

**Reading Society
of Model
Engineers
Charity Number
1163244**



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Free to members

The Prospectus

November 2022



60 years ago—a view from ex-LSWR 0-2 0-4-4T 30199
at Eastleigh on 11 November 1962. Photo J Billard

**AGM REPORT
TRUSTEE NEWS
THREE DAY EVENT
EXHIBITION MEMORY
ON BEING PRESIDENT**

THE VIEW FROM THE CHAIR

John Billard

We are sorry to hear that Stuart Kidd has been unwell and is in hospital. On behalf of us all we wish him a speedy recovery and hope to see him back with us soon.

Our trustees meeting on 10th October was mainly concerned with the preparations for the AGM. Other subjects included the continuing actions on the intruder alarm, progress on fixing the steel cladding on the club house, continuing problems contacting our electrician to complete the clubhouse alarm system, dealing with the replacement safe and a report from Nigel about the side gate padlocks and security bar where a question had been received for a member.

Peter Culham said that his programme of birthday parties was coming to an end for the season and now efforts were being made to prepare for the Santa specials in December. Over 200 tickets have been sold.

Projects and maintenance relied on the security aspects of the site but as ever there is always a list of jobs to do. This includes upgrading the bogies and brakes on the raised level carriages, and planning for the new 7 1/4 gauge carriage for the newly extended shed.

A main debate was about future membership subscriptions. After discussion it was considered that a trial might be undertaken on new arrangements. This would involve as a simplification all the membership categories, deciding what the new rates might be and involving the membership secretary to make his life easier in the administration of membership levels. It was thought well worth considering a system of flat rate payments to recognise the income which is generated from our private parties and public running. This represents a departure from the existing arrangement where subscriptions are set simply according to the running costs of the club. The new system would expect to see a cost reduction for members in the hope that active members may be attracted to assist at our events.

It was decided to discuss these at the forthcoming AGM to gauge members' views about these ideas. A discussion paper would be prepared for that meeting.

As this was the last meeting before our AGM I would like to thank all my fellow trustees for the work they have done in the past twelve months. This has represented quite a challenge bringing the club out of the worst of the COVID situation and then to be faced with intruders who have created much damage and loss to the club. This has meant dealing with a number of insurance claims. Despite all that we have a good record in running events following the Federation rally last year and more recently the successful LittleLEC competition in June. With our dedicated workers, a healthy bank balance, a lovely settled site, an increasing membership once more, we have much to be thankful.

A THREE DAY EVENT WITH PLENTY OF HORSEPOWER

by David and Lily Scott

This was our third year of attending down at the Bluebell. Rail Meets Road and they all join in for many hours of stoking up some fun. For us jumping the first hurdle? With a litter of three printers and a stack of five computers and an E-Ticket just ordered and paid for... None of the above were talking to each other. Plan B was to find the mobile and take screen shots and hope for the best. Best way of finding a mobile is to ring it up... But only if the battery has lasted more than a day!

Up early and a grab of bedding saw us beating the traffic and arriving at Horsted Keynes before the station was open. First job of the day is to open the small gate and bash the nettles out of the way at the bottom of the field car park. They had it clear last year. Lily's shoe has changed to a brown livery and I help clean it for her. Cows come in several colours and various breeds but one thing is constant!

“It is a mix of Rush-an and Po-lish!” explained one owner of a Fowler ploughing engine as we looked round the Station field. She was using the smokebox rivets to stand on to polish the brass chimney top. I made a joke about why they used dome rivets instead of countersunk ones in the shoe grip area. We met up last year, love her heavy Dutch accent. I waited for the sun to light up the shot.

Back at the booking hall I scrolled through the photos and old eyes pondered while we went up the ranks. Via their computer, we get our ancient card ticket which gets clipped at the door. 80151 is on the first train. Running bunker first as always uphill. The turntable team still haven't managed an installation! But the carriages are thankful for their new huge shed. Kingscote is reached which always reminds me of a model. We stop, no one gets on or off and we continue. Yes, a model, love the freshly painted seats and immaculate flower beds, not sure if they are etchings or mouldings. A turn round at East Grinstead gets her facing the right way for a photo. We do a whole journey and break for an early lunch in the brighter sunshine of Sheffield Park.

The new loco shed layout is brightly lit but access to Beachy Head (*long way to the sea? Ed*) is cut off. Groans from others also disappointed. The boys of Class 2 have a new yellow travelling crane in their tent. Beachy Heads palatial huge double garage next door firmly shuttered. Our phone informs me that it has only 4,500 photos left to take! Many years before I sat on the platform out of film while the Adams Radial had shunted up and down. She now sat in silence. Progress.

We do another part trip and defect to the Class 5 Camelot on our cross over at Horstead. A modern Black Five for the devoted. The afternoon is spent pounding the miles and we eventually swap back for the last round of the day to land at Horstead. A bit early for dinner so once again to the rally field.

Many follow us back and then slowly gather round the bar on platform.

Pasty and chips can't be beaten sat on a station seat so we indulge. Chilli and chips sat on the station seat was tried. It was safe to eat and we were totally full.

The good news was that the Burrell Double Crank boys and girl had indeed made it into the village and back pulled by their 4 inch scale model. Fred Dibnah always reckoned that several pints made up for the lack of suspension! Were the drinks scaled down to match? The three miles were full size ones.

The early morning I show the phones photos again and get the ticket. Today on the trains there were more people, but noticeable, not in the numbers of the cheaper petrol years previously. We scrape some together to share a sausage bap and some tea. Then enjoy some live music sat in a large tent with open sides. I get some Barry style photos of the USA tank and 9F sitting unloved not under cover. And have a last bash with a round of trains.

We chat with another model traction engine owner who is packing up (Once his children have used up all the coal just stuffed into the firebox) "Its slightly frowned upon!" he explains. "It's a Modelworks kit!" I tell of the last IMLEC where the winner used a Winson Britannia. He breaks into a smile and his daughter blasts up the grassy slope again.

The station is closing down and the bar and buffet is shut. We go over and collect some railway books reserved on Saturday. My first edition Great Western Locos books were showing their age, and I had missed out on newer ones at our auction. Plus another one had some Gresley O1's in it. We sat and watched the big stuff blast homewards and load onto some impressive low loaders. All roads home would be slow.

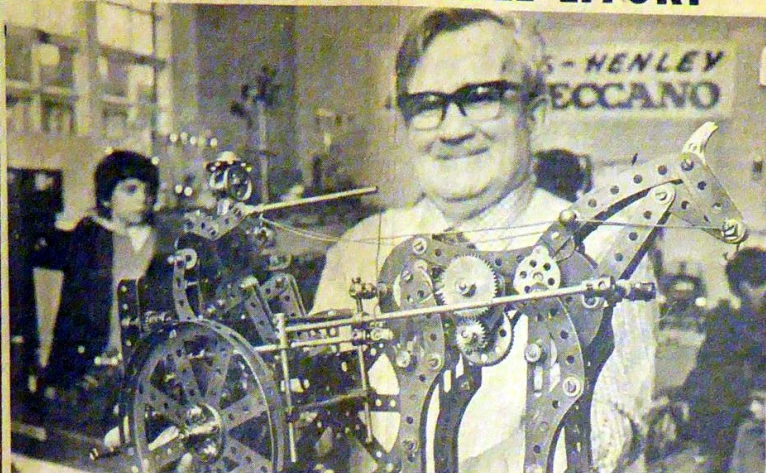
Three days? As originally planned, but the move of a holiday day messed up distant planning. Let's look forward to Giants of Steam in the Autumn. We got as far as Bracknell and succumbed to a KFC, the services on the M25 were heaving.



Adams Radial Tank No 488 at Sheffield Park with the Metropolitan Chesham Set.
29 August 1962.

Photo John Billard

EXHIBITION A MODEL EFFORT



■ A model occasion took place in Reading on Saturday — the 25th anniversary exhibition of the Reading Society of Model Engineers.

Hundreds of people attended the exhibition at Oxford Road Primary School.

Interested

Accurate working models of engines, ploughs, aircraft and tractors, many running on layouts constructed by members of the society, were on show.

Mr Alan Tonks, who helped organise the exhibition, said: "We were raising money for our premises at Prospect Park as well as hoping to attract some new members.

"Although the kids love it, it is mainly the adults who are interested as they understand the finer points of modelling."

The society was founded mainly for adults, but a limited number of junior members are admitted down to a minimum age of 14.

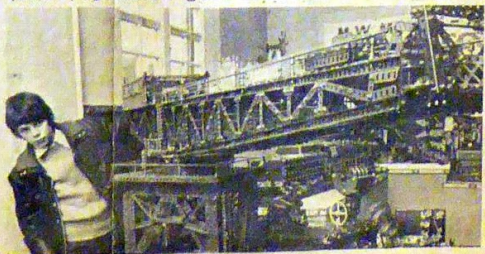
On Saturday, most of the children were not interested in the complexities of the subject — they just wanted to watch.

■ Mr Bob Faulker, of Abingdon — he made the horse and cart.



■ Trevor Agar, nine (above) of Barrett Crescent, Wokingham, and his brother, Duncan, seven, watch the horse and cart in motion.

Michael Dawson, of Douglas Road, Caversham (below) operates a "giant" crane.



Does anyone remember this? On a recent visit to our retiring president Les Dawson produced this cutting from a Reading paper. Unfortunately not dated but could be 1970s. Mr Faulkner looks very pleased—as he should be! Ed.

2022 AGM REPORT

The AGM took place on at 1930 on Thursday 27th October in the club house with 24 members attending. This was down on last year but the number of apologies was up so we had not been entirely forgotten.

Following the preliminaries the retiring president's introduction was read referring to the continuing success of RSME and announcing that after 18 years he was retiring as president.

The agenda moved on apace with the minutes of the 2021 meeting, the 2022 trustees annual report, the financial statements, all approved without debate. There were no motions for debate received.

Three trustees retired by rotation this year, John Billard, Mick Chalmers and Ernest (Jim) Brown. All were re elected unopposed.

Then followed the decision to replace Les Dawson as retiring president. John Billard had been nominated and he was elected unopposed.

The President's Cup was awarded to Les Dawson to mark his sterling service with the club for many years latterly as its president. This was received with acclamation from all those attending.

Then followed a debate on a trustees discussion paper to simplify and reduce the clubs membership fees. Questions related to the possible loss of income against the intention to recruit new active members and the effect on family membership. All comments were taken on board for a future trustees decision. It was noted that if a significant change proved unsuccessful then it would be reverted.

Further questions under any other business refer to members access to club facilities, the clubhouse security alarm system, and protecting RSME against fraud. Again these comments were put down as actions for the trustees to pursue.

The meeting closed at 2130.



All In Favour.

Photo John Billard



Retiring president Les Dawson receives the President's Cup from his successor John Billard at the Annual General Meeting. Photo David Scott

ON BEING PRESIDENT by John Billard

No one could have been more surprised when Les suggested that I might take over as president. This was put to the AGM and then it happened!

I related to the meeting that my childhood hero was RSME past president J N Maskelyne. He was a locomotive enthusiast and a consummate draughtsman producing wonderful line drawings of engines that he knew. I treasure his books. To be on the same leader board as him I find humbling.

I started reading Model Engineer in the late 1950s particularly as a subscriber was on my paper round! A workshop was started in the late 1970s with a Drummond lathe and I joined the Bracknell society transferring to Reading after we moved to Twyford some time after. As readers will know I am now well into building my 5" Claud 4-4-0 mainly from my own drawings. Since retiring in 2006 I have also completed two car restorations and recently have completed a much needed workshop extension.

For the future I see the president role as just ceremonial. It's a bit of a figure head so I don't see much change there. Its important make sure that will fit comfortably with my trustee duties that will be unabated. I am always able to advise and assist members on any matter related to RSME.

Sheila and I have been friends with Les for many years and I would like to add to all the tributes that he richly deserves. He has always taken an interest in bringing forward our younger members. They have done exceptionally well and this is a lesson we must all follow for the future.

DIARY

November 2022

Sunday	6th	Public running	12 noon
			Setting up from 0930 onwards
Saturday	12th	Club running	10 30 onwards
Tuesday	22nd	Club running	10 30 onwards

December 2022

Sunday	4th	Club running	10 30 onwards
Saturday	10th	Santa Specials	Setting up from 0830
Sunday	11th	Santa Specials	Setting up from 0830
Thursday	15th	Quiz Night	19 30 Club house
Saturday	17th	Santa Specials	Setting up from 0830
Sunday	18th	Santa Specials	Setting up from 0830

January 2023

Sunday	1st	Public running	12 noon
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QUIZ NIGHT 15 DECEMBER

Teams will be decided on the night and the questions will cover the topics of railways, engineering and model engineering. There will be no questions on sport, music or soaps!

**Quizmaster—Stephen Millward
19 30 in the Club House.**

Note from the Editor. Thank you to all contributors. Please remember that the copy deadline is now 20th of the month and material, unless previously notified, can be held over if received after that date.

Please provide photographs as separate files and not embedded into the text. No pdf files please.

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 20 November

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

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