

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



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
.com

Free to members

The Prospectus

November 2017



Metropolitan No1, ex-L44, stands at Harrow-on-the-Hill
on 9 September 2017.

Photo John Billard

**DAWSON'S DIARY
THAMESLINK 1996-7
WORK REPORT
THAT'S HANDY!
DOWN IKEA WAY
WORLD'S LAST SCHEDULED MAIN LINE STEAM**

DAWSON'S DIARY

kept by the President

November already once again. Where does all the time go? Answer: "Very quick", when you get old!

The RSME had a busy first of the month Public Running Day, with a few minor snags with the three Baldwins. These engines are usually faultless when in use. One loco was soon fixed by Mr Penford and ran for the rest of the day, the club's loco lubricator played up and retired, the third Baldwin decided to join in and have a problem with the regulator linkage. Mr M Jones could not run. Mr John Spokes North Eastern S Class and Nigel's Baldwin kept the ground level running all day, with raised track very busy. The members did a fine job. I was pleased to see our member Alan Broodbank out and about, helping out in the car park with Dave Cole and Chas Benham who do a good job. It's a long day, once a month.

Saturday steam up had good weather and a nice lot of locomotives running, some boiler and steam tests were carried out as well. In all a nice day for the membership.

On a sombre note a good many of the RSME members attended Harold Eadie's funeral on Monday 9th. He will be sadly missed by us all.

On Thursday 12th RSME members attended George Jaffrey's wife's funeral. Our condolences and sympathy from the RSME at this sad time.

I think that it is right to use the signals when we have club running **at all times**. Having up to five locos on at a time, run for one and a half hours at a time and if there's more than five engines, come off and let those drivers have a run. And so on. Also expect to have hold ups with learner drivers, new engines, etc. **Drive with caution!** And be in control of your locomotive. I have heard a rumour that one member has been told not to run steam engines at birthday parties, this is not on. Any member can run whatever they like! This is what our hobby is all about!

PONDERINGS

by 61249

I tried to run a Railway Part 4 Thameslink 1996/7

I am writing this the day after two things happened on First GWR. Firstly, the whole service between Didcot and Slough was replaced by buses at the week-end, at very short notice. Second was the introduction of the IEP into passenger service. Avid readers of these articles with good memories (at the average age of RSME members these two attributes do not necessarily go together) may recall that I was proud to be on the first HST in revenue service in October 1976. As the Depot Engineer responsible for putting the train out I made sure I was on the 07.42 from Weston Super Mare. On the 16th October 2017 the equivalent train was the 06.00 from Bristol TM. I was promised an invitation to be on the first IEP with passengers but in the event I am relieved that I was not. The main South Today news showing pictures of

water cascading from the ceiling Air Con all over the seat below, in a journey noted for a 25 late start, a stop to “reboot” and a 45 late arrival. South Today made much of the fact that this was the most expensive train ever bought, and overall there are a number of lessons demonstrated.

Government (Through the DfT) is a lousy customer.

Getting it right is not easy

Buying trains from a supplier with a global reputation for reliability does not, by itself, guarantee instant success.

I did, 41 years ago, find two toilets not working on that first train, so not all was perfect. There was, of course, no such thing as “rebooting” an HST, but the brilliance of UK engineering design in the 1970s, keeping all of the wet components of the A/C in a module **under** the train seems to have not been learnt by our Japanese friends.

Nevertheless it is the impact of infrastructure failures on the train service that remains the biggest issue for today’s railway, exactly as it was for Thameslink two decades ago. Looking back I can remember four or five service suspension events through infrastructure failures, but not one attributable to a train. Of the four, two were derailments of a passenger train, both on the same set of points that turn the train right at Farringdon to go to City Thameslink. One was bad enough, but two? They were about 9 months apart, and would tend to suggest that the lessons from the first were not learnt or applied, even accepting that the points in question took a battering in normal service.

Of the other two, one was an overhead line problem between Farringdon and King’s Cross, the other a bank failure at Harpenden which came close to taking the track with it into someone’s back garden. Managing these incidents for the customer was our role, and not always made easy by those organisations that were one step removed from the passenger. For example, when the centre section was blocked during the day, we had to make a decision on how to run the evening peak – would the line be opened, or should we run into St Pancras and tell the press, the radio and the world at large that was what was happening? The implications for crews and train movements meant that this decision had to be made by 13.30, latest. Our infrastructure supplier seemed totally incapable of reacting to this timescale, and would stick to an estimate of 1700 handback until 15.30, even though the gang on the ground were prepared to say they would finish before 1600, and were more right than their bosses on key occasions.

We had the distinction of operating, at City Thameslink, the first station underground built in London after the King’s Cross fire, and it came complete with a range of systems designed to make it ultra safe, which was commendable. These systems did, of course, need to be operated and so there was a control room which had to be manned all the

time, and manning levels were designed to manage the worst case scenario – the need to evacuate the station with a full train standing in each of the two platforms.

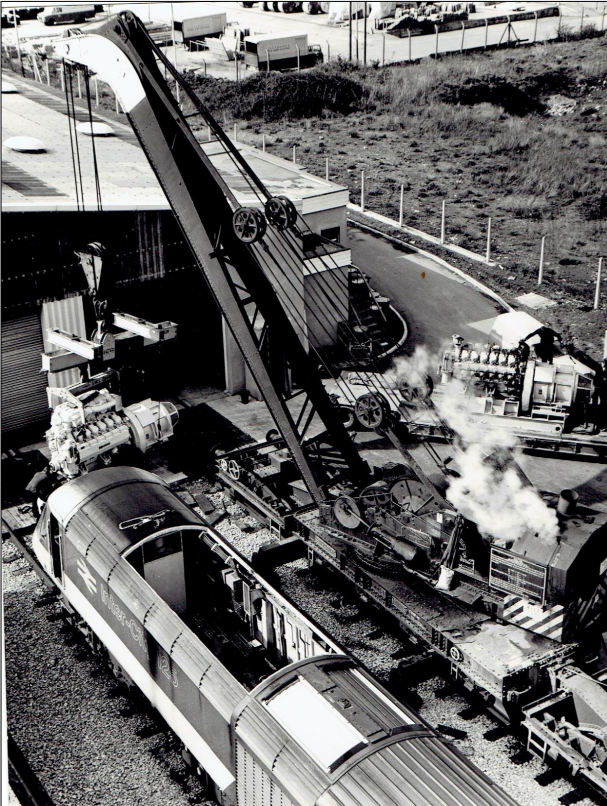
As a result it was by far our most expensive station to run, with the inevitable consequence that we opened it for many less hours than other cheaper stations in the vicinity, and its contribution to a safe railway was therefore somewhat limited. It did give rise to another incident though, as we did have a cable fire inside the very complicated equipment room (which would not have existed in an ordinary station). Not the worst-case scenario though, but the opposite. The fire started around midnight and there was just one person in the control room, a closed and locked station, and no trains or customers. Said operative went to the room, was unable to see the source, and left the door open as he went back to the control room to call the fire service. The open door had two effects, it inhibited the sprinkler, and fed the fire with fresh air. The fire service arrived in good time but could not access the locked station and we then discovered that their radio system was incompatible with ours. Eventually it was all sorted and the fire was extinguished before we set fire to the offices above. The station was then closed for 6 weeks for very expensive repairs. Needless to say, we had practiced the worst-case scenario with full trains in the station, but never the one that actually happened. Live and learn?

One more incident sticks in my mind with a similar theme. All our train procedures were built around safe Driver Only Operation. In practical terms, this meant that dealing with passenger incidents had a procedure that assumed the driver was on his own in the middle of nowhere, or possibly stopped at an unmanned station. Fast forward to a strike by London Underground, so that Thameslink became the only practical method of crossing London from North to South by train - the Northern, Jubilee and Victoria lines combined. We did all we could and ran 8 cars all day, but our very thin and substandard platform at King's Cross was very crowded. As a train went to leave, a lady with a buggy decided to board, the doors closed on the buggy and a helpful nearby passenger hit the alarm button. The driver gets a door alarm indication, but has to go to the door to reset the alarm. There were several people nearby that could have done it, but that was not the procedure so hey ho, he leaves his cab to get to coach 8 of his train. Normally he would have done this in a couple of minutes, but the platform is heaving with folk who want to know the way to Elephant and Castle and when the train will leave. It took 20 minutes. Why did we not interrupt the process and him back to his cab?

Because we had no means to communicate with him apart from the cab radio, and he was not in the cab.

Bearing in mind that I was only MD for 2 years, looking back over strikes, two train derailments, a bank slip, a gas attack and the wires down, I must not have been a lucky MD, or the reflection just highlights what passed for

normality on the railway BR ran at the time. We have, I believe, come a long way since then despite the start of this article. For the sake of Metro style railways we plan to run with full size trains – the new Thameslink with 24 trains an hour and the Elizabeth line, I certainly hope so!



Bet this never happens with the class 800s!
Steam crane used for first HST engine change at a running depot.
Ancient and Modern! Bristol St Philip's Marsh 1976

Photo courtesy 61249

MEMBERSHIP REPORT

Mike Manners

Membership now stands at 124. It was 125 until the sad passing of Harold.
Current membership is made up as follows: -

- 55 Members of 65 years and older
- 4 Junior members
- 19 Ordinary members
- 7 Associate members
- 14 Family members
- 9 Joint members
- 12 Honorary members
- 4 Concessionary members

LETTER TO THE EDITOR

Dear John,

Thanks for the latest issue!

I read with interest about the Club '58' having its bogies/motors modified recently and the issue with the controller... as it happens I spent most of last Sunday (1st Oct) driving 58001, to help out moving the large crowds that accumulated on a quite pleasant afternoon. I found no problem with controlling the locomotive, but just used my thumb gently against the 'stem' of the controller, rather than operating using the full length of the control stick, and found that it offered perfectly satisfactory control, even when running with two trollies and a full load. In my view, no further modification is required, just a little training for those who find any problem with it – it really isn't difficult!

I would like to say a big 'Thanks!' to those who have done the work on the 58, she behaved perfectly all afternoon and certainly earned her keep. As for me, I was enjoying 'refreshing' myself on the raised track and looking forward to having my 5" 'Lion' back in use which Rob Denton has kindly been sorting out on my behalf. With it back running after several years I'm hoping to be able to help out a bit more often for parties and public running, so I am very grateful to Rob for taking this little project on. Hope to see you all around in the next few weeks – but I think the 58 is fine as it is!

Regards

Graham Bilbe'

NIGEL PENFORD SAYS.....

As members will have seen, the seats on the raised track trollies are being recovered and the foam inserts replaced for a firmer type. Could members who use them as driving trucks please take care of them.

Could steam locomotive drivers please use metal coal boxes not plastic as hot poker and shovels melt the through the plastic then damage the seating. In time the bogies are being replaced with improved brakes. Recovering the seats is not cheap and is time consuming, it is your club so let's take care of it!

OCTOBER WORK REPORT

Mike Manners

Nigel and I have been doing our weekly keep fit exercise by shifting a pallet of bricks and a jumbo bag of building sand to the club. It kept us busy for two mornings and took three trips in the van.

A point position switch box has been trial fitted to the point at the entrance to the ground level station and a signal control reed block to the entry to the loop line. This means that the signal at the top of the gradient in the woods

now works correctly, if trains with magnets fitted enter the station passing loop. A pin switch still needs to be fitted to cope with trains without signal activation magnets.

The Class 58 once again had the problem of a stripped plastic gear caused by the motor retaining nuts vibrating loose and the motor moving. These nuts need to be replaced by Nyloc nuts ASAP. Alf has been working on tidying the loco up and replacing some of the scale detail.

Rob Denton and Roger P have been working on the raised track to reverse some of the bolts that were being impacted by wheel flanges and causing problems.

Peter C has been doing sterling work rubbing down and repainting the raised track carriages.

Nigel and I have been looking at options for hard standing by the hydraulic lift. Block paving is favourite at the moment. Trustees need to approve this cost (currently about £122.00 for a 488 pack at Travis Perkins).

The annual process of dead tree and ivy removal has been started.

More raised track carriage seats have been recovered.

Nigel has repaired the bent club room table. People need to be aware these are tables, not seats.

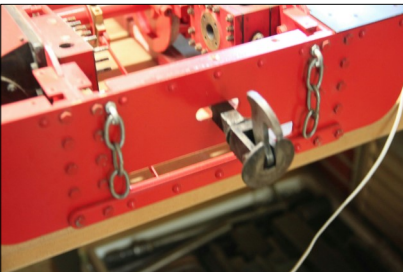
Ground level carriages numbers 2 & 3 have had their wheel bearing re-greased.

As always the jobs of wheel cleaning, grass cutting and generally keeping the place clean and tidy go on.

OH, THANKS, IT WILL COME IN HANDY ONE DAY!

By David Scott

Yes, an often-stated statement in our hobby. This covers all the various scales and gauges and you can almost hear someone saying as they put a run out of ink pen into the back of the modelling drawer. That will come in handy one day... Chimney pots of course... Oh and the sewage outfall I have dreamed up with a collection of dirty boys in double O playing by it on the sandy beach! The sand has sat in a box for too many years waiting for its moment of glory! Another gift.



This week came a pair of couplings from Les and for a change I got out of the car, walked through the house, down the garden to the workshop and almost put them in place on the Hunslet chassis. Could be a first? They need cutting down slightly, but the bolts are the same size of my openings. Fronts only the rear are strong forks waiting for a boiler to be

sorted out.

A phone call to cross the border came the same week and in my excitement forgot to grasp my collection of metal by the computer. The car parking fund got raided as we waited to cross and a check under several dusty mats came up with 120 pennies. The bridge was 20 pence five years ago beyond Pangborne. 60 pence each way and cheaper than going round via Goring.

This time it was a superb pair of 24 volt motors from Alan plus batteries and control... these filled the back of the car so staying out the night in the car hotel was cancelled.

One of our favourite walks is by the river from Pangborne and it was during the second field that a use for the second motor came to me. Yes, I have an old band-saw from work when it became cheaper to buy new one, than to get in a replacement flanged motor and have Maintenance fit and wire it in. A lovely slow speed for various metals. I keep the other band saws blades for things like copper when the edge has gone on them. They also make lovely dummy leaf springs with a pass of the grinder on the other side.

I seem to be building up a collection of angle grinders at the moment due to needing a pair of right angle drives which can be bolted into bogies? Yes, from Bearing Boys they are £54.00 each at 5 to 1 and grinders are £17.00 at 3 to 1. Sounds like a horse race to me? Just don't bet on which ones may last longer! Now I need 3 places to lose the spare spanners.

A quiet Sunday in our part of Tilehurst never, next door king of anything to do with motor bikes has a beyond help mower which came out. 2 of its 4 strokes got lost many years ago. Our other neighbour decided on power washing something BMW and decking, so I had a good grind of many and various rusted waiting to be used metals. SEAN eventually blasts off, on his Harley legal on the noise level leaving the 3 dogs barking.

Buying something like a part finished model could also be called 'It will come in handy one day' and my latest 2 have come up trumps? Can we still say Trumps? Yes both being made by time served tool-room men, the Rob Roy appropriately being a genuine Scottish Locomotive from Fife. He has become involved in wood-turning and she abandoned for years under the bench eventually headed South. A lovely tip coming out of the goodie bag in the shape of a pair of steel axle boxes? Yes, they have small holes through which you spot into the rods for accuracy. So wood-turners don't use BA taps and dies in high speed steel enclosed in the other bag!

Currently my collection is hampering the workshop floor recovering project and a very understanding wife now has too many things stored in the kitchen to assist with space. Rainy days in August helped reduce my second hand, imperial, matching our brickwork, bricks pile down to manageable. Never mind our next door but one guy needs some and some assistance with his soffit and guttering... he also has a tower when ours needs doing. They are almost a pound each and were going into a skip!

Down IKEA Way

by John Spokes

In September's Prospectus I wrote about Bill Hoole, the renowned ECML driver, who in 1907 transferred from his home town of Liverpool to the Neasden depot of "*Britain's Last Main Line*", the Great Central's London Extension. Neasden in 1907 was very much in the country; the north-west suburbs of London petered out at Willesden, Notting Hill and Cricklewood.

The Great Central depot at Neasden was one of a string of railway facilities that arced around this part of the London outskirts from Old Oak Common to Cricklewood, through Willesden Shed, Neasden GC Depot and Neasden Metropolitan Works. Neasden Great Central was at the southern extremity of this new railway and was the stabling and servicing point for engines on both local GC services and long distance expresses to Nottingham, Sheffield and Manchester London Road (now Piccadilly). However, it was a relatively small shed, built to a standard 6 road dead-end pattern; Leicester Central



Railway environs around north-west London at the early part of the twentieth century

Shed was more prominent on the GC, serving passenger services; it was approximately half-way between Marylebone and the Great Central's original infrastructure. Woodford Halse, between Aylesbury and Leicester, served a similar purpose for freight services.

The London Extension opened in 1899 and in order to provide accommodation for railway workers a small village was built, complete with church and a Co-op, much of which still exists relatively unaltered, in fact a so-called conservation area, but lost among other buildings, opposite where the north London IKEA store stands. At the beginning of the twentieth century this village, which housed about 200 persons, overlooked fields and was approached by a lane, which in time was to become part of the North Circular Road.



Neasden shed in 1962, relatively deserted apart from two cars: an Austin A30 on the right, the model in which the author learnt to drive and on the left what appears to be an A40.

The land on which the depot was built probably originally belonged to the Metropolitan Railway. From Harrow-on-the-Hill to Quainton Road the railway operated as the Great Central and Metropolitan Joint, a not particularly satisfactory arrangement as this section of the permanent way was only dual alignment and GC expresses were often held-up by slower Met trains. It was in this context that in 1905 the GC built an alternative route out of Marylebone. A junction was made at Neasden which joined the GW Paddington to Birmingham line near Northholt and then traversed the Chilterns via High Wycombe and Princes Risborough rejoining the GC main line by a 6 mile spur from Ashenden Junction to Grendon Underwood, a few miles north of Quainton Road, the now location of the Buckinghamshire Railway Centre.

The Metropolitan Railway owned a number parcels of land nearby its route. These were ear-marked for property development as a means of providing fare-paying passengers. “Metroland”, near Chorleywood and Rickmansworth, made famous by John Betjeman, was one example, which ultimately gave rise to some of the richest real estate in the country. Another area was around Wembley, which in 1890 was a hamlet. It was here that Sir Edward Watkin, Chairman of both the GC and the Metropolitan Railway (and seven other railways to be precise), decided he would build a pleasure ground, 12 minutes rail journey from Baker Street, in an area called Wembley Park. Watkin, the son of a rich Manchester millowner, was a visionary entrepreneur and the chief protagonist in the GC London Extension, which was built to Continental loading gauge with plans for linking the railway to Paris via a tunnel under the English Channel.

As if to pre-empt this Paris connection he envisaged at Wembley Park a tower to rival Eiffel’s. This would be 1175 feet high, 150 feet taller than Eiffel’s Tower and 170 feet taller than today’s Shard! Construction of Watkin’s Channel Tunnel commenced but came to naught and his tower, started in 1892, achieved only the height of its first stage at 154 feet. Funding

this project had always been a challenge and to reduce costs the design had been changed from an octagonal to a square structure. Unfortunately this put excessive loads on the foundations and in 1895 construction ceased when the tower's legs began to sink. *Watkin's Folly*, or *The Stump* as it was sometimes known, rusted away until 1907, (the year Bill Hoole moved to Neasden) when it was finally demolished. The concrete foundations remain, hidden under the pitch of Wembley Stadium, where they were temporarily uncovered during the Stadium's recent renovation. ("*Watkin's Folly*" is now the name of a pub close to the Stadium).

The original Wembley Stadium, with its twin towers came into existence in 1923, as part of the British Empire Exhibition which opened the next year. As a means of transporting construction material and later passengers for the Exhibition and Stadium, the the GC and then the LNER following the 1923 Grouping, laid a loop line to Wembley Stadium Station, the loop began at and then returned to Neasden. (This is **not** the same Wembley Stadium Station that is in use today - the original station and the loop were long since built-over). This facility proved to be a very profitable initiative and none more so than at the 1923 Cup Final, between West Ham and Bolton Wanderers. On that day careful planning allowed the LNER to operate a series of trains from Marylebone to the Stadium Station at 2 minute intervals. No little feat considering that on the return to Marylebone, a relatively small terminal, locomotives had to be changed. This Cup Final, the first at Wembley, was a non-ticket event and 200,000 people turned up. Somehow the bulk of this number was squeezed into a stadium built to take only 127,000. It became known as "*The White Horse Final*" in memory of P.C. George Scorey who allegedly, mounted on his white horse *Billy*, single-handedly shepherded the large number of spectators, who had spread on the pitch, back beyond the touch lines. Kick-off was delayed by *only* 45 minutes. Subsequent Finals have always been ticket-only.

Neasden Depot remained in LNER hands until nationalisation in 1948 when it became part of the Eastern Region of British Railways, as shed code 34E, a sub-depot of Kings Cross. A3s, V2s and B1s, many of which were Leicester 15E engines, could be seen here, as well as numerous L1 2-6-4 tanks and some B17s. There were still long distance expresses to Sheffield, Manchester and Bradford; "*The Master Cutler*" and "*The South Yorkshireman*" were named trains. In 1958, however, the old Great Central main line was taken over by the London Midland Region. The shed code changed to 14D and the well known and infamous planned run-down of services began, leading to the closure in 1966 of much of the line north of Aylesbury, through Woodford Halse, Leicester, Loughborough and Nottingham. Some late remaining steam and diesel locos from Neasden depot, which closed in 1964, were transferred for a short period to Cricklewood.

So if you visit the blue and yellow edifice adjacent the North Circular Road that is IKEA, pause briefly and look across to the village that is Gresham and Woodheyes Road and imagine this was once open countryside whose horizons were occasionally pierced with steam, smoke and coaling towers.

and
note



Oh,
also
the

Watkin's Tower or Watkin's Folly, as it was more affectionately known, showing it (inset) as completed to its first level in 1895 and an impression on what was planned compared to Wembley Stadium



Wembley Stadium at the 1923 Cup Final. If you look carefully you should be able to see the figures covering most of the pitch.

See also surrounding lines. Ed



As an addendum to John's article I include a picture taken on 9 May 1964 at Cricklewood. Green V2 60923, is a long way from its home shed at Ardsley. It has been displaced from nearby Neasden that has just closed.

Photo
John Billard

WOLVERTON PUG

World's last scheduled main line steam and Colossus in a wood

Continued from last month

On Tuesday 25th July 2017 we set off to travel on the scheduled steam service from Wolsztyn to Zbąszynek and back. Having legged up and down Poniaowskiego Street three times looking for my missing papers I join the other four and we climb aboard the 11.04 to Zbąszynek. It takes 43 minutes with four intermediate stops. The train consists of O149-59 2-6-0 and two PKP corridor coaches. This is the only scheduled steam hauled main line service left in the world. It would normally be running between Wolsztyn and Poznan alternating with Lesno but due to track upgrades both these routes are closed at present. The scheduled steam service only re-started this May after being replaced by diesel units for a couple of years whilst funding and local government support was sorted out.

We do two return trips with lunch in Wolsztyn between the two. Finally we depart from Wolsztyn on the Wednesday morning 26th on the 09.33 rail replacement bus (line to Poznan closed) to Rakoniewice, then the 10.02 diesel unit thence to Poznan. Continuing on the 12.04 Poznan to Szczecin (Stettin) InterCity train hauled by one of the numerous class 83 English Electric derivatives EP07-174 painted in retro Polish two tone green livery.

It has been raining heavily along the Polish/German border for two days so as we get nearer to Stettin, the rain starts and we quickly notice the fields are flooded and the crops of cereals have been flattened. At Stettin it is torrential. We have 40 minutes here so Nigel's brew-pub APP earns its keep once more and for the only time on the whole trip we have to don the waterproofs and leg the 200 yards to said facility. Well worth the trip and the rain has eased when we emerge to return to the station.

Onward then into Germany and on to Stralsund changing trains at Pasewalk. Here we noted the vast facilities of administration buildings and marshalling yards all now crumbling and abandoned. A legacy of its former important past on the junction of two main routes north/south and east/west, close to the Polish border. The hotel at Stralsund is another InterCity hotel so is next to the station and on checking in we duly collect our free local transport tickets.

Dinner that evening is thanks to Nigel's APP and another brew-pub serving excellent German food. Two of the Party opt for the pork knuckle, which is enormous and all but beats them. Sitting on my left is a petit middle aged lady who has ordered the same. She does her best and in her limited English says to me "I have a dog!". Silver foil is provided and a happy dog awaits.

On Thursday morning 27th the 09.01 from Stralsund takes us to Bergen across the bridge onto Rugen Island. We change onto the 09.40 private Reggio service, single car unit 650-032 (Adtranz Berlin), run on behalf of the Mecklenburg Vorpommern Lander. "MV tut gut" painted on the side. This takes us to the end of the branch at Lauterbach Mole, which, from the previous station Putbus is shared with the narrow gauge line, which is interlaced. The narrow gauge line is 75cm wide. We return from the Mole on the standard gauge unit and alight at Putbus.

Tickets are purchased and we board the very busy 10.08 narrow gauge train from Putbus behind 0-8-0T no. 99-4011. In order to capture some lineside 'photos we alight at Serams a little under halfway to the destination at Göhren. The sun is shining so there is some scope. We photograph East Germany 1953 built 2-10-2T No. 99-1784 and board the train which is even fuller than the outward and decide to stand on the veranda back to Putbus. At Putbus a fair number of people alight so we find seats for the short trip to Lauterbach Mole.

As there is no run-round facility, Gmeinder 1964 Bo-Bo diesel no. 251-901 has been attached at the rear to haul us back from the Mole to Putbus, where it comes off to allow the steam to run round. There is just time for a couple of us to dash round the road to "do the shed". It's a long time since I "nicked" round a shed and as of yore the fitters and enginemen pay no attention other than the odd nod of a head and a "guten tag" from me.

Outside in the yard is standard gauge tender from DR 4-6-2 Pacific 01-0509 and DR 2-8-2T 86-1333. Not sure what they are doing here! Also outside is DR Henschel 1938 built 2-8-0T no. 99-4801 and 2-10-2T 99-1784 seen earlier. In the repair shop resides Henschel 0-6-0TT (tank and tender) no. 99-

4652. I don't recall ever seeing one of those before. It is one of two built in 1941 and latterly based at Altenkirchen at the far top end of Rugen on part of the narrow gauge system isolated from the rest and now all closed north of Bergen. In the running shed were an 0-6-0 Gmeinder diesel shunter built in 1944 - Köf -6003, the other 1938 Henschel 2-8-0T no. 99-4802 and 2-10-2T no. 99-1782.

We return to the station just in time to catch the train all the way down to Göhren, where there is a locked shed with track leading into it. Inside through the window we can see one of the Vulcan 1925 0-8-0 well tanks no. 99-4633.

Lunch is taken in the open overlooking the Baltic sea where a lot of people are bathing in the sunshine.

We return as far as Binz, where fortuitously we find a bus to take us to the standard gauge station at Ostseebad Binz, rather too far to walk between the two. From here we catch the train for the next part of our tour, which is to seek out Hitler's holiday camp. This is a vast 2.8 mile long structure designed by Albert Speer and known as Colossus. Its purpose "Kraft durch freude" ("strength through joy") i.e. to provide a place where 20,000 German workers could take their holiday, no doubt surrounded by endless Nazi propaganda. It was started in 1936 and completed in 1939 but never used by the Nazis as Hitler concentrated on World War II. After the war the East German army used part of it as a barracks and two of the four blocks were demolished. Part of what is left has recently been restored as luxury holiday apartments. But to my mind the place is eerie and foreboding surrounded by dark conifer trees.

Alighting from our train at Prora we walk the half mile or so through a heavily wooded area and past a small transport museum to where the Colossus appears through the trees. We all agreed it was rather a dark depressing place to take a holiday! After taking some photographs we returned to the station. Unfortunately the transport museum closed at 5pm and it was already ten minutes to five. Tantalizingly we could see two large steam engines inside. One fully streamlined Pacific-03-002 and the other semi-streamlined with a big red star on the smokebox door and a number ending in 0123!

We duly walk back to the station and catch the next train to Stralsund. We dined that evening in another brew-pub next to the harbour.

On the Friday morning we catch the 09.11 Stralsund to Berlin Alexanderplatz, changing there onto the S-Bahn service to Schönefeld Airport. The airport is packed with people waiting to fly out, it being the last Friday in July. Unfortunately due to a cock-up (*error, Ed*) with the project to build a new airport (Berlin Brandenburg) which is now running 7 years late, little work to modernise both Schönefeld and Tegel airports has been undertaken and they are sub-standard to meet today's needs. The railway station at Schönefeld is very large having been an important InterCity station in DDR days and like the airport retains its drab Communist era condition.

So a long winding queue to reach the security gates. We already had boarding passes as I had printed these off before we left the UK . No problem with EasyJet but coming out Flybe do not let you print them off until 24 hours before the flight!

Eventually we board the plane and take off an hour late due to late arrival of the inward working. Landing at Luton Airport, again there are crowds due to the day and date!

Fortunately the main crowds and queues both in the terminal and roads outside are for departing flights. The shuttle bus deposits us at Luton Airport Parkway station in time for Nigel to see the late running St. Pancras to Lincoln service, which calls at Newark Castle, pull out before realising what it was! We then catch the 18.32 East Midlands Meridian service to St. Pancras and catch the 20.35 Kings Cross back to Nottinghamshire and Yorkshire respectively.



Left
0149-59 at Wolsztyn
25.7.17

All photos WP

Below
0149-59 at
Zbaszynek 25.7.17





Above EP07-174 at Stettin in pouring rain 26.7.17

Below 99-1784 approaches Serams on Rugen 27.7.17





Left
Dual gauge
at Putbus and
the tender
from Pacific
01-0509
27.7.17

Below
In the shed at
Putbus the
tank, tender
loco -27.7.17





Above The Colossus at Prora 27.7.17
Below A Coathanger (ex DDR 112-295) passes Schonefeld station light engine 28.7.17



Diary

November

Wednesday 1st	Birthday Party	10:00 to 12:30
Sunday 5th	Public Running	13:30 to 17:00
Tuesday 7th	OO gauge	
Saturday 11th	Club Running	11:00 onwards
Monday 13th	Trustees Meeting	19:30
Saturday 18th	Birthday Party	11:00 to 13:30
Tuesday 21st	OO gauge DCC	
Friday 24th	Young Engineers	18:00
Saturday 25th	Young Engineers	11:00
	Club Running	13:00 onwards

December

Sunday 3 rd	Public Running	
Tuesday 5 th	OO Gauge	
Saturday 9 th	Club Running	
Sunday 10 th	Birthday Party	11.00 to 13.30
Monday 11 th	Trustees Meeting	19.30
Wednesday 13 th 16 th /17 th	Christmas Lunch Santa Special	
Tuesday 19 th	OO Gauge DCC	
Friday 22 nd	Young Engineers	18.00
Saturday 23 rd	Young Engineers	11.00
	Club Running	13.30
Tuesday 26 th	Boxing Day Run	11.00

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.

John Billard Old Station House Twyford Reading RG10 9NA
01189 340381

john@jegbillard.plus.com