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Free to members

# The Prospectus

**December 2016**



A new Scottish loco has its first airing. See page 15.  
Photo John Spokes

**DAWSON'S DIARY**  
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# DAWSON'S DIARY

# kept by the President

Alf, Nigel and Mike have been lumberjacking taking out all the dead trees around our site. They spent some time marking that have to come down and a job that really needed doing a good effort by all the members a good effort by all the members who gave a hand.

The parks and gardens team working away throughout the year keeping the flower beds looking really nice George, Chas and their team you are doing a great job!

Young Engineers Saturday was a busy one Marcus Bailey was working on his Polly Two taking up the wear on the eccentric straps to a nice running fit with help from Pete Harrison. In the club house members were making good progress fitting parts on the valve gear on the club Polly Five from the latest kit. This project is keeping interest going with the younger members which is good for Reading Society's future. Also Mike Sinclair's Royal Scot ran well with a new grate. Once Mike got the fire sorted it steamed much better, it looked good after a repaint on the boiler.

Now for something a bit different. Dave Scott has made a 5" gauge 0-4-0 electric hand drill powered trolley. It runs well with a bucket of ballast standing on the front! First time he used an electric screwdriver even that worked I don't know what he's going to call it – the loco will have a proper motor fitted one day.

Wednesday 2 November saw a record number of members at work on all sorts of jobs on the around our club site.

Some members were digging a long trench to replace the signal cable on the raise track from the club house station. Also Nigel Penford was up with the larks putting out the sign on the gate so that the driver could find our entrance as they were delivering long length of rail to replace the steel up through the woods. Another job he done was to repair the water pump for the water cranes, well done to everyone who gave their time to get all this work done in one day.

November public running was once again very busy by the number of cars in the park you would have thought it was still summertime. I must thank all the members who turned out on the coldest day of the year, the club house was so busy. Many thanks to all the ladies doing a grand job on our behalf. How could we manage without their contribution to the RSME! The rain came and made it worse for those who helped to close up and put everything away, one good thing the takings were good once again.

A team rebuilt the Santa Grotto ready for the Man in Red to arrive once again. Is it that time already?

On that note a Merry Christmas to all our members of the RSME.

ooOOOo oooo

# PONDERINGS

by 61249

## Hong Kong

On the way back from ten days in Japan as visiting Foreign Railway Executive (always a one page entry in the Central Japan Railway's Annual Report) I stopped off for two days in Hong Kong, at the invitation of the KCRC and in particular their Chief Fleet Engineer, a Brit. One of the best bits of being a railway engineer is that you immediately have friends all over the world, and many of them will be ex pats as British engineering and railway expertise is a globally admired and marketable product. This is one factor not often appreciated by those making early career choices.

In two days in Hong Kong, I learnt more transferrable lessons to bring back to the UK than I did from two weeks in Japan. There were many reasons for this, and last month's readers (November Prospectus) will appreciate the difference in culture that was obvious. In contrast to Japan, the Kowloon Canton Railway Company (KCRC) was basically a British Railway built in Hong Kong. Signalling by GEC Manchester, Overhead Line to UK design and trains by Metro Cammell. The managers were trained by BR, if not British, but the performance was Japanese in terms of excellent reliability and punctuality. How come?

There were two main differences that I could detect.

- The KCRC had completely adopted a Quality approach to its engineering and operations. This was based on the 1980s experience of the Chief Mechanical Engineer in the UK, in which the whole department and all our depots has gone for and in most cases received certification to the BS 5750 Quality Management standard. The improvement obtained in depot operations was enormous, and my colleague had not only taken this experience and applied it in Hong Kong, but had sold it to the Operating department. A major achievement! Quality operators! An engineer's dream.
- The railway was fundamental to the operation of the city and its economy, and the politicians knew it. This realisation reached Hong Kong some decades before it reached the UK at all, where we can still be running the railways on the basis that they are at best a good option, at worst, an expensive irrelevance. If to work the city needs the railway to function well to bring the workforce into the city each day in significant numbers (say 30k folk per hour), then the means (resources) are devoted to make it happen. Employ the best engineers and operators, and give them the wherewithal to make it work. As a by-product of this approach, when it goes wrong not only are there immediately crowd control issues arising within minutes of a failure, but political retribution can be swift and at high level. In Singapore, which has a similar approach to its railways, there was a recent failure by a train which turned the conductor rail over, and stopped the job all morning on one line. By the end of the week there were 5 separate enquiries under way and a search in the UK for a top rate engineer to lead a government inquiry on behalf of the Justice department! No room for criminal negligence when the whole city cannot operate.

To see what practical difference all this makes, I started in the Station Manager's office. He sat behind the tidiest desk I have ever seen near an operating railway. Behind him were all the procedures necessary to run a quality station, in order and up to date. How to train people, how to practice, standards for customer care, and who to ring when anything happened.

On his way out of the office there were brass plates by the door. One recorded the name of the employee of the year (Just imagine the kudos of getting your name on the plate!) and the other the target times to overcome expected events, such as a station evacuation, or a door failure on a train.

By way of example, let me contrast one such expected happening that happens in the UK. "Passenger taken ill on the train"

In the UK this is the start of a difficult time with very little certainty of outcome for either the person or the train. They slide to the floor in a heap, and hopefully those close to them delay pulling the alarm until the next station. Then the guard or driver are informed, or possibly someone on the platform. None of these folk will normally be trained or have the equipment or defibrillator that may be required in rare cases. Additionally, fear of interfering in an inappropriate way and bringing legal claim on to the company means that the person may well be left on the floor in a heap, possible put into the recovery position or even sat up, and then left there while emergency services are called, they are of course the experts.

At this point the first responder or an ambulance is, depending on the busy ness of the NHS on their way, estimated time of arrival – not yet, due to uncertain traffic conditions. Meanwhile the train waits. When they arrive and need a stretcher it has to be found, or collected from the ambulance. The train waits while the initial conversation with the customer is taken to determine if they can be moved without fear of causing further injury/problems. Eventually, and possibly only 20 minutes later, the passenger is removed to the ambulance and life for the 1000 people on that train, and the 5000 on the trains behind, can start to return to the expected.

In Hong Kong it was different. The brass plate on the Station Manager's office placed to remind him as he leaves the office revealed that the target time for the same event on the KCRC was 3 minutes. To do this the staff are trained in basic first aid and what to do / not do with a passenger laying on the floor. The key action is for the station staff to get the passenger off the train to wait for the ambulance somewhere safe and let the other folk get on their way. To make sure that a stretcher is available close by they are positioned every couple of coach lengths all along the platform. The procedure in the office will specify how often the process is to be practiced, and the record of practices will show that all the station staff have the experience, as well as the training, even though the event is rare. Not the way we do it, but the way to run a much more reliable railway. It costs investment in staff time, staff numbers, planning and practice, but it works.



*Above*—Hong Kong style—punctual dispatch of (really) crowded trains. These guys do not officially push the customers; just make sure that they are not obstructing the doors

*Below*—Tokyo style. Bow at the customers—they pay your wages!



Photos  
61249

# A locomotive to run at last! Or Flight of the Humble Bee!! David and Lily



*Above* A try out in the garden

**She was fun to build and even more fun to drive round, especially at night.**

**Also making people laugh which brings joy to many!**

*Right* A good view of the anti-tipping bars



*Left* The drive train

All photos  
David \Scott



Running in daylight.

(Builder at the regulator Ed)

*Below* With boiler



## CLUB CHAT The LBSC design for Speedy

### Alec Bray says

Last Thursday at the club we were chatting about the LBSC design for Speedy – and the (basically) unspecified dimensions for the reach rod. I have found the passage in Brian Hollingsworth book “His Life and Locomotives”.

“...as a designer, Curly always kept a little back. For example, when designing valve gears there are key dimensions, such as the length of a return crank that cannot come out as a nice round amount because of the geometry. Yet so often nice round amounts for such dimensions. By doing this beginners were not frightened off; yet Curly must have known that because of it the valve events were not as absolutely as good as they might have been. So he achieved two things; first made it easier for beginners and, second, ensured that the masters produce had just the edge on his pupils...!”

When considering Curly as a builder, it must be said that that virtually none of the 55 locomotives he built himself would have stood a chance of winning the Championship Cup at the Model Engineer Exhibition.....

....put another way, one needed a lot of common savvy as well as persistence to build an LBSC engine. But his writing had genius quality, no one else had the power to inspire people like he did, to do a difficult thing like carving a complete locomotive out of raw materials and rough castings....”

Hope this is of interest!

### David Wilkinson replies

As my grandpa used to say, “An engineer is someone who can make something for half a crown that anyone can make for a pound”. I have a feeling that missing off key dimensions’ results, and may have resulted, in very big scrap bins!



Stuart Kidd's  
version of  
“Speedy”  
RSME track.  
5 January 2013

Photo  
John Billard



# WOLVERTON PUG

## Main line steam in Germany

Having experienced many steam hauled trips in the UK, I have of late been on several steam excursions in both Poland and Germany. In the main organised by former colleagues who are 'in the know' on such matters.

On Friday 4th November I set off from home in Wakefield to catch the 12.28 service for Kings Cross in order to reach Stansted Airport in good time to catch the 18.00 Ryanair flight to Leipzig in eastern Germany. The full party travelling would be seven of us. One joining my train at Doncaster and one at Grantham. Nigel who lives at Newark needed to change at Grantham to join the 12.28 ex Wakefield. So far so good. On arrival at Westgate Station after my 16 minute constitutional walk I find the 12.28 is expected at 12.33. No real problem there then! I proceed to platform 1 for London to find the next train to be the 12.34 all stations to Doncaster. This duly arrives and departs. It is followed by the 12.28 which departs at 12.38. So we should pass the local in Hemsworth loop. Slow progress all the way to Donny. Hemsworth loop occupied by a Colas hauled oil train. Text messages establish that Neil from Doncaster has caught the Edinburgh forward at 12.55 and Nigel has remained on the train from York he boarded at Newark. Arrival into Kings Cross 20 mins late.

I meet Nigel and we set off via the Victoria Line to Tottenham Hale. The access from LUL to Abellio Greater Anglia is no longer easy as the barrier line has moved and it requires doubling back before reaching the Abellio barrier line. We just miss a Stansted train, but they are every 15 minutes. The station at Stansted is actually underneath the airport buildings. The obvious meeting place for the remainder of the party is Wetherspoons air-side bar. We get through the scanner reasonably quickly, although I struggled to put my belt back on and Wetherspoons isn't going to help on that score!

I have yet to understand Ryanair's booking arrangements. Nigel booked all seven of us back in September. We then checked in on line individually a few days before setting off. I discovered that for payment of an extra £8 you could choose your seat and for a further £5 obtain priority boarding. I noticed that several of our party already had allocated seats shown on line. So I chose an aisle seat number 12C. However it would not let me book the seat without the £5 priority boarding option. Well as I hate all the delays normally associated with boarding and the fact we had only paid £12.59 each for the flight I paid the additional £13 and downloaded my boarding pass, which clearly showed seat 12C. On talking to the others it appeared that none of them had booked specific seats and received their seat allocation at the boarding desk.

I duly sped through on the priority route to the plane to find on boarding, seat 12C was occupied. The chap willingly vacated it on seeing my boarding pass. Next up one of our party holding a boarding pass showing seat 12C, whilst pointing this out to the stewardess a fourth person claiming seat 12C then arrived! She took them down towards the rear of the plane, where there were a number of empty rows. Makes one wonder about the security aspects!

Leipzig and straight by the new S Bahn line to the Bayerische Bahnhof, the former

terminus of the route to Bavaria now a brewery and restaurant. Having dined in Wetherspoons at Stansted we only partook of their beers. We then re-joined the new S-Bahn line into the centre and retired to the hotel IBIS in Reichs Strasse. A brand-new hotel only opened in August this year, so it was sparkling to say the least.

Getting up at 05.30 to catch the steam train at 06.40 was not very easy after retiring at 00.30 the same day. Thus proving that age does not necessarily bring wisdom. Our train was one of three hauled by German main line steam locos to descend on a place called Neuenmarkt Wirsberg, near Bayreuth and Bamberg north of Nurnberg. Ours was in the hands of Pacific 4-6-2 03-2155 (built during the second world war).

The other two trains were-one from Munich hauled by 2-8-2 no 41-018 (built 1937) and Pacific 4-6-2 no.01-180 and the other from Frankfurt/Stuttgart hauled by 01-1066. There is a steep bank (1 in 40 I think) on the descent to Wirsberg. Not only three trains involving four main line steam locomotives were booked to arrive at Wirsberg but on arrival of the three there were to be three shuttle trips up the incline with a loco each end! Also there is a museum at Wirsberg incorporating the old loco roundhouse which we were to visit.

Our train arrives in Leipzig station with an old Deutsche Reichsbahn (DR) centre cab diesel, known as 'coathangers' no 202-327, with the 01 pacific at the other end. We leave about 1 minute late and proceed through the Leipzig suburbs, in the Autumn twilight, soon turning south onto the 42km single line to Geithain with our 10 vintage carriages and 'coathanger' at the rear towards Chemnitz. There are passing loops at the stations where we pass the local trains heading north at Bad Lausick and Cossen. More passengers join at Chemnitz and we stop for water at Glauchau. The loco needs to come off here and retire to the loco shed, now a museum, so the stop is an hour and four minutes. Adjacent is a container terminal with overhead cranes and parked alongside is a long car train of new Volkswagens, evidently output from the huge VW works just south of here. Nigel comments on the lack of activity at the container terminal for a Saturday morning and why bring the new cars out of the protection of the VW works only about 6km away to stand here, presumably until Monday?

Progress south is rather pedestrian and a man with GPS in our compartment points out we have not exceeded 55 mph so far, which for a former top rank passenger Pacific on load 10 is not very good. Picking up more passengers at Zwickau, Plauen, Hof, and Munchberg we then cross to the left hand track as single line working is in operation for track relaying. This is interesting because at Stammback this line becomes single anyway, which means the single line is now 21km instead of 11km. The local unit we should have passed at Stammbach is waiting at the end of the single line at Marktschorgast. It is now half an hour late.

We arrive at Neuenmarkt Wirsberg at 13.14 29 late. The train from Stuttgart has already arrived and is in the station behind 01-1066. We discover that the train from Munich with the double header is considerably delayed due to some overrunning engineering work.

We decide that a local train to Kulmbach 12km to the west to find a brewpub for lunch is the best option as it is now pouring with rain and misty. The forecast is bad

for the day. On the way there we pass brave souls waiting by the line to see the steam double header from Stuttgart. At Kulmbach I am tempted to wait to photograph the double header but the others see a people carrier taxi in the station yard and decide the priority is to get to the brewpub in the dry. Sadly I accept the weather is so atrocious I might as well can the idea of a 'photo and go for beer and food with the others. We order the same taxi to pick us up in just over an hour to return to Kulmbach station. This we do and return on the unit to Wirsberg. By now the rain has stopped and we walk round the road to visit the museum. The Stuttgart train has arrived but it's chaos. The first shuttle should have departed up the bank at 13.30 but left some two and half hours late, behind one steam loco and a diesel banker. Two of our party who were waiting for the 15.20 shuttle were not allowed onto the late running 13.30 or 14.30 due to booked ticket holders only. We were due to depart at 17.14 back to Leipzig and despite having our loco 03-2155 on the front and the 'coathanger' diesel on the rear, our path was taken by the third shuttle. We did not leave until almost an hour late.

With the seeming need not to exceed 55km per hour we made fairly pedestrian progress back to Leipzig and despite recovering some time at the Glauchau water stop we arrived back in Leipzig Hbf at 00.25 58 late.

An interesting if tiring day. *To be continued*



Passing through Zwickau

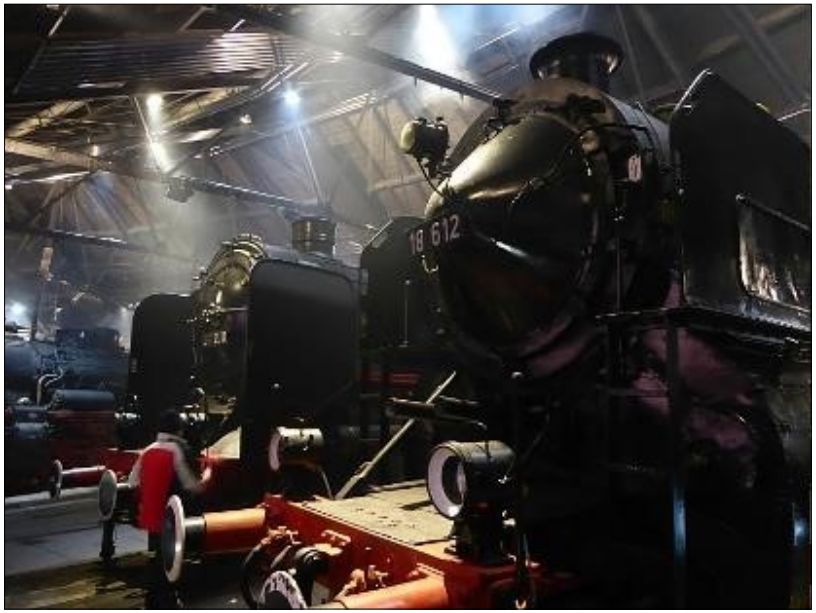
All photos WP



Neuenmarkt Wirsberg Wirsberg—01-1066 arrives from Stuttgart

Our loco sets off to turn at the turntable at Neuenmarkt





Neuenmarkt museum

Our coathangetr now on the rear of the stovck at Neuenmarkt





Locos outside the museum at Neuenmarkt. 2-8-2T 93-526, high speed 3-cyl Pacifics 01-164 and 10 001.



Neuenmarkt Wirsberg on 5 November 2016, 03-2155 on the stock of our train and 001-180 off the train from Munich.

# On a quiet Friday afternoon Alasdair Milne tests the running of the chassis of his latest project GNSR 4-4-0 “Gordon Highlander”

I was losing a little sleep over the clearance between frames and front bogie wheels, remarked Alasdair. On the prototype and followed on the model I have narrowed the frames forward of the drivers and as an extra measure have taken 2mm off the rims of the front bogie wheels. Anyway although the clearance is tight at times, it successfully negotiates the Reading track. So I press on now (with some relief) with the plate work and cab fittings.



Photos John Spokes



## DIARY

### December 2016

Saturday	3rd	Birthday party	11.00-13.30
Sunday	4th	Public running	
Tuesday	6th	00 gauge	
Wednesday	7th	Christmas Dinner	
Saturday	10th	Club running	
Sunday	11th	Santa Specials	
Monday	12th	Trustees meeting	
Saturday	17th	Birthday party	13.30-16.00
Sunday	18th	Birthday party	11.00-13.30
Tuesday	20th	00 gauge DCC	
Monday	26th	Club Running	11.00

### January 2017

Sunday	1st	Public running	
Tuesday	3rd	00 gauge	
Saturday	7th	Club running	
Monday	9th	Trustees meeting	
Tuesday	17th	00 gauge DCC	
Friday	20th	Young Engineers	
Saturday	21st	Young Engineers	
		Club Running	13.30

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 January PROSPECTUS is  
18 December. 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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