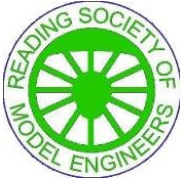


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**Free to members
50p when sold**

The Prospectus

January 2016



John Spokes's lovely Stirling Single at the RSME track on 12 December. Built by Alastair Milne, John adds "that it can be challenging when setting off to find its feet, but once going accelerates very smoothly and the blast going up the bank is deafening." Photo John Spokes.

BEST WISHES FOR 2016 TO ALL RSME MEMBERS

DAWSON'S DIARY

kept by the President

November winds soon had all their leaves off the trees and a large number of members got stuck in to sweep up the area. The leaves were placed in the compost boxes ready for the parks and gardens team for use next year.

The toilet block is now up and running thanks to Nigel, Mike and Pete for doing a grand job.

Another job completed is the standby 71/4" loading ramp which is now ready for use. Thanks to Chris and his team for getting the ramp completed. Now the hydraulic pump and battery can be moved to its new position and this will be another job completed.

This year many things have been done to improve the conditions in and around the site for members to enjoy, so it's a very BIG thank you from all the membership of the RSME.

I was very pleased to see Denis Lockyer back fit and well after a long spell away not feeling too good to come down on a Thursday evening. He brought with him a very nice smokebox door for his 2 1/2" Black Five.

Jim Brown, paid for the tea that evening indicating that we must be doing well.

The boiler testers had a very cold day steaming their locomotives, Mike Jones had his new GWR 0-6-0 Collet tender loco as well.

Mike and Chris had a trouble free run and the new regulator worked very well with no signs of passing steam when shut.

Nigel Penford had a good run with his USA Baldwin, it was good to see him having a drive on his own. Even my loco ran for a few hours with no problems. It is now ready for finishing off and painting. With the light fading we all left for home very happy.

I was pleased to get a call from our editor, John Billard, who is now Back home from hospital and is making a good recovery and hopes to be back on the track very soon. In the meantime he is still making good progress with the Prospectus.

December Public Running looked as if it was going to be very quiet then things got busy and the takings were good. The weather was not perfect but it was well worth getting wet for.

The club running day was very well supported once again with plenty of locomotives using both tracks.

I would like to finish by wishing you all a Very Happy New Year both from myself and the Committee and all the best for 2016.

Les Dawson

RSME CHRISTMAS LUNCH 2015

John Spokes

On Thursday 17th December 23 members and wives participated in the Club's traditional Christmas Lunch at our usual venue, the Moat House Hotel, Sindlesham Mill. The lunch and service was to a high standard and the tables were very well presented. Our President, Les Dawson, gave a short address and thanked the membership for their efforts and support throughout the past year. Finally, our Secretary, Peter Harrison, proposed a toast to "RSME".

I organised a railway/ME quiz, which was deliberately difficult, but answers were multi-choice so that participants could guess or use their intelligence (really!). I have been asked to include the questions in Prospectus, together with the answers. 6 persons tied on 6 correct answers and the deciding question was answered by our Treasurer, Jim Brown. He was closest in estimating the 13h 23m scheduled travel time of the longest direct journey in the UK, which is the Cross Country train from Aberdeen to Penzance (722 miles). Jim had some advantage as he has taken this journey in the past.

RSME CHRISTMAS 2015 LUNCH - QUIZ Set by John Spokes

1. Which year was the Model Engineer magazine first published?

1898 1902 1904 1905

2. What did the S stand for in the name of railway author Oswald S. Nock?

Stevens Symington Sebastian Staveley

3. Which of these trains had the longest and the shortest rail distance?

(one point for each correct answer)

Cornish Riviera Irish Mail ACE (to Padstow)
Cambrian Coast Exp (to Pwllheli) Hibernian (Fishg'd/Padd)

4. Who is generally recognised to have made the first screw-cutting lathe?

Rameses II Charles Myford Henry Maudesley
Joseph Whitworth Abraham Darby Robert Stephenson

5. Which valve-gear did Webb's improved Precedent (eg Hardwicke) have?

Joy Stephenson Allan Baker

6. Diesel Prototype D0260 built by BRWCW in 1962 was named?

Kestrel Falcon Lion

7. Which is currently the highest station in Scotland?

Rannoch Moor Corrour Glencarron Platform

8. The locomotive wheel arrangement 2-8-4 is sometimes referred to as?

Baltic Texas Berkshire Santa Fe

9. At the end of the 19th Century which of the following railways was the largest joint stock company in the world?

LNWR NER GWR Southern Midland

10. The highest auction hammer price for a single item of UK Railwayana was £60,000 for the name plate?

Dartmoor Golden Fleece Cock o'the North

Queen Elizabeth Nottingham Forest Manchester United

11. The largest existing driving wheels are those from a Bristol and Exeter 4-2-2 engine built in 1877, What size are the wheels?

8ft 6inches 8ft 10inches 9ft 2^{1/2} inches 10ft 1inch

12. Cecil Paget built an experimental 2-6-2 loco for the Midland Railway. The cylinders were single acting. How many were there?

6 8 9 12

13. When did trains first run regularly from Paddington to Reading?

1840 1841 1842 1843

14. In how many directions can you travel by rail from Crewe?

4 5 6 7

Answers next month Ed.

SIGNALBOX SUNSET

by Mike Burke

As the mechanical signal boxes I knew vanished like the dinosaurs I felt that some record should be made. Not of the technical side, for that has been well documented but as a tribute to those people who were signalmen and who helped to make my railway career so memorable.

I had been a signalman on the London Midland Region, affectionately referred to by GWR men as the 'Ell Of a Mess' and after years of work and study found myself elevated to the peerage of GWR status by being appointed as Supervisor in Charge at the as yet to be commissioned Old Oak Common Panelbox. The year was 1967 and although steam had gone some 14 mechanical, electro mechanical and one small panelbox situated at Old Oak Common were still in operation on the busy line between Paddington Station and Hayes and Harlington. The small panelbox at Old Oak Common was also destined to close under this huge resignalling scheme and be incorporated within the new all singing and dancing panel box which would retain the name Old Oak Common (OOC).

It was necessary that I learnt all there was to know about the area to be controlled by the new box and, to do this I had to visit all the existing signalboxes and spend some time in them to learn the working methods. The first box I visited was Westbourne Bridge near Paddington and controlled loops, car-

riage sidings and the diesel depot at Ranelagh Bridge. After the formal introductions were over the signalman said "Ah, you're that foreign chap they've been talking about". "I'm not foreign" I said "I've come from Liverpool". "Well that's foreign to me" he replied. "Ah but, were you ever a signalman" he asked? And when I said "Yes" he smiled and said "Good. You can work the box whilst I get me 'air' cut" and handed me the duster, the traditional signalman's hand protector. He then telephoned the shunters cabin in Paddington yard and arranged for one of them to come and do the needful.

I then began to work this unusual signalbox under his direction until his haircut was done. I say unusual because this signalbox didn't have levers in the true sense but had pistol grip type handles sticking out of a long console at waist height. These had to be pushed and pulled in the normal way to operate the points and signals and were interlocked to prevent accidental misoperation. I was kept busy with coach movements to the sidings and diesels running into and out of Ranelagh Bridge Depot and thought what a lovely place this must have been in steam days. When the haircutting was done I was rewarded by having a cup of hot sweet tea thrust into my hand and told I wasn't bad as a signalman, for a foreigner that is.

When I visited the other terminus boxes at Paddington I found that they also had the pistol grip type consoles with one called Paddington Departure Box and the other Paddington Arrival Box which was in fact two separate signal boxes under the same roof with the smaller one being called Paddington Suburban and controlled the suburban line bay platforms and the London Transport lines to Subway Junction.

On another occasion I visited West Ealing signalbox which not only controlled the main lines but the triangular junctions to Greenford and routes to the GCR but an S&T depot plus various busy sidings. However, I was not invited in but was made to wait outside the door whilst the two signalmen on duty discussed whether to let me in or not. Even then I was not allowed to enter until I showed them a copy of the letter they had received advising them details of my visit and authority.

A further delay then occurred whilst one of the men laid sheets of his morning newspaper on the highly polished floor like stepping stones up to the booking desk where I was legally obliged to sign the Train Register. Unfortunately, when I reached the last sheet I still had not reached the desk and heard a shout of "Hey, wait there, chum" and did so whilst the signalman finished pulling levers then he picked up the papers behind me (effectively cutting off my retreat) and placed them ahead so I could finally reach the desk and sign the book.

Neither of the signalmen would talk to me. Probably because I was tangible proof of the imminent closure of their box. I felt most unwelcome and after watching some of the workings quickly left, becoming amused at the charade of paper stepping stones being repeated at my exit. Other signalmen told me

that these two particular men were noted for their cranky attitude and not take things to heart. (One later came to work at Old Oak Common on the recording and information desk and was known as Willie Chuckle because he was such a miserable soul).

As I was also required to work on the night shift at the new box it was necessary to visit locations and places where shunting and night trains were dealt with. One of these was Southall so one night I and a Supervisor who was also to work in the new box with me travelled down on the 01.12am Paddington to Hayes (Known at the time as 'The Night Car') The mission to watch the workings of the diesel units in and out of the depot and the 'Up Perishables' (15.30pm Penzance to Paddington). The train was booked to call at Southall and detach vans of broccoli into the Up Dock. On reaching Southall we crossed the lines to visit the 'Southall East Station Signal Box' to introduce ourselves to the signalman on duty and explain our visit.

When the perishables arrived on the Up Relief line the engine plus two vans were detached and drew forward onto the Hanwell loop prior to setting back into the dock. The signalman was busy pushing and pulling the many levers to enable this to be done and sneeringly said "So you're the fellers that's going to work our signalboxes are you?" and promptly put the points back under the shunting movement now setting back into the dock. There was a loud 'CRUMP' Bang, Bang, Bang and loud shouts of alarm from outside the signalbox.

We all went outside and found the broccoli vans had derailed and buried themselves up to the axle boxes in the ballast. So after making sure that nobody was hurt it was decided to release the engine from the vans back onto its train and clear the Up Relief line so that trains could get moving and the breakdown train could get to site. There was however a snag as we needed Southall East Junction Box open and this was closed at night and switched out of use.

However, the now much chastened signalman responsible for the disaster revealed that the door key to this box was hidden on the weather strip over the door.

Unwittingly I became volunteered to go to this box and shunt the loco via the Hanwell loop then back it along the relief line leaving my mate with the distraught signalman in case he did anything stupid.

I got into the signalbox alright then found the GWR had levers we didn't have on the LMR namely King and Queen levers. These levers when pulled allowed the box Main and Relief line colour light signals to work automatically whilst the box was closed. The problem was that these levers also locked the signalling frame and when I reversed the Queen lever to release the Relief line and goods loop the other levers wouldn't come. It was only when I reversed the King lever for the Main line that the lever frame was free to work. Consequently what had started out as a simple shunting movement

now turned into a major event as this now made the signalbox fully operational and I quickly found myself up to the armpits with trains on the other lines as well as having the shunting move to do.

None the less even though I had never worked in this box before I was able to deal with trains successfully. Thanks, mainly to the fact that most signalbox items are of a standard pattern, so my 'Ell of a Mess' experience stood me in good stead on this occasion.

On closing the box, I found that my mate had now taken charge of the re-railing operations so decided to carry on to Hayes and Harlington signalbox and observe the working of the yard and parcels depot there. At Hayes the signalbox stood at the London end of the platform between the Up Main and Down Relief lines with the base being narrower than the top so there it stood like a large letter T. As I entered the box the signalman said "Hang on a minute mate until the Postal's gone". I didn't know what to do so stood waiting in uncertainty.

The first indication of what he meant was indicated as the driver of the Up Postal blew his horn as he approached the station on the Up Main line. Firstly the box began to vibrate as the train appeared at speed under the station footbridge and roared through the station at about 90mph. As it passed under the box the floorboards seemed to lift with the displaced air pressure and the box began to sway alarmingly from side to side. Being unprepared for this I reeled about like a drunken sailor much to the amusement of the signalman who said "Don't get alarmed lad its quite normal. I've been here ten years and its not fell down yet".

None the less even though I visited the box several times and had the dubious task of closing the box for the last time the call of "One up the Main" never failed to alarm me. On closure day a nice gift of the Up Main Block Bell was handed to me as a memento by the Chief Technician who was dismantling the electrical equipment (I still have it).

I think the most poignant scene that brought home the closure of the signalboxes and the end of an era, occurred at Ladbroke Grove signal box when one Saturday night the box closed. Firstly the Relief lines controls were taken off and the signal repeater lights over the levers went out. Then the Main line controls were taken off and the remaining signal repeaters went out leaving the block shelf in darkness. Then the illuminated box diagram went out and suddenly you could feel it all around you, the chill of death. The two signalmen sat forlornly in their chairs with for the first time in many years no levers to pull, no bells to ring and nothing to do. They sat silently looking at each other full of mixed emotions but with nothing to say. It was a scene I was to see repeated on several occasions and with each closure something died in all of us.

The most spectacular event I saw happened when we closed Paddington Arrival Box at the beginning of November 1967. The box was to close at

midnight but I had been brought on duty several hours earlier to deal with the preparatory work. It was as I walked to the end of platform 8 at Paddington I was aware of one of the finest sunsets for years illuminating the silvery rails and the faded brickwork of the buildings and signal boxes with a rosy red glow.

I thought how ironic this was as a phrase sprang to mind “And as the sun sinks slowly in the West we say farewell to ---- - “But this time it was not farewell but GOODBYEE.



Westbourne Park box interior.

Photo courtesy Author

Banished to the wilderness, or someone has to dig out for the track extension! by David C. Scott.

Being a member of the Wednesday gang is great fun and each of us contributes so much more to the smooth running of the club. Some come over for a chat and company which is so appreciated by the more able bodied persons relaxing over their tea breaks! Sometimes we try and keep our skills secret just in case we get asked to paint the odd ceiling, or do some welding or machining. But digging seems to be my thing at the moment and here I am fresh from digging out part of the garden for a new workshop and summerhouse.

On looking round the site over the past weekend noted several things finished, including the new toilets being so appreciated during the Santa day

and fond memories of taking it in turn to blast through the once never ending concrete to achieve this during the hot season.

First my CV!

While living with my parents in Gunnislake 1980s. Involvement with the new track in Plymouth and drawing out for the multi gauge point work which were still working on my last visit. Repairs during the winter at the North London track while I lived in Enfield and worked at Thorn Lighting. Working with the chairman of the Tiverton and District club into the design of the base concrete moulds and making 2 extra steel A frame moulds to double up the production of them. While I lived in Exeter digging out, and some of the timber work for the Newton Abbot club, When I moved to Ivybridge who used scaffold poles rammed into the ground with two strips of timber either side and plastic injection moulded multi-gauge sleepers. Yes, including 7 1/4". Also paving at the second station thankfully using waterproof concrete! (Their site flooded a couple of years ago and the photo made it into the Model Engineer). I later moved to Plymouth so Full Circle.

So let's help with our track extension to keep Lily and I slim in readiness for the festive season and beyond. We did start during the summer but as you find when doing jobs round the house, more urgent things need doing first. So now the leaf dropping season has stopped and our numbers are up on Wednesdays. Off to the wilderness we go.

I love books and among the collection are a couple of the Reverend Awdry's Very Old Engines and Duck and the Diesel Engine, a David Shepherd, A Brush with Steam. And how to build a model railway in 7 mm scale by Gordon Gravett, all of course signed. Now steaming out of the Jungle as the rain-forest was called back then is The Pictorial Record of the Burma Thailand Railway giving hints and tips on how to proceed? We are starting with a cutting and as our terrain (as the stuff in the way is called) requests one. A tribute to the original builders of Hell Fire Pass by doing a scale model may be appropriate.

Lily is warming to the idea of dressing up as a Burmese as she assists and her friend in South Devon could provide some authentic clothing!! AH It is not unknown for both car, military vehicle and locomotive owners to dress in the age of their chosen transport.

Here are the results of another Wednesdays work and by digging a slim pilot bore we can now get our levels correct. It is no use having too steep a gradient for the members with smaller locomotives following the 7 1/4 gauge lines example at this point. We have now replanted two of the trees which were in the way which should coppice well during next summer. It is currently scale for 2 1/2 inch gauge!



Lily with the spade.

View through
the cutting—
for 2 1/2”
gauge at the
moment!

Photos
David C Scott



Close up of
the roots
and rocks
which tire
you out!

BOILER RENOVATION AT THE GCR

by John Spokes

My apologies to those, particularly ex-railway persons, for whom this is “old hat”, but I thought it might be of interest to share with members some photos I took at a recent visit to the GCR at Loughborough. The photos were taken in their boiler repair facility which is outside the normal workshop located in a somewhat “temporary building”, as it comprises an area covered by clear plastic sheeting supported on scaffolding.

The first picture (with ladder) is of a GWR boiler - a Hall I think - which shows the inner firebox, the rear of which I believe is new, as is the foundation ring. The rear of the outer wrapper has been cut away, presumably for replacement and at the top right of the picture is a section, bolted temporarily in place, which will be cut to shape and welded onto the outer wrapper to replace a piece that has wasted.



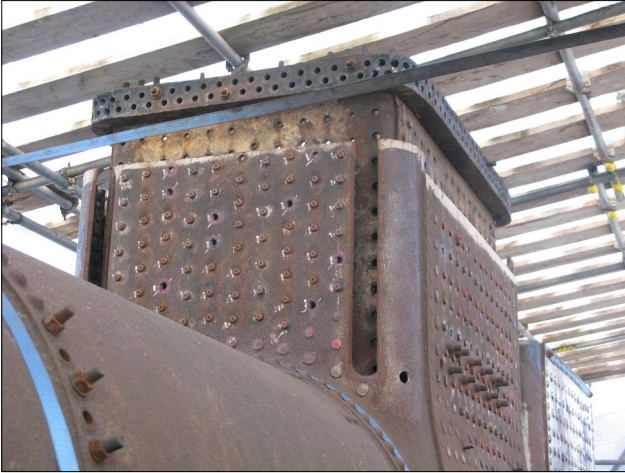
The second picture, right, shows the temporary bolting of the new rear and inner wrapper and some of the existing stays joining the original inner and outer firebox.

The third picture is looking down into the space at the rear of the boiler and it can be seen the complex array of roof, longitudinal and transverse stays. Where did the water go?

And finally, overleaf, a boiler showing a new foundation ring, the lower part of the outer wrapper which has been completely re-



moved as has two parts in the front of the outer wrapper. I am not sure why these two areas should have wasted.



All pictures
John Spokes

When I was young the Amalgamated Union of Boilermakers was often in the news - it was absorbed into the National Union of General and Municipal Workers in 1982 - and to a large extent the skills, still much in demand in those days, have died along with their practitioners. It was refreshing to see that some people still have these old skills and new techniques, particularly in welding of patches, have been developed to keep heritage locos on the rails.

WOLVERTON PUG - SPECIAL TRAINS AND PETE WATERMAN

So continuing from last time we leave Glenfinnan twenty minutes late, and with 5 vehicles and a class 37 we fair romped along, regaining a good few of the lost minutes. We had been sitting in Mallaig a good 10 minutes before the Glasgow sprinter arrived in the adjacent platform on time! We were averaging one or two either Land Cruise weekends or Luxury Days out each per month between the four of us in the team (David Ward, myself, Nigel Hayman and Paul Blowfield) as train managers with necessary operating knowledge for the job.

Another amusing incident concerns the late Sir Clement Freud. At the time he was promoting the quality sandwich range on sale on InterCity Trains. His 70th birthday was approaching and he wanted to travel to Worcester with a party of friends and relatives by train to visit the races there. The InterCity Catering department in general and Tom Plaice in particular were running around assembling the special menu he had demanded. I was struggling with Railtrack to get sensible times for the train and no he was not prepared to

accept an 06.15 departure from Paddington! The plan was to alight at Worcester Foregate Street, which, whilst it is slap bang in the middle of the High Street it is high above it, necessitating steps to street level. No 'access for all' back then. His party were not surprisingly of similar vintage to Sir Clement and negotiating the steps was not going to be particularly easy for some. From the station to the racecourse the party were to follow a brass band. I enquired of Tom Plaice how far it was from Foregate Street Station to the racecourse, to which he unhesitatingly replied 'it's miles' On relaying this information during one of my difficult conversations with Sir Clement he retorted ' Don't be so bloody stupid it's just across the road'. Fatal not to do your research first!

One very interesting job we undertook was, shortly before the Channel Tunnel was due to be officially opened, David Ward had obtained agreement to run a VIP charter train to Cheriton (Folkestone) and the plan was then to continue through the tunnel as the first loaded passenger train to pass into France from the UK direct.

On 18th November 1993 We took a class 47 and a set of Mark I charter vehicles from Bounds Green to Cheriton for on site trials. I joined the ECS at Willesden High Level at 08.30. 47809 and 9 Mark 1s then set off for the Channel Tunnel terminal. We went into the tunnel mouth where the 47 ran round and then traversed the Shuttle loop and into the loading platforms to measure the distance from the platform edge to the Mark 1 doors in order for special wooden ramps to be built to allow people to alight. The stock was then stabled in the Shuttle stabling sidings and the loco ran light to the Shuttle loco maintenance building. The plan was to pilot the class 47 through to France with one of the Shuttle locos, so the couplings and brake pipes needed to be compatible. It was discovered at this point that the air pipes on the Shuttle loco (Brush no 9005) were not fitted with a star in the end which was to connect to the class 47's pipes. Apparently this would cause a problem with the brake. They would be changed as a one off for the proposed trip. In the event on the 10th December the Mark 1 set did not go through the tunnel. The passengers were transferred to a class 319 EMU at Cheriton terminal for political reasons!

As we rolled into 1994 the end of BR was in sight. The InterCity Charter Train Unit was to be the first operational part of BR to be sold. In April 1994 David Ward retired and a new team was set up at Euston led by Steve McColl. Following the demise of InterCity the Charter Train Unit was placed within the Rail Express Systems (former Parcels Sector) organisation The remit was to put everything in place ready for sale the following year. Myself, Paul and Nigel carried on as before arranging charter trains.

It soon became evident that the leading contender to purchase the, what by now was known as the Special Trains Unit (STU) was none other than Pete Waterman. The team at Euston had expanded to include people to deal with

the safety case, the Rail Regulator, the Franchising Director, the Railways Act and the actual sale (the Vendor Unit), not to mention the changing scene now that Railtrack had taken over the infrastructure. Also Bernard Staitte joined us as he was already part of the Waterman empire and his knowledge of steam operations was legendary.

Steve trail blazed the agreement with Railtrack that the STU had as much right under the 1993 Railways Act as any other train operator, freight or passenger, to bid for paths anywhere on the network. This opened the door to steam operation anywhere, providing, loco height, width, weight etc remained within the loading gauge for the route. The fun then started and it rapidly became apparent that Railtrack did not have very good, or indeed up to date, information regarding its assets. It was a very hard year for us trying to keep customers happy when timings for charters were regularly being published late on a Friday afternoon for trains running the next day! Often leaving much earlier than originally requested leaving our customers needing to contact their punters to say 'so and so' charter was now leaving at 05.00 instead of 07.30.

There were some lighter moments. I was charged with selecting the 200 coaches that Pete Waterman was buying. Most were easily identified as being the VIP Mark 1 vehicles, the Mark 3 Sleepers, the standard class Mark 1 and 2 vehicles and the odd balls such as the Generator Vehicle, the 2 Mark 1 staff vehicles etc. But on top of these we had an eclectic mix of Mark 1 and 2 vehicles either not refurbished or simply in store. They were at various locations mainly Ferme Park Carriage Sidings and Carlisle Upperby, with a few old nags in Carlisle New Yard and at Crewe. I selected the balance in conjunction with the various depot engineers and the Rail Express Systems engineers.

During this process I received a 'phone call from Pete himself who's words to me in his West Midlands brogue were "I understand you're the man I need to talk to about the rolling stock I'm buying". An appointment to see him was duly made and I toddled off to the Borough to the offices of PWL (Pete Waterman Ltd). Eventually I found what appeared to be an old Victorian warehouse with steel bars across the windows, PWL on a plaque next to a heavy steel door with a small sliding hatch. I gingerly pressed the doorbell, the hatch shot back and a voice from the ether said 'yes?' I then proffered my name and 'I have an appointment with Pete Waterman at 10.00'.

Bolts slid back, door opens, and I am ushered inside. down a corridor past a glass case containing a whole 0 gauge GWR rake of maroon carriages behind probably a Star class. We enter an office the walls are covered in golden disks with various people at work. at the end is a door which is knocked for me and I enter the inner sanctum. As if I am not already reeling from the displays, there sits Pete in a vast high backed chair which would do an Archbishop proud. On the wall behind him are a number a racks upon which sit

various styles of sub-machine gun! Obviously not a man to mess with. I tell him what I know of the fleet he is intending to buy. He seems satisfied, thanks me very much and I depart back to Euston.

We ran some interesting trains during that year, including, on Sunday 25th September 1994, the very last passenger train to run into Dover Marine Station. We ran from Victoria into the Marine Station behind 70000 Britannia running as 70014 Iron Duke (a former 73A Stewarts Lane engine). We also ran a late night charter at 21.33 from Bristol Temple Meads on 4th May 1994, up Filton bank via Parkway to London to get the two Severn Valley Railway BR 2-6-4Ts 80079 and 80080 to London for other work. Yours truly was lucky enough to travel on the footplate of 80080 from Didcot to Pangbourne where there was a water stop in the URL platform. *(continued)*



Britannia
as Iron
Duke at
Dover
Marine
25 Septem-
ber 1994

Water stop
at
Pangbourne
0045– 0017
5 May 1994

Photos WP





Santa Claus on his 10.30 special train, Kensington Olympia 10 December 1994

The naming of 47791 at Victoria 13 December 1994.

Photos WP



Another view of our cover girl. See page 1.
Photo John Spokes



FIFTY YEARS AGO

Steam in the Capital, left as Standard Class 5 73022 receives attention powering through Vauxhall on 3 July 1966. The year marked the end of the old Great Central. Below a similar engine 73073 on a through Nottingham train passes Northwick Park in June 1966. Bottom, Isle of Wight W 35 Freshwater runs round its train at Shanklin in December just before steam services ceased.

All photos
John Billard





Prospect Park, Boxing Day 2015

There was plenty of activity during the traditional Boxing Day steam up at the track.

All photos John Billard

Above, President Les Dawson proudly shows off his newly completed 7 1/4" gauge Burry Port and Gwendraeth Valley Railway 0-6-0T.

Right, with steam to spare, John Spokes tries out Mike Burke's 5" GWR 0-4-2T No 5810 on the raised track. Mike looks from behind.





It was difficult to have a clear picture of Marcus on his Polly as it was on the move nearly all morning! It is running well having had attention to the valves

Not often seen here are the Jones brothers with their Austin Williams "Twin Sisters" LMS 0-6-0T. For those in the know this is the more complicated "twin".



In the meantime Nigel Penford here is enjoying his newly acquired Baldwin 0-6-0 switcher "Helen". David Scott and Lily are the passengers.

DIARY

January 2016

Sunday	3rd	Public running	13.30 till dusk
Tuesday	5th	00 gauge layout	
Saturday	9th	Club running	11.00
Monday	11th	Trustees meeting	
Saturday	16th	Birthday Party	11.00 to 13.30
Sunday	17th	Birthday Party	11.00 to 13.30
Tuesday	19th	00 gauge DCC	
Friday	22nd	Young Engineers	18.00-20.00
Saturday	23rd	Birthday Party	11.00 to 13.30
		Young Engineers	13.30
Thursday	28th	3D Printing Explained	19.30

February 2016

Tuesday	2 nd	OO Gauge Layout	
Sunday	7 th	Public Running	13.30 until dusk
Saturday	13 th	Club Running	
Monday	15 th	Trustees Meeting	
Tuesday	16 th	OO Gauge DCC	
Sunday	21 st	Birthday Party	11.00 to 13.30
Friday	26 th	Young Engineers	18.00 to 20.00
Saturday	27 th	Young Engineers	10.00 to 14.00
		Club Running	14.00

All the above information was correct at the time of printing.

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 February PROSPECTUS is
18th January. 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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