

**Reading Society
of Model
Engineers
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1163244**



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Free to members

The Prospectus

March 2022



Stanier Pacific 46253 *City of Lichfield* tears past Wembley Central on 17 March 1962. Photo John Billard

**EUNICE VISITS RSME
SHIFTING THE RAILINGS
JULIET BLOWER
NORFOLK HOLIDAY
D326 MYSTERY
SOLDERING THE BACKHEAD
1962 WEMBLEY STEAM**

A VIEW VFROM THE CHAIR

John Billard

I would like to thank Nigel and Peter Culham for acting so quickly to clear the tracks following the damage caused by storm Eunice. Thankfully there appeared to be no material damage although three trees had come down and there was plenty of debris. We had a private event booked two days later and this was able to go ahead as planned.

There was a trustees meeting as usual on 14th February this time in the clubhouse. Among the agenda items we are pursuing the use of card readers on running days as this is something the public has come to expect. There is a proposal to create a central ticket office that is also being looked at.

Other issues considered were the improvements to the raised track loading bay, some more anti vandalism measures and a fire extinguisher quote.

On communications we noted the new RSME Facebook page and the club website is being further developed. Membership subscriptions arose and it was decided to consider this again at the next meeting.

Model Engineer magazine has now published details of the LittleLec trial to be held on 18/19 June at RSME. On the subject of future dates several ideas are being considered for the Jubilee weekend.

Thought is being given to a new set of club rules to set alongside the CIO constitution. At present these rules are spread between a number of documents and the idea is to bring it together and to include a new problem solving procedure.

The trustees appointed Mike Manners as a club boiler inspector for the duration of Les Dawson's incapacity.

The meeting concluded on the need to refurbish the vacuum brakes on the ground level trucks and the news that Alf Cusworth has offered to overhaul the club 08 shunter with a new controller and motors. This will be useful as a spare loco and for the Young Engineers.

The next meeting is on 14th March. Please contact Stuart if you would like anything to be considered.

STORM EUNICE STRIKES

A check of the site late on Friday 18th February by Charles Benham. showed the effect of the storm at the railway. Nigel and Peter C. turned out early on Saturday to see the damage including three fallen trees and plenty of branches strewn around. Power saw in hand, the target was to clear the offending items before the promised torrential rain appeared. This was achieved with minutes to spare, and ensured that the Special Needs afternoon on the Monday 48 hours away would be able to go ahead. Unfortunately, it has left a big gap in the hedgerow, park side of the 7 1/4" track. There would still be plenty of clearing up to do by the Wednesday Warriors.



STORM EUNICE

Photos
Nigel Penford and
Mike Manners

SHIFTING THE RAILINGS

... on the raised track platform to
allow better passenger circulation.

They have been removed for alterations
as below. In answer to the question
why are they upside down Mike Man-
ners answers —



The spears are upside down because that's the way they were when we took the railings down. They were embedded in the existing concrete platform edge and were the reason we had problems in removing the railings. We will leave them that way for a number of reasons;- they are safer that way, they would need a lot of cleaning up to remove the concrete residue, they would be different to all the other railings at the station and it would mean cutting the existing long length of railing up and re-welding it.



Photos
Mike Manners

STOP PRESS

See more on
page 10.



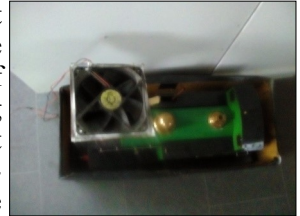
A NEW CHIMNEY BLOWER FOR JULIET

by Terry Wood

After searching around for something in the shed I came across a 5" computer fan (as you do) which I thought would be suitable for getting a bigger draught up the Juliet's chimney and when I tested it I discovered that it would not only work on 12 volts but would also work on 24 volts unlike the smaller 3" fan I had on there at the moment.



Thus began the project of modifying the blower, the funnel shape of the blower had to be made bigger so after removing the old fan I had to remove the mounting flange that it was fixed to with an angle grinder and then finishing off with a linisher. After finding



some suitable sheet metal I then decided to first make the shape using an old Corn Flakes packet rather than cutting the metal and finding out it was the wrong shape.

Once I got the right shape and the holes marked in the right place it was just a matter of substituting the bits of card with the sheet metal. The metal was quite thin so could be cut with tin snips. Once I'd drilled the holes, I just held it altogether with pop rivets and silicone sealant, I then mounted the fan on to the enlarged funnel using silicon sealant to give an air tight seal. Once the sealant had set I turned to the other end where I had problems fitting the blower to the chimney it was too loose and kept falling off so I made up a new spacer on the lathe using some aluminium bar and machined it so that it was a tight fit in the blower, the bar I used was hollow when manufactured and the hole was too big to be a snug fit on the Juliet's chimney so I got a piece of old bicycle frame tube and cut a slot in it and when that was pushed inside the aluminium bar it fitted perfectly and the blower never fell off.



A SEVEN MONTH WAIT FOR A NORFOLK HOLIDAY Part 3

by David and Lily Scott

Saturday it must be Bressingham. Of course we were up very early and did not have all the modern distractions of a smart phone to play with. Having moved the metal from the front seats, I did some reading. And got fed up with CHIPS!

For a change of scene I drove round and parked by a Blue locomotive being prepared for the day. Did a tribute to Buster Keaton's The General sat on

a cow catcher on the Western loco at the top of the car park, sadly minus a spare sleeper in my hands. And chatted to a couple, fresh from a very expensive holiday in Wales. It turned out that almost £400 worth of latest phones had to be purchased to be able to do anything as Wales had gone totally digital. (The children were very happy with their new toys) Q R rules! (Yes these strange square patterns that seem to tell us everything. I had just passed Barcode!)

We had a wander round. Miss Stroppey was not happy when she caught up with us. Our new friends pointed out the lack of signs, wide open gates, and none of the other staff notifying us who we had talked to that 10.30 was the opening time. And where was the entrance?

We watched several others knock on the 'Now' main entrance denoted by portable signs, later only to be told by M.S. on two occasions ten minutes apart. "That the opening times were ON THE WEBSITE!" Modern technology. (And lack of signs on the door, just a hint of A4?) She opened just after 10.00. bowing to pressure.

We went on a couple of rides into the woods and then discovered some rumblings in a shed. Finding the right size spanner gave the restorers confidence to steam test their Terrier. After three years of mending. Being quite well up on Terrier problems all be it smaller, gave me a young guy to chat to. Very into models had joined the group and was loving it. Burning pallets filled the air behind us.

A wander round the museum gave me lots to photo among the slightly jammed in and difficult angles. Dads Army bits were interesting in another big shed, with these competing with a local village who had also set up a museum. Well the area had been used for the filming as it happened.

We checked up on the Terrier and had some lunch. Local rules noted that all road signs to be hidden behind trees, menus and prices stuck up on a wall inside behind the cooks, in small font. I found it funny. Lily tidied a table and we sat down!

The Blue train was tried which took us majestically round the gardens, the loco struggling with all the now full passengers. We went back to the other lines and settled on the Red Locomotive. This ran beside the big test track plus the driver had done much to the Terrier. The roster or short straw told of his job for the day, close, but not close enough. And she steams and the grown up children gather to have another play with huge smiles on their now dirty faces. I dreamed of the early light that had been in the area on my first photos but made the best of a late afternoon behind the trees one.

One or two last, last rides round and we had run out of timetable. A Lidl shop had been noted in Diss so we raided for nibbles and headed for or last railway. We parked in the yard and went to see what they had done of the extension. This was going to be an incredibly Rural Railway. We all need some R. & R.

THE MYSTERY OF D326 told by Wolverton Pug

D326. This loco emerged from the EE Vulcan Foundry at Newton Le Wil-
lows in December 1960, it went new to 5A Crewe North and joined the ranks



*English Electric Type 4 passing Harrow and Weald-
stone on 4 November 1963. A Class 501 EMU also
enters the station from Watford. Photo John Billard*

of the new EE Type 4s
plying on the West
Coast main line be-
tween Crewe and
Euston and north there-
of to Glasgow etc.
They gradually ousted
the Stanier Pacifics on
that route, though their
un-reliability at first
slowed that process,
particularly through
the harsh winter of
1962/63, where their
main Achilles heels

consisted the train heating boilers and engine timing chain failures. The lack
of an operative steam heating boiler in the harsh winter necessitated inclusion
of a steam loco coupled inside the type 4 to heat the train!

On 7th August 1963 D326 now based at 1B Camden was stopped at Sears
Crossing near Cheddington whilst working the down West Coast Postal,
where the train was relieved of over £2.6m, a considerable sum back then,
now known as The Great Train Robbery, about which numerous tomes have
been written and at least two films made. Sadly, the driver Jack Mills re-
ceived severe head injuries in the attack and never really recovered.

The engine was impounded by New Scotland Yard's forensic department
during their investigations a certain C.H.Wrate formerly of New Scotland
Yard wrote a letter to Rail Enthusiast Magazine and it was published in the
November 1963 edition. He reckoned the engine was gaining a reputation
even before the robbery for being jinxed. He further maintained that D326
collided with the rear of the 16.45 Liverpool to Birmingham train whilst
hauling the up Miday Scot at Coppenhall Jn , Crewe on Boxing Day 1962,
killing 18 passengers and injuring 33. Other accounts of this accident cite
D215 or D346 as the engine involved. Unfortunately, the official report
merely refers to it as an EE type 4.

In August 1964 a second man was electrocuted by the OLE when washing
the windows.

In August 1965 D326 suffered a total brake failure on an engineer's train
and ran away from Monument Lane colliding with a freight train standing in
Birmingham New Street station, injuring the guard. One version of this was

that it was left without the parking brake screwed down. It seems to have settled down to a fairly normal career after this.

It was renumbered 40126 in March 1974 and was withdrawn from KD, Kingmoor Carlisle in February 1984, being scrapped at BREL Doncaster in April 1984. On 15th February it had been offered to the NRM, which they duly declined taking D200 instead. It was scrapped in due haste to prevent souvenir hunters.

IN SHOPS THIS MONTH—BUILDING A CLAUD

by John Billard

The Boiler Part 7



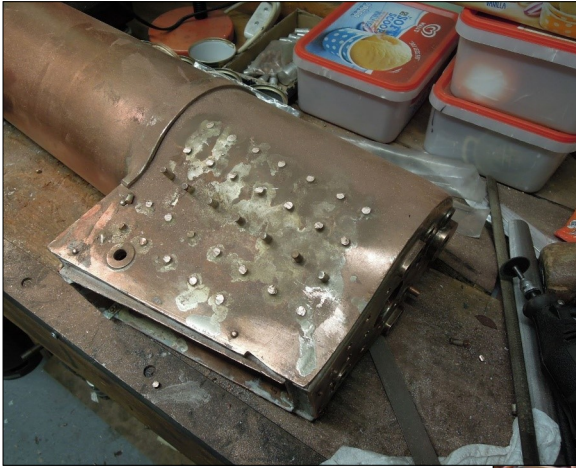
Progress has continued with the boiler construction with work on the back head stays and front tube plate

In an attempt to produce reasonable looking cab details I am following the advice of the late Don Young who was particular about these things. *Left* shows the water side of the back head with internal pipes for the steam feed to the blower and two injectors. Higher melting point solder was in use here.



The front tube plate shown here is ready for soldering after fluxing. Our usual technique is to make solder rings for the tubes and a larger ring of 2 mm solder for the periphery. I was able to use some of my old stock of Easyflow.

As usual the job was warmed up with a propane torch and the solder flowed with oxy acetylene.,

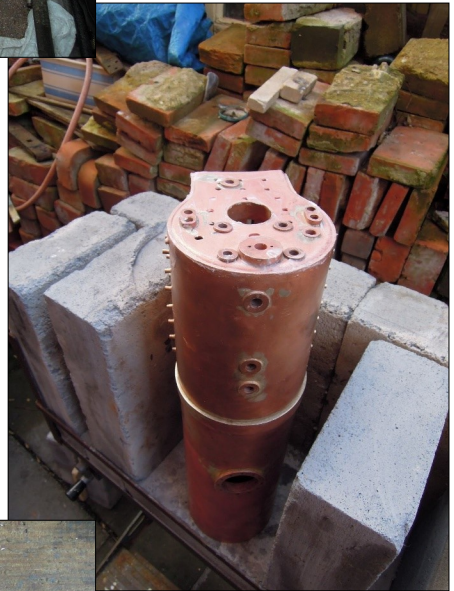


Now was the time to trim the stay tails in the fire-box.

This was done with a cutting disc in the Dremel.

The boiler was placed in the hearth and made ready for inclusion of the complete backhead. Once again background heat was applied with the propane burner and the solder flowed with oxy acetylene.

This is where the old stock Easyflow solder came into its own. Three stages of melting point solder was used in the back head construction.



Backhead stays ready for use into the inner fire-box showing solder rings.



This shows the interior of the firebox with the back head already in place and drilled through for the stays.

The final soldering job is to incorporate the foundation ring. This consists of strips of copper cut to shape. Here it is for a final warm up session.

This was successfully achieved and the plates trimmed according to drawing.



Photos John Billard



It's almost hard to believe that this job is coming to a conclusion. However the boiler is nothing if it has not been successfully tested. Here plugs are being put into the bushes in preparation. The bushes had only been partly screwed and this was completed. The tap was well greased to catch swarf. *(continued)*



THE RAILINGS JOB

Part 2

Nigel Penford reports

On 23rd February I, Mike Manners Chris Simons and Peter Jennings were involved in altering railings as reported on page 3.

Holes were dug one of which was solid concrete which took over an hour to get through. When the digging was done everyone else on site turned out to see if we put the fence up straight and to offer advice! Peter Culham helped mix the concrete and to clear up. Another job done. *Photos Nigel Penford and Peter Culham*



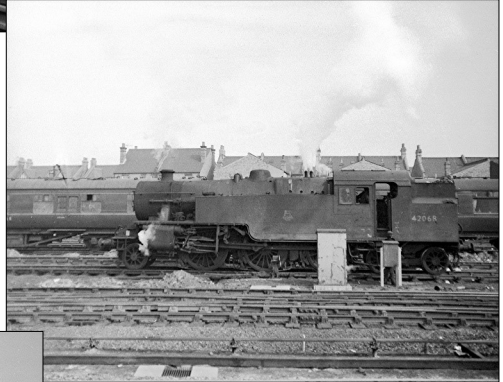
**SIXTY YEARS AGO
AT
WEMBLEY CENTRAL
March 1962**

Photos John Billard



Above, an unidentified Stanier 8F trundles through on the slow lines with a stopping goods train.

Right, A local Fairburn 2-6-4 tank 42068 reversing in the sidings by some LMS vintage carriage stock.



*Left, Empty carriage stock train headed by rebuilt Royal Scot 46165 *The Ranger* (12th London Regiment) switches to from fast to slow lines at the station.*

*Right, Another Scot, 46111 *Royal Fusilier* reversing in the sidings. This is where empty carriage stock was kept, including sleeping and restaurant cars, between services to and from Euston.*



DIARY

March 2022

Sunday	6th	Public running	12.00 Noon onwards
			Gates open at 09.30 for setting up
Saturday	12th	Club running	10.30 onwards
Monday	14th	Trustees meeting	19.30
Tuesday	22nd	Club running	10.30 onwards

April 2022

Sunday	3rd	Public running	12.00 Noon onwards
			Gates open at 09 30 for setting up
Saturday	9th	Club running	10.30 onwards
Monday	11th	Special Needs event	11.30—16.00
			Gates open at 12.15 for setting up
Monday	11th	Trustees meeting	19.30
Tuesday	19th	Club running	10 30 onwards

**Warrriors Maintenance Day every Wednesday unless notified.
OO Section every Tuesday evening**

Note from the Editor. Thank you to all contributors. Please remember that the copy deadline is now 20th of the month and material, unless previously notified, may well be held over if received after that date.

Please provide photographs as separate files and not embedded into the text. - Grateful thanks.

Opinions expressed in PROSPECTUS are the personal views of the contributor and cannot be taken as reflecting the views of the trustees or editor.

The deadline for the April issue is 20 March

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

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