



President

Les Dawson
0118 969 4654

Vice President

John Sargeant
01491 681520

Treasurer

Jim Brown
0118 958 7247

Secretary

Editor

John Billard
0118 9340381
john@jegbillard.plus
.com

Free to members

The Prospectus

October 2016



Triple headed Baldwins at the track on 4 September

**DAWSON'S DIARY
A ROSCOS LIFE
A BIGGER BALDWIN
AN A FRAME
TRACK EXTENSION NEWS
WOLVERTON PUG IN COURT
THEY DON'T ALL RUN ON RAILS!**

Summer Bank Holiday Monday had very good support from the members with plenty of locomotives ready for the expected passengers. There was a steady flow of visitors throughout the day as a lot of the public were on holiday. It was not as busy this time, anyway the club received some good returns on the takings.

The club vacuum braked trolleys work very well. Mike Jones ran his A4. Nigel's Baldwin ran very well too. The club Baldwin was not needed this time. On the raised track Andy Midwinter and Mike Strain ran their engines. Tony Giles Simplex ran well with a new grate and ash pan. Rob Denton's Warship was busy also Mike Burke's Class 15 was noted doing its bit for the day.

Last Young Engineers afternoon running day Marcus Bailey's Polly Two had some problem; with the help of the members he got it on the track once again and it ran okay. Mike Burke's Princes Marina ran really well doing what a good 3 1/2" engine should do, run and make steam!

Mie Manners and Nigel Penford have made a grand job of the paving in the toilet area. A really smart professional job, well done to every member who helped to get this big job finished!

We are still getting new members joining our society which cannot be bad. A warm welcome to you all from the committee and myself.

September public running on the 4th had a good turnout by the public this time. It was a busy day on both tracks. At the end of the day the members used all four trolleys triple heading with the tree Baldwins pulling a good load. Most impressive!

Our worthy editor is pleased to receive articles on anything that might be interesting to our readers of the Prospectus. So far we have had some varied subjects over the past few issues. Please keep them coming. Also the recent photos have made a big improvement to our mag.

Last Saturday club running day was rather wet this time. A number of members braved the wet and still had a run around. Work was carried out on the club Baldwin, pipes refitted and air pressure used with soapy water to check for air leaks. A member tried out his new Hunslet 0-4-0 tank loco fitted with a new safety valve. It ran very well and for many laps in the rain! The driver was very happy. Karl spent his 18th birthday getting wet. We did enjoy the doughnuts, thank you Karl from all of us!

Peter Harrison had his Sweet Pea boiler hydraulic test carried out and it passed ok.

I would like to thank Pete Culham for all his efforts taking up the paint brush on Wednesdays and painting the grounds level trollies. They now look very smart in green. A job that needed doing, well done Peter!

RoSCo life – some technical – some not

Early life in Angel was interesting and exciting. It took a little while for the MD to be appointed, so a small number of us had a bigger than expected role in a number of developments. The company had to be set up, housed and its people recruited, trained, and cared for. In addition, Network Rail staff needed to find new organisations to work for, for some folk this was easy, some not so. If I have any regrets about this time it is that I am unsure that absolutely everyone got the best treatment that I would have hoped for them, or even expected.

For technical staff associated with trains, there were three possible routes into privatisation. Firstly, there were the depots and Train Operating companies who were interested in building independent engineering teams that they saw operating without so much influence from the engineering HQ, either that at Derby, or that in NSE. They had fleets to look after, maintain and even replace.

Secondly there were the Technical Services organisations based on the old NSE, Provincial, and Inter-City HQ organisations. These were christened TesCos. The Engineering Link was basically the old Provincial HQ, and was bought by its management. Then there was Interfleet, based on the Inter-City HQ, also bought by its management, and the third was the NSE team who decided that they did not wish to stand alone but wished to be absorbed by one of the multi-discipline consultancies. They ended up as important part of WS Atkins.

Thirdly there were the RosCos. For engineers of all disciplines these three routes represented more opportunity than threat, placing folk was relatively easy. In the RoSCo we wanted technical specialists with a good understanding of train systems, and the knowledge that enabled them to solve long term technical issues, specify overhauls and in time, run new train projects. In general, Angel seemed to be well able to attract excellent talent in all these areas, as well as good support. All of the changes represented an opportunity to raise the standards of professional qualifications for important roles. In the private sector being able to prove your competence was more important than the level of internal training and experience that BR offered. This was a painful experience for some senior folk whose background was more practical and who lacked the formal stamp of engineering competence that would be required in court if anything bad happened. Just one or two found this difficult, despite our best efforts to soften the blow. Good support staff were keen to join the outfit in our swanky new office, none more so than an excellent PA I had spotted in one of the depots, and who joined me for the next 5 years and two jobs. She is now responsible for protecting hundreds of millions of TOC revenue, so I feel relaxed about the changes her working life has embraced.

Throughout all of this time, there were trains to be looked after, contracts to be set up for each fleet, and a relationship to be worked out between our customers, the

TOCs, and us as owners of the fleet. This relationship was described in the Master Operating Lease Agreement, (MOLA) which we developed from a sheet of headings into a legally sound financially business like document. We also tried to keep improving the fleet, although at this time we were still in BR ownership and big until private sector disciplines and money finally kicked in. We made some very good decisions at this time that have basically withstood the test of time, one of which, just by way of example, was the use of the existing IT system (RAVERS) as the joint record of all work carried out on the fleet. Basically this gave us complete continuity on the maintenance history of the vehicle, and at the same time it protected the investment BR had made in developing the system. 20 years later it is just being replaced. A success!

Another good decision was in the creation of systems to formalise things that used to happen in a joined up BR, but might have been difficult in a fragmented industry. Some of them turned out to be better than the old informal system, and one example would be the National Incident Record system. What this mandated in a Railway Group Standard was sharing technical problems. Just imagine that two class 317s have come apart in traffic because a defective pin in the coupling has broken. As Fleet Engineer you know that you have immediately to check the rest of the fleet to make sure it doesn't happen again tomorrow, possibly dropping a passenger into the 4 foot in a manner certain to be fatal. As part of setting up the check, you are required to tell everyone else, all other TOCs and owners, of the problem. This ensures that 317s working at the other end of the country or other fleets with exactly the same coupling are also checked.

Big European train manufacturing companies with maintenance responsibilities have embraced this requirement, although I think it is fair to say it was not, at first, in their culture to broadcast defects on their fleet. But the system has survived, and flourished, it is in fact best practice in Europe and one small reason why our railways are safer than all of the big nationalised railways in the 28 countries. Inside BR, DB etc. it is expected that such information is freely available, but experience suggests that a formal mandated requirement works better. The system has now been used over 2000 times.

Just one story with a technical edge comes from the early RoSCo days. We were keen to replace our ailing Valenta engines in our HST fleet. Although Angel was at this time still part of BR, we were keen to get investing in our fleet to give it an edge in the market – and there were engines in the market that used less fuel, and were much cleaner with significantly less smoke and particulate emissions.

I went with our newly appointed banker MD to see the production line of such engines somewhere in the UK – names withheld to protect the guilty. We were given a VIP tour of the factory by the Engineering Director who was familiar with the application and obviously keen for an order for 100 engines or more. Would have made his bonus! The engine did look good on the shop floor and on test, I was particularly

impressed with the use of multiple small turbochargers used in automotive applications. This looked like a much more reliable piece of kit than the large special blowers that the Valenta had and were part of its Achilles heel.

So fully impressed and feeling good we were wheeled into the management dining room for lunch with the Managing Director. My boss explained that we were keen to develop a proposal with them, but were constrained at the moment due to the fact that we were still part of BR and had loads of assets but no actual cash with which to buy engines. Could they lease them to us until we had the independence and the cash? A good answer to this question would have been something like “My company is judged by the market on its financial efficiency in the production of engines, and it important that Work In Progress figures are not inflated by engines that we are leasing and so they remain on our books as capital. Could we investigate using a third party leasing specialist?”

What he actually said was “Good God no, I’ve got enough rubbish on my books already”. So the MD called the best of their current production “rubbish”. In a moment he undermined his Engineering Director’s whole message and tour, closed off the possibility of a sale, and showed that as a company the MD and the ED could not even talk the same language. My MD was seriously underwhelmed, the idea was dropped and history tells us that the MTU engine became the first choice.



A slightly bigger Baldwin

I thought the following might be included in Prospectus. Track gauge is 1'11 3/4". Here are some photographs taken on 15 September 2016 at the Brecon Mountain Railway of their Baldwin Locomotive which is a little bigger than the RSME Baldwin.

It was built in 1930 for a Cement Works in South Africa and spent its working life hauling limestone until 1973 when it ran away driverless, derailed and was wrecked. Treated as an accident write-off by the South African Insurers it was purchased by the Brecon Mountain Railway as salvage. Shipped back to the UK via Liverpool it was rebuilt by the BMR between 1993 & 1997.



John Spokes photographed new member, Peter Farley, driving his recently acquired Maxitrak Quarry Hunslet during Play Day on Saturday 10th September. A lovely loco in lined crimson, he said, which had no problems pulling two loaded carriages on the raised track. An exceptional exhaust beat for a 5" engine.



**NEW MEMBER -
Peter Farley with
his new Maxitrak
Hunslet**



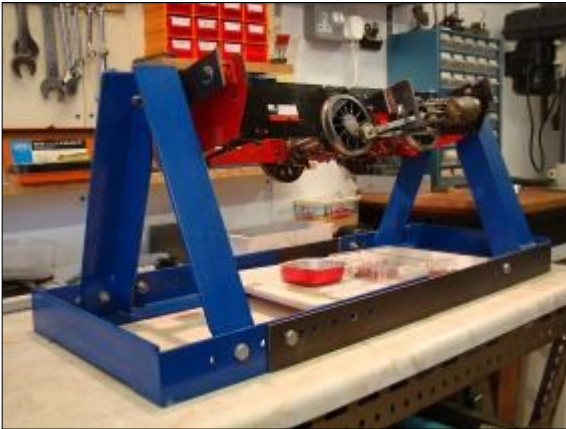
HINTS AND TIPS

from Chas King-Smith

I believe an A-frame is an essential component for the loco-builder and I attach some photos of mine. Welded up out of 2" x 2" x 1/8" angle with a flat plate between the supports to take the bearing, around which the loco frame pivots. The side pieces enable it to be extended to any length and I used it for my Polly V. The ease of access which rotating the frame through 360 degrees permits just has to be experienced. The engine on the stand is my rebuilt RSH 0-4-0 dock tank, ready for valve setting. Each cylinder block is held on by 18 7/8 BA bolts, a doddle to do up when you can turn the frame upside down!

Another trick: the raised lip around a centre pot can interfere with the run of a small drill. Run a fine file over the indentation and you get a dark spot in a flat bright circle. Perfect for accurate drilling.

I should add that the loco can be clamped at any angle by a bolt in the bearing at one end of the A-Frame.



SUPER POWER

from Mike Manners

Last Sunday, 4th September, at Public Running we had three Baldwins providing the motive power on the ground level track. At the end of the days running we decided we would couple up all the riding trolleys and triple head the train with the three Baldwins.

This was probably a unique event as there are not that many of these engines around and to have three from the same club triple heading a train was something special.

This is a link to a video on YouTube <https://www.youtube.com/watch?v=7AYICOtuthE>



Photo
Mike
Manners

Photo
John
Ingram



The Reading Society of Model Engineers extends a warm welcome to the following
new 2016 members -
Mr T Brigham of Calcot
Mr L Pike of Thatcham
Mr R Ridley of Tilehurst

The trials and tribulations of a signals engineer!



Mike Manners

At the club we recently had two signal failures. One on the ground level track and one on the raised. On investigation it was very evident that the local ants had been up to their sneaky work. Both signals were packed full of the fine and acidic soil the ants are so keen on making their nests with. The formic acid in the soil very rapidly eats away at the wires with the only too obvious consequences.

Just how the ants get into the signals is a bit of a mystery as the signals are sealed above ground and are supported in concrete blocks. The access for the cables is at least 12 inches underground and the cables are direct buried in the ground so there are no ducts for the ants to crawl through.

I am not sure what the answer is but I am going to try pouring a heap of ant powder into each of the signals. With any luck the cooler weather will also dissuade them from returning again this year. I will have to remember to repeat the ant powder process as the weather warms up next year.

Raised Track Extension Project Mike Manners & Nigel Penford

You may be wondering if the trustees have forgotten about the raised track extension project.

Up to now there has been very little visible progress although a lot of preliminary work has been going on. With the limited manpower within the club the project has had to take its place behind more essential work. A review of the existing storage arrangements and facilities identified a number of things in urgent need of attention:-

- The rotting and leaking large container needed replacement.
- The old concrete garage needed replacement.
- Additional storage was needed for gardening and building tools and equipment.
- With the increasing numbers of people attending various club events, there

was an urgent need for additional toilet facilities.

- Additional under cover space was required for track extension work and materials storage.

All of these things were considered essential prior to starting actual physical work on the track extension project. All of the above have now been completed.

In the background, where resources were available, a number of other tasks have been completed:-

- Planning permission has been obtained.
- The entire site has been professionally surveyed.
- An arborists report has been obtained.
- The site survey has been marked up to show the proposed route of the track extension.
- The route of the track has been mown throughout the year to give some “on the ground” idea of the extent of the new track.
- Guildford and Frimley raised tracks have been visited as possible examples of the types of track support structure proposed.
- Some initial site clearance work has been carried out so that site lines for the track can be established.
- Some preliminary ideas for the construction of the two points are being considered.

The drawing shows the basic idea for the Western point where the track extension re-joins the existing track. The most favoured and illustrated idea is very much based on the arrangement currently in use in front of the clubhouse. It is basically a pair of swing out sections pivoted and supported at their ends. The intention is to complete the swing out section that will be inserted into the existing curve of the current raised track. This should allow us to sort out any design and construction problems and still keep the existing track operational. The straight swing out section will then be completed before starting work on the second Eastern point arrangement. The Eastern point will be more challenging as it will involve construction over made up ground where a good and stable foundation will be essential.

The drawing shows, in black, the section of the existing raised track where the track extension will re-join the current track. The existing concrete support posts, the 5” rails and the anti-tip rails are shown. The blue lines show the path of new raised track re-joining the existing track and again shows the 5” and anti-tip rails. The red lines show how the two swing out sections are pivoted and swing out to allow clear passage and clearance between the tracks. Please bear in mind that the drawing is diagrammatic and designed to show the principal of the proposal. Clearances, support structure and foundations will be worked out once detailed on site measurements have been established.

A number of ideas for the actual construction of the swing out sections have been

identified and they include:-

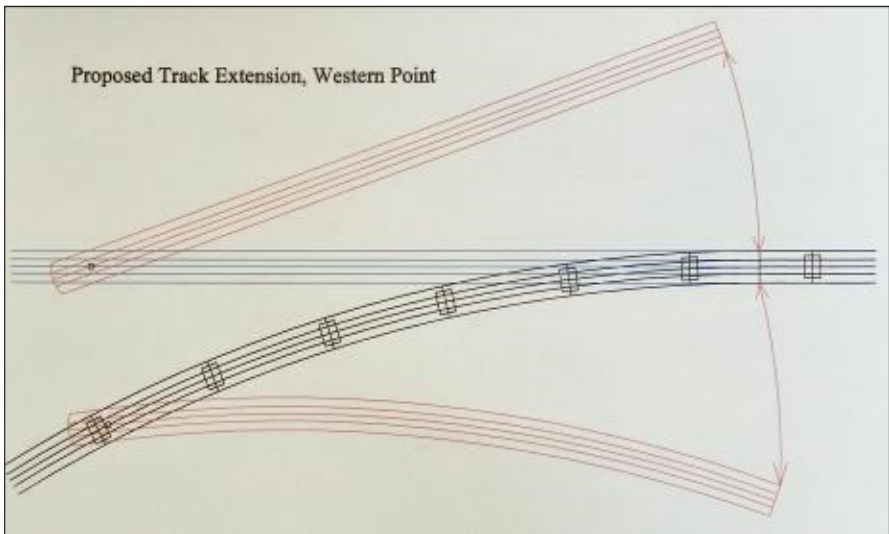
- An open framework structure such as is used in front of the clubhouse.
- Back to back “C” beams.
- An “I” beam/RSJ
- A box girder.

At the moment the open framework structure is the least favoured due to the amount of work and welding involved and the curved nature of the structure.

In the coming weeks the plan is to start various work on the Western point. The following tasks need to be completed:-

- Identify the exact location of the swing out section.
- Clear the areas where concrete pads have to be constructed.
- Dig out pad foundations.
- Lay concrete pads
- Make a template of the swing out section using the existing track as a guide.
- Mark out in the field the start of the proposed track route.
- Make decisions on the swing out section construction, costs and possible external suppliers.

As with all projects of this type and with the limited resources within the club, progress may be hampered when essential maintenance work becomes necessary. However it is now our intention to press ahead with this project so watch out for work going on around the Western side of the site and look out for future updates in Prospectus.





WOLVERTON PUG

In Court, etc.

The Lafarge Cement works site at Inverness was complicated in property terms. The whole site and adjacent sidings were Railtrack freehold. The actual cement storage tower consisted of a sub-under lease from Freightliner Heavy Haul to Lafarge. The sidings, two plus a head shunt, were a sub-lease from EWS to Freightliner. That lot all sat on a head lease from Railtrack to EWS. The road access to the public highway was a right of way over the EWS head lease. The rail access required a Connection Agreement with EWS to reach the Railtrack network and main line south to Aviemore, and an Access Agreement to allow the traffic to pass through the EWS Millburn Yard. Now you know why I needed to get up there to understand the whole set up!

On the day I went I noticed a lot of 'hi-vis' jackets in Millburn Yard. I then realised that a class 47 hauled set of passenger stock was entering the yard. It was not long before I realised by the sparkling cleanliness and colour of the loco and coaches that this was the stock of the Royal Train! I thought better of wandering down to take a closer look but did manage to take a distant photograph. I had no desire to end up in

front of the Procurator Fiscal explaining the reason for my presence.

Whilst in Scotland there was some interest in timber traffic, so we visited Culloden, where there was a siding and Inverurie where there were a number of sidings. Here I found the former Great North of Scotland Railway Works was still standing and in use by a road transport firm. I also found a GNS rail chair!

Despite a number of long trips to Scotland, some were relatively local. I lived in Theale back then and when Lafarge Cement decided to open a site at Theale, they had several choices. There was the closed Blue Circle Cement site but that no longer belonged to Lafarge. Other sites in Theale were originally part of the Theale Permanent Way pre-assembly depot, which had been cut in half by the Theale bypass in 1972. These parcels of land were part of the BRB (Residuary) portfolio. They were fairly quickly eliminated due to the cost of laying track and putting in new connections to the existing sidings, all on Reading panel box. In the end they did a deal with the present owners of the old Blue Circle site and took a lease. They built a new cement terminal which still receives regular trains from the Hope Cement works in Derbyshire.

At Aldermaston there is a large former goods yard and adjacent to it the disused Conoco aviation fuel depot, originally built to supply London Heathrow Airport. Both were still rail connected though the length of train you could get into the site was severely restricted by the shortness of the headshunt which finished in the station car park! There was an emerging requirement to develop a freight facility in the old yard, but West Berkshire Council would not entertain the additional traffic on the A4 to serve it. That coupled with the difficult rail access sunk the scheme. Needless to say the site is now occupied by a road served waste plant.

During one of our forays into South Wales, in Sept.2003 (the day we went to Llantrissant-see the August article) we went to Tondu and Danygraig, Swansea, looking for other suitable aggregates handling locations. The key to aggregates unloading is that generally you only need a siding still connected to a main line and reasonable road access. Also they are often short term for one particular construction job. So spending large amounts on the infrastructure is not an option. Add to that a small delivery lorry and a grab unloader and hey presto job done. Interestingly the Junction at Tondu is still there though only the line from Bridgend to Maesteg is still in use for the hourly DMU service. The infrastructure and semaphore signalling is all still intact and operable. When I worked at Paddington in the 1970s, and early 1980s Tondu was used as a diversionary route for HST's on Sundays when engineering work was taking place between Bridgend and Port Talbot on the two track main line via Stormy. The HST's reversed at Tondu and ran back to the main line at Margam Moors East.

When we went to Danygraig not only was the old sign for the closed Freightliner depot still there (despite the terminal closing in April 1987) but the loco shed was complete and in use as an industrial premises.

Lafarge funded and built a new cement facility in Manchester on Manchester Ship

Canal land at a place called Weaste on the site of a redundant oil depot. The site is accessed from the Manchester to Liverpool via Chat Moss route via a branch line which comes off between Patricroft and Eccles. There was a lot of unused land at the end of the branch and Heavy Haul were looking for another aggregates site. It seemed that the most suitable level area of ground with an adjacent road actually belonged to a sewage works. In talking to the local manager we then had a tour of the sewage works! Out of earshot of the manager the overalled supervisor then told us that there was a serious problem with the main concrete settling tank. Apparently it had a serious crack underneath. The spare land of course was immediately below this!

You would think that to call down a Strategic Freight Site from Railtrack's portfolio list would be fairly straightforward, assuming you had a robust commercial plan with a customer in the wings anxious to be on site tomorrow and a guaranteed income stream. Well in the case of Luton Crescent Road you would be wrong. The rules allowed Railtrack to offer leases to firms, not necessarily using rail. These leases had a break clause that in the event of a site being called down by one of the licensed rail freight companies the tenant would be required to vacate the site in a certain number of weeks. At Luton Crescent Road a waste stone crushing business was in operation.

On being served notice to quit they objected most vociferously on the grounds they had been misled by Railtrack into believing there was virtually no likelihood of the site being required for rail freight. On that basis they had spent a large sum of money on laying a new roadway on the site. In addition to this argument they were contractors for Luton Borough Council. The Council were quickly drawn into the debate and started all means to defend their contractor. Railtrack, whose job it was to sort this out as the site required to be leased to the freight company without any encumbrances or undue delay to the process. Their own legal advisers, aided by our input regarding the robustness of the case seemed to be getting nowhere with the Council and the waste crusher's lawyers, to the extent Railtrack engaged a QC. A briefing meeting with Railtrack, their lawyers and the QC reached the conclusion that this could only be solved at a court of law.

A date was fixed when a judge would be available and we began to structure our arguments. Immediately prior to the court hearing we had a session with the QC who warned us what to say and not to say, and so we trooped into the County Court at Luton. There was no jury, just the lady judge, the defence, the prosecution and the two opposing teams plus the various clerks, ushers etc. Fortunately, I had fairly recently done jury service so had some knowledge as to what to expect, though I was still nervous. Railtrack gave their evidence first and I then spoke on behalf of Freightliner and our client. The defence then said their piece. Great relief when the judge found in our favour and to this day rail delivered aggregates are handled at Luton Crescent Road.

So 2005 and I decide to retire. I had already told Russell the Finance Director of my intention back at the end of 2004. He said "If that's what you want to do fine but find me a replacement Group Property Manager before you go and unload some of the bits and pieces that you do that are not directly part of the property portfolio i.e. involvement with the Railways Act and railway regulation and the Facilities Management issues at the Euston Head Office".

I wrote an exit strategy covering these issues, recommending who should do the unloaded items and who I thought would be a suitable replacement for me. I was lucky in that the person I thought most suitable was a lady working for Railtrack Property who was very helpful and possessed a 'can-do' attitude. She is still the Freightliner Group Property manager. I duly departed on 23rd December 2005 (from the George, Eversholt Street after a very liquid lunch!).

(further tales to follow)



Tondy Junction
signal box on 17
September 2003

Inverurie
Great
North of
Scotland
Railway
Works
September
2002





Short headshunt
in the car park at
Aldermastin
April 2002

Danygraig Freight-
liner terminal com-
plete with sign
17 September
2003



The old loco shed
at Danygraig

All photos WP



Top: Inverness cement terminal 26 September 2002

Above: Ex- LNER Gresley bogied vehicle, at the cement terminal in breakdown train livery but last recorded as internal user stores van at Perth!



It doesn't all run on rails. The editor writes: I had an enjoyable day on 20 September 2016 with Fowler BB1 class 15183 for some steam ploughing in Warwickshire. I have driven this engine for 45 years. Below is a footplate view from the BB1 of Fowler Z7 engine 16573 being manoeuvred into a sticky field with an Allis Chalmers crawler; itself historic. Photos John Billard



DIARY

October

Saturday 1 st	Young Engineers Club Running	13.30 onwards
Sunday 2 nd	Public Running	
Tuesday 4 th	OO Gauge	
Saturday 8 th	Club Running	
Sunday 9 th	Birthday Parties	11.00 to 13.30 14.30 to 17.00
Monday 10 th	Trustees Meeting	
Saturday 15 th	Birthday Party	11.00 to 13.30 14.30 to 17.00
Sunday 16 th	Birthday Party	11.00 to 13.30 14.30 to 17.00
Tuesday 18 th	OO Gauge DCC	
Sunday 23 rd	Birthday Parties	11.00 to 13.30 14.30 to 17.00
Monday 24 th	Special Needs	13.30 onwards
Friday 28 th	Young Engineers	
Saturday 29 th	Young Engineers Club Running	13.30 onwards

November

Tuesday 1 st	OO Gauge	
Sunday 6 th	Public Running	
Saturday 12 th	Club Running	
Sunday 13 th	Birthday Party	11.00 to 13.30
Monday 14 th	Trustees Meeting	
Tuesday 15 th	OO Gauge DCC	
Saturday 19 th	Birthday Party	11.00 to 13.30
Friday 25 th	Young Engineers	
Saturday 29 th	Young Engineers Club Running	13.30 onwards

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 November PROSPECTUS is
18 October. This is the final date.**

Contributions from all members are greatly welcomed

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

John Billard Old Station House Twyford Reading RG10 9NA

01189 340381

john@jegbillard.plus.com