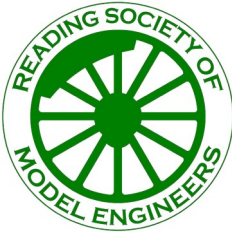


Reading Society of Model
Engineers
www.prospectpark
railway.co.uk

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The Prospectus

November 2020



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The club with fresh paint and refurbishment.
See Dawson's Diary and pages 9/10. Photo, Editor.

**DAWSON'S DIARY
A FELDBAHN LOK
PROGRESS IN THE PAINT SHOP
A FIRST STEAM LOCO
GREAT WORK AT THE CLUB
ANALYTICA**

Free to members

DAWSON'S DIARY

kept by the President

I was asked by the trustees to visit the club to see the progress of the improvements to the clubhouse. What a transformation. Inside the electrics have been well thought out and the lighting very good now. When the painting is done the magnolia paint will make it nice and bright.

Outside the clubhouse the bridge looks really good. When finished set a high benchmark on good painting. When both are finished, they will make our track look very nice. Both stations look very smart well done to all the members involved. Doing this fiddly awkward job is a long haul for these dedicated members. A fine job!

Our parks and gardens team also have put a lot of work in looking after the grass, keeping the area nice and tidy not forgetting all the things like trees, plants, flowers etc. Shame we cannot enjoy all the effort this team put in every Wednesday, well done once again from the trustees and the president.

Alf has been very busy doing what he is very good at getting sign boards replaced, talking of signs the RSME signboards on the barrier has been repainted, a smart job too.

Let us hope 2021 will be better for the RSME. In one way, if things do improve over 2021, we can get all the outstanding jobs done throughout the year. Hoping by year 2023 things will be back to something like normal?

Building my Gmeinder HF130C Battery Loco by Mark Kirton



HF130C photo courtesy of Frankfurter Feldbahn Museum.

A brief history of the HF130C locos.

The HF130C is an 0-6-0 'Feldbahn Lok' or Field railway loco of 600/750mm gauge. Designed and built from 1937 for the Wehrmacht – the German army and designated as essential for war work. Around 350 were built from 1937 and throughout the war years. They were used on temporary field railways supplying the front lines as well as on airfields, quarries, and industrial installations. A further three were built in 1952 & 57 for use on the Wangerooer Inselbahn from the original drawings. A number of manufacturers were involved in their manufacture including Schwartzkopff, Deutz, Gmeinder, Orenstein & Koppel, BMAG and

Windhoff. The four-stroke diesel engine was (mainly) supplied by Deutz with a Voith hydraulic final drive. The gearbox is located under the cab and has an output 'Jack' shaft driving the inside wheels via outside connecting rods and cranks/counterbalance weights. It would seem that between 6 and 10 examples survive to this day. The above photo shows a Gmeinder built example, the engine covers having the pressed diamond side panels. These were taken from a Gmeinder standard gauge diesel shunting loco. Other manufacturer's examples had flat panels or no panels at all or even wooden panels!

My 5 inch gauge HF130C

It all started back in 1971 or 72 when I was about 13 or 14 years old. My grandfather, a top link engine driver for the GWR and latterly BR(W) in Swindon, took me to meet a friend of his, a guard, who built model steam locos. His friend was Mr. Bill Clarke who became Chairman of the NWMES in Swindon. I remember walking down his garden path to a shed and seeing models of a GWR 2-6-2 class 45XX called Firefly and the infamous GWR 4-6-2 pacific, 111, 'Great Bear'. I also remember marveling at a Myford lathe and a small milling machine together with the usual hand tools and various castings and loco parts. I was in heaven! That night I had my first taste of turning a few steps into a piece of steel bar. I knew right then I wanted to be an engineer. A few weeks later and I was treated to a second visit. Again, I was allowed to turn some pointless diameters into my piece of bar whilst Bill and my Grandfather talked about life on the railway. To my great surprise, at the end of the evening Mr. Clarke presented me with a heavy, battered cardboard box. He said "see what you can do with this". Inside was a part built 3 ½" LBSC Titch and a full set of drawings. It was probably about 75% built. The deal was, I could take it and do what I could but if it was too much, I'd have to return it to him. Fortunately, my metalwork teacher at school was building a 3 ½" Atlantic so I knew I had half a chance of doing something with it. For some months after, I would spend time after school doing small parts with him. Mainly cab parts and steps and an unsuccessful attempt at the connecting rods.

Unfortunately, my metalwork teacher left teaching to go back into the real world and so ended my brief flirtation with model engineering. For around a year all I could do was look at all the various Titch parts in awe. By now the major parts had become ornaments in my bedroom, gathering dust. I remember the main G.A drawing was pinned to my bedroom wall. My friends had posters of pop stars or footballers on their walls at the time! Sometime later my grandfather said it was best I return the Titch parts to Bill as I wasn't able to do anything with it. I was gutted but it was a fact. I would not be able to do anything with it myself. But the seed was sewn. From that time I promised myself I would one day build a model steam loco.

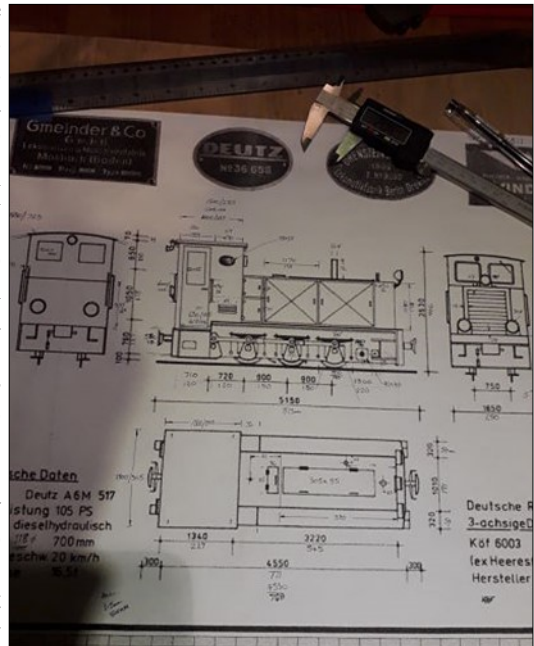
Once I'd left school in 1976 I got an apprenticeship with the Garrard engineering company in Swindon. Although I was doing an electronics apprenticeship, I had ample opportunity to work with lathes and other machine

tools. My boss there encouraged me in all forms of engineering. Electrical, electronic, electro-mechanical and mechanical. Something I have been eternally grateful for.

It was many years later, around 2003, that I decided to embark on a 5 inch 'Speedy'. By now I had my own small electro-mechanical engineering business. So I had the skills and machine tools to hand. But one thing I didn't have was enough spare time, so progress was painfully slow. I didn't get much further than a near complete chassis, part-built cab and some machined castings etc.

In 2006 I had my "mid-life crisis" and sold my business and part built 'Speedy' and decided to 'drop out' and live on a narrow boat. The plan was to do very little, to be honest, but I soon started building narrow boats as a business. This was never the plan. It just happened. All this time my interest in railways in general and model engineering never waned. It occurred to me that I could never build a steam loco on a boat but perhaps, just perhaps I might be able to build a simple battery powered loco using the boat I was building at the time as a workshop. It would need to be something I could make with just hand tools so I spent many, many hours searching the internet for photos of locos that had the right credentials. Simple bodywork. Probably 0-4-0. Probably narrow gauge. I was thinking of a freelance design based on selected bits of lots of different narrow-gauge diesel loco's.

I amassed a huge collection of photos but kept coming back to the HF130C loco. By now I had well over one hundred pictures of this loco as there are many different versions of it on the internet. But I could find no useable drawing. I noticed that LGB made a model HF130C in 32mm G scale. I thought I'd buy one of these models and use it to scale it up to 5 inch or possibly even 7 1/4 inch gauge. But at £400 for a second hand one, this seemed excessive as I thought I could build a 5-inch gauge one for similar money. (How wrong I was!). I contacted the director of the Frankfurter Feldbahn Museum as they have two working examples to see if they could provide me with a drawing. He kindly sent me an outline drawing. The only



dimension showing 750mm gauge so not much use. (More on this later).

I decided the HF130C was to be the one. Nice simple flat body work. So no awkward bending. Lots of rivets. So it would look like an 'engineered' model. Outside frames. So I could use some second-hand steam loco wheels I'd seen on eBay. Plenty of room for batteries and motor without the need for batteries to be in a riding truck. And being 750mm gauge, it would be big!

I set about examining all my photos. I then realized that I did indeed have a drawing of sorts. It was right at the end of a long document I'd downloaded some time earlier. But as it was in German. I hadn't bothered scrolling down to the very end. But there it was! At last, I could make a start. I got the drawing blown up to A3 size and set about scaling the drawing and using the few dimensions I now had, I was able to work out the dimensions I was missing. From the photos, I was able to count rivets and make an educated guess at their size and position. This took an age, but I eventually had enough information to be able to start cutting metal!

(to be continued)

THE SECRETS IN THE PREPARATION

By David and Lily Scott

Progress in the paint-shop for Jessie. The Lady in RED.

Also the climatic conditions, and the temperature! Typically told to you in a short story on the can. Smaller writing they couldn't find, my arms not being long enough, and the reading or Reading glasses doing a hid and seek within the workshop. Lily, help! Lily comes in very handy as she takes her glasses off for close up things and impossible writing.

20 Degrees. Mmm the same as marking out accurate bits of metal in sectioned off parts of old workshops. You try doing things with a mist of rust on your surface plate, out within the machines, first thing on a winters morning!

Yes the debate goes on either to completely, complete your model even up to the first steaming. Then paint. Or, as I prefer, to get up to stages and then do the relevant parts. The downfall with this is having to be very careful with handling and during the adding of further bits especially when it comes to tapped holes through lovingly painted brackets. Yes, the four in mind had been nicely made and fitted to place but at the riveting on stage had swapped sides or sorry ends and had ended up too high and too low at the point of supporting the running boards.

It was at this point that I decided to take everything off. And doing so got to tackle the horn-blocks with their incredibly sharp edges. They had also begun to rust under the mating surfaces. RUST being another banned house word at the moment in relation to certain lathes and filing machines!

Numbering being very important as these did in fact bolt on. As I took them off, 1 to 8 being stamped into them. Clockwise. An amusing story from a



professional mechanic working on a Japanese motorbike for the first time. Then found the task impossible. Nothing was where the Manual said it was? Of course all was reviled when wonderfully explained that on British

bikes. “You sit upon and Right is Right and Left is Left. In Japan you stand in front of and YES everything then made sense.”

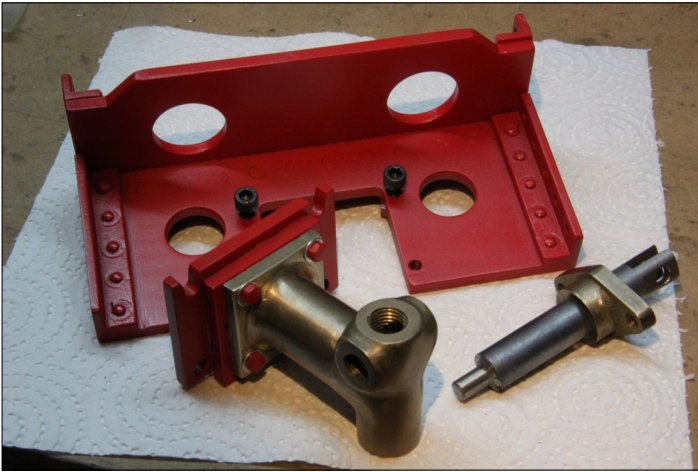
We sit behind and 7 o’clock is marked number 1. Then all the other bits follow. Strange that this was not done when first assembled and save the right brackets going in the wrong places. These then could be re machined and some of the dips filled with the favourite metal filler, super steel.

Now I could tackle all the sharp edges and get all the paint off. I have read that “If you imagine the layers of paint being like a sheet of plastic. As you wrap this round a sharp bit it cracks and begins to peel off. Go round a slight curve and it sticks.” What also sticks is a slightly rough surface and I dream of getting the grit blaster up and running. Not in time for Jessie.

I do another manual workout starting with some 80 grit and ending with some 120. A lovely outline of the frames being left on the bench every time I turned them over. They had had a hard life, and many bashes and dings came to populate the surface. I reach for the body filler.

I then spent many months making all the bits that needed to be attached and line up with holes and be square. And be numbered. Most of these adding scratches to the frames as we progressed. Another lovely joke, upon being asked “Why someone always did the right bits





first?” Of course
“So there is not
much left to do!”

A cheat. Now,
being an industri-
al locomotive she
can be any colour
we like. This then
gives us a quick
way out of not
having to spend
days masking
everything off
and doing the
outer frames
black. Everything

including both sides of the buffer beams can be painted in 2 sessions.

Again a very primitive set up on top of some blocks and bags ready to spray. Ever so strange that as soon as you are set up the wind arrives! Lily went on to read the list of chemicals so outside every time. The smell lingers for hours in the workshop even with an open window. Another paint I have had success with is the very high temperature ones. I am reserving the red for the buffer beams outer surfaces. Two jobs not quite finished on these. This is where cans do come in very handy.

Something else that comes in handy are what I like to call sky hooks. And a wonderful supply is wire coat hangers. You can often find packing wire abandoned but you can always buy a roll. Lighter fluid and kitchen towel for a final wipe down while suspended. So lucky that most of our components have holes in them. Then plenty of horizontal rods inside and out. The rotary washing line can come in handy but do check upon the contents as a good washing day also conflicts with good painting days. Although a dedication to a railway company via Brunswick underwear would be welcomed by some club members. We have several old trampoline poles propped up which are still coming in handy. I find short bursts for small components is great, and they are hung up to dry. Do the bottoms first and they are soon done.

Cellulose is back, as long as you do not paint your car with it, you can buy it. This goes on nicely, dries very quickly, and is very hard. It can also come in many colours. The hint is to get a litre mixed up and have some spray cans decanted from it. This saves you pounds.

We find ourselves within walking distance from Paint Services. So come out of Tilehurst Station turn left and head towards Waitro... sorry, Toolstation. They are halfway between.

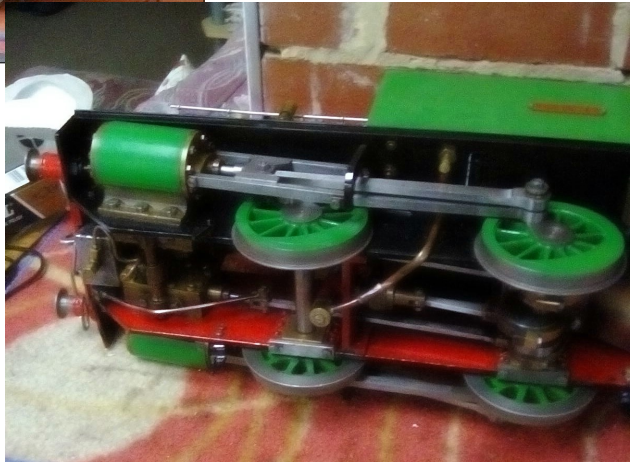
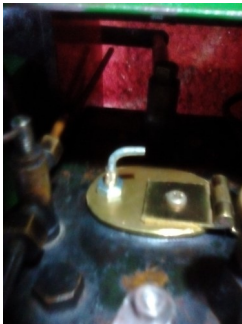
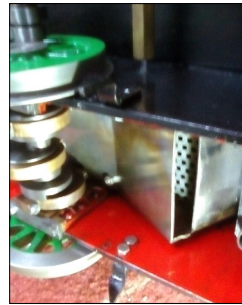
Happy painting!

MY FIRST STEAM LOCO

by Terry Wood

Thought you might be interested in placing this in your next Edition of The Prospectus. This is the first steam engine I have purchased. It's a 3.5-inch gauge tank loco Juliet. I purchased it on eBay back in February just before the lockdown. The fire grate was missing and the fire door so I made the grate out of some sheet stainless steel and perforated steel and the firebox door was made from some brass plate a brass door hinge and the handle was made from a bicycle wheel spoke. The engine is 49 years old this year so it will be great to get it fired up next year on its 50th anniversary whenever we are allowed to get going again.

According to Hollingsworth JULIET was an LBSC design described in MODEL ENGINEER in 1946 and more JULIETS were made than any other LBSC engine. Ed.

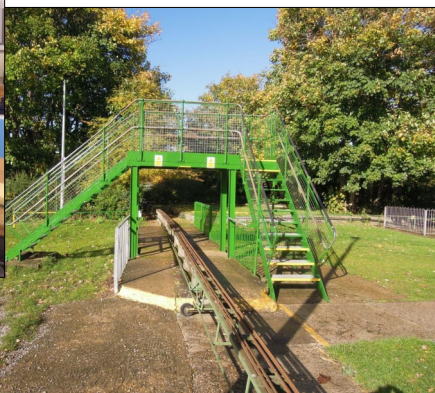


Photos Terry Wood

GREAT WORK AT THE CLUB

Photos Alf Cusworth (below left) and John Billard (right)

See Nigel's note, next page



As the club work proceeded Nigel Penford wrote.....

At the club the rewire has gone very well and Mark is doing a great job, it is taking him a lot longer than he thought so there may be extra bills to pay. Mark has pulled off the job today as he has other work planned but will be back on Saturday to complete the installation.

Peter Culham, Alf and others have done a great job repainting the railings, bridges gates and many other bits and pieces under trying conditions not only weather. Alf and I have been on site to open up all the time and now have replaced most of the coving including painting where possible. It has been decided with five other trustees that the club room is stripped out and will not be in use for some weeks plus the weather is getting colder to do more work painting and refurbishing the interior of the club room where possible. The newly painted bridges, railings and entrance gate look very smart complete with new warning signs etc after a lot of hard work.

ANALYTICA

**Where WP looks at old photographs taken by the Editor
8F 48345 passing the stock of the Royal Highlander at Wembley Central
24th April 1962**



John's picture on this occasion is on his old stamping ground north of London on the West Coast Main Line.

Here we have 8F 2-8-0 no 48345 on loaded 16 ton mineral wagons containing what looks like coal, maybe heading for Stonebridge Park Power Station, seen in the background, or more likely (due to the large size of the lumps) household coal heading for one of the capital's many coal yards.

The loco was built for the LMS at Horwich Works in March 1944, rather than the Ministry of Supply for shipment overseas during the war. Between then and withdrawal from 9E Trafford Park in March 1968 it had been based in the following order at 5B Crewe South, 2B Nuneaton, 2A Rugby, 6B Mold Jn., 6E Chester, 6G Llandudno Jn., 9B Stockport, 9D Buxton, and finally 9E Trafford Park. It was scrapped in July 1968 at Draper's scrapyards in Hull. When John took the photograph it was based at Rugby. It will be noted that it carries the earlier BR emblem of the 'cycling Lion' which was discontinued in 1956/7, so it is unlikely the 8F has had a heavy general repair for some time.

Behind the 8F are the coaches for the Royal Highlander overnight sleeper to/from Euston and Inverness.

The title was first applied to the 7.20pm Euston to Inverness and 5.25pm Inverness to Euston sleeping car services from 26th September 1927 until 10th September 1939 due to the war. The name was re-introduced on 17th June

1957 and 46205 Princess Victoria worked the northbound train. It continued to carry the title until 12th May 1985. The equivalent service runs today under the title of the Caledonian Sleeper consisting of brand new mark 5 coaches built by CAF in Spain. The Club Class includes en-suite toilet and a shower.

From what is visible behind the 8F it looks as if most of the vehicles are Mark 1s built by BR. The train generally ran with at least 12 vehicles, all sleepers except 3 or 4 seated coaches including a brake vehicle. Visible behind the first two coal wagons is indeed a Mark 1 brake second (BSK). The positioning of the windows suggests a BSK rather than a brake first or composite.

There were still LMS sleeping cars in existence on the LMR in 1962. The figures are quite interesting viz.:- Original LMS sleeping car fleet in 1952 was 416 first class, 124 third class, and 25 composite = 565. By May 1962 the figures were 52 first, 39 third and 15 composite. By then there were the following new Mark 1 Sleepers in service on the LMR 70 first, 74 second and 9 composite.

I suspect a train such as the Royal Highlander would get first choice of the new Mark I vehicles.

The Editor asks:-

Why not write for Prospectus? Everyone has a story to tell!

Ideally written work and photos should be separated from an e mail text and sent as separate files. I can cope with alternatives but it takes a bit more time to get it right.

I will accept letters in the post and (legible) hand written material.

DIARY

Due to Covid 19 regulations there will be no Club Running this month.

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

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

The deadline for the 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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