

Reading Society of Model
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Charity Number 1163244

The Prospectus



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Free to members

November 2016



A Fowler AA7 Class ploughing engine raising steam at an event in Yorkshire in September. This engine was burning some of the very last coal extracted from the recently closed Kellingley Colliery, the last deep mine in England.
Photo **John Billard**

**A TOUR IN JAPAN
YOU ARE NEVER TOO OLD...
A PROSPECTUS SPECIAL AWARD
THE WEIRD AND THE WONDROUS
VISITING THE MORGAN FACTORY
A GOOD DAY AT THE RACES (NOT!)**

DAWSON'S DIARY

kept by the President

A very busy October public running once again and all the members did a grand job keeping the trains running throughout. The members who took on car parking did well with getting so many cars packed in at times it was filled to capacity. We are lucky we have the space on our site. Our tea bar ladies did yeoman work in the club house once again it was a long day for them many thanks from us all. We would be hard pushed without their support throughout the year.

A reminder please. Could the Friday evening members please leave the tea bar clean and tidy before locking up at night, as it's not fair on the rest of the members who get the birthday parties to sort out the next day. Many thanks.

Club running this month I used the rebuilt loading ramp on the ground level track. It fitted in my car just right. Chris Simonds gang made a good job of finishing it off. Now we have two ways of getting on to the track.

We had some visitors who came for a ride. Some members made them welcome showing them how to drive steam and electric engines. Peter Farley tried out his Hunslet on the ground level top see how well it would run. He was pleased with it. Dave Jerome brought along his Class 2 2-6-2 BR tank loco for its annual steam test. It had to rain while he gave the loco a run. Sod's Law once again! Have not seen Graham Steven for some time. He came with his GWR pannier tank for a run. Boiler tests were carried out on a number of locos this time round.

Some club members paid a visit to the Midlands Exhibition. A good show once again. Plenty of stalls and clubs in attendance. A very busy day, well worth the trip to the show.



Les Dawson, President, unloading his 7 1/4" gauge Gwendraeth and Burry Port Valley Railway 0-6-0T on the rebuilt unloading ramp.

Photo Mike Manners

PONDERINGS

by 61249

Around this time (1995) I was privileged to take part in the annual executive exchange with the Central Japan Railway. This took a group of around ten of us to Japan for around ten days, and I returned with 24 hours in Hong Kong arranged by a colleague who was the chief engineer of the Kowloon Canton railway company (KCRC). Both parts of the trip were very instructive but I must say for some reasons I will explain that I learnt more transferrable lessons from Hong Kong in 24 hours than I did in the 10 days in Japan.

The huge difference and barrier to transferrable lessons from Japan can be encapsulated in one word, Culture. In Hong Kong there was a Brit railway (Trains, Overhead line, Signalling all to UK designs) being run by Brits, but with Japanese performance. It was a real eye opener, and I will come to the approach later.

But first to Japan where the level of hospitality and friendship displayed to us as visitors was exceptional. Visiting the main station in Tokyo we had the Station Master pretty well for a complete tour and whole morning. The tour was impressive in itself, as he pulled together his complete management team with full uniform and white gloves, who conducted us to wherever we wanted to go with one exception. This was the ticket office run on a contracted out basis, which was a surprise to us and apparently operated with a much lower level of costs than the “official” CJR office. When we asked why it was not part of the tour and why the costs were lower the answer was pretty dismissive “they use women”. In terms of politically correct gender equality they clearly were not at that time on the same page as the UK. A significant cultural difference.

The second huge noticeable difference was the degree of compliance built into the education and systems. If teacher asks you to smile for the camera, you smile. If on a school visit you have to take a water bottle and a satchel, then the water bottle goes on a strap over your left shoulder, and the satchel over your right. Every member of the class then looked identical and orderly. It was clear that this attitude passed on into employment and reinforced a hierarchal structure, and brought a natural discipline to railway operations that underpinned the safety, reliability and punctuality of the system.

Thirdly there was a huge emphasis given to the plan, and a long term view of life, whereas in the UK we sometimes find planning difficult and failure arrives as a complete surprise. If as station manager you have to tell every member of staff in detail how to dress and what they should be doing every 5 minutes for the whole shift, then you need a good plan that works. Developing and communicating that plan took a notable time and effort. There was then very little space for individual contributions and innovation. In Japan we saw many, many followers. In the UK where everyone seems to want to lead and/or “do it my way” we expect much more creativity and contribution from individuals.

A fourth aspect of their culture ensured that the plan did not become a prison and hostage to change. That was the emphasis on “Kaizen” – continuous improvement. This approach to everything had been happening for decades in Japan and has taken their cars from being the most unreliable to the best, but was new to us in its discipline and levels of staff involvement in making the place work better, if not cheaply.

To demonstrate how these cultural differences influence the way the railway runs I will give some examples, some good, some not so.

With everyone’s role defined by the system, there was no way that male visiting executives should help clear up the meeting room when the girls came in to do their job. (We did not see a single female manager or male cleaner). When a couple of us picked up our cups and plates and put them together to help the process, the whole thing came to a halt as the girls collapsed in giggles.



We got to observe a shift changeover at a large provincial station (Nagoya). The complete station team, signallers, booking office, porters and dispatch staff all gathered together in a room designed for the purpose with a stage for the manager and framed safety slogans around the walls. Ten minutes before the shift change the boss came in and stood on the

stage, first choosing the safety slogan for the day “today safety is working closely with my colleagues” The whole room then synchronised their watches, (Picture 1) after which the boss commended a member of staff for their actions the day before in hitting the emergency power off button because he saw a



passenger fall on the track. It was explained to us that doing anything that interrupted the flow of the railway required extreme courage, and the staff member was being commended for his bravery.

The boss then read out a number of minor changes to the plan for the staff to be aware of, even if they were not involved. A disabled customer arriving on the 11.40 from Tokyo, coach no 12 platform 13, in addition some executives from the UK were guests of the station for the morning, and were in the room with them. This information was on a special sheet which they all had attached to their clipboards. The boss then left the room to applause. Each group of staff then stood in a separate huddle, and read out aloud to each other the details of the changes for the shift that were on their sheets. This assured that every member of staff not only read, but articulated, the exact same message as his colleague. (Picture 2). As we left the room I said to my colleague, "Impressive" - his response probably had military history behind it "Chilling" he said. Twenty years later some of this communication now takes place in tool box talks before each shift in UK depots, but no real sign yet of the same levels of rigid compliance, being much more a bonding exercise with some emphasis on last night's game and out of work activities, as well as what had to be achieved in the shift.

So, all good so far, but when we got on the platform I witnessed the worst piece of customer care I have witnessed in my nearly 50 years on the railway. The Bullet train to Tokyo pulled in, on time, of course. A lady wished to join the train but had three children with her and three suitcases. Doing what every parent would do she put the children on the train and returned to the platform for the cases, just at the very moment of departure time and for the train doors to close with her kids on the train and she on the platform. The guy working the doors had his own window on the train right by her and refused to even look at her or acknowledge her distress. To do what was necessary would, of course, delay the train and that would never do. He was complying and the execution of the plan came first. This is the kind of thing that you have to do to run a railway within 5 or ten seconds of right time. Culturally, it would not wash in the UK. We would expect him to delay the departure and even get out of the train to load her cases quickly. In Japan it was "Not my job. Train on time, all good". As I said earlier, different, some good some not so. Military discipline runs a railway on time, Improvisation and adaptability wins wars.

Next month Hong Kong..

You are never too old to enjoy steam

from David Scott

I have several articles in various pipelines including one asked for by Peter about Manors and Castles etc. Got a lovely Manor shot at the Exhibition last Friday. Saturday and Sunday, we were at Englefield Steam Up with Young Karl and still young Mike Furness.

Just having a camera handy when Harold decided upon a swap for a harder seat and a drive around with Nigel's Baldwin.

Did I ever tell you of the time I walked past Baldwin's statue outside the Town Hall in Philadelphia? In fact, the tourist bells they sell in the city would go nicely with the locomotives! Cracking joke that one. David taking Liberties again!

Such a shame that engineering seems to have gone from the once proud city.



Harold Eadie
with Nigel
Penford on
Nigel's Baldwin
at the club track.

Photo
David Scott

..and the PROSPECTUS plonker of the month award is to.....

The other day Jan and I bought a picture frame for a picture we had recently picked up in St Ives. As is the way with these things we could not find a frame the correct size or shape so we bought one that was too big so that I could trim it down to the correct size.

Down in the workshop I got the band saw going, separated the frame at two of the mitres and cut the sides down by a couple of inches. It was then on to the sanding disc in the lathe to true up the cut ends to remake some accurate joints. All was good so it was out with the glue. I needed a nice flat surface to remake the frame on and the band saw table was just ideal. I laid some paper on it to stop the frame sticking and then assembled the frame. Some big chunks of metal to hold all in place and job done. Just wait until the next day for the glue to completely harden.

The following day it was back down to the workshop to get the frame and give it a quick clean up and before putting the picture in it.

Oh dear!

What a plonker.

I had only remade the frame around the band saw blade

Mike Manners

A VISIT TO THE MORGAN FACTORY

As a Morgan owner for the past 30 years I was fortunate to be able to visit the factory in October. Things have changed much in the UK motor industry in that time but not here. But there are fresh things—fully bonded aluminium chassis for the latest cars and a busy line making the new three wheeler. And production is up from 9 cars to about 15 a week. It was good to see real hand tools in use; wood shavings on the floor and not a robot in sight.



Visits are recommended.
Contact the factory for a slot.
They do a very fine cream tea as well.

John Billard

THE WEIRD AND THE WONDROUS

by John Spokes

I always thought the atmospheric railway was a Brunel innovation and that the only serious example was one built by him on the South Devon Railway. But apparently not so. A two mile steeply graded extension of the Dublin and Kingstown Railway was opened in 1843 and became known as the Dalkey Atmospheric Railway. It attracted the attention of many eminent engineers of the day, including Robert Stephenson, William Cubitt and Brunel. The line continued to operate successfully for ten years, outliving the atmospheric system on other British lines.

I picked up this snippet of triviality on a visit to the Ulster Folk and Transport Museum in Belfast, which has an extensive collection of items relating to all forms of Irish transport and buildings, the latter reconstructed as a small town from establishments relocated from various parts of Ireland.

To “do” the museum properly would take at least 2 and possibly 3 days. In 5 hours I managed the rail section and a very small part of the automobile exhibition. The rail exhibits encompass a variety of unconventional locomotives, many evolved to suit the somewhat make-do nature of Ireland’s rural and light industrial railways. I took a considerable number of photographs and have selected a few to give a taste of what was on view.



The first (Photo A) is Guinness loco no 20 designed by the brewer’s head engineer, Samuel Geoghegan as a solution to the sloping and dusty site; the latter caused damage to conventional low-slung cylinders. He arranged these instead above the boiler, together with a high-level crank shaft, all within the 6 foot loading gauge, with vertical connecting rods to the rear wheels.

There are a number of railcars on display including two from the



County Donegal Railway system. Photo B on the previous page shows Railcar No 1 “Pioneer”, which was the first railway vehicle in Ireland fitted with an i.c. engine and also one of the first in the world. It was built in 1906 by the Birmingham firm of Alldays and Onions as an open topped inspection car and given a covered body in 1920. (Note the big headlight). The vehicle proved very effective in 1926 when the General Strike resulted in severe coal shortages. This success led to the CDR and other Irish railways expanding their fleet of petrol and diesel-driven vehicles, leading to a new style of rail travel.

Another facet of these light railways was the steam tramway and Photo C shows the Belfast and Northern Counties Railway (Portstewart Tramway Co) Loco No. 2. This 0-4-0 loco was constructed in 1882 by Kitsons & Co of Leeds to haul tram carriages the two miles from Cromore station (on the Colrairie to Portrush line) to the seaside town of Portstewart. The 3ft gauge railway, although in a rural setting, had to comply with BoT regulations which meant enclosed wheels, 13 mph maximum speed and no emissions, which was achieved by burning coke and condensing the steam exhaust using air-cooled tubes located on the engine’s roof.



I was somewhat surprised at the relative dearth of examples of locomotives from the well-known narrow gauge railways of Ireland. One exception was Cavan and Leitrim Loco No 2 Kathleen, a 4-4-0T, which was purchased from

Robert Stephenson and Co. at the opening of the line in 1887 and survived to pull the final rail-lifting train in 1959. (Photo D)

The highlight of the rail section is the 3 cylinder 5ft 3in (1600mm) gauge 4-6-0 Maive (Photo E) which is the only surviving example of three Class 800 locomotives built at the Great Southern Railway Inchicore Works under the supervision of Edgar Bredin, although his Chief Draughtsman, Henry



Beaumont, carried out most of the design work. They were by a large margin the most powerful locomotives in Ireland and built just before the outbreak of WW2 to handle expresses along the steeply graded Dublin to Cork line and were restricted to this line by their 21 ton axle loading. Some commentators compare them to the Royal Scots; they had an almost identical T.E. However, to my mind they have a more attractive and softer outline and closely resemble the Southern Railway Lord Nelsons as originally out-shopped without smoke deflectors. The original intention was to build five locomotives, named after Irish Queens, but coal shortages during the war and the introduction of diesels meant they never really had the opportunity to shine and were eventually relegated to minor duties. Maive was withdrawn in 1962. One interesting feature of the design is the bolting of the tyres to the driving wheels.



Finally, I include two photos from the automobile section, which as I said previously only received a superficial viewing. Photo F should please our Editor. It's a 1929 Austin Seven Top Hat Saloon of which 27,000 were built that year. The cost was £140 equating to about £10,000 today.



Photo G is, of course, the Delorean gull-wing car, the Delorean DMC-12 coupe to be precise. The Delorean production line was at Dunmurry in the south-west Belfast conurbation and although the factory opened in 1978 it wasn't until 1981 that any significant production ensued and by the time the company went bankrupt in 1982 just over 9000 had been sold, primarily to the American market. Apart from the car's association with the "Back to the Future" films, John Zachary Delorean, its promotor, was infamous in that he persuaded Margaret Thatcher's government to subsidise his enterprise with the aim of reducing unemployment in troubled Northern Ireland; the factory was originally going to be in Peurto Rico. Some of these millions were allegedly embezzled and ulti-

mately Delorean was implicated in a drug-trafficking sting orchestrated by the FBI. One conspiracy theory is that this in turn was orchestrated by Ronald Reagan at the behest of Maggie Thatcher to rid the latter of her expensive error of judgement. Although Delorean was acquitted on the basis of entrapment, his company was declared insolvent, this shortage of cash the reason for his drug involvement in the first place.



WOLVERTON PUG

A pleasant day at the races (not!)

During my early years at Freightliner I still did a bit of train management on charter trains at weekends, for Bernard Staite. He still worked for Pete Waterman who had bought the InterCity Charter business. I got paid for this of course, so there was the added incentive.

The 5th April 1997 is a date I will never ever forget.

Martell the drinks company had been a customer of mine during my VIP Charter years and they hired a Pullman class all dining train every year to the Grand National, which race they sponsored. I usually went as the train manager to see all was ok and continued this after I had joined Freightliner at Bernard Staite's request. This continued for two years until 5th April 1997.

On that fateful day, the 12 coach "Cordon Bleu" Pullman train departed from Euston on time at 08.10. We arrived at Edge Hill also on time at 11.00. Martell's 300 guests alighted for coach transport to Aintree. The empty train then ran down the bank into Lime Street Station, platform 8 and a class 47

was attached to the rear to haul us back to Edge Hill Carriage sidings. This was not without incident, as there was a Virgin class 86 electric on the blocks in platform 8. This with the class 47 and load 12 effectively locked the track circuits preventing the departure of the 11.45 London service from no 7, and requiring verbal permission from Lime Street Box for us to depart!

Once parked in the carriage sidings I got the driver of the class 47 to run round to the Lime St end and leave the electric train heating on ready for the departure into Lime St in the evening.

After tidying up the stock I set off through the coaches with a view to making my way to the shunters' cabin to watch the race. On passing through one of the kitchen cars the catering lads, who had a radio on, informed me there was a bomb scare at the racecourse. Eventually at 15.50 the race was cancelled. I tried to 'phone Martell's events company (Dialogue) organiser Val, also the Martell' Security man and their Security Control. You must realise the whole Grand National/ Martell scene required high level security on several fronts, not just the then IRA risk. Their chief security man had formerly worked for Mossad !

Not surprisingly all the 'phones were permanently engaged or unobtainable. Eventually I got through to Martell Security Control, who told me none of their people had left the racecourse yet as all the coaches were trapped in the security zone. In fact they were not sure where all their guests were at that time.

At about five thirty I received a call from Val who was ringing from a private house as all mobile 'phones had been immobilised to prevent this method being used to trigger a bomb. I told her the train was ready with the loco on and the train crew were with me, ready to depart for Lime Street, when the punters were on their way. I gave her and the Security Control the land line number of the shunters' cabin. I then 'phoned EWS Control and said we would stay at Edge Hill until Martell were ready for us to proceed to Lime St.

I walked across to an adjacent siding on which was stabled the Orient Express (VSOE). On speaking to their train manager, I discovered they had all their passengers in one place and were shepherding them to Aintree Merseyrail station to get them back into Liverpool. They had about 50 already en route and were about to depart from Edge Hill to Lime Street on time. I 'phoned Martell Control and suggested they start getting their passengers onto the Merseyrail service to get them to Lime Street.

But not before they had requested me to get the Pullman stock direct to Aintree station! We had looked at that possibility two year's previously. It would mean using the Bootle Branch and the former excursion platforms next to the Merseyrail station at Aintree. On the site visit we discounted it due to the state of the track, distance from the excursion platform edge and the need to take an engineer's possession to come off the North Mersey Branch into the Merseyrail station due to no signalling at Aintree Station Junction. Martell obligingly said they would consider using Merseyrail.

At about six thirty I received a call from Martell Control saying there were about 100 of their passengers now at Lime Street Station and in order to provide them with some comfort could we bring the train down into Lime Street.

We departed from Edge Hill at six forty nine, arriving in Lime Street at six fifty four to find absolute chaos. Large numbers of London, Virgin passengers thought we were the 19.05 London train as that is what the departure board on no 8 said. I quickly got that removed and with some difficulty and the help of the catering crew managed to repel boarders. I tried to contact Martell but could not find an available 'phone. I had now established that far from having 100 of Martell's punters we only had about 30 or 40. I 'phoned EWS control and said we needed to stay until I had a substantial number of the 300 Martell guests on board. EWS came back to me quite quickly saying they were under enormous pressure from Railtrack and Virgin West Coast to get us out of the station as the stock for the 19.05 to London was waiting outside to come into platform 8. I replied that I was not going until we had most if not all of our passengers. Fortunately at about seven thirty the stock for the 19.45 to London rolled into platform 7 and this removed the risk of the potential of unofficial boarders to the Pullman. Then the stock for the 19.05 ran into number 9. EWS control had told me that Railtrack were insisting we leave at 19.45, so I said that now both the 19.05 and the 19.45 London trains were in the station I wanted to wait longer to see how many more Martell guests would make it. I 'phoned Martell Control and said we were going to wait as long as I could, hoping to get the rest of their guests onto the Pullman. The Martell Control told me they were now trying get their remaining people to the Stakkis Hotel, with a view to road coaching them back to London, and that I should not worry, I had done all I could and I might as well proceed to London.

The 19.45 Virgin service then departed packed full at 19.50 for London and at about 19.55, since no further movement had taken place, I phoned EWS Control and told them I wanted to depart before the last train to London or we would no doubt become full of the drunks who were now arriving at the station. Having heard nothing from them by 20.00 and from memory the last train was due to go at 20.05, I checked that there were no more Martell passengers on platform 8 and 'phoned Lime Street panel box, saying we were ready to go. We left at 20.10, ninety-three minutes late, with 105 of the 300 Martell passengers on board including their events organiser Val, who had no idea where the remaining 195 passengers were!

During the whole of this chaos on Lime Street station there were no station or Virgin Trains management evident anywhere, only the one platform supervisor I saw when we departed.

The 105 passengers then settled into their Pullman dinner. The train manager's office was in the brake vehicle at the rear of the train, next to Pullman Open First "Party Politics". The Martell Pullman Firsts were named on the day after Grand National winners, and Party Politics had won in 1992. The two VIP carriages were called "Rough Quest" (1996) and "Royal Athlete" (1995)

Between Weaver Junction and Crewe at approx. 20.30 I was paged (paggers-remember those?) by EWS Control to say that the remaining 200 or so guests of Martell had now arrived at Lime Street, including their chairman, and what were we going to do about getting them back to London! I suggested they got hold of Martell's control room, who had informed me they were making arrangements for the rest of their party, which is why I had departed with the Pullman? My heart sank and I wished I was anywhere but where I was.

I never did learn what had happened to the arrangements to provide coaches for the stranded party. I subsequently discovered via the withering letter received by Bernard Staite from Martell's agent Dialogue that Virgin had provided a set of stock for them for a substantial sum.

As if that was not enough, on the return the Pullman failed to stop at Watford Jn., much to the fury of those wishing to alight. On checking later, I discovered the relieving Crewe driver's diagram docket did not show Watford. Normally the train manager would check at each crew change that the driver knew where he was to stop, but in this case I was so tied up with the stranded party problem I never made it to the front end at Crewe. We duly pulled into Euston at 23.58 two hours three minutes late.

Quite definitely my worst experience as a train manager.
(More tales to follow)



Aintree Merseyrail
with the racecourse
in the background

All photos WP



Left Steve shows how far the Aintree excursion platforms are from the track.

Aintree—old excursion platforms are on the left.



Aintree Station Junction with the Noryth Mersey branch.

DIARY

November 2016

Tuesday	1st	00 gauge	
Sunday	6th	Public running	
Saturday	12th	Club running	
Sunday	13th	Birthday party	11.00-13.30
Monday	14th	Trustees meeting	
Tuesday	15th	00gauge DCC	
Saturday	19th	Birthday party	11.00-13.30
Friday	25th	Young Engineers	18.00-20.00
Saturday	29th	Young Engineers	
		Club running	13.30 onwards

December 2016

Saturday	3rd	Birthday party	11.00-13.30
Sunday	4th	Public running	
Tuesday	6th	00 gauge	
Saturday	10th	Club running	
Sunday	11th	Santa Special	10.30–17.00
Monday	12th	Trustees meeting	
Saturday	17th	Birthday party	11.00-13.30
Sunday	18th	Birthday party	11.00-13.30
Tuesday	20th	00 gauge DCC	

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 December PROSPECTUS is
18 November. 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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