

Reading Society of Model
Engineers
www.prospectpark
railway.co.uk
Charity Number 1163244



The Prospectus

March 2018



President

Les Dawson
0118 969 4654

Vice President

John Sargeant
01491 681520

Secretary

Peter Harrison
07920 833546

Editor

John Billard
0118 9340381
07834 998971
john@jegbillard.plus.co
m

Free to members

BR built pannier tank No 9420 at Paddington on 30 December 1962. Even for those days the station had no traffic because of the weather. I had arrived hoping to go to Swindon Works! Little did we know that the freezing weather was to continue until March 1963.

Photo and story John Billard.

AGM
17 MAY 2018
NOTIFICATION
AND NOMINATIONS

DAWSON'S DIARY
SELLING THAMESLINK
BALDWIN REPAIRS
HEAVY METAL PART 2
LIVERIES AND NUMBERS

DAWSON'S DIARY

kept by the President

A bright start for 2018 with two new moons for January one each end this year. On the last day of January members attended the funeral of Gerald Payne. Gerald had been very ill over the past two years. For those who had known him he will be sadly missed. He had a fine collection of railwayana and many locomotives.

February public running, another very busy Sunday for the RSME a very cold day as well. It did not deter the public as the cars kept coming. Soon the car park was very full. I would like to thank on behalf of RSME Dave Cole and Charles Benham for doing a grand job in such cold conditions for the first two hours or so. As the day went on with the help of Mike Manners and Nigel Penford and any one who had time to sort out where to put all the cars when they were not driving. The stations were very busy with a long queue in the park. The station staff also had a long slog in these cold conditions. Well done all of the membership who gave their time and effort for the good of the RSME. Also a very big vote of thanks from us all to the two ladies who once again kept the tea bar running!

On the locomotive front Nigel's Baldwin ran well with two new wheel bearings also John Spokes NER 4-6-0 ran well too, Mike, one of our new members ran his 7 ¼" Class 66 which ran all day which was a big help with the full loads all day. On the raised track all the locos ran well. Bad luck for Rob Denton. His L1 was running well for most of the day then the eccentric came loose. Refixing it will soon get it working again.

Last club night we had a visit from our member Alan Broodbank who brought along his 3 ½" chassis for a Hall class loco, a much modified "Ivy Hall" and a very nice job so far. Also Alan Thatcher showed us his latest engine for an early car. It has a horizontal flywheel and a single cylinder. This set of castings will make an unusual engine. The other model he had on show, another hit and miss ic engine. A very nice model. I think that Alan got the castings some time ago last year. The work he turns out is so quick!

Let me know how, Alan!

PONDERINGS

by 61249

Selling Thameslink

I had taken the Thameslink job in 1995 on the basis that although the process of franchising had started, there was seen to be no way that "Thameslink" could be sold because the impending Thameslink 2000 project would inject so much uncertainty into the immediate future that it would not attract buyers and would in any case be sold at a significant discount.

Hindsight brings a wry smile, firstly because the "2000" title turned out to be optimistic by a cool decade and a half, secondly because the route with its simplicity and extraordinary growth was clearly attractive to a range of

buyers. I learnt within two months of my arrival that not only was it to be sold, but along with all the others it had to be in private hands by the general election in May 1997. Effectively this moved the goalposts from “too difficult to sell” to “sold in the quickest time of all the franchises”. The political prerogative quite clearly became the driving force and major objective for the management of Network South East.

Although the team was designed to run the railway, and I have explained that we also tried to improve it, the real job for the senior team became making sure that the Thameslink Franchise was sold. An Office of Passenger Railway Franchising was set up (OPRAF), and their job was to do most of the handle turning, advertising, interviewing interested parties and awarding to the best. However, they knew little about Thameslink, and what should be included in the sale. Therefore a great deal of work came to the management team to communicate with OPRAF, to conduct prospective buyers around the railway, and to write the prospectus wherever it made reference to something that was specifically Thameslink. A lot of work for which we were not resourced, and none of us had ever done it before. Working days became longer, and much of the prospectus was written on the first train from Wokingham to Waterloo in the morning.

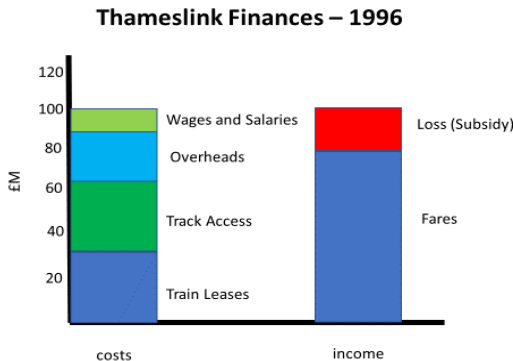
The prospectus described exactly what a franchisee would be taking on. Stations managed, first and last trains, a description of the service, restrictions on service changes, staff conditions and working arrangements, relationships with other TOCs and Railtrack, lists of staff, etc.etc. Quite a compendium, designed not only to inform, but also to cover the government so that if a franchisee took over the railway on the basis of running 10 trains an hour through the central section, the fact that the signalling only allowed 8 was clearly given to them before they bid. Buyer beware and all that. It also had to be in legalese, so that there were no hints that could mislead. This meant that drafts went back and forth with considerable rapidity and very tight time constraints. It was normal to receive a 100 page document that had to be reviewed by three or four folk and returned in 48 hours.

Some of this work was complicated by the fact that we decided as a management team that we also wanted to see if we could win the franchise. I will cover the excitement of this in a separate article, but the fact that we were involved in both selling and buying did make things difficult. It made OPRAF wary of their communications with us, since they could not be seen to be favouring one bidder over another, and it also complicated visits to the railway by prospective bidders since we did not want all our good ideas exposed to our competitors. Once again, it is worth emphasising that all this had to be managed by a team that was young, inexperienced and set up to do something completely different. We had some fun, I can tell you, but the poor customer slipped down the priority scale during the intense periods, and there were several of those.

Our combined efforts worked though, OPRAF got a good number of bids for the franchise, a healthy competition, and it was transferred to the private sector in early March 1997, so meeting the political prerogative.

Did we win? All will be revealed in a future article, but at a time when franchising is under scrutiny and folk ask what it is for, two things come to mind. One is that it is about competition, and there is no doubt that putting in a good and credible bid that we knew we could deliver drove a lot of hard thinking and innovation in how we could improve things, both for customers, and by reducing costs.

Secondly, for the smallest TOC at the time, I would like to demonstrate how all this thinking and competition gave the taxpayer value for money. I will illustrate this with a chart which will be the perfect lead into next month's article on trying to buy it.



Overheads include levy for membership of the Association of TOCs (ATOC), insurance, offices, bond interest, heating lighting and power for offices and station, etc.etc.

Track Access and Train leases were effectively set by the level of service.

Some interesting facts leap out from this chart. Trains and track are very expensive things to have – and why did we make a loss? Because we were a peak time railway and only needed the whole fleet for about an hour in the morning. Secondly, the wages and salaries are a very small part of the expenditure.

Thirdly, we were only operating because we got £20m a year from the government. This equates to about 24p per commuter per day and is there to keep London operating as a world city with all it brings to the economy. Not a bad deal, we might conclude.

Now the question for numerate and intelligent readers, pretty well both of you!

How would a franchisee get rid of the red block on the chart? There are only two ways, cut costs and /or grow the farebox income. We knew from our own work that this franchise would be sold to a company offering to reverse the loss and pay for the privilege of running the railway, that is to pay the government a premium instead of receiving a subsidy. The scale of the challenge we also knew – to turn a £20m loss every year into a £20m annual premium within 5 years, on top of which the company profit had to be made. Some challenge! And a great deal for the taxpayer, - this is what franchising is for, and why it is such a good idea to have the competition as frequently as once every 7 years.

Next month I will explain our plan to deliver.

NOTIFICATION OF 2018 ANNUAL GENERAL MEETING

Notice is hereby given that the 2018 Annual General Meeting of the Reading Society of Model Engineers ('RSME') will be held in the Clubhouse, 82 Bath Road RG30 2BE, on **Thursday 17th May 2018 at 7.30pm**.

Any ordinary member over 16 may apply for election to a vacant Trustee post. **Any nominations for Trustee, should reach Stuart Kidd on or before 16th April 2018**. Each nomination should be signed by the nominee indicating their willingness to serve, and by a proposer, both of whom should be paid up RSME members over 16.

The following details of the nominee should be provided:

- Full name
- Address
- Date of birth (if under 18)
- Any existing charity appointments.
- Vocation/profession

Three Trustees retire by rotation this year. John Billard, appointed by the Trustees as an additional trustee in recognition of his role as Prospectus editor, retires at the conclusion of the AGM.

Any motions for consideration at the AGM need to be submitted to Stuart Kidd also by 16th April 2018 and must be proposed and seconded by paid up RSME members.

Stuart Kidd
stuartnkidd@aol.com
07966 278968

CLUB BALDWIN REPAIRS

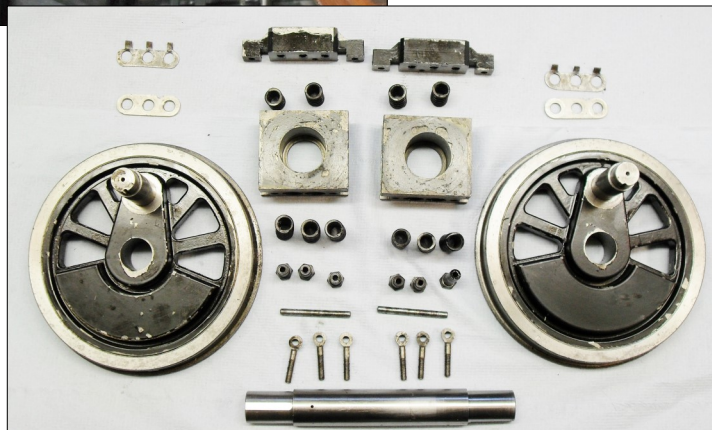
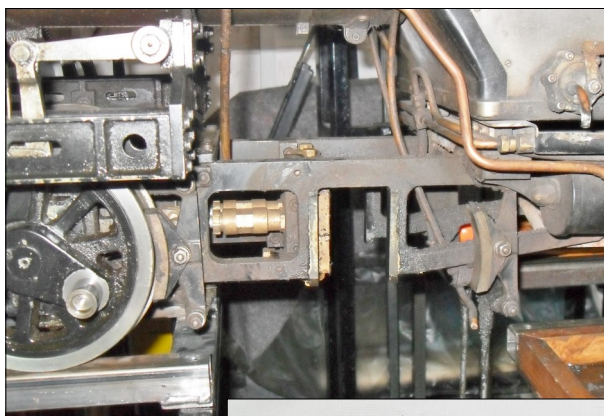
Mike Manners

As a few club members know, the Club Baldwin was deteriorating rapidly at the January public running session and was out of commission at the February session.

A problem with a loose return crank was quickly fixed but other problems then became apparent. The Club Baldwin is suffering the same problems as the Baldwin belonging to Nigel Penford. There is severe wear on a number of the main wheel bearings and some of the wheels are loose on their axles. It is not possible to sort out this sort of repair work at the club so the loco is now being worked on, off site.

Below are pictures showing the gap in the Baldwin frames where the rear axle would normally reside and the disassembled rear axle, bearings and springs.

The repair work will not be a quick job as it is going to require the purchase of new bearings and the remanufacture of the worn axles. The wheels will then have to be quartered and pressed onto the new axles.



HEAVY METAL Part 2

by David Scott

Next on the list is to undo the bottom tapered gib and slide the table out of the base having unscrewed the feed screw. Far too easy and as you may have realised the feed nut is preventing this! Now the base is held onto the bottom of the substantial delivery crate and pallet with 4 M12 bolts upwards with nuts and washers which needs lifting up from when made lighter having slid and lifted the table and bottom saddle out onto the side. Moving it sideways on the big trolley to achieve. So says the theory?

The cast iron feed screw nut is held in place by two Allen bolts in a slot at the back as it can be adjusted for backlash accessed by removing the second handwheel and plate for full travel! (Anyone doing an 8F of 9F horns in one setting take note as we now have extended travel as per many milling tables) 4 Allen bolts and winding for about 10 minutes! Wow it is some table. These are eventually revealed and undone easily. Now falling in a well-greased thud onto the base. This done, the saddle and table is winched up and around to the side of the crate. Having the base on the very heavy duty wheeled trolley is paying dividends in moving everything to exactly where it needs to be without having to move the winch up and down its beam, and or, sliding things over the rough floor.

Now according to an artist in China, traditionally a painter would go over the whole composition in his mind and then create perfection in one sitting. Over lunch I did this in a sort of Groundhog Day way, until the base was sitting on the bench in the workshop ready for its first cut. Instead I went for a surf to find a bigger plastic tray company. Wow they do, do 4 by 4s? Well the drip trays to catch the oil from them! Four feet by four feet and it soon arrived via a signed for service! Do you all get neighbours packages via Amazon, DPS, UPS and Parcel Force like us who only venture forth on Wednesdays! And when 1501 A.K.A. Speedy in full size, comes to tackle Over the Alps on the Watercress Line! Front row carriage of course and the windows slightly open for Februarys Pre Spring Gala! Full Sun! Rain, Snow! and back to full sun just on one journey!

This gave me some time with a double internal wall which was not doing any holding up of a kitchen roof. Only one side taking up valuable insulation space! Oh, and I could use the Blocks to Tackle an important lift onto the bench Dreamed up in the Workshop, with some lovely assistance. Lightweight blocks we love you! They are coming back soon as another wall within the garage to make it warmer in front of the metal door and create a store for the mass of recycling boxes.

It came down far too quickly, the mortar was dry and after a month the real one with the top spreader beam is still standing.

Well the next non-rainy day saw the see saw put over the high threshold of the To the Garden door. These are two planks 6 inches wide by 8 feet long. The base came up winched with ease onto the little trolley, got clamped and

we were soon through the garage having moved some stuff round to let us pass. We have a normal garage of course! Up the slope on some metal bars borrowed from a future project. The seesaw with ease. Followed by some superb deep ruts into the grass and mud beneath. I do have a slope planned for getting down into the workshop and a pile of slabs waiting but as it said on a popular tee shirt seen on many girls during our Holiday in China, NOT TODAY!

The waiting for the job to start, slabs soon built up to the level of the floor and a wooden ladder did a lovely bridge down onto it. More 8 feet by 6 inches planks filled in the rungs of course and a smaller timber clamped to form a rail on the 'Far Side'. I had visions of the mills base wheeling off into the pond and being difficult to retrieve. Just like a Far Side Cartoon, plus our pond is primeval. The story goes that next doors three dogs pushed their way through the fence (Sorry OUR fence) and returned somewhat green having discovered it. Almost the next day replacements turned up? No not the dogs, a stack of fence panels to slide in the concrete posts.

Again suddenly, we were in the workshop and the base was going up on blocks. Yes so many jobs seem impossible until you get round to doing them and you wonder about all the fuss. Yes, in my dream I pumped or rocked the base from side to side as Lily slid blocks underneath each side and we went higher and higher almost in moments. The left on back assisting perfectly as a lever? Yes going through the motions paying dividends. Part way up we did some blocks cross ways to steady like stretchers.

The tray arrived so on a cut to a slimmer size of 30 inches front to back, we were ready. Base now on timbers and a slide left. Push the mill backwards on its heels and slide in the tray. Pull to the front and remove the other timber and put in a shorter one. New one for the front and we can slide it in place, the tray being quite slippery with the advantage of a spray of oil if needed. The mould release stuff being on the inside helping. The Mill sits to the far right of the tray, and the table will block the door on full travel on the right, but we will have to live with this!

Next came some raising blocks to assist in using the left hand handwheel. A U shape in timber from the (It stack well-seasoned 3 by 3 inches. A quick splash of black paint and all was well. The table and saddle now on the little trolley being slimmer came through the garage with ease using again a sash cramp to hold it in place. I then begin to dream of the bench being able to move on castors for an easy lift in. Instead, a rig of beam above using a long steel sash cramp to the middle beam and a series of lifts and small moves over of the top block, gets us there eventually. In fact, I drilled into the timber 10.5mm and tapped it. The 4 M12 bolts continued in and hold very well. The weight of the machine holding itself down

It is not about speed but a careful think through and accomplishing at a steady pace safely.

Taking time to clamp timbers in place to prevent them moving and doing a practice run first with your assistant until everyone is happy! Knowing the Chinese for Left and Right helps sometimes. But we soon discover that it is an international difficulty of left and right! I did not weigh each part, but they would need two strong people to lift up side by side we decided. The blocks and tackle coming into their own in the garage and then in the workshop. The best forward planning of all being the exposed 4 by 2 timber in the ridges of the workshop ready to have many and various clamped onto them.

Clamps and cramps live up in this area and have useful stuff like lights for machines, rolls of masking, clear, gaffer and parcel tape plus kitchen roll slid along their lengths, easy to find. Then the empty roll looks down on you when you most need it.

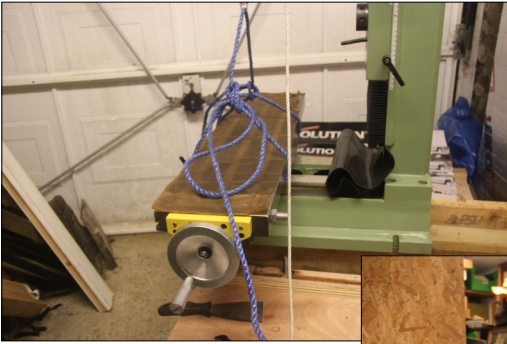
The last act is a repeat of the first, where the head is winched onto the extended table as it sways. Rested on a stack of blocks. Then wound in for the ten minutes then at last the rear saddle is raised or lowered until the round boss lines up to it. The M12 bolt goes back in the middle and M10 nut and washer on the outside bolt and some adjustment and we are ready to plug in.

Thoughts now return to the Dore mill with the home made set of adjustable stops on X and Y. Why for milling squares and repeatable set ups of course. In actual fact we need an adjustable stop to assist in making the adjustable stops bars which form a tee slot. And then need matching Allen bolts and round buttons as Heavy Metal is sent out with a superb one on the front of the table. Bolts of two sizes would drive us madder!

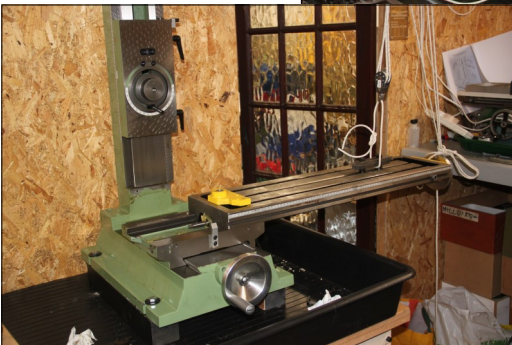
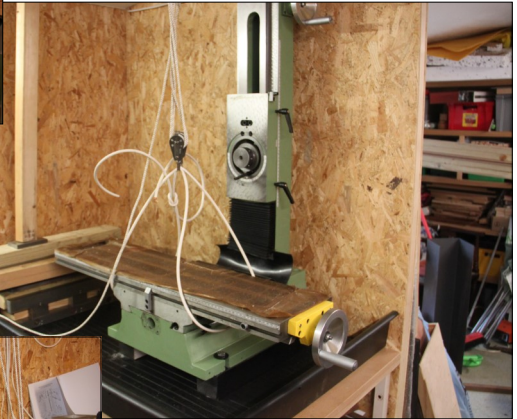
I have done these for two mills now and having set the four stops. You can masking tape a piece of card onto each in a little tube and mill your slot, or square. Then remove them and do a finishing cut all round to a superb finish. Then repeat!

AND the DROs need to be attached so they don't get covered in swarf, get in the way and cost under £400 quoted by some companies to fit! We are hovering around the £160 plus some aluminium angle at the moment.





All photos David Scott



WOLVERTON PUG

How to confuse everybody!

Continued from February 2018

Not only were liveries changing but better means of application and more durable forms of paint were being developed. Hand painting gave way to spray painting, though lining out was generally still done by hand. The biggest change began when I was at InterCity in the 1980s. A form of paint applied by spraying called two-pack (used in the automobile industry) was being trialled. It was harder wearing, very important in the railway environment, particularly with brake dust, oil, ballast etc., flying about. This is less of a problem today with far cleaner fuel efficient engines and disc brakes. Normally rolling stock needed a repaint every three or four years. With two-pack paint this was pushed out to about six years. The cost savings are obvious.

I went with Ray Loft, my then boss, to Vic Berry's premises in Western Boulevard Leicester. Although he was a scrap merchant, with his infamous stack of condemned carriages and locomotives at the old Great Central Railway goods yard at Braunston Gate, he had invested in a two-pack painting facility and had painted a Mark 2z TSO in two-pack blue and grey livery. We had gone to see what we thought of it and came away fairly pleased with what we saw. Cyril Bleasdale was suitably impressed by Ray's report so we sent a set of HST trailers, due for repaint to be given two-pack InterCity Livery!

Of course, advertising livery has gained in popularity over the years and can be observed at any time. Certainly in the Yorkshire Metro area the attractions of the Yorkshire Dales etc., are emblazoned across the one, two, and three car DMU'S. Less so on the EMU fleet, though some of Aire Valley class 333s do carry promotional branding.

One of the biggest causes of livery change is franchise renewal. When a new franchise is awarded by the DfT the incoming incumbent obviously can't apply their livery overnight to the whole fleet. What usually happens is one complete set of their stock is fully lined out in their chosen colours for their launch day. The rest of the fleet has the company name applied over the previous operator's logos and that generally is achieved overnight or within a few days of concentrated action at their servicing depots. As mentioned previously the use of vinyls rather than re-painting has greatly facilitated this process.

When my wife and I moved to Wakefield, the garage door, which was blue, needed to be re-painted. I thought 'how about BR blue?'. So I obtained the BR spec number and found that the main supplier T&R Williamson had their factory in Ripon. So I 'phoned them and asked 'could they supply me with some BR Spec 81 blue paint. The chap replied 'how much do you want?'. To which I replied 'about a couple of pints'. There was a long pause and he said

‘we normally only supply 18 gallon drums’. He went on ‘I can’t promise, but we might have some in stock’ (the preservation boys still use it on heritage locos). The upshot was I obtained a two pint tin and painted the door.

When someone asked me ‘why did you do that? I replied ‘well my garage door does not do 100 mph, so I reckon it will last a long time! And it’ That was 10 years ago and it’s still fine.

When the Isle of Man Railway was getting into dire straits financially I have read that after, what is referred to as the Ailsa years when the Marquess of Ailsa put money up to keep the railway running and in order to save money but still polish the large brass domes on the locomotives a suggestion was made to use Daddy’s Sauce in lieu of Brasso. The net result-black domes and a sweet smell of fruit as the train passed!

With the elimination of steam locomotives in 1968 there was no need to prefix the diesels loco numbers with a ‘D’. This was dealt with in slightly different ways. Obviously works repaints simply left them off. At depots they started painting them out, often with a colour slightly at variance with the green or blue around it. In the same way as house decoration. The new dab of paint will stand out against the weathered version next to it.

I have seen the ‘D’ obliterated with a black oily gunge. I recall the pairs of class 20s working coal trains in the Nottinghamshire coalfield. Presumably this was obtained from scraping it off the depot or yard floor!

The Western Region of course being different, had cast numbers and ‘D’s. These were simply painted black, but remained fully in situ.

All this became irrelevant with the introduction of TOPS, in the early 1970s, an American computer system called ‘Total Operations Processing System’ which, providing the information was input correctly at yards, terminals, stations and depots would tell you the whereabouts of every carriage, wagon and locomotive and its current status-i.e. crippled, available, or in traffic. In order for this system to work the whole locomotive fleet required renumbering. The first two numbers were the class, so D1 became 44001 and so on. But as TOPS did not recognise 0 as the first number of the class, Class 50 no. D400 became 50050. If there was a gap due to earlier scrapping the premier of the class dropped into the slot. Thus D200 became 40122 filling the slot left by D322 scrapped after an accident in May 1966. Not surprisingly the renumbering took some time, and there were instances of green liveried locos receiving the new longer TOPS numbers.

This system provided the opportunity to display sub-classes in the numbering scheme, To illustrate, the class 47s were divided into three categories viz., 470xx, 471xx, 472xx-were fitted with train steam heating boilers; 473xx had no boilers or means of train heating at all and were mainly restricted to freight work. They had a block of concrete instead to keep the weight right. 474xx, 475xx, 476xx were fitted with electric train heating. There were subsequent additions such as 47701 to 47717 which were modified with ‘time division multiplex.(TDM) equipment for the

Edinburgh to Glasgow push-pull services with Mark 3 coaches.

Also 478xx which were fitted with extra capacity, long range fuel tanks for Cross Country services during the InterCity era. Further modifications during the 1990' for the Parcels Business - Railnet/Rail Express Systems involved a dedicated fleet of class 47s which were modified to improve their reliability on Royal Mail trains (yes we still had the business then) and they were all numbered in the range 47721 to 47793. Two class 47 locomotives dedicated to Royal Train duty were numbered 47798 and 47799, painted in dark purple Royal train livery and named Prince William and Prince Henry.

When the spread of electric train heating had gathered considerable pace the need for steam heating boilers diminished and 472xx locos started to appear also branded NB, meaning 'no boiler'.

The early 1960s electric locomotives built for the West Coast electrification in a light blue colour (known as electric blue) had cast aluminium numbers and lion holding a wheel emblems and became classes 81 to 85. When they were renumbered under TOPS all the aluminium embellishments were removed in favour of white decals.

Renumbering schemes are nothing new. In 1948 when the network was nationalised BR simply added 30,000 to ex Southern Railway locos, 40,000 to ex LMS locos and 60,000 to ex LNER locos. They reserved 70,000, 80,000 and 92,000 for their own 999 new build steam locomotives. Former Ministry of supply War Department 2-8-0 and 2-10-0 locos numbered in 63xxx and 70xxx number series which came into BR ownership were numbered 90000 to 90774.

The ex GWR locomotives could not easily (or cheaply!) be renumbered as they had cast brass cab side numbers. So their numbers remained unchanged. The GWR had of course remained independent right through from 1838 and was very well established on its Swindon principles! It took over many other smaller companies well before the 1923 Grouping, so when BR took over in 1948 they had a robust numbering scheme which included the eclectic mix of 'Swindonised' locomotives from these companies all with their cast brass cab side numbers.

The pre-BR private companies of course had their own totally independent numbering schemes, which explains the need to add 10s of thousands to their old numbers. The LNER locomotives at one time were merely allocated the next number in the sequence, irrespective of the class, so in 1945 V1 2-6-2 tank loco no. 481 was followed by J71 0-6-0 tank no.482 followed by V3 2-6-2 tank no. 483. And J71 0-6-0 tank no 501 was followed by N8 0-6-2 tank no 503 followed by G5 0-4-4 tank no. 505.

There was also the curious (and confusing) idea of allocating numbers to a 'duplicate list', which may have been for accounting purposes whereby new locomotives took on the number of one recently, or soon to be, taken out of traffic thus avoiding a debit against capital on the company's books.



LIVERIES AND NUMBERS

All photos WP

Crewe
20 May 1970

Old Oak Common Open Day
September 1972



Glasgow Queen Street-
16.00 to Edinburgh-21
April 1981
Later named
Lady Diana Spencer

Mk 2z TSOT at Vic Berry's
Leicester 8 June 1988





Platform 1 Paddington



No 1013 Western
Ranger on the 10.25
Birmingham to
Paddington.
11 April 1974

Streatham Hill
47786
Roy Castle OBE

Below Isle of Man 2-4-0
No 10 G H Wood (we think)



STOKE ROW RALLY 9-10 JUNE 2018

Members are invited to exhibit at this rally where there is a dedicated model tent. Security will be arranged for the Saturday night. Please contact Alf Cusworth for further details.

DIARY

March 2018

Saturday	3 rd	Birthday party	11:00 to 13:30
		Birthday party	14:30 to 17:00
Sunday	4 th	Public Running	13:30
Tuesday	6 th	OO Gauge Running	
Saturday	10 th	Club Running	11:00 onwards
Sunday	11 th	Birthday party	11:00 to 13:30
		Birthday party	14:30 to 17:00
Monday	12 th	Trustees meeting	19:30
Saturday	17 th	Birthday party	11:00 to 13:30
		Birthday party	14:30 to 17:00
Sunday	18 th	Birthday party	11:00 to 13:30
		Birthday party	14:30 to 17:00
Tuesday	20 th	OO Gauge DCC	
Friday	23 rd	Young Engineers	18:00
Saturday	24 th	Young Engineers	11:00
		Club running	13:30 onwards
Sunday	25 th	Birthday party	11:00 to 13:30
		Birthday party	14:30 to 17:00

April 2018

Sunday	1 st	Public Running	13:30
Tuesday	3 rd	OO Gauge Running	
Saturday	7 th	Club Running	11:00 onwards
Monday	9 th	Trustees meeting	19:30
Saturday	14 th	Birthday party	11:00 to 13:30
		Birthday party	14:30 to 17:00
Sunday	15 th	Birthday party	11:00 to 13:30
		Birthday party	14:30 to 17:00
Tuesday	17 th	OO Gauge DCC	
Friday	20 th	Young Engineers	18:00
Saturday	21 st	Young Engineers	11:00
		Club Running	13:30 onwards
Sunday	22 nd	Birthday party	11:00 to 13:30
Sunday	29 th	Birthday party	11:00 to 13:30
		Birthday party	14:30 to 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 April PROSPECTUS is
18 March. This is the final date.**

John Billard Old Station House Twyford Reading RG10 9NA