

Reading Society of Model  
Engineers  
www.prospectpark  
railway.co.uk

Charity Number 1163244

# The Prospectus

November 2019



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Alasdair Milne's award winning "Gordon Highlander" at the Midlands Model Engineering Exhibition last month. See page 3. Photo John Billard

**DAWSON'S DIARY  
REAL MODEL ENGINEERING  
A FUNGI HORDE  
WARRIORS REPORT  
ANALYTICS**

## **DAWSON'S DIARY**

### **kept by the President**

This year a good one for the RSME in many ways the most productive so far since the membership took on the role of a charitable trust. The running days for the public have been very good the income from these events has given the trustees the ability to buy the materials to improve the tracks and all the other jobs that are ongoing around the club's site.

Good progress on the raised track trollies replacement bogies. Alf's team have got this job in hand with three trollies finished and two more to go. Also the A4 hedge really has filled with good growth. That should satisfy the locals that live in this area.

We must not forget what a lot of sterling work out tea ladies do to provide throughout the day on a public running day, sometimes there is only one person at the tea bar often or not it is our Jacky. A very big thank you from all of us at the RSME.

Let us keep up all the good work into the new year.

## **A VIEW FROM THE CHAIR**

### **John Billard**

Last night we had the second of our regular winter talks at the club house. The topic was a very interesting explanation of what happens between the railway wheel and the track, by John Spokes. Did you know that for every hundred yards the train travels the driving wheels will do at least 102? If you missed this, and others, we are thinking of archiving our talks so they may be accessed afterwards.

The October trustees meeting again was done in good time. We are going ahead with the rewiring and modernisation of some aspects of the club house being at the quotes stage. The subject of track marshals is still on the agenda for another discussion. The present rules date from 1988. Peter Culham reported that the birthday party season is coming to an end with no less than 46 this year. That is a massive effort by the parties team led by Peter for which great appreciation is due. Another big step is the installation of new outside lighting. I have seen at first-hand what a major job that has been and all due to our Wednesday gang, come rain or shine; mostly the former, recently.

The trustees are also considering the possibility of opening up trustee meetings to the wider membership to attend if they wish. The process is in the middle of being worked up and more of that next month.

**The trustees ask that should members wish to bring materials on to the club site they should first clear this with a trustee.  
Some items are welcome; some aren't!**

## Real Model Engineering is alive, but only just by John Spokes

Long-standing RSME Member Alasdair Milne presented his latest model at October's Midlands Model Engineering Exhibition. It is a very close replica of the GNSR 4-4-0 Gordon Highlander, built in 7 1/4" gauge from works drawings together with photos of the original which is stored at The Scottish Railway Museum in Bo'ness.

The loco and tender took 4 years to complete, a relatively short period bearing in mind the level of detailing applied; the cab features are exceptional and the lining, which is very elaborate, is virtually faultless.

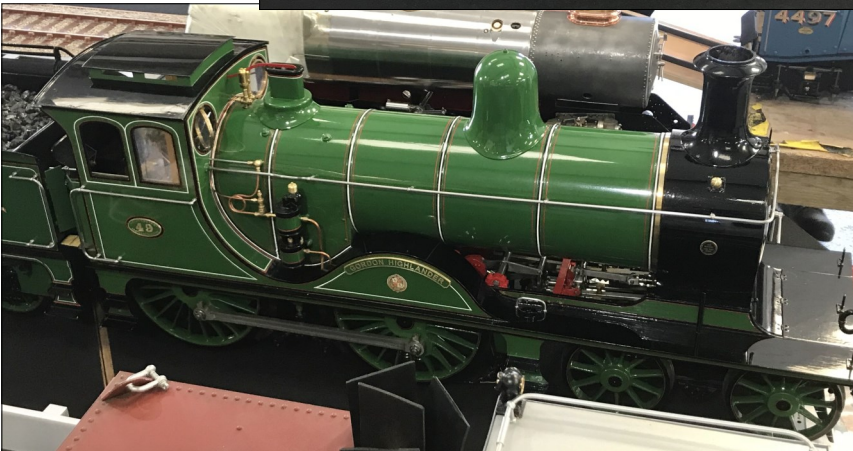
The loco won a "Highly Commended" award at the exhibition, judged on the fact that it was the only entry in its class. If common sense had prevailed the engine should have gotten a prize based on its first-class standard of excellence. Such a reasoning by the organisers and judges at the MME is hardly directed towards promoting 'real' model engineering in a period when it appears this aspect of our hobby is in decline.

Anyway, Well Done, Alasdair. Here's to the next one!





Pictures by John Spokes





## In the RSME garden—a fungi horde reports George Saffrey

We discovered these sinister looking mushrooms as we cleared the elm suckers from a hedge planting along the A4 boundary of the club site. I couldn't find photos of anything similar on the web, so I don't know what they are. There seems to be a black waxcap variety, but the photos and the suggested habitat didn't quite align with what we found. Looking at the fungi identification sites suggested it would be a long search, with approximately 15,000 varieties of mushroom to choose from. As some mushrooms are seriously poisonous, we weren't tempted to eat them without expert identification and advice.



Although Dutch Elm disease has almost eliminated the full grown trees of English landscape painting, elm continues to grow as an active suckering weed until the bark gets thick enough to accommodate the beetle which lets in the fatal disease. Typically this seems to happen when the sapling reaches 3 to 5 metres from the ones I see. Some of the roots giving rise to suckering are substantial - more than 2-3 cm in diameter, with the suckers prolific and vigorous.

*George went to show me a few days later—they had disappeared. Ed.*

**The November Talk**  
**Club House**  
**Thursday 28 November 8 pm**  
**Machining at Large.**  
**by Alasdair Milne**

The largest moving objects that man has made have been ships and battleships and had among the largest and heaviest components ever launched. The heroic processes and machines used in the production of guns and armour as well as the conventional ship components and materials of the battleship age will be compared with those familiar to modern model engineers.

## **HISTORIC WIND TUNNELS VISIT – FARNBOROUGH**

### **Mike Manners has been in touch as follows**

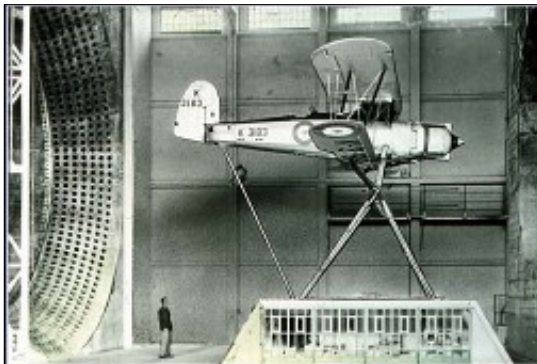
I asked around at the club last Wednesday if anyone was interested in going to see the historic wind tunnels at Farnborough. There were a few who expressed an interest.

Please can you put a bit in the next Prospectus saying if anyone is interested in going on one of these tours then get in touch with me either at the club or by email. I will organise the tour but it will be up to the individuals to arrange their own transport. The tour is quite expensive at £20 per head and usually runs on a Thursday. People can contact me at [michael.manners2@ntlworld.com](mailto:michael.manners2@ntlworld.com). More information is available at the following link <https://www.airsciences.org.uk/windtunnels.html>

### **But Mike adds**

I have just looked at the available dates and it looks like this will have to wait for next year. They stop running them at the end of October so perhaps just a note of interest in Prospectus and catch up with this at the end of February next year. It looks like tours start again in March.

*A reminder will be published next year. Ed.*





A nice reminder of warmer and sunnier days when the ground level track replacement was nearing completion with the level crossing within sight.

Dave Scott, Chris Jones, Nigel Penford, Dave Cole, Mike Sinclair, Peter Culham, George Saffrey and Mike Manners working on laying the new track.







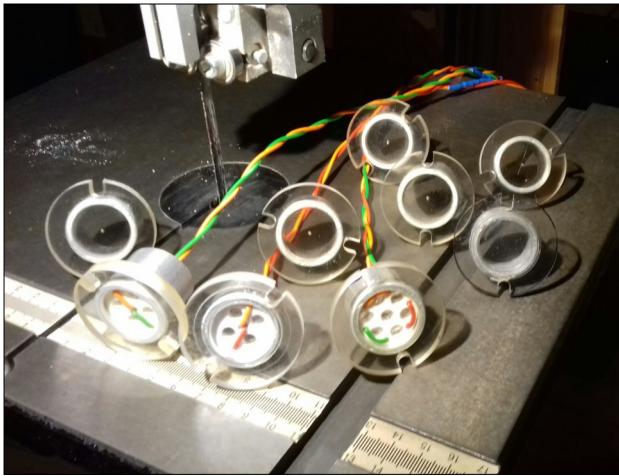
## WARRIORS REPORT

Words and pictures  
Mike Manners



Those members who rarely visit the club after dark may be interested to know that we now have two of the new floodlights cabled up and working. Pictures show trenching work heading towards the third light. Peter Culham, John Evans and Charles Benham doing a stint of digging. Not in the picture but also lending a hand were Mike Manners, Nigel Penford, Dave Cole and Mike Sinclair.

The top picture shows me on my knees again completing the electrical connections.



Mass production of signal lights. Most club members probably don't realise that all of the signal lights in use at the club are hand made and not just bought in items. There are a mixture of single colour and dual colour lights. All of the lights use LEDs and these generally have a long life. Unfortunately the wild life at the club tends not appreciate this. The biggest cause of light failure is attack by ants, earwigs, wood lice, slugs and snails.

At the ground level station exit the signals are controlled by a box mounted on a post behind the retaining wall. We are now looking to install a similar box to control the signal lights at the station entrance. At the moment the signal before the station entrance shows a permanent red light for the station loop track regardless of the set of the point. This is misleading and needs to be changed as we are making more frequent use of the loop track. The picture shows the new signal control box support post. Its now been welded up and installed in the bank just before the station.



# ANALYTICS

## Where Wolverton Pug looks at photographs taken by the editor

### Sulzer Type 2 D5095 at Finsbury Park on 5 October 1963

You are correct John, that is a fish dock. As can be seen MacFisheries have a building adjacent. It was built in 1960 as a large distribution centre for London and by 1963 was handling fish forwarded by train from Aberdeen in white 'Blue Spot' four wheeled vans. The train left Aberdeen on weekdays at 12.30 pm and arrived at Kings Cross at 3.02 am having detached the Finsbury Park vans from the rear at FP apparently MacFisheries opened a training centre in Reading in 1950 and for a while their headquarters was in Bracknell.

D5095 went new from Derby works to March (31B) in March 1960. It remained allocated to March until Autumn 1962 when it was transferred to Finsbury Park (34G) as part of the replacement of the NBL type 2 D61xx and Birmingham Sulzer type 2, D53xx locos which had gone to Scotland. It's next move wasn't until Autumn 1966 when it too was sent north to Scotland-Edinburgh Haymarket (64B) with a number of others to replace yet again the unreliable NBL class 21/29, plus the 'Clayton' class 17s. It was still green when seen by me at Edinburgh Haymarket depot on 22nd April 1972, and was recorded as re-numbered 24095 in October 1973, which is probably when it was painted blue at Springburn works. It went into store at Springburn in October 1975, finally being withdrawn and sent to Doncaster works along with several others, where 24095 was cut up in June 1976. Why it was sent south to another BREL works for scrapping know not. It was possibly due to the workload at Springburn at the time and spare capacity at Doncaster.

WP.

Photo John Billard



## DIARY

### NOVEMBER 2019

Sunday 3 <sup>rd</sup>	Public Running	13.00 to 16.00
Saturday 9 <sup>th</sup>	Club Running	11.00 onwards
Monday 11 <sup>th</sup>	Trustees Meeting	
Sunday 17 <sup>th</sup>	Birthday Party	11.00 to 13.30
Saturday 23 <sup>rd</sup>	Young Engineers and Club running	11.00

### DECEMBER 2019

Sunday 1 <sup>st</sup>	Public Running	13.00 to 16.00
Saturday 7 <sup>th</sup>	Club Running	11.00 onwards
Monday 9 <sup>th</sup>	Trustees Meeting	
Sat/Sun 14/15 <sup>th</sup>	Santa Special	

\*\*\* All times subject to alteration

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

#### For Sale

#### 5" Gauge Sweet Pea

Hydraulic certificate 'til September 2023 Steam cert 'til September 2020  
Copper boilered Sweet Pea with injector, hand and axle pumps.  
The loco has both a saddle tank and separate tender for water storage so can  
be used as either a tank or tender engine.

£4500 o.n.o.

For further details please ring Peter Harrison on 07920 833546

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 issue is 18 November. This is the final date.**

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

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