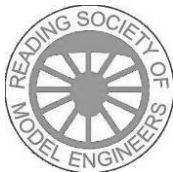


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Free to members

50p when sold

The Prospectus

September 2015



“Saint” 4-6-0 No 2999 at Didcot on 14 July 2015.
See story on page 15. Photograph John Billard

RSME GENERAL MEETING CALLED FOR 17 SEPT
DAWSON'S DIARY
WOLVERTON PUG
SIGNALBOX TALES
DIDCOT VISIT

DAWSON'S DIARY

kept by the President

The 2 ½" rally at Prospect Park was very well supported this year with a total of 15 engines a big increase on past rallies held at RSME. We must thank Mike Manners and his wife Jan for making it a grand day for the visitors and the membership. A very nice lunch and good weather made it a day to remember!

The RSME did very well on August public running once again good weather and a steady stream of visitors. With super support from the members and their locomotives the day went well, the tea bar was busy. Thank you ladies for all the work you do for this side of the club.

On Wednesday the old container was replaced by a new one. Nigel and Mike's gang were soon laying flagstones to stand on. A job well done. Some remedial work was being carried out on the club Baldwin. At the same time Karl gave the loco a good clean up. It needed it, thanks. Now the engine has been fitted with a new pressure gauge reading PSI, also the leaks have been cured on the sanding gear pipes, one other item has been refitted is the water gauge protector, please do not remove, thank you.

Friday 7th August Fun Day in the Park was a very busy time for those members who gave their time and support for this event with all the trollies being in use on both tracks with many locos running for most of the day. I noticed Chris King Smith did very well with his 5" electric on the ground level, ran for many hours pulling a good load most of the day. Well done Chris! Also another Chris this time a Mr Simond with his Sweet Pea. How he kept his engine going all day was a wonder with such a small firebox. Really it was no small achievement by all the members with steam and electric to keep going for such a long time. We must not forget young Marcus for bringing trays of teacups for the engine drivers and station staff, a big thank you from us all.

On top of all this the birthday parties are still very popular and the birthday team are doing a grand job.

Club running day once again a good turnout of engines, Chris Cory ran his 2 ½" gauge Britannia first and had a good run before the larger engines ran. He had done some work on the timing and the engine ran much better this time. I must thank young Harrison for helping me with my loco. I had a problem with the regulator with his help and Nigel we got it sorted. Brian Hadnam had his new 7 ¼" 0-6-0 Collett a very nice GWR loco, he had a problem with his regulator same as Mike Jones had with his 0-6-0 Collett. Looks as if Brian will have the same job done as Mike has, the will make a fine sight when they are both in steam together. Another new member called Dave, I did not get his full name, has a very nice steeple cab electric loco a very nice change something different from the rest it seems to be a very strong loco just right for public running.

It was nice to see Bill Roberts down here running his Simplex with Alex Webb also Brian Cockman ran his very nice B1 4-6-0 in 5". This loco runs as good as it looks. I think Brian had a good time out on the track!

PONDERINGS

by 61249

61249 is on holiday.

Boiler tests

TO ALL RSME MEMBERS WHO OWN A STEAM LOCOMOTIVE

from Les Dawson and Nigel Penford

Please can you carry out these simple steps before presenting your locomotive for its 4 year hydraulic test.

Remove and plug safety valves and fill the boiler completely with water. Then use the hand pump or mains water to raise the pressure on the gauge to 80-100 psi. Check for any leaks and rectify. This means ANY leaks, regulator, gauge glass, blower etc. This will increase your chance of a successful test and avoid disappointment.

It is not the boiler inspector's job to make repairs or to make plugs and caps to carry out this test. The boiler inspectors also want to run their locomotives and enjoy the facilities of the club and not spend unnecessary amounts of time getting your locomotive ready for the test. It is YOUR job to present a locomotive ready for testing. If you have a problem both inspectors are willing to provide help and advice and time at their workshops to overcome any problems. Failure often disappoints. Don't set yourself up for failure by failing to carry out simple checks and rectifying simple faults before presenting your locomotive for a test.

A further reminder. Do not wait until the 4 year period expires and then expect the boiler inspector to drop everything to do a test for you. You would not do this for your car so don't do it with your locomotive.

One final important thing. If you have purchased a locomotive from a supplier or obtained one from a club member and it is covered by the "new written scheme" then you must notify the boiler inspector so that a new written scheme can be made out. This form is then forwarded to the Southern Federation to notify them of the change of ownership.

Rules on boiler testing are getting tighter and we have no option but to comply.

John Ingham

As part of my 80th birthday celebrations I took my seven grandchildren out for lunch at the “Cunning Man” followed by an afternoon at the recent RSME public day. Son in law Nigel Penford and his daughter Sarah made all the arrangements. The sun shone and we all had a wonderful afternoon admiring the locomotives and had many rides and refreshments.

On behalf of us all, perhaps through the RSME magazine, I would like to say thank you to all the RSME members who made us so welcome, told us all about the club and equipment, prepared and drove the trains, the gardeners and track teams and all the stewards – magnificent!

I enclose some photographs for your gallery.

With best wishes

Mary, Katie, Christopher, myself, Portia, Rosie, Hester and Sarah.



Photos
John Ingham

80 YEARS OF THE A4

by Rob Denton

This September marks the eightieth anniversary of the introduction of one of the world's most iconic steam locomotive classes, Sir Nigel Gresley's A4 Class Super Pacific. The locomotives were built for operating Britain's first streamlined train, "The Silver Jubilee". Upon its introduction it left very mixed feelings amongst those whom had admired the graceful outlines of previous Doncaster Pacific designs. The overall impression was that it was something good, whether or not one considered it beautiful. However on Friday, 27th September 1935 the locomotive named "Silver Link" was prepared for a trial run with the then new streamlined train set for the "Silver Jubilee". The train of seven coaches weighing 220 tons tare was occupied by L.N.E.R. officers, invited guests and pressmen. The locomotive was in the competent hands of King's Cross driver A. Taylor and fireman J. Luty, with instructions to "let her go and see what she can do".

Hatfield was passed at 94 ½ m.p.h. Here the first inkling of coming events was conveyed to those on the train conversant with track conditions. The riding of the new train was distinctly lively accentuated by any imperfections in the permanent way which was then conditioned to maximum speeds of 80 mph. only. Official time recorder Cecil J Allen vividly recounted at the time, that from mile-post 30, just beyond Stevenage, to the 55th mile-post, before Offord, speed was above 100 mph. continuously, with a maximum of 112 ½ m.p.h. at Sandy. Speed was reduced for the reverse curves at Offord. So smooth was the riding of the locomotive that the crew had no idea of the anxiety amongst the passengers in the train. In a subsequent BBC. broadcast Driver Taylor related how Gresley himself appeared through the corridor tender and said "steady on, old chap, do you know you have just done 112 ½ m.p.h.?"! Such was the mercurial progress that the tight 63 ½ min schedule to passing Peterborough (76.4 miles) was cut to 55 minutes and progress soon had to be restricted because the train was overhauling an ordinary express which had left London 45 minutes ahead. Grantham, 105.5 miles, was reached in 88 mins 15 secs. And the train went on to turn on the triangle at Barkston. Never before had such running been known and records were set for British steam propulsion that will stand for ever.

On the return run things were taken easily without any attempt at high speed down from Stoke Summit. The maximum of 94 mph. was attained at Tempsford. A large gathering witnessed the arrival at King's Cross, many of whom would never forget the sight of the Chief Mechanical Engineer, hatless and waving his "chronograph of vast dimensions", as a notable writer of the time called it, descending from the foot-plate excitedly exclaiming "112 miles an hour"! It must have been a very satisfying day for him. At the time it was written "To such a premiere, British locomotive history finds no parallel whatever".

Three days later the "Silver Jubilee" went into regular service Monday to Friday between Newcastle and London calling only at Darlington. For the first two weeks

only “Silver Link” was available to work the train which it did without mishap until the second of the class “Quicksilver” was available to assist. In total 35 A4 Class pacifics were built at Doncaster Works and went on to give a very good account of themselves culminating on July the 3rd 1938 when during high speed braking trials “Mallard” attained the world speed record for a steam locomotive a record that stands to this day and as a result she stands in York Museum as a tribute to her designer Sir Herbert Nigel Gresley. Amazingly five other examples of the class are preserved around the world but sadly “Silver Link” was not to be one of them and she went the way of so many locomotives cut up for scrap in 1963 at Doncaster.



Left, A4 60022 Mallard at Kings Cross on 5 June 1961 waiting to take a Home Counties Railway Club Special to Doncaster.

In retrospect never before or since has a single locomotive made such a dramatic entrance and in conclusion I should like to share this thought with you all “G.W.R. “Gresley Was Right!”

Right, A4 60026 Miles Bevor departs Kings Cross for Leeds on snowy 12 January 1963 as the big freeze of that year took hold.



THE ADVENTURES OF A SIGNALBOX LAD

Part 2 by Mike Burke

Miles Platting Junction signal box sat in the middle of a very busy complex of lines and controlling trains bound for Leeds and LNER routes or Wakefield and the Yorkshire coalfields via Rochdale and Manchester Victoria and routes Westward in the other. This was the main lines but these were surrounded by Goods lines, loops and sidings. Oddly, instead of the usual Main. Fast or Slow lines these were allocated points of the compass so we had Up and Down North and South lines heading into Manchester plus East and West Goods lines feeding into these or goods yards whilst the other main lines heading East were called Ashton Branch or Oldham Branch.

A normal shift here involved recording almost 200 train movements plus dealing with the numerous telephone conversations, one of which was referred to as the 'Circuit Call' To do this I had to send a special code on the telephone which rang in every signal box on that route. All signalmen had to stop what they were doing and pick up the phone. My job was to call out the destination of the train passing my box such as "Leeds express passing Miles Platting". Each signalmen knew how long it would take this train to reach them and so could regulate other trains accordingly giving an excellent means of traffic control. Conversely some signalmen had to send Circuit Calls in the opposite direction to help us. So on receipt of such a call I would shout out to the signalmen "Leeds passing Droylsden" or other such message.

All this I had to learn with 'Bloody Onions' as my mentor. He told me that I was to watch trains stopping on the Down East Goods line near the water column and it was my job to turn the water on and off for the loco crews by operating a white lever in the frame numbered 21. I was instructed to be most careful not to overfill the engines as the Station Master would take me to task for wasting water.

This I dutifully did becoming more and more exasperated as locomotive tenders overflowed no matter how hard I tried to control the water column. That was until I caught 'Bloody Onions' sniggering. I had been had because lever 21 was a spare and controlled nothing at all.

Another trick he showed me was to get a large baked bean can from the rubbish bin. (These large tins were used by the shunters for communal breakfast) His trick was to wait for a slow moving freight train to pass the box and by leaning out on the veranda he could drop the tin over the guards van chimney which would cause the guards van to fill with smoke a bit further up the line. However if the guard had a good fire going the updraft was fierce and we would see the first hot air bean can go flying high in the air. Such frivolity was frowned on by Tommy Hill and Harry would get a mouthful of obscenities if he was seen.

One telephone call I had was to collect a ticket from the Station Masters office and go to Manchester Victoria for my medical. This took place in two special medical coaches berthed in one of the bay platforms. Here I was greeted with "You for medi-

cal?" I said, "Yes". "Right" said the man, "go into the next coach have your eyes tested then get undressed".

In the coach I found cubicles and several shivering semi naked men and I nervously waited my turn.

Eventually I was called into the first coach to see the optician and to have my eyes tested. This consisted of sitting in a chair and looking at a black screen on which various coloured lights could be projected to represent signals and other safety indicators used on the railway which included a special section on yellow lights as the gas lamps used on stations and yards could be confused with distant signals. Finally, "OK, You'll do." and I was told to see the doctor and many private parts became public. Finally an ice cold hand squeezed a tender spot and I was instructed to cough. "Right" said the doctor "get dressed" and I was released to go back to Miles Platting.

This was a rare opportunity and too good to miss I sought out the Inspector in charge of the banking engines and said I was to be a booking boy at Miles Platting Junction and could I please have a ride on a banker to the signal box? He agreed and said, "Yes, follow me".

These engines stood in a special loop line at the bottom of the long 2 mile 1 in 47 steep incline and I was escorted to an old Aspinall 'A' Class 0-6-0 locomotive waiting his turn. "OK Nipper" said the driver "stand in the corner of the cab and hang on." I soon found out why as with a cheery whistle a Leeds bound express thundered by on the through line and the fireman on my engine was busy opening dampers and shovelling coal like a maniac. But as the tail lamp of the express passed our engine the points crashed over and the signal changed for us to go and we were off as the driver opened the regulator and gave her lots of stick in our efforts to catch up with the rear of the now rapidly disappearing express. However, such exertions did not please this old girl and we pitched, lurched, rattled and banged our way up the gradient until we caught up with the rear of the now slowing express. Nonplussed the driver made no effort to slow down and we hit the back of the train with a clang at which he blew the whistle several times and heaved the regulator fully open.

I was then gob smacked by this all out power from such a small engine as sparks and flames flew from the chimney top and the exhaust roar became deafening. Up and up we climbed with me expecting to see bits of locomotive flying off at any moment but all too soon we were at Miles Platting Jcn and with a final cheery whistle the express powered its way towards the distant Pennine hills leaving us behind.

I thanked the crew and climbed off the engine then went into the signal box to be greeted with "Good God. What are you doing here?" asked Harry "You must be bloody mad coming back". Apparently I should have taken the rest of the day off but I didn't mind as I was enjoying myself.

As the days passed I became more and more proficient at the job until the Station Master said "Harry can go back to Victoria next week and you can take over. But first we had better get you measured up for a uniform. This took place at the Station Mas-

ters office where one of the clerks using a grimy old tape took down some measurements and said I would receive the clothing in about a weeks time. I returned to the signal box and Harry said, “ Before I go I want to repay that old sod Tommy Hill for making my life such a misery.”

Now, one thing I had learnt was that Tommy Hill was a man of regular habits and one was his morning visit to the toilet ritual which always took place at the busiest time of the morning rush hour. The brick built toilet block behind the signal box was two toilet cubicles linked together and true to form Tommy set off with the morning newspaper and disappeared inside the toilet. “Take over for me.” said Harry and taking a paper parcel from his bag he went down to the toilet block and entered the empty cubicle.

He quickly reappeared and on entering the box stood watching the toilet. Then suddenly there was a huge plume of white smoke billowing out from the toilet and Tommy Hill appeared in the midst of the smoke shouting “Fire, Fire, the bloody toilets on fire!” Harry burst into uncontrollable laughter and Jimmy Bennett who was in on the prank said to me with a wide grin, “Don’t you dare tell him. He had it coming.”

Meanwhile staff ran to help with buckets of water only to find that the smoke was rapidly thinning and nothing was damaged except Tommy’s pride when he realised it was a trick. But he never knew who did it. The method Harry used was to obtain from the local ice cream merchant a block of ‘Cardice’(frozen carbon dioxide). This when tipped into the toilet water tank rapidly melts giving off large clouds of steamy vapour.

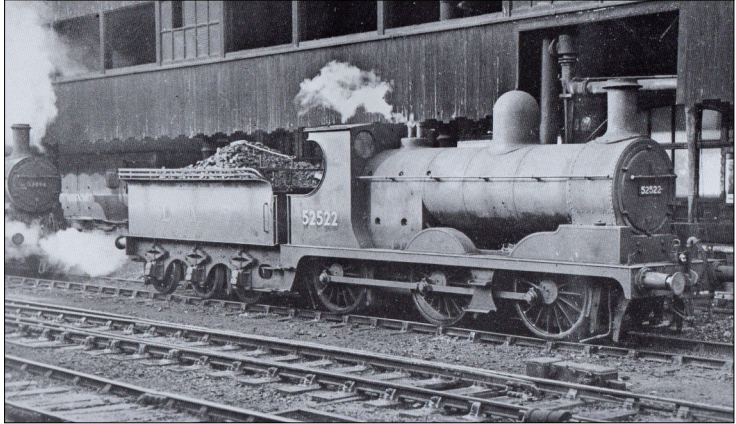
This wasn’t the only prank that Jimmy Bennett was capable of for on the Saturday of my first week of night duty the traffic died away and there were gaps in the service. It was hard to keep awake when you’re not busy and I was sitting heavy eyed near my tiny stove when without warning Jimmy stomped over to me and said “I will just liven up your fire a bit for you” and opening the stove doors he tossed a detonator into the fire and then shut the doors. It took a few seconds to gather my wits and I quickly moved away when there was an almighty BANG which blew open the stove doors and threw most of the fire out onto the box floor where it began to smoulder.

I looked at the red hot cinders and ash that were now starting to burn the box lino. Tommy Hill shouted “What the bloody hell are you playing at?” Get that fire out and clean up the mess” I will report you to the station master first thing Monday” At this Jimmy said “Hang on Tommy he’s only a kid and didn’t realise what would happen. He won’t do that again” and gave me a big wink. Then normality resumed with me keeping a weather eye on Jimmy until our shift ended. *To be continued*

Top Miles Platting signal box



Middle One of the Aspinall A class bankers



Bottom An express powers through Manchester Victoria whistling for a banker

Photos courtesy Mike Burke



WOLVERTON PUG Engineering Planning continued

Engineering Planning as part of the Regional Operating Manager's domain meant that their objective was to cause the least disruption to the timetable (both passenger and freight) by allowing the Chief Civil and Signalling Engineers access to the railway for maintenance. The Rule Book covered the safety aspects required on the ground and to that extent covered emergency repairs, whereby the line could be closed immediately (T1) if there was a serious track fault such as a broken rail. Anything other than an emergency repair had to be agreed between the two Chief Engineer's departments and the Engineering Planning Section, properly documented and advised out to all staff affected, on the weekly engineering notices (K2). If the repair was not serious enough for a T1, i.e. immediate closure of the line, but needed to be done more quickly than waiting for issue of the next K2 notice, it could be sent out by telegraphic wire, with perhaps 24 hours notice.

Planning for big engineering jobs would normally start at least six months prior, as it would involve diverting, terminating and replacing traffic with buses etc. In fact there was an annually agreed programme of these jobs, overseen by the Head of the Train Office, one B.J. Gover, mentioned in a previous Wolverton Pug. This plan was governed by what were known as "The Rules of the Route". These prevented the planning of engineering work that would block diversionary routes. It also meant close liaison with the adjoining Regions. For us that was the LMR, and SR.

We did not have any direct interface with the Eastern Region, other than the North East-South West route via Birmingham. To the extent, we needed to know if the ER were flogging their cross country trains via Leamside, Beighton or wherever before handing them retimed to the LMR at Chesterfield, even if the LMR were not adding any more time on their patch, we needed to take account of any already delayed services passing onto the WR at Barnt Green, Hartlebury, Craven Arms, or Heyford, (the Honeybourne route via Stratford on Avon had closed in 1977 following a derailment at Winchcombe).

Although my remit was weeknight engineering work, and after Uncle Ben had retired I took over that role, we all shared in planning bridge jobs. These required complete closure of a line over a weekend. The bigger jobs were undertaken over a bank holiday. One that I undertook was the replacement of the Isis River Bridge just south of Oxford Station. This was not a total closure because the river crossings were on two separate bridge decks. The up and down mains on one and the bi-directional loop on the other. The main line deck only was being replaced, leaving the bi-directional loop single line for all traffic movements from late on a Friday night until early Monday morning. As this line was not often used for passenger trains it was decided to use a pilotman for all the moves. I was able to path all the InterCity services and regulate most class 2 DMUs by a few minutes replacing as few as possible with buses.

The main problem was pathing the coal trains from the Nottinghamshire and Warwickshire coalfield to Didcot Power Station and the Freightliner trains to and from

Southampton Docks. Both of these flows were time critical. I did not realise until this exercise that the then CEGB required certain grades of coal to arrive at times suitable to be fed to the generators. I spent a lot of time discussing the options with the Freight Train Section. Diversion of some of the Freightliner traffic via Hartlebury, Bristol and Westbury or via the West Coast Main Line, Willesden, and Kew onto the South Western at Weybridge helped considerably but the coal traffic was more difficult due to weight restrictions of the loaded trains. In fact the freight people persuaded me to replace another couple of local trains with buses to free up space for their hallowed coal traffic.

I took the draft plan to see the Area Manager at Oxford and we went through it all. He tweaked it based on his local knowledge and I left it with him to consider in more depth. He hardly altered it and I was amused when he informed me that at the weekend he had spread the plan out on his lounge floor and he and his son had worked through all the pilotman moves to ensure there was no point when he would be marooned at the wrong end of the single line.

I am pleased to say the plan worked well on the two days.

The annual Squadron Tamping and Speno rail grinding programmes were both quite different. There was more flexibility with the tamping programme to fit in round the immovable services - principally the up and down Penzance Sleeper, the up and down Royal Mail Travelling Post Office and the down Newspaper trains. In order to accommodate these, single line working would be introduced. We aimed for engineers to have 8 hours work, though often it was only possible for 7 or 7 and a half. However the Speno Rail Grinder was another kettle of fish. It required at least 8 hours uninterrupted, each night, which would inevitably impinge on the last local trains in two track areas. It was worked by an Italian crew who were flown into the country to change over after a certain number of weeks. During the day the special unit needed to be stabled near a built up area, particularly in order to re-stock with pasta from the nearest supermarket!

I went to one meeting in Exeter to discuss the four week plan for tamping between Taunton and Plymouth. I had done a train plan showing when the engineer could occupy both lines and when he needed to give one up for single line working. By using a graph of all services and amending them accordingly, retiming, recessing or cancelling and having agreed the proposals with the relevant commercial departments I presented my plan to the gathered District Inspectors (DI), Operating Managers and Permanent Way Engineers. These people knew their patch inside out and it was the brave soul from HQ who argued with their sagely input.

In order to pass the important services I planned for single line working to be introduced using a freight train running right road for the section between Totnes and Brent Siding. The train would be descending Rattery Bank right road and the DI would stop at all the catch points on the down line and attach point clips to enable running in both directions. The DI would alight from the footplate of the freight at

Totnes and accompany the first train going west over the then single line. However the freight was a special, only running for a couple of weeks. Fully fitted class 6ZXX, loaded vanfits (4 wheel vans). The DI's first reaction was 'we're not using that train'. I hesitated poring over the graph and thinking what on earth have I forgotten. Not to sound too surprised I said, "why on earth not?" "The smell", he retorted. It was high summer when this work was planned for and these special freights were running from Falmouth Docks to a fish processing plant in Hull. They were carrying cods heads and other fish remnants unfit for human consumption loaded from Russian trawlers!

"Don't worry," he said," I'll use a light loco from Laira". You could do that in those days.

Another meeting I went to at Exeter to discuss work between Taunton and Exeter which also involved some re-lining work in Whiteball Tunnel. I was sitting next to a certain Peter Dean, always referred to as the Rural Dean. He was from the Divisional Train Office at Bristol. A diminutive chap with a small moustache. He smoked a very stubby pipe, due it would appear from chewing bits off the end, probably in anguish at the demands of civil engineer. At one point the Bridge Engineer stood up and went on interminably regarding how vitally important the tunnel work was and he must at all costs have full possession of the tunnel for at least 8 hours. I could see the Rural Dean getting more and more agitated. Eventually chewing more chunks from the virtually destroyed pipe he growled through his far from straight teeth in a broad Bristol burr, " Arrgh, Pratt by name Pratt by nature!" (*continurd*)



Above WR Civil Engineer's Ruston shunter PWM653 at it's home base, Theale Pre assembly depot in 1966. Photos WP

50047 on the 1 in 52 of Rattery bank, halfway between Totnes and Brent Siding on the down line (mentioned in text).



NOTES FROM THE COMMITTEE

by Peter Culham

Raised Track Extension The old 'Santa' container has now been taken from the site and replaced with a newer pre-painted model. Insulation of the inside of roof has been costed and materials to be ordered. this will help to level out inside temperatures against the hot / cold weather.

New Event Day Toilet Block Being progressed internally during Wednesday workdays. Professional advice being sought on external walls / roof painting to get us the right material and preparation method to provide a satisfactory long term finish.

C I O and Renewal of Club Lease Being taken forward as previously noted.

Miniature Railway The new bogies on ground level carriages are producing good results and a second set is to be ordered being part of a gradual replacement programme of worn out wheel sets.

Young Engineers Progress with the building project is being maintained and the engine frames can be seen in the clubhouse. Preparation is being made with a view to full painting of the wheels and frames.

Clubhouse gutters The front gutters have now reached a point of being non-repairable after frequent attention. Replacement guttering is being costed and can then be ordered for fitting on a Wednesday workday.

Visitors to the club School visits are now ended as holidays have started but we continue to be very busy with birthday parties and entertaining people with special needs.

Overall, and once again, the Committee recognizes the work done by members towards the wellbeing of the club and its activities.

TO ALL MEMBERS from Peter Harrison, Secretary

A General Meeting has been arranged for Thursday 17th September 2015 in the clubhouse of the Reading Society of Model Engineers, (RSME), starting at 19.30.

The purpose of the General Meeting is to allow the committee to present the findings for the currently unincorporated RSME, to become a Charitable Incorporated Organisation, (CIO), and to consider the Constitution under which the application for CIO status was applied for, together with a bullet point summary of the points in the CIO Constitution.

The meeting will hear the evidence from the Committee followed by a question and answer session before voting on whether or not the RSME becomes a CIO.



RSME VISIT TO DIDCOT

Club members visited the Great Western Society site on 14 July. They were given an excellent behind the scenes tour by occasional Prospectus contributor Peter Jennings.



Photographs
John Billard

DIARY

September 2015

Tuesday	1st	00 gauge	19.30
Sunday	6th	Public running	13.30
Saturday	12th	Club running	11.00 onwards
Sunday	13th	Birthday parties	11.00-13.30 14.30-17.00
Monday	14th	Committee	
Tuesday	15th	DCC 00 gauge	19.30
Thursday	17th	General meeting	19.30
Friday	25th	Young Engineers	18.00-20.00
Saturday	26th	Young Engineers Birthday party	10.00-14.00 14.30-17.00

October 2015

Saturday	3rd	Birthday party	14.30-17.00
Sunday	4th	Public running	13.30
Tuesday	6th	00 gauge	19.30
Saturday	10th	Club running	11.00 onwards
Sunday	11th	Birthday party	11.00-13.30
Monday	12th	Committee	
Saturday	17th	Birthday party	14.30-17.00
Tuesday	20th	DCC 00 gauge	19.30
Friday	23rd	Young Engineers	18.00-20.00
Saturday	24th	Young Engineers Club running	10.00-14.00 14.00 onwards
Sunday	25th	Birthday party	14.30-17.00

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 October PROSPECTUS is
18 September. 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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