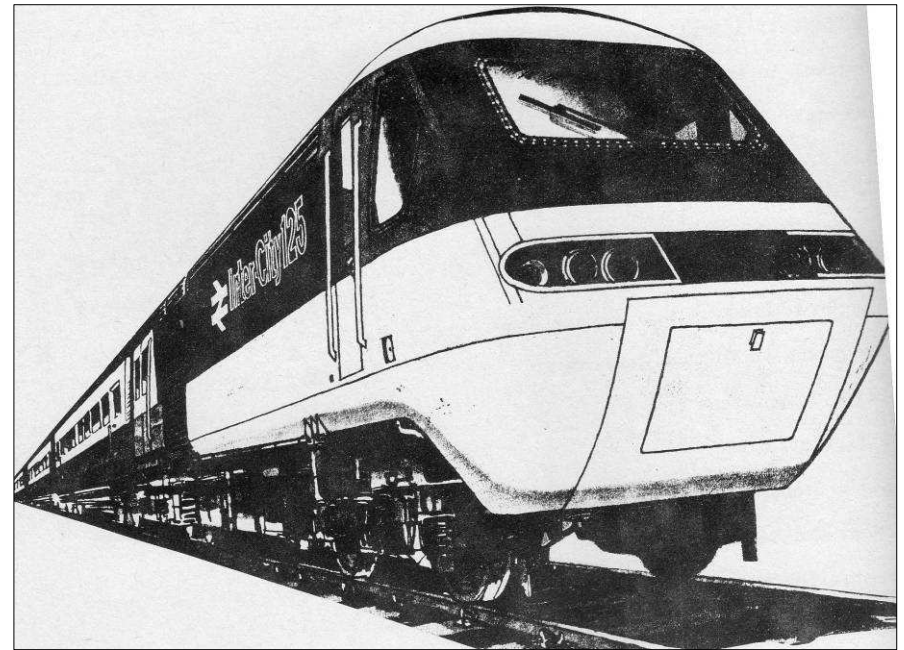
by Wolverton Pug

Last year at school

On the way back from Barry, rather than risk either a workmens' hostel (one's nous for such places was not developed at that age back then!) or paying a lot of our meagre and hard saved pocket money on a hotel, (I doubt by then we would have had the funds anyway) we decided to rough it firstly on Newport station and then catch a mail train or such to Bristol Temple Meads for a few of the early ungodly hours to be spent in the waiting room there. I seem to recall avoiding the tramps snoring away on the waiting room bench seats. I also remember being very cold, as I am sure the Western Region Divisional Managers of Newport and Bristol would not budget to provide heating of their stations all through the night when virtually no passenger trains were running. A welcome hot cup of tea was purchased at first light when the buffet opened. From Bristol we caught an early morning DMU to Westbury, and on to Salisbury-still plenty of steam to see there but only for another six months. Returning via Basingstoke behind a Warship D825 Intrepid I think. At Basingstoke we saw the Bournemouth Belle Pullman, by then worked by D1921, one of the batch of 6 (D1921-D1926) transferred from Cardiff and Bristol to Eastleigh during 1966/67 to see out the last year of the Belle before electrification. For the serious collector the 7 Pullman cars were, in order :- 36, Perseus, Lucille, Phyllis, 64, 303 and 34.

Returning to school on Friday 13th January, I managed to see the premier Peak no. D1 at Wellingborough. There was always something magical at seeing D1, which it lost on renumbering to 44001 in 1972.

A visit to Wakefield shed on 11th March produced ex Crosti boilered 9F no 92022, then based at Birkenhead. 18th March saw a group of us out in Michael Ashworth's Mini Traveller on a visit to Crewe where we saw recently



Artist's Impression of Original HST

Picture taken from WR Training Manual (Author)

PUBLIC LIABILITY INSURANCE

Jim Brown

Following last month's item regarding Public Liability Insurance, we have telephoned Footman James again to clarify exactly who is covered under our insurance to drive on our track, and in what circumstances. I spent almost an hour on the phone to the brokers before finally establishing that we are covered for visitors to drive on our tracks. We have now received an E-mail from the brokers confirming what was established in this conversation, which I now quote below verbatim.

"Following my telephone conversation with Mr Brown this afternoon I would like to confirm the cover provided under the policy as follows:

Visiting club members who sign into your visitors book are deemed to be temporary club members and as such are provided with the same level of cover as paid up members for the duration of the day or weekend depending on the length of the event.

Therefore for the purpose of the cover provided in the policy where member is shown in the document this would also include any temporary

members as well.

In view of this section 6 of the renewal schedule will apply detailed as follows:

6(A) Driving

A member aged 16 or over may drive any model owned by him/her and also any model not owned by him/her but being driven by him/her with the owners consent. A model owned by a member may be driven by any member over age of 16 driving with that member's consent.

A member aged under 16 may drive any model owned by him/her and also any model not owned by him/her but being driven by him/her with the owner's consent. Non members under the age of 16 are not permitted to drive. There is no upper age limit for drivers.

For motor road vehicles used on the public highway, the driver must be 17 years of age or over and hold a Category B car driving licence.

6(B) Use

Member drivers over the age of 16 may carry as passengers fellow members and /or members of the general public either gratuitously or fare paying.

Member drivers under the age of 16 may not carry as passengers members of the public whether gratuitously or fare paying but may carry as passengers voluntary/unpaid helpers, employees, fellow members and/or members of their own family providing the member driver under age 16 is supervised by a responsible and competent member driver over the age of 16 and all reasonable precautions are taken:

a beginner with little or no experience: the supervisor must ride behind the driver and be able to give instructions and stop the train in emergency

a person who understands the operation of a locomotive/train and is able to drive on his/her own. The supervisor must monitor the operation of the train and the driver and be in a position, not necessarily aboard the train, to intercede when necessary to ensure everything is correct

Section (B) Use paragraphs a) & b) apply to the whole of the paragraph (i.e. the whole of paragraph 6 (B))

The cover provided extends to public liability which would cover for injury to persons or property belonging to members of the public. Therefore if you are allowing visiting clubs to either run their own engines or the ones be-

GROUND LEVEL TRACK			
7 ¼"	DELTIC Co-Co	D JEROME	AMNERFIELD
5"	0-4-0T Electric	C Jeffries	FAREHAM
5"	0-4-0T Electric	B Brien	FAREHAM
5"	PLANET 0-4-0	J Brotherton	PINEWOOD
5"	CLASS 08 0-6-0	J Brotherton	PINEWOOD
7 ¼"	NER 4-6-0	J Spokes	RSME
7 ¼"	GWR King 4-6-0	M Jones	RSME
7 ¼"	0-4-0PT "Anna"	B Roberts	RSME
7 ¼"	0-4-0T "Tich"	L Dawson	RSME
5"	GWR 2-6-2T Electric	M Perry	RSME
LOCOMOTIVE ROSTER			
RAISED TRACK			
5"	Class 47 Co-Co	R Mainwaring	HARLINGTON
5"	Metrovick Co-Bo	A Hunt	HARLINGTON
5"	Class 15 Bo-Bo	J Cusworth	RSME
5"	GT3	R Denton	RSME
5"	Class 08	M Shellard	RSME
3 ½"	GNR 4-4-2 "Maisie"	I Rough	ASCOT
3 ½"	GNR K2 2-6-0	D Alford	ASCOT
3 ½"	"Conway"	F Mayall	BRACKNELL
5"	0-6-0PT "Speedy"	D Mayall	BRACKNELL
5"	0-4-0T "Ajax"	H Sparks	BRACKNELL
5"	GWR 28XX 2-8-0	J Warren	FAREHAM
3 ½"	NER 0-8-0 "Netta"	J Cannon	HATFIELD
5"	0-6-0T "Twin Sisters"		HATFIELD
5"	0-4-0 (Petrol)		HATFIELD
5"	LNWR 2-2-4-0T Webb Compound	J Wilks	CRAWLEY
5"	GWR 0-6-0PT "Pansy"	G Steven	RSME
5"	K1 2-6-0	S Kidd	RSME
3 ½"	LMS 4F 0-6-0	H Beardmore	RSME

F
R
I
D
A
Y
2
9
T
H
A
P
R
I
L
-
N
O
T
S
O
M
E
U
C
H
A
S
T
R

FRIDAY 29TH APRIL - NOT SO MUCH A STREET PARTY! Jim Brown

A few months ago a royal wedding was announced and a bank holiday to boot. We don't usually need much of an excuse to come out and play trains, but the committee felt this would be an ideal opportunity to leave the wives, mothers, partners at home glued to the telly and have a day playing trains.

Then somebody had a bright idea. Why not invite all the local clubs? Invitations were sent, but as usually with these events, we never know until we arrive at the track on the day, how many visitors will turn up. Over the preceding week the weather forecast for the appointed day did not look too good, but on the day the forecast rain had not arrived and the sun was shining. When I arrived at the track, a good number of visitors had already arrived, and trains were already running.

First priority was to send out for supplies for the ploughman's lunch, and then see just who had turned up. Many old hands were back to visit us again, with contingents from Harlington, Ascot, Bracknell, Hatfield, Fareham, Crawley, Amnerfield and Pinewood.

There were several locos that we have not seen on our track before. Our visitor from Crawley brought a compound Mallet locomotive to one of our previous open days. This time he had a good run with a very interesting 5" gauge Webb compound 2-2-4-0 tank engine. One of our visitors from Fareham always brings an unusual electric locomotive. This time it was a Swiss 0-4-0 steam outline electrically fired shunter complete with air operated pantograph on the cab roof. (All based on a "Sweet Pea" chassis). For GWR fans there was a nice 28xx 2-8-0 from Fareham, which ran very well. LNER fans were well catered for with a "Netta" 0-8-0 from Hatfield, a K2 2-6-0 from Ascot and, of course, the resident K1.

On the ground level diesel fans could feast their eyes on Dave's impressive and powerful looking Deltic resplendent in original green livery and John's NER "Stumpf" 4-6-0 was running well complete with Royal crests and all the minor teething troubles now seem to have been sorted out.

A number of other locos were carrying either royal train headlamps, crests or both. In all 30 locomotives were present and 28 of these ran on the day. The best turn out we have had at an Open Day for many years

Lionel Williams adds The event, starting at about 10am, was extremely successful with 60+ people attending. There were 30 engines of which 6 belonged to club members, two of these were non-runners and were just there for display purposes. There were never less than 6 engines running on the raised track with no mishaps and I don't think anyone wrote a risk assessment before the start. *(continued on page over)*

longing to the club you need to make sure that drivers who are allowed to drive passengers and members of the public are competent drivers and as a club that decision would have to be made by yourselves at club level."

Well, there you have it! Visitors are insured under our cover provided they are signed into our visitor's book and conform to the regulations for driving and use detailed above. It is at our discretion who we consider to be competent drivers. The RSME Committee and/or track managers appointed for an event will apply the RSME operating regulations.

If you run your locomotives at other clubs who are insured under the Southern Federation policy issued through Footman James then the cover detailed above should also apply. Clubs are required to display their Public Liability Insurance Certificate in their club premises. We would suggest that you check before your visit to ensure that the host club is insured under the Southern Federation policy. However some clubs may be insured through other schemes which may require visitors to provide evidence of their own Public Liability Insurance.

If you are intending to run locomotives at other clubs or private railways, we still recommend that you consider taking out the Personal Extension to the Club's policy, which covers you personally "FOR EVENTS NOT CONNECTED WITH THE MEMBERS CLUB/SOCIETY" (THIS COVER DOES NOT EXTEND TO OPERATION FOR PROFIT). Footman James advise us that "operation for profit" means operation on a "commercial" miniature railway or operation for "personal gain". Provided any proceeds go into club funds or are donated to a charitable organisation and you receive no monetary gain you are covered. **This insurance costs from £6.05 for £1 million cover up to £16.05 for £5Million cover. Any further questions regarding cover under the Southern Federation policy should be directed to Footman James.**

Alternatively you could take out your own individual Public Liability policy and read the Policy Schedule carefully to make sure cover meets all your requirements.

DRIVER ELIGIBILITY

Member drivers are covered to use the RSME track at any time. If you wish to use the track on any day other than those advertised in the Prospectus diary, you should remember that under club HSE rules at least two members must be present in case of accident or illness. If you need access to the club-room, sheds or containers, you should make mutually convenient arrangements with a key holder.

Loco owners are advised to carry their boiler certificates and current mem-

bership card with their locomotives. Any RSME member is entitled under club operating rules to ask to check your boiler certificates before allowing your locomotive onto the RSME tracks and ,of course, **if you are not a paid up member you are not insured.**

We would suggest that loco owners make a note to renew their membership promptly before 1st January to be sure that their insurance cover is continuous.

In order to ensure that members and their visitors are covered by the club's insurance, all visitors must be signed into the visitor's book in the clubroom on arrival. The sponsoring member must also sign the visitors book and will be responsible for his/her visitors whilst they are on RSME premises.

We would remind all locomotive owners that if they allow visitors to drive their locomotives or miniature road vehicles or traction engines on RSME premises, paragraphs 6(A) Driving and 6(B) Use of the insurance schedule will apply, and they will be responsible for supervising the visiting driver(s).

Under RSME operating rules only members who have satisfied one of the RSME driving examiners as to their competence, or visiting locomotive owners, who have satisfied the Track Manager similarly, may carry members of the public as passengers.

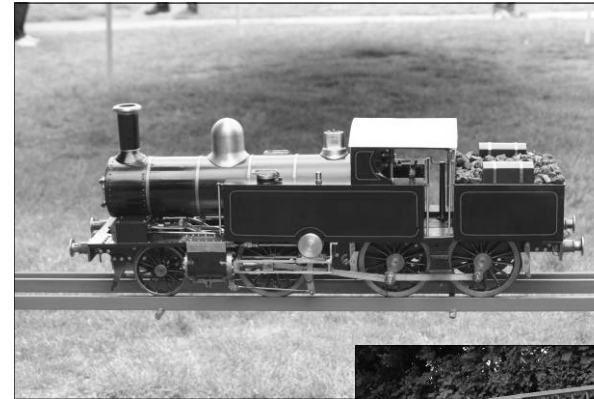
Clinkers

Apologies for the delayed May PROSPECTUS. This left the editorial office on time but sadly was lost in the post on its way to Jim Brown who arranges the printing.

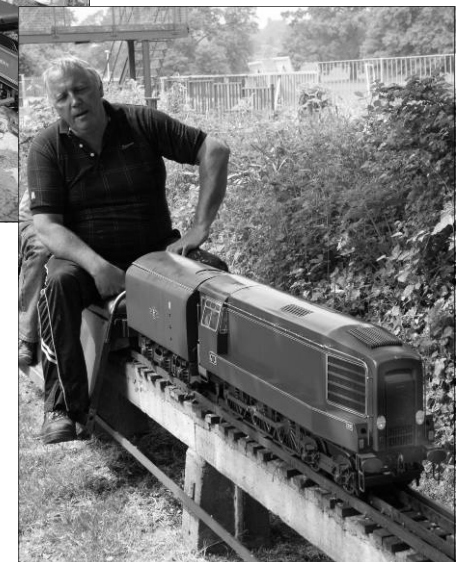
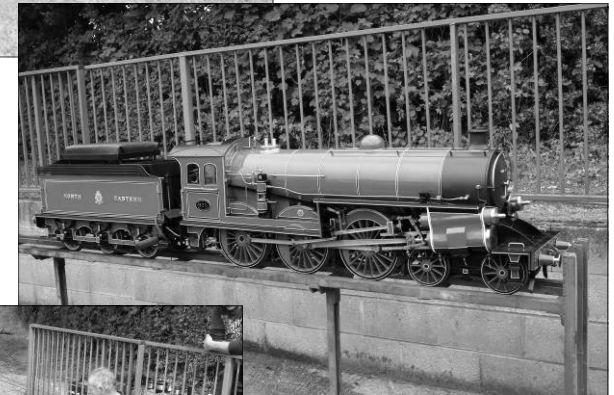
The photograph in the May edition showing 34064 being cut up was taken at Hayes yard at Bridgend not Barry—an editorial error.



The Wednesday Gang relaying the 7 1/4" track. They have done a great job. Thanks to Mike Manners for the photo - he is part of the group.



A right royal steam up at the track.
Left Webb 2-2-4-0
Below NER Stumpf Uniflow, the steaming bays and the GT3
29 April 2010



See over for story
All photos Lionel Williams