

Reading Society of  
Model Engineers  
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# The Prospectus

November 2015



B12 4-6-0 8572 at Weybourne on 19 September 2015.

**DAWSON'S DIARY**  
**PRIVATIZING NETWORK SOUTH EAST**  
**LIVE MUSIC ON THE SIGNALBOX TANNOY**  
**INTERCITY TIES AND BRACES**  
**CIO MEETING**  
**'N' AND 'O' GAUGE NEED YOU**

## DAWSON'S DIARY

## kept by the President

We now have two painters called Peter. Pete Culham has made a very good job of painting the toilet block inside and out, Pete Martin does the painting of the yellow lines etc. around the site when its needed. They make a good team. Chris is now back from his holiday and his gang have made a good job of replacing a length of track near the level crossing. The running is fine, yet another job well done.

Last club night Nigel Braund paid us a visit. He brought along for us to see a very nice well-made 1/32 scale tractor he has produced. It is based on the trackless design four-wheel drive machine.

A start on the hydraulic lift has begun to move the hydraulic pump and battery. Both will be in a pit outside the lift to make it easier for the maintenance and safer too. Alan Thatcher and Brian Joslyn have fitted some more new bogies to one more trolley for the 7 ¼" track, also brake cylinders on both sets. This should improve the safety when running. Mike Manners and Nigel have been busy lining the new container ready for a certain man in red who comes every year in December! Time is leaping along at some pace; it has got to be finished for his visit!

The RSME had a very good club running Saturday this month having a total of 15 locos on the tracks, it was nice to see the younger members enjoying the day driving all kinds of engines. The weather was good as well. It made a grand day.

Keep up the good work!

## PONDERINGS

by 61249

### **NSE, Traction and Rolling Stock Director 1992**

If you look forward to Prospectus every month looking for juicy technical bits in 61249's articles, this one will probably be a disappointment to you so best go straight to the diary and plan your help for the Birthday Party gang, they need it.

The fact is that Privatisation dominated my time as Director T&RS for Network South East, so if I deal with it now then we can go back to the good, the bad and the ugly of introducing 6 new train fleets. We were all generally comfortable that NSE, along with InterCity and Provincial were setting out to be entities capable of acting like, if not being, private companies. Many of us thought this was a good thing, but a lot of folk in the railway did not. The concepts of profit and public service to some looked like opposite ends of the spectrum. Few of us really knew how it might work, but there were gurus abounding full of ideas, and then, of course, there were the politicians, who seemed to enjoy a game of football with the industry.

To the political theoreticians, dogma and party policies were of course more important than real success for rail in a productive and efficient transport sys-

tem and economy. I had, two years earlier, been sent to Oxford University for an excellent Summer School with huge dollops of economics. We had to do a big report before we left and as part of mine I had looked back to the late forties and the reasons given for the Nationalisation of railways which a mere decade earlier had been the giants of the privatised world. (Did you know that in the 1930s the LMS was one of the biggest private companies in the world on Qoted Stock Exchange value?) What I was amazed to discover was that the reasons for Nationalisation then were exactly the same as those for Privatisation now, (apart from the dogma that is).

In the late forties it was recognised that the railways had been through a difficult war and – wait for it – needed a lot of investment. In the nineties, the railways had been through decades of decline and believe it or not, needed a lot of investment.

In the forties, with the war effort dominating what had happened to transport, public travel had been curtailed and it would be fair to say that the gloss had gone off what was on offer to the passenger, no “Silver Jubilees”, no speed records, just long slow late and dirty trains losing the fight with cars. Basically as far as passengers were concerned, the railways had lost sight of them as customers. This was undoubtedly true. When Nationalised, the theory went, they would belong to everyone, would automatically serve everyone and the customer would rise up the priority chart, and services would improve. By 1990, this was demonstrably garbage, but the same remedy for ills was put forward – make the customer important and things will get better. Exactly the same argument.

There were other arguments on both sides of course, the “profit before safety” cry of the Trade Unions in 1990 being one of the most notable, and has history has proven, most wrong. I could write a book on TU errors in railways, but I think that at least one of them soon realised that there was some merit in Privatisation. Instead of talking to a BIG boss with close links to the Treasury, and the backing of the Prime Minister in taking them on, talking to 20 small private companies all terrified of losing their service and running out of cash in the first week of a strike would raise all sorts of opportunities for wage inflation, productivity deals and leapfrogging increases in pay and conditions. So it has proved and that is why our drivers today are among the best paid in Europe. (along with the fares I hear you say, but the two are linked - think about it). Dogma still dominates the TU position, of course, but not for drivers, if public profile on the Private ownership issue is anything to go by. All RMT, no ASLEF would be my impression.

Some of the other arguments were interesting, and once again the history has been a bit surprising. One strong thread was that taking off the shackles of government would unleash a whole raft of innovation and entrepreneurial activity that would be led by an influx of managers from all sorts of other customer facing businesses. The new giants of the industry would come from

outside it. FALSE. The bosses from outside BR that have made a real mark on the industry form a very small list. What is clear is that we had the folk who knew how to grow the railways and make them safe, they just needed the framework and the money to do it, and they have.

The second thread was that productivity would leap up and staff reductions across the board would show how inadequate and awful BR management was. FALSE. Staff numbers have grown and those expecting to make a quick buck out of slashing them came a very quick cropper, Stagecoach and SWT being the most public example, ending up with just enough drivers to not run the service. The facts were that in terms of costs per train mile etc. BR was pretty good, having been slashing and burning for decades, but still managing to run the service.

One thing hit me with great force on the Oxford course, which was there is no substitute in business for competition, which drives all sorts of behaviour towards customers, most of it good, and drives down costs. But how do you get competition into rail services? If anyone can beat Franchising the service provision please write in and tell the DfT. The competitions have to be fairly frequent, of course, for a fixed and fairly short period that keeps the company on their toes. Long franchises, = less competition, = more supplier complacency. But Investment in trains and track are long term issues, a different model must apply there. Hence the split between infrastructure and service provision (works well in roads and air, why not in rail?) and the need for the Rolling Stock Leasing companies to own the trains, and replace them when 40 years old to keep their business going.

All of these arguments swilling around in the press hardly helped settle the staff into the security they had come to expect from BR as a fairly benevolent arm of the State. Jobs for life were the expectation – is my job at risk? Maxwell had just sunk his folk's pensions – what would happen to the excellent BR scheme? And my travel perk took me and my family all over the railway – what would happen to that.

Managerially we waited for the white paper with some trepidation, this was justified. The structure proposed was a mile away from Network South East, and none of the important questions were answered. I had to stand in front of the assembled Technical staff of NSE, all 200 of them, and tell them that in 2 years time NSE would not exist, and when it came to trains, there was no clue in the paper except for just one paragraph (I jest not) that suggested the government was looking at leasing trains. In this febrile atmosphere we were embarking on one of the most challenging technical periods London's railways had ever known. Failure at this moment would have massive implications – how we did I hope to cover in the next couple of articles.

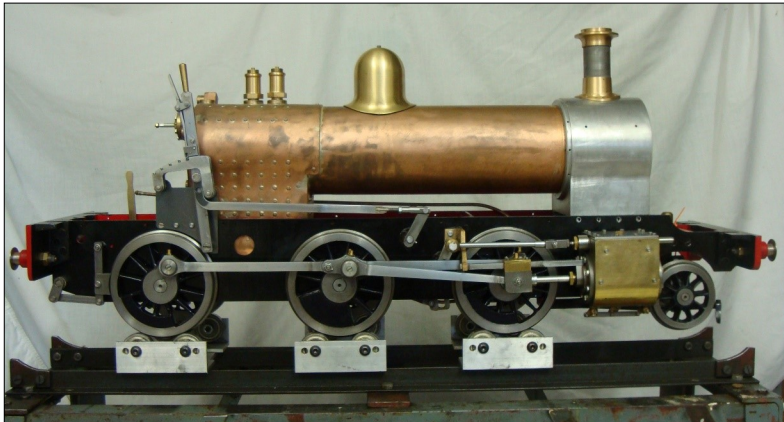
*(To be continued)*

## POLLY ASSEMBLER WANTED

Chris King-Smith

With one too many projects on the go, I am looking for someone to complete the assembly of my *Polly V*. I've made several design changes. The motion has been tested on air with the boiler in situ and steam pipes connected. Date for completion, fully tested, is June 2016. Please give me a price. Full inspection at the club or in Four Marks can be arranged.

01420 564247 or at [c.kingsmith@btinternet.com](mailto:c.kingsmith@btinternet.com)



## THE ADVENTURES OF A SIGNALBOX LAD (part 3 continued)

Mike Burke

*We left young Mike in the October issue trudging down the track having been tricked on a moving engine chucking off coal for the signal box fire. Ed.*

I also got a wiggling from Tommy Hill for as he put it “being dilatory and dozy” in not getting off the engine sooner.

One day I got a call from the station masters clerk to collect some parcels from the office. This was more like it. It was my uniform and at last I would look like a railwayman with my shiny buttons, freshly creased trousers and a uniform cap. As soon as I got back to the box I was told to “put it on, put it on”. But I needed no second bidding and quickly undid my parcels to wear my uniform with pride.

It quickly became apparent why they were so keen on my welfare as no two items were for the same person. Some items were for a gorilla and much to large whilst others were for some kind of deformed midget. The fiasco of uniform issue was a time for great hilarity for the men but Jimmy said “Don’t worry lad. It’s always like this and most men swap clothes with other staff, eventually finishing up with a decent fit”. A quick call to other box lads in surrounding signalboxes found them all having the same problem of wrong size trousers etc. and being very willing to swap items, so I arranged to visit

them in my off duty hours eventually finishing up decently kitted out.

Signalbox life returned to normal until one morning the station master came to see me. He still sported his foul smelling pipe which gurgled alarmingly as he spoke. He said that the powers that be at Victoria had told him that the law was strict about young lads working on night shifts and apparently I was still too young to do this and so must stop immediately. I thought, 'Here it is, the sack already' but, it was ok as he added " I have to place you else where for the time being and have a job as Relief Signalbox Lad starting on Monday at Philips Park No.1 box (about 1 mile away on the line to Ashton)". The new job meant I would be working at different signalboxes in the area (including Miles Platting Jcn) relieving boys for their days off and leave.

My arrival at Philips Park No.1 was greeted with happy music as I climbed the box steps. This I found to be from one 'Big Jim Bowman' a 6ft 6inch giant of a man who was a master of beer and the harmonica. He was sat in the signalmans armchair playing the harmonica whilst a boy of my own age pushed and pulled levers and rang the block instruments for him.

"Hello Me Boy" he boomed out on seeing me, " Come in and make Billy Me Boy some tea, he must be ready for one". He then resumed playing his harmonica. Billy Me Boy told me that he was Jim's regular box lad and Jim was easy to get along with provided you were willing to work the box, as most days he was either hung over or still sozzled from the night before.

A problem assisted by people plying him with drink so he would play music for them. I was also advised that Jim had been knocked down by a bus some years earlier which had left him with a limp and he had received a large cash compensation which he was steadily drinking his way through. The box itself sat facing the East Goods and Ashton Main line with Junction connections towards Guide Bridge and LNER routes plus a busy goods yard and, to my delight, a connection into my old firm of Mather and Platts. All this was controlled by a 72 lever manual frame designed by the L&Y Railway Factory at Horwich. (See diagram in the October issue. Ed)

One unusual feature was that any shunting movement to or from the goods yard involved fouling the junctions and goods lines and this activity was frequent. So much so that a loud speaker (Tannoy system ) was fitted in the yard with a microphone in the box so that we could instruct the shunters to stop work and shunt their trains clear of the junction points.

Well that was its purpose but one day when I was covering Billy Me Boy for some leave a new trainee lad arrived to fill a forthcoming vacancy. He said he was not stopping long as he was planning a career to leave the railway to be a Rock and Roll singer and make his fortune. To prove his point he had brought along his guitar to work in a plastic case.

Jim was obviously a bit put out by this challenge to his musical prowess so said "Well get on the Tannoy Me boy and let's hear how good you are".

Eager to please and show off he got out his guitar and after a couple of loud

twangs gave a rendition of the Banana Boat Song that was so bad it would have sunk it. Furthermore, his racket upset the shunters who were having a tea break and to repay us they kept asking for fictitious shunting moves then cancelling them once we had cleared the signals. But that wasn't all for at the next box along the line was one Sam Traynor who was a known practical joker and he had heard the singing in the distance. He had cottoned on to what we had done. He rang us and asked who was that wonderful singer as the Manager of Mather and Platts had heard him singing and wanted to book him for their works concert.

The lad took it all in and we found out that the next day he had gone to the factory ready to 'sock it to em' He had even got as far as the managers office before he was rumbled and sent packing. For us this meant a complaint made to our boss with a telling off and told that any further larking about on the Tannoy would not be tolerated.

However, once I had qualified Jims musical interludes continued with me working the box and carrying out my train recording and other duties until Jim felt able to pull the levers without my help. But unfortunately, he didn't know his own strength and this became obvious when one morning I couldn't pull the points to cross a train from the Branch to the Goods line and the lever would jam about half way across the frame.

"Come here me boy" Jim said "Let me show you how to do it" and putting his foot on the next lever he grabbed the difficult point lever and pulled it with all his strength There was a loud crack and Jim fell backwards as the lever snapped off at the base. Jim was shaken but not badly hurt but, it now made life very awkward as we had to get the permanent way staff to clip up the points and handsignal trains over the affected routes. A call to the Station Master (who, when he calmed down) had the S&T staff quickly arriving to survey the damage and organise a replacement lever using a spare one from the frame. The broken lever we found had a fatigue crack across the lower part of its width due to many years of constant use and this had given way under Jim's mighty heave ho.

Jim was an amiable man to work with but on the early shift (6am to 2pm) he would remain in his chair complaining about his stomach until 10.00am when he would send me to the local pub with an enamel jug for 2 pints of beer. This he quaffed with great gusto and then quickly regained his composure under its effects. He would then begin to work the box normally giving me some well earned respite.

One final oddity here was the use of the 'Plattin Tail Lamp' This consisted of a bucket, a lump of rag or an old newspaper tied on the hook of the last wagon of the inter yard trips which did not require a brake van in rear. However, because of the large number of these trips the shunters often ran out of 'Official' Tail Lamps so would put into use anything to hand. I even saw an old Teddy Bear on the back of one trip and he survived in his new role for

quite a long time. The signalmen, drivers and shunting staff were well used to this unofficial method of working but only used it during daylight hours.

After a spell at Philips Park No.1 I was instructed to train and take charge at my next box called Brewery Sidings, due to its close proximity to a large Brewery complex.

*(to be continued)*

## **WOLVERTON PUG - MOVES TO INTERCITY**

So in September 1983 I leave the Western Region and head for the British Railways Board at 222 Marylebone Road, having gained promotion to the most junior management grade. Back in 1982 the Chairman of British Rail, one Sir Robert Reid (since referred to as Bob Reid One, on account of the second Bob Reid), had overseen the establishment of five railway Sectors i.e. InterCity, Provincial, London and South East, Freight and Parcels. Each Sector was headed by a Director and in September 1983 the Director InterCity was one Cyril Bleasdale (CB). When I joined, there was one main area of focus in InterCity. Principally CB's strategy to put InterCity into profit, firstly to break even by 1985. This was known as the 39 steps to profit. Part of this platform was a complete re-vamp of the front line InterCity rolling stock.

So the first meeting I attended (on my second day!) was at Crewe, on 6th September 1983, chaired by Terry Worrall, the then Director of Operations to define each sector's requirements in terms of fleet. At that meeting the Provincial Sector Director announced to a stunned meeting that they were coming out of loco-hauled rolling stock entirely and would replace them with Pacers and Sprinters (DMUs). The rest of course is history!

My second meeting was on Thursday 9th to discuss the re-launch of the Manchester Pullman. The pressure ventilated Mark 2 Pullman vehicles had been built in 1966 for the newly electrified services to Liverpool and Manchester. However they had become tired and the Liverpool service had been withdrawn, so the best of those vehicles left, were being overhauled and internally smartened ready for a re-launch of The Manchester Pullman. Each vehicle (there were 22 left at that stage, to provide two sets), was named after people connected with Manchester. The work was being undertaken at Euston Down Side carriage shed, under the watchful eye of the Depot Manager Len Metcalf. The vehicles having first received a mechanical overhaul and repaint at Wolverton Works into the new InterCity Livery (known as 'raspberry ripple') and the livery applied to the APT.

Not only the stock was being revamped but all the 'on-board' merchandise, consisting of leaflets, menus, tickets, toiletries, including wrapped bars of soap and face wipes. InterCity had begun the process to substantially raise it's game.

Cyril Bleasdale was a powerful driving force (they called him 'instant' Cyril.). No stone would be left unturned. Another task I was given was to analyse



the use of the vast fleet of Mark 1 vehicles identified as InterCity resources used on relief trains, charters and summer only services. These spent a large amount of time idle and sitting in carriage sidings. My analysis proved a large number of them could be disposed of, which we did and a lot were sold to heritage railways and can still be travelled in today!

Our attention then turned to fully refurbishing the HST and loco-hauled Mark 3 fleets, so a Project Manager (John Tidmarsh) and Project Engineer (Brian Radford, based at the Railway Technical Centre at Derby) were appointed to oversee this big scheme.

So after the specification for the scheme had been agreed a prototype HST set was chosen to be refurbished at Derby Litchurch Lane, as a market tester prior to full production. Set 253028 based on the Western Region and the next in line for heavy repair was chosen. It emerged in the new InterCity livery and new interior. The biggest change was to seats. In the first class, one of the two trailer firsts was fitted with the same style of seats as used in the APT. Similarly, one trailer standard was fitted with APT seats.

Following a period of market research and various meetings the final specification was agreed and the refurbishment of the whole HST and Mark 3 loco hauled West Coast Main line fleets began in earnest. Red seat covers replaced blue in standard class and pink replaced orange in first class. The Mark 2F loco hauled fleet employed on the Euston to Birmingham and Wolverhampton services began to receive the same treatment. InterCity was now a brand and this was to apply to its whole front line services.

Now CB did not let grass grow beneath his feet. At the same time as this vast programme was rolling out the last new build HST standard class trailer vehicles for the Cross Country route were still being delivered from Derby Litchurch Lane Works. They were coming out in the old specification of blue and grey exteriors and blue seat covers and interiors. This did not make sense to CB. He telephoned the works manager at Derby and said. " I want these last deliveries of new build in the new InterCity scheme. How quickly can you order the additional new materials and begin fitting them? I don't want any more in the blue scheme" The works manager explained that it would take two or three weeks and the new build production line would stop for that time with the men all idle. CB countered -" If I can find you a set of vehicles needing interior work, in the next week, don't stop the men and put them on the replacement set as soon as it arrives".

My next job was hot foot to Derby shopping control to sort out 10 Mark 1 vehicles from the Euston to Northampton "Cobbler sets" (These were two complete sets of Mark 1 vehicles used on the Northampton commuter services). I did this, and identified 10 vehicles due or soon due main works overhaul. We loaned them some other vehicles to release 10 very rapidly and they duly went to Derby to be overhauled, retrimmed and outshopped in InterCity livery. Another addition to the brand, as these sets were also used at weekends

for InterCity relief trains and charters.

The refurbishment scheme generally went very well and I attended meetings at Derby usually with my boss who chaired the InterCity Interior Design Group, of which I was the Secretary. At one of these progress meetings Brian Radford the Project Engineer brought a request to the meeting from Derby Works for a derogation on the vestibule coir matting. The old matting as originally fitted was brown but under the refurbishment scheme it was being changed to slate grey. The Works request was to fit the brown matting to the next two HST's passing through the works. The reason being that the next delivery to them had gone down in the English Channel with the Herald of Free Enterprise ferry!

As the work progressed we entered a period of passenger growth in the late 1980s, so it was decided we needed to extend the refurbishment scheme to the Mark 2 D and E vehicles, which were employed on the Liverpool Street to Norwich, and Glasgow to Harwich via Nottingham services. A separate scheme was evolved, again, as with the top rank fleet with a design produced by the team from the Director of Industrial Design, or specifically one Jenny Stevens. It consisted of shades of a subtle grey/pink moquette for the seats, which in all below the Mark 2F's were fixed rather than loose covers. This work was to be undertaken at Glasgow Springburn Works. At the first meeting with the works manager one Bob Smith, a larger than life, thick set Glaswegian (he needed to be to manage the Glasgow workforce) I took some InterCity ties to cement his commitment. After I had presented him with these he leaned back in his big chair twanging his red braces and spouting " Ee do they do InterCity braces?" (*To be continued*)



Paddington,  
Robert Row-  
botham (Cyril  
Bleasdale's  
PA)  
and the first  
HST, 253028,  
in InterCity  
livery 27 Sep-  
tember 1983



252028 Standard Class APT seats

*Compare this with the present "GWR" sardine can arrangement, Ed*

...and the First Class.

All photos WP



9 January 1986 and an APT on one of the final test runs at Carlisle. Sadly WP never travelled on it.

# O gauge and N gauge Meetings

Members attending meetings for the O and N gauge sections appear to be on the decline. These two scales are equally important to the club as they present opportunities for members to enjoy these smaller gauge layouts. The O gauge layout can often be seen at exhibitions which are a useful method to recruit new members to the club. Members are required to learn these layouts and assist at exhibitions.

Even if you are not interested in the smaller gauges you could learn a lot from the members that already attend meetings as they are experienced and highly skilled at their chosen scales and would be happy to share these skills.

If you have an interest in helping either of these gauges please make the Secretary aware so that your details can be passed on to the section leaders.

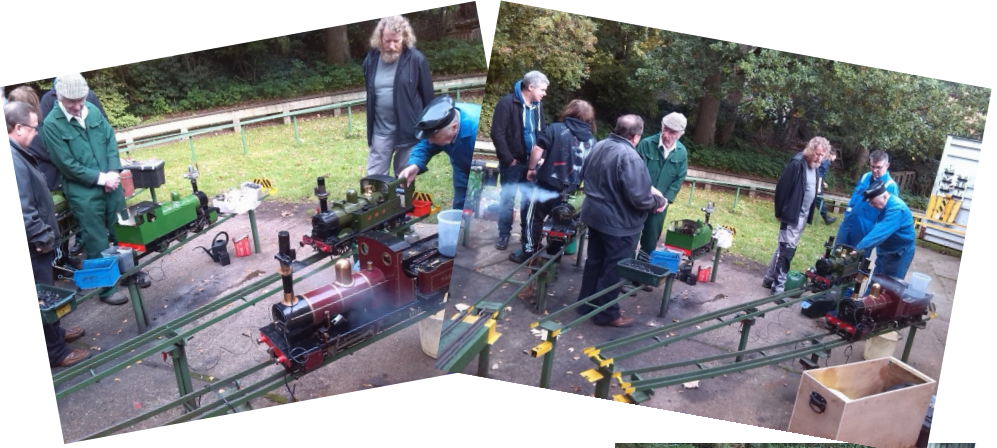


N gauge meetings take part on Wednesday evenings from 18.00 until 20.30 and O gauge meetings are on Fridays from 20.00.

Pictures courtesy of the internet.

# Octobers Club Running

During Club Running on Saturday 10th October there were 15 locos using the tracks during the day and around 40 cars in the car park. The club President was seen wandering around the site with a huge grin on his face and was heard saying “isn't this great, what a wonderful way to spend time with people enjoying our hobby”



During the day Marcus was given his Birthday cake accompanied by a rendition of Happy Birthday. Apparently Marcus wanted to spend the day at the club rather than with his Scouting friends. The cake was delicious, many thanks to Louise, Marcus's mum for the cake and Happy Birthday to Marcus.



Don't forget Fish and Chip running on Thursday 5th November starting at 16.00, weather permitting.

# CIO Meeting 17th September 2015

At a Special Meeting called on Thursday 17th September Stuart Kidd presented his report on the club becoming a Charitable Incorporated Organisation after which members were able to ask questions.

Below is an extract from the minutes of that meeting:

## **Questions**

Several members were concerned regarding the wording of the constitution. These concerns were addressed by Stuart Kidd and Peter Harrison referring back to the Charity Commissions model constitution that was used as the basis for the RSME application for CIO status. The Charity Commission's model constitution is based on what the Charity Commission regards as "best practise".

The appointment of the current trustees was also questioned. Stuart Kidd and Peter Harrison again addressed these questions again by referring back to the charities commission's model constitution.

## **Motion to adopt the RSME CIO Constitution dated 2<sup>nd</sup> July 2015**

The above motion was proposed by Peter Harrison and seconded by Stuart Kidd. A members vote was taken by a show of hands that indicated that all members in attendance were in favour of becoming a CIO. There were no objections.

As a result of this motion being adopted the RSME members and trustees now have the benefit of having limited liability and a charity number, 1163244. This will enable the club to apply for grants in the future for such projects that will benefit everyone that visits the club and its facilities.

The first trustees meeting will be on Monday 9th November where the officers will be appointed and will be in office until the first AGM of the RSME CIO after March 2015 when a third of the trustees will step down and a vote will take place to replace those trustees.

# Santa Special 2015



This years Santa Special will be on Sunday 13th December and is organised in 3 sessions lasting for around 75 minutes.

The first session starts at 11.00 until 12.15  
The second session will be from 12.45 until 14.00  
and the final session will start at 14.30 until 15.45.

Tickets can be applied for by completing an application form found in the club house or by emailing the Secretary at **secretary@rsme.co.uk**

Tickets cost £8.50 for which free train rides are available during the visit, an age related present for the children from Santa and refreshments.

There are only 35 tickets per session therefore early application is advised.



## DIARY

### November 2015

|          |      |                   |                                   |
|----------|------|-------------------|-----------------------------------|
| Sunday   | 1st  | Public running    | 13.30 till dusk                   |
| Tuesday  | 3rd  | 00 Gauge layout   | 19.30                             |
| Thursday | 5th  | Fish 'n' chip run | 16.00                             |
| Saturday | 7th  | Club running      | 11.00 onwards                     |
| Monday   | 9th  | Trustees meeting  |                                   |
| Saturday | 14th | Birthday party    | 11.00-13.30                       |
| Sunday   | 15th | Birthday party    | 11.00-13.30                       |
| Tuesday  | 17th | 00 Gauge DCC      | 19.30                             |
| Friday   | 20th | Young Engineers   | 18.00-20.00                       |
| Saturday | 21st | Birthday parties  | 11.00-13.30<br><b>14.00-16.30</b> |
|          |      | Young Engineers   | 11.00                             |
| Saturday | 28th | Birthday party    | 11.00-13.30                       |
| Sunday   | 29th | Birthday party    | 11.00-13.30                       |

### December 2015

|          |      |                    |                 |
|----------|------|--------------------|-----------------|
| Tuesday  | 1st  | 00 gauge layout    |                 |
| Sunday   | 6th  | Public running     | 13.30 till dusk |
| Saturday | 12th | Club running       | 11.00           |
| Sunday   | 13th | Santa Special      | 10.00           |
| Monday   | 14th | Trustees meeting   |                 |
| Tuesday  | 15th | 00 Gauge DCC       | 19.30           |
| Sunday   | 20th | Birthday Party     | 11.00 to 13.30  |
| Saturday | 26th | Boxing Day running | 11.00           |

**Please note the following meeting nights:  
'N' Gauge Wednesdays from 18.00  
'O' Gauge Fridays from 20.00**

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 December PROSPECTUS is  
18 November. This is the final date.**

Contributions from all members are greatly welcomed

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

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