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Engineers
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The Prospectus

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Free to members



Terrier A1X 32655 at Brighton in August 1961. I was standing on the long platform at the station and with the exhaust sound of champagne corks popping suddenly, sylph like, there she was. This engine was retained as the works shunter at Brighton in LBSC livery shown here. Sadly she met her end in September 1963 with her lovely chimney donated to a similar engine being given by BR to a museum in Canada. See page 14 for some detailed information on departmental engines by Wolverton Pug. Photo John Billard

**DAWSON'S DIARY
WORKSHOP GRUMBLES
BALDWIN UPDATE
THE CHIMNEY
A NEW CARRIAGE
SECOND HAND ENGINES**

DAWSON'S DIARY

kept by the President

Work is progressing well on the fifth 7¼" trolley which will be a big help when it gets busy on a public running day.

Once again please look after the recovered seats in the club house. They look very smart thanks to Mike Chalmers for that.

April public day was very good with a steady flow of visitors having a trip on the railway and a few for the first time! The members did a good job once again with plenty of staff on both stations with a good turn out of motive power on both tracks. Andy Day brought along a 5" gauge U class which was made by Ivan Hurst. This loco ran very well like most of Ivan's locomotives do. With Rob Denton's 4-4-0, Mike Sinclair's Royal Scot and electric locos working well it was a good day for the RSME. The rain stayed away this time. On the ground level Mike Jones had a regulator snag which was soon sorted on his Baldwin and was then seen double heading with Nigel Penford's Baldwin taking a full load most of the day. Also running was John Spokes S Class NER 4-6-0 with the help of once again with Mike's Class 66 7 ¼" with a Royal Mail coach, keeping the crowded station on the move. Sorry, Mike cannot recall your surname.

PONDERINGS

by 61249

Trying to Buy a Franchise

Regular readers with business related expertise will recognise from our motives to buy the franchise that something was missing. Just to refresh your memory – why did we think that a management buy-out was a good idea? The implications were that to make it happen we would all have to re-mortgage our homes and put them at risk to raise the amount of money that backers would see as an important measure of our commitment.

Our motives were: -

We all needed a job, and this seemed to be the best way of making sure we had one.

We were actually excited about putting our plans into action and felt that we could add more value to the service than other teams, because we knew the service, and the people.

We saw leadership of our bid as a way of smoothing the transition into the private sector for all our staff. They could support us and hoping that we might win would help alleviate some of the fear of the unknown.

We could offer them all shares so that they could share in any success we had.

What is missing? The savvy business perspective. The big opportunity for us was to be successful, then sell the business to a big player for a significant profit within two or three years at which point the management team could all become millionaires by virtue of the fact that we would insist on owning a

substantial slug of the business. How does this work? A few numbers to explain. Let us say that my house is worth £250,000, the mortgage is less than this so I can borrow £100,000 against the house. The structure of the deal is that this buys me 10% of the business, which of course is absolutely worthless at this time. Persuading her indoors that you want to bet the house and security on beating Branson, First Group, and the German state is task number one. The rest of the team put in smaller amounts for a further 15% of the business in total. The staff can then have 25% of the business between them for no investment (or a nominal investment). Who owns the other half of the business? An industry partner, probably a transport or bus company.

This plan only works if you win the franchise, when we immediately have an income stream from the subsidy and the farebox, and our plans were to grow the farebox and make a profit. After three years we sell our profit-making business to an industry investor, some other transport company that wants to grow in rail franchising. The sale is at a multiple of the profit, say £20m, of which I own 10% or £2m. The tax man takes his bit, but I have turned my £100k loan into £1m in three years. Nice work if you can get it, and some of my colleagues did. We were so naïve in our business objectives that this did not even figure in our calculations. We just wanted to do our jobs!

I would not have missed the process for anything. We got to talk to a range of folk interested in the rail franchising process who would possibly be our industrial partner. They would bring business expertise and credibility to the party, we would bring the knowledge, and our winning plan that we knew could deliver £131m by way of premium payments to the government for the privilege of running the Thameslink railway for 7 years.

These conversations were interesting and disclosed a wide variety of attitudes to the risks and opportunities that rail franchising represented at the time. Our first-choice industrial partner was Virgin, known to be keen to get in, and with two airports on our route (Luton and Gatwick) had a double interest. Richard Branson's right-hand man used to turn up for meetings with us on a chauffeur driven motor cycle, quite the way to get around London and with a mobile phone integrated into his helmet he was well up there with the "early adopters" – remember this is 1994, and a Nokia weighed quite a lot. The problem with Virgin was that they had a policy that would not back a management. Their attitude was that they were good at bidding, we were good at railways. If they liked us and thought we were competent then after winning the business they would keep us, if not they would find someone else. Some found the uncertainty of this difficult to handle, but I had never had a "jobs for life" view of employment so I was not so worried. We tried hard to get them to break this policy for us, and I know we came close. The key thing we had in our locker was very difficult to disclose to them before they backed us, and that was we had a winning line for the bid. We had good

credible plans to make £131m premium, plans that were already working. But if we told them, then they could use that knowledge in their bid against us.

Eventually we failed, and I well remember telling the motorbike man that they had made a wrong choice and would not win without us. They bid £130m and lost by less than a million, so on this I was proved right.

Another airline with a Greek owner was also interested but found the whole concept of rail franchising far too regulated for his EASY going ways. Through ticketing? You must be mad. Regulator? Don't believe in them. Timetable restrictions? I like to cancel at a moment's notice.

The talk was entertaining but short.

We were then left with bus companies, rejected one and got on reasonably with a second. This company, we knew, were under pressure from the City and their shareholders because they were not “doing” much and were a bit stagnant in terms of services and revenue. Getting into rail was the BIG opportunity, why were they not involved?

At a personal level it was not great, they were Geordies, we looked like city slickers in comparison. They were very smart at what they did though, and we eventually signed an agreement to bid with them. Very soon after we got on the shortlist of bidders, an essential step, meant we were in the last 4 and stood a good chance of winning. Their share price rose by 25% the very next morning, congratulations all round!

Now put yourself in their position. They are “doing” something, they have added significant value to their shareholders through the stock price rise, and they have so far taken no risk at all. The next step – putting in a competitive bid, carried the huge risk that they would win, and be committed to pay the government £131m over the next 7 years, their profits at the time were less than £10m p.a.

They also judged that if they did not win, their share price would not go down much, and they would retain most of the 25% gain that they had made already. Their decision was that they would bid, but not our risky number, but a nice safe number that would not win. This turned out to be £100m. We knew immediately that it was a waste of time, but we needed their cash backing, so it was their call.

Readers will be beginning to understand why I am not a millionaire.

Next time I will describe the actual bid and the effort that went into it.

To be continued

**AGM
17 MAY
CLUBHOUSE 19.30**

WORKSHOP GRUMBLES

by David Scott

I had a break from the New Mill while I pondered a better way of fitting everything in place for the stops and Digital Read Outs. Tried various and many and gave up until awoken during the night some time during next week! Then milled a new front buffer beam for the Jinty on it. This project in collaboration with another from the Maidstone Club, is currently (While we are confined to the house due to an extended RAINY SEASON!) Deciding upon a re-draw. I feel that once you have gone over five alterations and a cut out of frame any more copy and paste would resemble a censored newspaper instead of the first drawing sheet pristine. We had a day of sun but the drawing of the connecting rod left me with no alternative other than, Go and enjoy a Club Run! Superb.

Yes, when you have to add many dimensions to something, start again on a new sheet and add machining notes and blank sizes. The milling machines third meal is now ready. The selected cutter needed, all sharp, and the length of traverse between stops, carefully noted. Material length, and angles needed. Ah, the Digital Read Outs need fitting next. But the Dore Westbury wins the contract as it will hold a 1 inch diameter cutter in a Myford lathe chuck. And the stops are made. Progress! But no? The lathe chuck is needed to hold a 4 jaw in place while we bore out a new register for the Emco and it is set on the old lathe!

The expression going round in circles so describes trying to work in a workshop sometimes. Jump to another stalled project... No, we are waiting on some parts. Go on to third then? OK get the pile of boring filing out and tackle this instead. I love RUST this time of year!

Peter Harrison. came in with a pile of old Model Engineers which passed the rainy time and a wonderful works drawing of a 1500 class came into focus on page 867 on the 5th of September 1975. If only someone had gone and done a re-design, if only to solve the problem of the rear buffer beam? Yes, so many for sale at a certain build point where builders give up these days!

So many years? The Jinty drawings show identical buffer beams, but a quick look at one passing on a video shows differences! Some do say that a scale locomotive takes longer, but in fact instead of a box being drawn for tanks. Or tender. Show instead all the angles needed, suggested rivet spacing, pump fitting, ability to get at the pump when it wears out its O ring or it fails! Filters for cleaning. Runs for piping, their sizes, where the injector goes, and its size, position of the water valve, its size! Etcetera etcetera! Sorry but you must laugh at Simplex. Again, so many years since it was drawn out and what 40 odd problems still existing? Gaspd towards me as I helped an owner get a completed one at last from his car! Sweet Pea every time and the little one for someone's first locomotive has my current vote. Yes, we go to the events, and enjoy!

Anthony Mount does superb drawings and includes a cutting and parts list,

like they do in industry. I like to include a cutting out drawing showing the 2 foot lengths cut to maximum use!

Another photo shows the front buffer beam of sorry I have lost count? Stalled Project due to Drawings and Design issues. This has been on the Drawing Board over Christmas and started with the various parts that needed painting separately. Then holding in place with a couple of hidden screws once lined and springs put in place in front! I always fancied a drop of London, Chatham and Dover Railway Locomotive, although Sharp Stuart did two versions? Both green and in model form using the same castings. With A Bob Gale from Newport, doing a River Class about 1980 and Exhibited her at Wembley I remember. Pete Waterman now owning her via the National Museum. Kneeling mats please face Swindon momentarily Les! So Ashford! Brighton! Doncaster! Leeds! Glasgow! Crewe! Derby! Horwich! Newcastle! Newton le Willows! Thetford! Manchester! Wolverhampton and some more that may come to mind later!

Again there are so few Asia's made and I am calling my version Europa 54 which fits in well with my grandparents home number in Gillingham for many years. All curves of course and complementing F. C. Hambleton's lovely drawing on page 434 of his Locomotives Worth Modelling. Such a common thread of the drawings being at fault with almost every design?

Do not worry as a friend did a photocopy for me in case I ever got around to doing it properly!

And then there were two at the last Midlands Exhibition and one at the Alexandra Palace Exhibition! The cramming of the valves in between the cylinders on one, defying space I noted for sale at S. R. S? S. R. S. Selling me the part built Asia stuck, as others are, as there is no General Arrangement of the frames going together. There is one now! And it irons out so many problems.

I have the latest 5700 valve gear drawing so could update from Doug Hewsons design double checked, and run on computer. And with some more artistic licence got rid of the most complex of reverse rod linkages on any locomotive I have seen since President hit the pages of Model Engineer! The Hampton Court Maze drawing being easier to follow!

Then there was the cross head pump bracket? Copied I think from a Merchant Navy motion bracket its sole purpose I presumed was to substitute for not having the inner frames going past the motion bracket. I am fitting one each side using two bolts (obscured by a wheel rim and balance weight of course!) Joking! Smaller ram size and less stresses on going forward in little leaps. And more constant. Don't mention the motion bracket... this is spread over 3 separate sheets and on each gets a sprinkle of unmentioned holes? Oh that is what they are for? Yes, the water-pump bracket... One more Bobo and I give up!

The secret is having part of the works drawing which shows the inner frame

going full length. Which lets us grow them up to include inner splashers. A middle frame stay of ample weight. And a drag beam you wouldn't want to drop on your foot! Plus, some simple brakes.

The downside is having a slimmer boiler but at least the outer covering has some space for insulation this time! 4 ½ inches diameter for both will not work?

Our internet has a problem in the rainy season, but just before we had to find alternative entertainment in the workshop. A secret way of assembly, emerged from China for the 1400. Which someone is improving and has got to part 7? Yes, undo several pipes and I think it is 4 bolts and the two tanks, integral tops, boiler top and cab lift off in one piece. Leaving inner tanks and everything get at able! Including the oil tank! Some non MG sports cars had the same idea for bonnets.

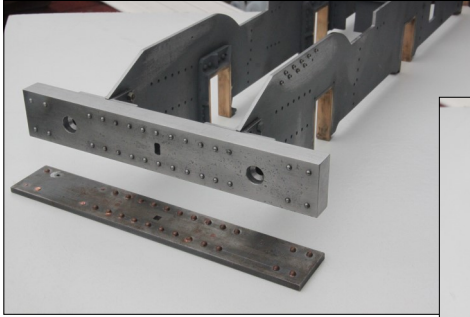
Does the company in China also make O and double O models per chance? I always admired the Frog Eyed Sprite with its bung in the boot from the front seats. The days you could leave your car unlocked? No one ever nicked my green Mk 1 Metro, even in North London.

Oh dear. Even the best lathe can go wrong. And we take 2 steps back, ok three! Yes, the Emco has hit yet another snag in the shape of the main spindle and its bearings! Yes, it would not go round after we tried it working so well in the shop before purchase! And as I did other things for several months it got very stiff and would not move. Only used once or twice by the brass swarf stuck in various places from its first owner who had not cleaned it down from its un-boxing. This began to become the clue after the saddle and cross slide had been unstuck, dismantled and cleaned. Also, the tail stock. And the feed screw straightened! Yes, the new mill took the top slide down round the tool post mounting about 3/16, in an idle moment so we can go up a size in tooling and bigger quick-change tool post!

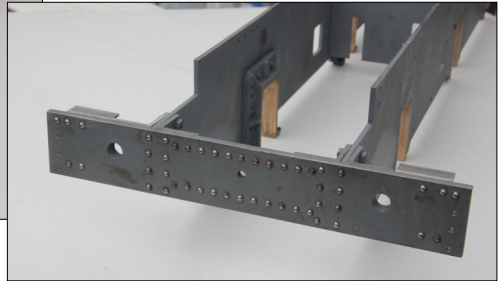
Yes! The bearings had been bunged into the pot of yuck oil for shipping and assembled! This is the same colour and consistency as the covering found on Toffee Apples! WD40 melts this superbly I found, and we were soon running smoothly. Now while it is out let's use it as a go, no go gauge and turn a register on a spare 4 jaw chuck for it. That's why I have two lathes! Sorry 4 at the last count for different jobs and speeds. The Unimat 3 spends its life in the fast lane making tiny parts.

The last job the next size up lathe got, I call it a mad, was to take the three handles off the new mill down to curved at the ends and shorten the inner screws which stuck out too much. Everyone needs an odd job lathe while the other is set up with something! £400 on some web sites and in various colours. They can be made to run superbly but this takes time but is worth it. Another ponder on the mill, said I was going about it the wrong way and the Digital Read Out parts were still getting in the way so I got on with another few parts without.

The sun returned! So being under the influence of Solar Panels, got Lily to head off towards the kettle and I selected some metal for some tender buffer beams. I have 4 drawings to consult for this including the works one. Ashford Works, VIA Sharp Stuart & cor 1873! Showing a sloping tender toolbox and possibly two. Plus a well tank underneath... Could add weights for stability when almost empty of its 2500 gallons. They do tend to jump off the rails!



Photos David Scott



CLUB BALDWIN UPDATE No 4

by Mike Manners

Work continues on the club Baldwin centre axle and the associated axle pumps.

The axle box from the end of the axle where the lubrication had failed was showing significant signs of wear. It was obvious that the bearing shell had been rotating in the axle box for a long time. The bearing shells should be push fits in the axle boxes. When a new roller bearing was tried in the axle box it was immediately obvious that we had another problem. A push fit this was not! The bearing shell rattled around in the axle box and its housing was now more elliptical than round. The only realistic option was to set up the axle box in the mill and bore out the housing to accommodate a bush. The axle box is cast iron so the bush would have to be retained with one of the industrial adhesive retainers. Making the bush a press fit in the axle box risked cracking the cast iron axle box. Not a risk worth taking. The axle box has now been bored out as big as possible to accommodate a bush with a reasonable wall thickness.

While this was going on we also had a look at the axle pump bodies and rams. The Baldwin drawings show an “O” ring seal on the ram and a PTFE bearing washer and brass backing washer held in place by the gland nut. The club Baldwin had no “O” ring on the rams and no PTFE or brass washers. This was rectified by cutting “O” ring grooves in the two pump rams and fitting new “O” rings and making and fitting new PTFE and brass washers. This should restore the performance of the axle pumps and, with any luck,

stop the persistently leaking glands.

Nigel's Baldwin was track tested and his repairs to the superheater look to be a success. The mysterious ticking noise is still evident, so more investigation is needed. We may be taking the centre axle out of his Baldwin next.

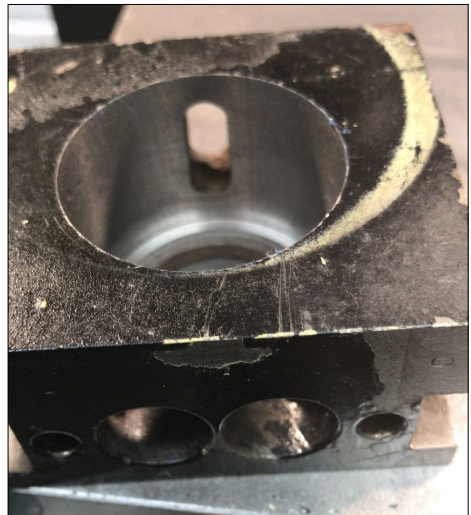


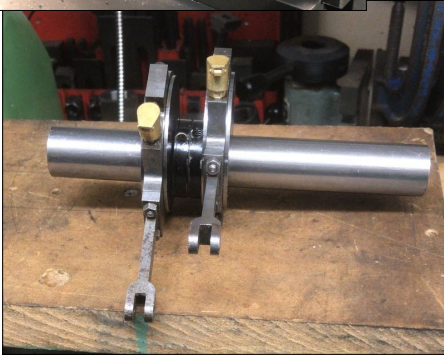
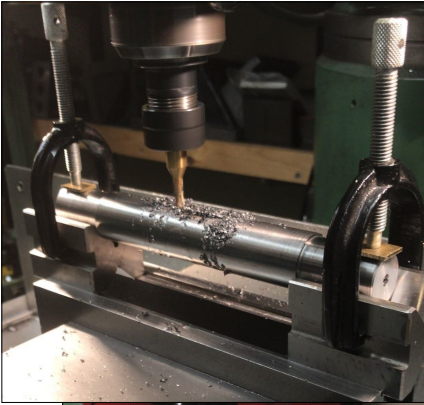
The axle pump ram fitted with the new "O" ring and the new PTFE bearing and brass backing washer.

All photos
Mike Manners



The axle box being bored and complete.





*Above left machining the keyway in the new axle
Right with the keys in place
Left Assembled with the pump eccentrics.*

The Chimney

by John Billard

Regular visitors to the track may recognise 7808 Cookham Manor. It is very reliable and easy to drive and I can sing its praises as it was not built by me but by my old friend, Ken Morris. He very kindly sold it to me in 2012 upon his retirement from driving engines.

A couple of years ago I took out the petticoat pipe for cleaning which involved removing the chimney. This was an good sliding fit over the petticoat pipe extension. This was an good sliding fit over the petticoat pipe extension. On reassembly, to retain smokebox vacuum, I smeared some exhaust paste on the joint inside the smokebox and then made a cardinal error. I slid the chimney back on before the paste had gone off. Next time I tried to remove it, it was stuck fast.

This was quite a big problem in the making. It meant that the petticoat pipe could not be removed nor the superheater if need be. Any problems there would prevent the engine being used. Despite that I tried to put it at the back of my mind as the next hydraulic was a long way off and the engine continued to run well. Numerous attempts to pull the chimney off only served to make it wobble, but still glued to the petticoat pipe extension.

Waiting for the weather to warm up I submitted for a hydraulic test this 18

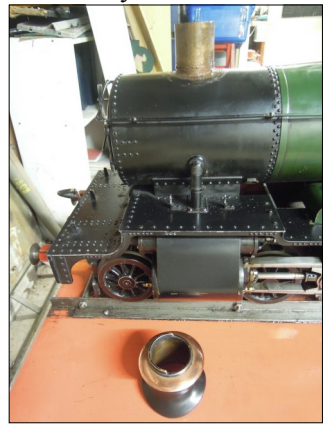
April. I knew that the regulator leaked but the problem above meant that it could not be blanked off as it was for its 2014 test. Fortunately, enough pressure could just about be obtained to satisfy the inspectors, and the boiler was dry. However, it was clear that for “next time” i.e. in four years, the chimney had to come off. (Helpful advice from club members included heating it to red heat and the possible use of Stilsons.)

I brought the engine home. The chimney stared at me. “You are coming off. Now.”, I thought. “Not in four years. Now”. A week before I had started to apply PlusGas penetrating oil round the joint. It’s great stuff and you can still get it. I took my smallest hammer and a small drift and started to tap gently the chimney each side against the capuchon (the raised front portion on the rim). Tap, tap, tap a hundred times. I thought it moved. Then it really had. I gave it a pull, and again.

After a long time it was off, at last. The joint is now sealed with grease. With a new boiler ticket in my pocket it wasn’t such a bad day after all.



Photos
John Billard



NEW GROUND LEVEL CARRIAGE

by Mike Manners

The construction of a new ground level carriage is progressing well. We had an initial problem when the company that supplied and folded the main metalwork were given a wrong dimension. One week later the problem had been sorted and Nigel and I picked up the folded metalwork in Nigel’s van. It was a tight fit but it just fitted in. Back at the club the folded metal was parked on the trailer in the big green container ready for further work.

The following week we tackled most of the heavy welding. A framework was welded into each end of the folded metalwork. These end frames would support the bogies and act as attachment points for the coupling brackets and wooden end panels.

One week later we tackled the coupling brackets. A piece of rectangular box section steel was cut lengthways to produce a couple of “C” sections. These

were then cut into short lengths to make up the coupling brackets. It was then a lot more welding to construct the brackets and fix them to the end frames.

While all this had been going on I had cut out the plywood for the two end panels and was finishing them off in my home workshop. It takes a surprisingly long time to sand down and finish two end panels with two coats of primer, two coats of undercoat and two coats of gloss top coat when it's only possible to paint one side at a time. I was actually doing four end panels as one of the existing ground level carriages has been damaged and also needs two new end panels.

Also in my workshop I was putting together the four new vacuum connectors for the new carriage. Peter Harrison has provided a couple of vacuum reservoirs that need welding into the carriage so that's the next job. We also have to fix the runs off vacuum pipe between the carriage ends and cut two access openings in the top of the folded metalwork. These act as locating points for the seat and give access to the bogies in case of derailments.

New bogies are on order and so is the plywood to act as a seat base so things are coming together well. We will need to get the seat upholstered but it should not be many more weeks now and we will have a brand new carriage in our ground level fleet.



Slitting box section steel to form the coupling brackets



All photos
Mike Manners



The folded and welded sections



Vacuum fittings



End panels painted for two carriages

WOLVERTON PUG

The Railway Second Hand Shop!

Until very recently the various Departments of the Railway claimed redundant locomotives surplus to commercial traffic requirements. Nowadays most of the departmental work on the railway is carried out by private engineering companies under contract, using specialist equipment designed for each job. Network Rail still has its own infrastructure fleet, some of which are ex traffic locomotives.

The main railway works generally used former traffic locomotives as works shunters, as follows:-

(Disclaimer-this is in no way a comprehensive reference work, merely observations on my part after many years' interest in such matters).

The GWR/WR used redundant steam locomotives as shunters at Swindon Works. They were certainly not short of 0-4-0 and 0-6-0 and 0-6-2 tank locomotives, having inherited a vast collection of 0-6-2 tanks from both the Rhymney Railway and the Taff Vale Railway. This is besides their large fleet of pannier tank locos. I am not aware of what they used at Wolverhampton Stafford Road, Worcester, Cardiff Cathays or Oswestry. They probably used tank engines based locally in the traffic fleet.

The LMS/LMR used redundant LNWR Webb 0-6-0 saddle tanks at Wolverton Carriage Works and Crewe Works. They used ex Lancashire and Yorkshire Aspinall 0-6-0 saddle tanks at Horwich and Crewe. Drummond 'Pug' 0-4-0 saddle tanks were used at Crewe - No. 56032 and Glasgow St Rollox-no. 56025, which was kept in splendid external condition. Interestingly there is a picture in Longworth's book of 56032 shunting at Crewe Works in 1949 still with a Dawsholm (31E) shed plate. They used Midland Railway Johnson 0-4-0 saddle tank no. 41509 at Derby, which never received its BR number and remained as 1509 until withdrawn in October 1949. In the 1960s Crewe works also took on several LMS 'Jinty' 0-6-0 tanks, having had 47592 since at least 1948 it then acquired 5 more plus a Midland 3F No. 43957 and three Midland 4F 0-6-0s. Wolverton acquired 'Jinty' Nos 47294 and 47318 and Horwich Nos 47429, and 47550. Horwich Works in LMS days also employed an 0-4-0 1930 Hudswell Clarke diesel no ZM9 (ex 5519) and BR (LMR) a 1957 Ruston and Hornsby 0-4-0 diesel shunter numbered ZM32, which still exists in preservation.

The Southern Railway/Region used redundant Stroudley LBSCR AI/AIX 0-6-0 'Terrier' tanks at Brighton Works -DS377 (Ex no. 32635), 380S (Ex (635) withdrawn 1946), Lancing Carriage Works 515S (Ex no. 32650 and Isle of Wight no. 9) DS680 (Ex LBSC 656 and SEC 751), DS681 (Ex 32659) and in 1959 USA war department 0-6-0 tank locos DS235 (30066), and DS236 (30074). Eastleigh Works utilised former Stroudley D1 no. 2241 renumbered 700S as an oil pumping engine, whatever that did! 701S (2284) was similarly employed at Fratton. Ashford also used former USA army 0-6-

0 tanks nos. DS237 (30065), DS238 (30070), plus redundant tender engines in the form of class C, 0-6-0's. –nos. DS239 (31592) DS240 (31271) and 31280.

Lancing employed a four-wheeled diesel built at the works in 1935, numbered 499S

Eastleigh also entertained a petrol engine 1930 AEC four wheeled loco no 343S, and a Fowler diesel 0-4-0 no DS600 at the Carriage Works

The LNER/NER/ER, made use of the vertical boilered Sentinel classes of 0-4-0T (Y1, and Y3) at Doncaster, and Darlington. And when they became available they utilised, initially about four Ivatt GN class J52 0-6-0 saddle tanks. By 1963 they had acquired seven of Gresley's more modern class J50 0-6-0 tanks. The last one Dept No 14 (68961) lasted until 1965. So it was doubtless in action whilst Doncaster was busy constructing the SR dc electric class 71 and LMR ac electric locos for the West Coast Main Line.

Stratford Works availed itself of the GER and used a Y4 0-4-0 tank no. 68129 which became Dept No 33. It had no bunker for the coal, which had to be stacked on the tanks and firebox in front of the cab! Latterly it was used at Stratford Old Works and presumably did not do a lot! They also had a Worsdell Y7 0-4-0 tank No. 34 (68088) which had gone by 1952 and class J66 Nos.31 (68382) formerly at Staveley, 32 (68370), and 36 (68378). In 1962 it acquired two J69s nos. 44 (68498) and 45 (68543).

The use of departmental locomotives was not restricted to main works either.

The GWR/WR had a small fleet of petrol engined 0-4-0 shunters made by Motor Rail & Tramcar co. Bedford. They were allocated to the civil engineers and other departments and were numbered 23 and 26 and based at Didcot Provender's Stores, 24 at Taunton engineers, and 27 at Reading Signal Works-By 1957 the Signal Works had acquired the Ruston 0-4-0 diesel number 20. This in turn was replaced by a redundant Barclay 0-4-0 from Eastfield Glasgow no 06003 (D2420) in 1982, which became 97804. The WR added to the original fleet in 1959 by introducing five new Ruston and Hornsby 0-6-0 diesel shunters for the civil engineers department numbered PWM 650-654. They were deployed as follows:-

PWM650 –General user, though based usually at Swindon, PWM651-at Radyr, PWM652-at Taunton, PWM653-at Hayes initially, then at Theale pre-assembly depot, PWM654-at Hookagate, Shrewsbury.

In 1987 the Western Region decided to provide an emergency train at Sudbrook sidings, adjacent to the pumping station, on the Welsh side following concerns regarding a collision occurring deep in the Severn Tunnel. This consisted of class 09 0-6-0 diesel shunter 97806 (formerly 09017 and D4105), allocated to Cardiff for maintenance but normally at Sudbrook, plus a converted Mark 1 BSK 35010, two well wagons, a vanfit, and a tank wagon. In the late 90s it was replaced by two converted class 121

Bubble-Cars kept at Severn Tunnel Junction and these subsequently, in the early 2000s were replaced by road/rail vehicles supplied by John Deere.

The Southern Railway/Region had a big mix of different types including A1X Terrier 0-6-0s. At Broad Clyst near Exeter, they had a four wheeled petrol loco No DS49 built at Exmouth Jn in 1940. Durnsford Road Power Station at Wimbledon employed electric steeple cab Bo-Bo no DS74-built at Nine Elms in 1899. A similar Bo Siemens loco DS75 built in 1898 was employed on the Waterloo and City line until 1968.

At Redbridge Sleeper Works was a very small C14 0-4-0T no. DS77. After nationalisation they acquired a USA WD, formerly 30061 but re-numbered DS233.

Southampton Docks Engineers' Department used a Fowler 0-4-0 diesel no. 400S

Meldon Quarry near Okehampton originally had a T class 0-6-0 tank no 500S (formally SECR no 1607) from 1938 to 1948. It also employed G6 0-6-0 DS3152 (30272) until 1960 and sister loco DS682 (30238)-until 1963. Finally they used a USA 0-6-0 No. DS234 (30062) until a class 08 0-6-0 diesel was transferred from St Blazey, no D3509 took over in Jan 1966 when the Quarry was transferred to the WR. It was allocated to Newton Abbot. Interestingly there was talk of transferring the USA to the WR at the end of 1965 but this did not happen and it was despatched to Eastleigh, appearing at a Bristol Bath Road Open day.

An 0-4-0 Ruston & Hornsby diesel no. DS1169 was employed at Folkestone Warren in 1959, but what for I know not! By 1960 it had moved to Broad Clyst engineers' depot near Exeter and by 1957 it could be found at Yeovil.

A Drewry 0-6-0 shunter DS1173 was allocated to the SR engineers' department and ended up by 1967 re-numbered D2341 in capital stock based at Hither Green.

The LMS/LMR allocated G2a 0-8-0 nos. 49339, 49140 and 49134 to the CM & EE at Crewe. Again I have no idea why.

The Lancashire and Yorkshire Railway had five petrol shunters. They were allocated as follows: - Dick Kerr 600hp numbered 1 built 1912 by Horwich on the frames of an intended steam loco and used at Bury until 1920. A second no.1 built in 1920 by Motor Rail and deployed at Edge Hill until 1930. Number 2 built in 1916 by Horwich and worked at Clifton Jn. Power Station until 1933. A second no. 2 built 1920 by Motor Rail and at Edge Hill until 1930. Finally number 3 built 1920 by Motor Rail and at Edge Hill until 1930.

In 1959 they were using two battery electric centre cab locos BEL 1 (formerly Midland Railway no 1550) at Poplar Docks and BEL 2 (former North Staffordshire Railway) at Oakamoor Copper Works near Leek in Staffordshire. BEL 2 is preserved at Shildon NRM.

The following 0-4-0 Fowler diesels were employed as follows :-

ED1 Beeston Creosote Works

ED2 Beeston Creosote Works

ED3 Lenton (Nottingham) Per Way Depot

ED4 Northampton

ED5 Beeston Creosote Works

ED6 Castleton Per Way Depot (near Bury)

ED7 Fazakerley Per Way Depot (Liverpool) –these were the long-gone sidings from where one could watch the Grand National!

Ruston and Hornsby 0-4-0 diesel ED10 Beeston Creosote Works.

In 1948 there was another diesel shunter at Beeston numbered 2.

The LNER/NER/ER had the following variously at engineers' yards etc around the system

Sentinel vertical boilered 0-4-0 Y1 to Y3's at :-Lowestoft in 1952

Y1-68130S, 68131S (no. 39), Y3- 68173S (no. 40), 68177S (no. 41), 68178 (no. 42)-This one had moved to Cambridge Engineers by 1957. By 1957 Y3 68168 (no.38) was also at Lowestoft.

At Doncaster in 1952 Y1 68132 (no. 4) by 1957 this one was at Ranskill Wagon Works.

At Peterborough New England in 1952 Y1 68133 (no. 6). Peterborough Engineers' Yard-In 1957 Y3 68183 (no. 8).

At Darlington in 1952 Y1 68135S, 68136 (no. 51)-Faverdale Engineers' Yard, 68153S (no. 54)and by 1957 Y3 68160 (no. 57) Darlington Per Way Depot

At York Engineers' Yard Y1 68152S (no. 53)

At Doncaster Y3 68165 (no. 5)

At Boston Sleeper Depot Y3 68166 (no. 7)

At Ranskill Wagon Works in 1957 Y3 68181 (no. 3)

At Cambridge Engineers' Depot in 1957 Y3 68162 (no.21)

By 1961/64 this collection of relics had generally been replaced by new Ruston and Hornsby 0-4-0 diesel shunters and they were deployed as follows :-

52 Hibberd 0-4-0 (11104) West Hartlepool Per Way depot

56 Ruston 0-4-0 Thornaby and Hull Engrs Dept.

81 Barclay 0-4-0 Cambridge Engrs. Dept.

82 “ “ Dinsdale

83 “ “ Low Fell

84 “ “ York

85 Ruston “ Crofton Per Way Depot

86 “ “ York Concrete Depot

87 Barclay “ Geneva Yard Darlington

88 Hunslet 0-6-0 (D2612) Faverdale Yard Darlington

89 “ 0-6-0 (D2615) Dinsdale Rail Welding Depot

91 BR Swindon (Gardner) 0-6-0 Cambridge Engrs Depot

92 “ “ “ Cambridge Engrs. Depot

With the closure of Engineers Depots and the rationalisation of the engineering function as modern technology took over the need for these small shunters vanished.



Keighley, Jinty No 47279
28 June 2008



A1X 'Terrier' No 55 (32655)
Stepney at Sheffield Park
21 September 2012



C class 592 ex DS239 (31592)
Ashford Works shunter
Sheffield Park
21 September 2012

Taff Vale 0-6-2 T No 85 at Haworth
28 June 2008

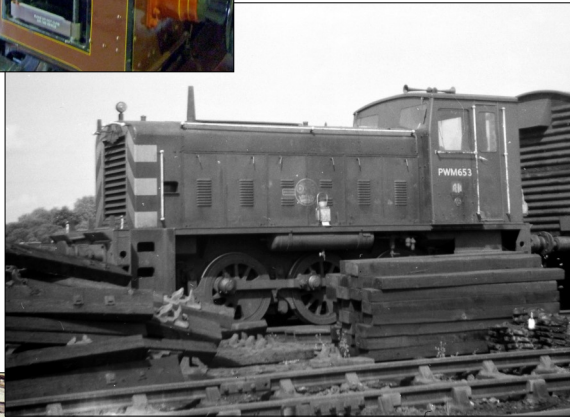




Former Waterloo and City
Line Engineers loco 75S at
Sildon, NRM,
18 February 2014

All photos WP

Theale, PWM653
Summer 1966



Reading Signal Works
Ruston shunter

Southampton Docks and
USA 30073 with SS
Oronsay in the background



DIARY

May 2018

Saturday	5th	Birthday party	11.00-13.30
		Birthday party	14.30-17.00
Sunday	6th	Public running	13.30
Saturday	12th	Club running	11.00 onwards
Sunday	13th	and tanks weekend	11.00 onwards
Thursday	17th	AGM	19.30
Saturday	19th	Birthday party	11.00-13.30
		Birthday party	14.30-17.00
Sunday	20th	Birthday party	11.00-13.30
Tuesday	22nd	Schools visit	10.15-14.15
		Birthday party	13.30-17.00
Friday	25th	Young Engineers	
Saturday	26th	Young Engineers	11.00
		Club running	13.30 onwards
Sunday	27th	Birthday party	11.00-13.30
		Birthday party	14.30-17.00
Tuesday	29th	Special needs	13.30-16.00

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

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 June PROSPECTUS is 18 May. This is the final date.

Contributions from all members are greatly welcomed by the editor
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