

Reading Society of Model  
Engineers  
www.prospectpark railway.co.uk  
www.rsme.co.uk  
Charity Number 1163244



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Free to members

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# The Prospectus

March 2016



Caption competition time—answers to the editor please!  
Photo John Billard

**LEAVE ON THE LINE?  
A QUICK CHANGE ACT  
WEDNESDAY WARRIORS  
RAF HENDON VISIT  
EMERGING FREIGHTLINER  
DAWSON'S DIARY**

## DAWSON'S DIARY

## kept by the President

The club loco has now been fitted with a central cylinder drain valve. When this valve is operated it opened all four ports. There's no need for four drain cocks. Mike Manners drew up the design, Brian Joslyn made the valve. Nigel Penford and one other member helped to get the pipes made and fitted using the linkage from the cab making a much simpler operation. All done in one day by good team work! And with plenty of tea flowing from the pot.

Last club night was well attended by the members who came to see and hear how 3 D printing is carried out. A most entertaining talk given by this young man who was a master of his craft. The future looks very bright for this form of engineering. It will be developed to embrace any type of thing that you can think of that is made by the more traditional way as we know it now.

January Young Engineers Saturday was a busy one but cold. Those who were in the club room were fitting the valve gear to the Polly V tender loco in the warm. In the workshop Marcus Bailey was making new die blocks for his 0-4-0 Polly loco also having some help using the four jaw chuck on the club's ML7. Karl was giving a hand at fettling the Polly V expansion links making a good smooth slot for the die nuts. The finish on the valve gear parts are good which is good training for our young members to get the hang of. The day turned sunny some of the time; one or two members had a run but it was a cold old day. Home time our hon sec had a bit of a scare, could not find his car key. I know how he felt! Opened all the containers, club house etc. No sign of them. Karl used his phone light to look around the track and not far from the car the keys were found to the relief of Pete. A good end to the day after all.

The members of RSME had a very cold day working on the containers. Very good progress was made with lining the inside and finishing off the electrics. Once again this was done with very good team work. Mike Sinclair has almost finished off the gate between the club house and containers, Chris Simonds and his men welded some twenty broken welds on the raised track using a truck to carry the welder etc. round the track. So much simpler to move all this gear, more good team work once again.

February public running was very busy this time. We had three Baldwins running once again. The visitors kept all three locos on the go with full trains. Some sun as well. Still rather cold for those on the station and the drivers, many thanks to all our tea ladies for keeping the tea cups full all day long. Well done everyone!

The RSME extends a warm welcome to  
Philip, Claire, Eleanor & Joseph Gray of Tilehurst, Reading  
who have joined the club since the last newsletter.

## PONDERINGS

by 61249

Back to new trains this month, and a generic failing of BR train engineering that was symptomatic of many large organisations. The failure of organisational silos to talk to each other, even engineers. The class 165 was delivered during my spell. Ordered by my predecessor they were part of a generation of trains that lifted dmu performance out of the doldrums of BR's multi-type foray into dieselisation of urban commuting networks that were not electrified. The 117s on Paddington suburban services were among the best, but well beyond their sell by date, and the 165s were lovely by comparison, clean lines, plug doors, decent heating system, powerful and reliable - absolutely loved by the drivers which helps a lot. What could possibly go wrong?

Early in their first autumn, I had a phone call at home from a previous chief engineer of the Western Region, a gent for whom I had a soft spot as he appointed me to the Bristol Bath Road job a decade previously. He had retired, so the call was possibly social. Not so – “I've just had a ride on one of your new 165s, and you should know about it”. “Lovely aren't they”, says I, “what do you think” “Pretty good looking, but I have just taken an extra half hour to get from Reading to Tilehurst with my wife, who is not amused”. “Sorry to hear that, sir, did the unit fail? Probably finger trouble”. “No,” says he, “unit was fine, the trouble was that we didn't stop at Tilehurst, and went through to Pangbourne where we had to lug our shopping over the bridge and catch a train back. I spoke to the driver and he says he braked absolutely normally for the station, got an application but nothing happened, the wheels picked up and nothing he could do would get them turning again, as soon as he hit the brake they locked up, even on the lowest notch -he gave up and we went slowly to Pangbourne where he stopped OK”.

The reasons behind this incident are very easy to establish but very difficult to correct. I am afraid that not for the first, (or the last) time, my response was possibly correct, but as events proved, did not go anything like far enough. There was no complaint against the unit, and “failure to call” was a known phenomenon in the leaf fall season. The basic problem was that the railhead condition was such that there was very little adhesion for the brakes to work with, so that even the best Wheel Slide Protection system on the planet, as fitted to the class 165, was unable to do anything. Furthermore, what was clear was that the Civil Engineer was responsible for keeping the railhead clear, clearing vegetation where necessary, and calling for “sandite” application when required. The operator then had the responsibility to run the Sandite trains, once again, not the train engineer's fault. A few phone calls soon established that the Western Region only ever treated the South Devon banks with Sandite, and this was still the case. No one had discussed with the WR, as far as I could establish, whether the new more powerful units, 2 cars instead of 4 and WITHOUT SANDERS, would need a change in this practice. BR Research knew from operation of a special measuring train that some-

times very low adhesion occurs, and that under such conditions – thankfully rare and often over quite short distances (<100 yards) there was inadequate adhesion for even the best brakes to work. In effect, BR, in all its joined up glory, had specified, ordered, and bought a train which under certain known conditions would not be able to stop. It seems likely that a failure of industry designers to act on information known to BR Research and no mitigating efforts to be made by the Civil Engineer or the operator was all part of the situation.

A few more calls established that the short term answer was quite feasible, Railhead treatment would be established for the rest of the leaf fall season and the problem would go away. It largely did, my old boss thought I was a hero, but the problem had not gone away as the driver of the 18.15 (?) from Paddington discovered at Slough on Nov 2<sup>nd</sup> 1994. Difference was he was routed into the bay platform and the picture shows the result. Thankfully no injuries, but a young lady was heard to say as she was helped from the train –“ I am never going to get on one of these things again in my life!” I sincerely hope she was not hurt in a road accident as a result.

A whole host of actions have happened to reduce the risk – optimisation



of WSP equipment on a rig at Derby, driver training, railhead cleaning and treatment trains running all day, enlightened vegetation management, and probably most important of all, fitting the trains with sanders, because the very low adhesion cannot be predicted, and can clearly happen quickly with a change in the local air moisture conditions. The train before the one at Slough stopped OK, and the one after did too. The one in between them had no chance. It happens, and the train needs to be able to do something about it. The whole issue was a result of not enough joined –up thinking.

The second 165 example came when the first one went to Windsor. It was a week-end, and I had a call from the Fleet

Engineer for Thames and Chiltern, “165 on the dirt on the approach to Windsor” I was only 10 miles away so we met on site and the basic cause was obvious – the rail was seriously out of spec., being worn on the curve to the extent that the outside rail on the curve over the long approach viaduct was stepped. The class 117 that used it all week was OK, but the 165 was not. Either way, new train, new wheels, everything in spec except the rail – the Civil Engineer had to take the rap.

Less obvious was the fact that the bogie arrangement on the new unit, with an air suspension, was, although in spec, probably at least 4 times stiffer in bogie rotation than that on the class 117 it replaced. The lower force required to turn the bogie on the old unit could be applied by the old rail, the higher one demanded by the 165 could not. Had anyone warned the Civil Engineer to check worn rails on curves? Not a chance, that would mean silos talking to each other in order to understand the system. Much too difficult!

My honest view is that one of the changes of the fragmented railway is that the different parts now talk to each other because they have contracts that force them to, - much better. Joined up thinking from big companies is nigh on impossible, great in theory but seldom achieved in practice - sorry, but that’s the way people make it.

## **Your 2016 membership is** **Now Due**

May the trustees remind you that your 2016 membership subscriptions are now due. Now that we are a registered charity the annual membership year will run from

1<sup>st</sup> April to 31<sup>st</sup> March.

Membership renewal forms will be available in the Club House or from Mike Manners or Jim Brown.

An electronic version of the membership form is available from [michael.manners2@ntlworld.com](mailto:michael.manners2@ntlworld.com)

Ordinary member = £42

Member 65 years + = £28

Junior member = £14

Associate member = £14

Joint member = £63

Family member = £70

**Please may we remind members also that it is a condition of the club’s public liability insurance that they are only covered by this insurance if they are paid up members.**

## A Three-minute Quick-Change Act

by John Spokes

On the penultimate page of January's Prospectus our esteemed Editor showed his photograph of a Marylebone-Nottingham semi-fast at Northwick Park on the Metropolitan Joint Section of the GCR. The photo was taken in June 1966, just over two months before these run-down services ceased completely, as did all passenger trains north of Aylesbury on the GCR's London Extension.

From 1956 to 1969 I lived in Rickmansworth and knew well this part of our rail system. In the late 1950s and early 60s Ricky, as it was known locally, was still "in the country"; the hurly-burly petered out at Harrow-on-the-Hill, and this route to The North across the Chilterns was a railway backwater compared with the more exotic navigations of the lines out of Euston, St Pancras and Kings Cross. Part of GCR Chairman Sir Edward Watkin's vision was that Metroland, fed by his railway, would extend to Verney Junction in wildest Buckinghamshire, but this, like some of his other aspirations, had to be curtailed and Aylesbury became instead the Metropolitan's railhead.

Until late 1961 Rickmansworth was the limit of electrification. From London, Metropolitan services were provided either by T-stock EMU units, which terminated at Rickmansworth, or by locomotive-hauled trains, which normally ran between Aylesbury and Baker Street, but in the rush-hours ran also to and from Liverpool Street and Aldgate stations. At this time Rickmansworth's minor claim to railway fame was the very quick changeover of steam and electric locomotion, said to be the fastest in the world, but in hindsight possibly the only in the world. Nominally 3 minutes from stop to restart was allowed in the schedules.

The locomotive-hauled trains were made up of six coaches of compartmented Dreadnought stock. To and from London traction was provided by one of the 1200 HP Metro-Vick Bo-Bo locos, often referred to as "Growlers", and to and from Aylesbury by a 2-6-4T, either a Fairburn or Standard Class 4, which travelled light from and to Neasden (14D) at the start and end of the day's workings. During the day the locomotive changeover could occasionally be lackadaisical, but generally, and especially at peak times, the operation would be very slick. The procedure was as follows (refer to the Station Layout):

Electric-hauled locos travelling in the down direction would stop at a specific location at the north end of the platform where a "shunter" would be waiting to immediately drop down between loco and train to uncouple and disconnect brake hoses. The electric locomotive would then pull away to clear a trailing cross-over. The points on the cross-over would be changed and this simultaneously changed the points to the steam loco stabling sidings, allowing the steam engine (already on the move) to pull forward and be connected with the train. The electric loco simultaneously drove over the cross-over back through the station on the up line to be diverted into the two-bay electric

loco stabling point. The cross-over and steam stabling points were reset and the train was ready to continue its journey north to Aylesbury.

In the up direction steam-hauled trains from Aylesbury pulled up at a pre-selected point at the south end of the platform, were uncoupled and moved smartly forward to a loop in the station goods sidings to take-on water. Immediately this steam loco had cleared the points leading to the electric loco bay then these points were set to allow the electric loco to reverse onto its train for going forward to London.

Subsequently the steam loco, now watered, crossed over to the down line and made its way back to the steam stabling sidings to be coaled.

The general frequency of weekday trains was thirty minutes in each direction and for a period in each cycle two engines would end up side-by-side in each stabling point. Thus from arrival to next departure enginemens had approximately an hour. For the electric boys this would be spent drinking tea, chatting and reading the paper in their mess hut, but for the steam boys much of this time was spent taking-on water, shovelling coal and oiling round. I wonder which job gave the greater satisfaction?

The track areas where the locos were uncoupled and re-coupled were well boarded and protection against the live third rail provided. Even so it is difficult to imagine this procedure passing any HSE test of today. I recollect that once the loco was uncoupled the “shunter” generally stayed where he was (in the four foot) until the re-coupling up had been completed. Imagine, much of this, and especially during rush hours in the winter months, was done under dim incandescent station lights.

It was not then realised by me or my fellow spotters that steam generally had not long to live and it’s amazing now that, as a boy, I thought this routine event, played out many times daily, would go on indefinitely. In 1960 the LTPB began unloading rail for the extension of electrification to Amersham and on Saturday the 9th September 1961 the last electric to steam exchange took place. It was literally standing room only on Ricky station to witness the finale of a long-practiced, but now mostly forgotten, railway phenomenon.

*Rickmansworth station layout, courtesy author. See A and B.*





PHOTO A above. Fairburn 2-6-4T 42070 moves forward to couple onto an Aylesbury-bound train while "Growler" No 18 Michael Faraday, which has just brought the train from Baker Street, returns to the electric loco stabling sidings via the up line. PHOTO B below Metrovick Locos No. 5, John Hampden and No. 12 Sarah Siddons (now preserved), together with a third unidentified loco, stand in the electric loco stabling sidings circa 1960. Photos courtesy author.





## WEDNESDAY WARRIORS REPORT

by Mike Manners

Wednesday 3 February was a nice day at the club if a little cold out in the wind. Most of the efforts were centred around putting up more insulation in the 30' container. By the end of the day the back wall had been finished and the first three panels of the final side done. We had a new delivery of materials so we now have enough to complete the job other than needing two more vertical beams. Nigel is going to organise these for next Wednesday so with any luck we can complete the job. We now have a good team working on this. Nigel, Peter, John, Alf and myself have a good system going and the end is within sight.

Chris, Andy and Roger had the welding train out on the raised track again and have finished off all the raised track weld repairs so that is another job ticked off.

David and Lily were working around by the new water butt and have cut back the concrete and installed the new water but feed pipe.

Les was busy in the ground level steaming bay with John and Mike doing a boiler test on John's engine.



Photos Mike Manners



Mike Burke inspects while John Spokes looks happy during the boiler test of his North Eastern Uniflow engine. Photos Mike Manners.



## **CLUB VISIT TO THE RAF MUSEUM AT HENDON**

**Peter Harrison**

A coach trip is being organised to visit the RAF museum at Hendon on Saturday 23<sup>rd</sup> April 2016. The trip will cost around £28 each depending on the numbers wishing to go. The price includes a seat on the coach, entry into the museum (which is free anyway) and a meal deal (about 20% discount).

The coach will leave the club site at 10am arriving at Hendon around 11.15 where tea and coffee will be served. Lunch will be provided between 12.00m and 14.30, lunch menu below:

### **FIRST COURSE**

Slow cooked honey roasted ham with fried eggs and chips.

Dingley dell pork sausages served with mashed potato and onion gravy.

Macaroni cheese served with side salad (Veg)

### **DESSERT (CHOICE OF 1)**

Dessert Warm chocolate brownie with ice cream

Apple crumble pot with custard

### **AFTERNOON TEA**

Afternoon tea consisting of a scone with clotted cream, preserve plus tea or coffee served before leaving around 17.00 returning around 18.15.

If you are interested please contact Peter Harrison. Full payment is required before Sunday April 3<sup>rd</sup>. seats will be allocated on a first come first served basis. Cheques made payable to the RSME. If you do not want the meal deal just send a cheque for £10 for the cost of a seat on the coach.

Application forms are at the club or can be obtained from Peter at  
31 Haydon Road

Didcot

Oxfordshire

OX11 7JA

Peter will be at the club on both Public Running days in March and April. If you require any further details please email him or phone on 07920 833546.

## **MORE FROM THE WEDNESDAY WARRIORS**

**Mike Manners**

Further to page 9 just a quick update from 10 February. Not a bad turn out for a cold day in February – 23 people in the clubhouse at lunchtime.

Most significant item is that the work on the new 30' container is finished. All the insulation work is done and the power is now on to all the sockets and we have installed a proper ladder rack the full length of the container. We still need to sort out the back light and decide if we are going to paint the walls but other than that its job done.

David Scott and Lilly had another go at sorting out the drain in the drive. Only time will tell if they have succeeded this time.

The club Baldwin had a good run last Sunday and the new cylinder drain

cock system appears to work well. Another job done. Les gave the engine a good clean up as we had decided not to do it on Sunday as it was getting rather late.

Chris Simons has repaired all of the welds on the raised track and also the broken weld on the ground level point by the level crossing.

Mike Sinclair continues work on the security fencing and has now completed the gate. It's now padlocked shut. This just leaves one section of fencing still to install and that is another job done.

The gardening team were hard at work trying to remove a very obstinate lump of concrete.

I have replaced the reed block train detector at RR-2 and this has cured the signal failures at RR-1 and RR-2.

We have signed off the internal decoration in the new toilet container so that is now considered another job finished.

## **WOLVERTON PUG - CAREER SEA CHANGE**

I think "sea change" is the modern parlance for my next career move. Not having found or foreseen a future with Waterman Railways, I was considering what to do. I was too young to retire.

By March 1995 I had feelers out with various railway organisations, most of whom were in the same boat as we were not knowing where the sell off of the railway in fragmented bits would lead. One of these led me to James McKay, whom I knew from my InterCity days. I had heard that he was assembling a team to take the Freightliner business out of Rail Freight Distribution (RFD) and set it up as a freestanding Freight Operating Company (FOC) suitable for sale. Although I had never worked in a freight business, James was looking for a breadth of railway knowledge, which I could claim to have. So I contacted him and arranged a meeting. At that stage he urgently needed someone who understood the rail network as a whole and in particular the on the ground detail regarding the relationship between track, signalling and land. The job was urgent, he needed agreements (Connection Agreements) in place with Railtrack, as it then was, for the physical hand over points at all the rail interfaces with the new Freightliner FOC. These in effect would be the maintenance handover points between the two companies.

My experience in Passenger Train Working and particularly Engineering Planning had served me well. James suggested I meet Iain Dewar who was in charge of all the contractual relationships which needed to be established with the other emerging businesses. He was also dealing with the bureaucracy associated with the Rail Regulator, the Department of Transport, and an organisation called the Vendor Unit, whose task it was to ensure Freightliner amongst all the other FOCs and Train Operating Companies (Passenger TOCs) were sold as soon as possible and well before the end of 1996, clear of the 1997 General Election. My interview with Iain Dewar was successful and

after my two-week secondment with Waterman Railways at Derby I duly started at Paddington on 15th May. I shared an office with Iain Dewar's secretary, which was useful as she could do some of my typing.

Iain explained to me that he was not going to stay with Freightliner after the sale and that I needed to fully understand the Railways Act 1993 and our relationship with the Rail Regulator, as at that stage no body else but him in the team fully understood what was required. He guided me with what he already knew. This gave me some good heavy reading!

With the Connection Agreement remit came the property portfolio for the emerging Freightliner, now designated Freightliner (1995) Ltd., and my title grandly became The Freightliner Property and Regulatory Affairs Manager, which did lead to some leg pulling.

First of all I listed all the sites, and their status- The terminals in the main would become freeholds, and the marshalling yards, fuelling points and depots would be leased from Railtrack on 125 year peppercorn leases (virtual freeholds). Exceptions to this were the designated Euroterminals, only Birmingham in Freightliner's case, and terminals already leased from separate organisations, i.e. Southampton Maritime and Liverpool Garston from Associated British Ports (ABP) and Wilton from ICI.

I then set out to visit every one of the 24 sites. The then property manager for RFD, John Gee came with me to most of them to explain local issues and introduce me to the terminal managers.

14 were full blown terminals, 1 a fuelling point (Ipswich), 1 a traincrew depot (Mossend), 3 were yards (Basford Hall, Ipswich Top Yard, Swindon) and 5 were assorted buildings and offices, including the Head Office in London, split between Paddington and Euston. I managed to get to 9 in six days in early June (Garston Liverpool, Glasgow Coatbridge, Mossend, Ipswich Fuelling Point and Top Yard, Barking, Southampton Millbrook and Maritime and Crewe Basford Hall). They all had issues to a greater or lesser extent. At Garston it was the state of the access road which needed repair but belonged to ABP. At Mossend the conundrum was much more complicated. The access road was owned by three separate organisations-The Lanarkshire Development Agency, the successors in title to Lord Whitelaw and an unknown. An agreement existed between Lord Whitelaw and the British Railways Board (BRB) for access, but it was not transferable to any body other than the BRB. This meant when Freightliner was sold the agreement could not be transferred. In addition the Lanarkshire Development Agency would not grant an agreement in writing but assured me they would not stop our use of the road. This was because they were in difficult negotiations with the BRB over some land at Ravenscraig. There were other users of this road including Carillion, the Railway Civil Engineering Co., and a scrap car dealer or two, who were referred to in the documentation as Lord Whitelaw's vassals the Scottish legal equivalent of tenants. The main problem was again the bad state of the road.

Coatbridge had a large area of unused, derelict land with a deep area of water and was subject to a lot of fly tipping.

Ipswich Fuelling Point was next to the station and despite having several interceptors to capture any oil deposits, the land fell away straight to the River Orwell and the Environment Agency had become aware of oil in said river. Barking, I could write a separate book about. It was rail locked involving an early 1970s concrete road bridge, a leaking water main, a tenant beneath the bridge arches with no proper sanitation, dealing with hazardous material and an electricity supply likely to fail at any moment. Southampton Maritime had a large area of Japanese Knotweed and Basford Hall Yard a large derelict signal box subject to vandalism. I think Southampton Millbrook was relatively ok!

These issues needed dealing with but at that stage my remit was quite clear "get the basic agreements in place and signed off" so that the lawyers could produce the legally binding documents for signing and sealing.

At a lot of the sites the infrastructure handover points with Railtrack were fairly straightforward and consisted of the last track joint before the exit signal from the terminal, or yard. However, life is never that simple and at Trafford Park Manchester there were three connections between the terminal exit from Trafford Park 1 Freightliner Terminal and the Railtrack connection point (adjacent to Manchester United Football Ground!). These connected to the Manchester International Freight Terminal (MIFT) (private site, operated by Davies Turner Ltd), Barton Dock Road (Manchester Ship Canal Co.) and Trafford Park 2 Euroterminal (then operated by RFD). This required back to back agreements with all of them. Interestingly the connection agreements for the two private outfits were already in place with the BRB, so Freightliner inherited them as part of the BRB portfolio.

The bidders for the purchase of the company included some of the major shipping lines, P&O, Maersk and Medite, and I believe even the Port of Felixstowe. However, the preferred bidder was MCB Ltd., a management buy-out by a group of senior managers from RFD, who obviously were excluded from the preparations for sale under James McKay.

As the negotiations towards sale progressed in the early part of 1996 the questions flowed from the purchasers' solicitors to the BRB solicitors. I had had nearly a year to get the portfolio under my belt, which included a full understanding of all the issues.

I was regularly summoned to meetings with the solicitors to explain various situations at the different sites, usually involving access, both rail and road, and other liabilities. Fortunately, I have always been fascinated by maps and detail documents, particularly historical. This put me in good stead and I was able to dig out little nuggets from the paperwork which assisted greatly with the legal process. *(to be continued)*



*Left* Agreeing the land boundary at Millbrook—inside the troughing route! 13 June 1995

*Right* Ipswich fuelling point 8 June 1995



*Left* Agreeing the hand over point with Railtrack at Millbrook 13 June 1995

*Right* Tinsley RFD 47051 at Thamesport terminal 15 August 1995



*Left* Mossend access road 14 March 1996

All photos WP

## DIARY

### March 2016

Tuesday 1 <sup>st</sup>	OO Gauge Layout	19.30
Saturday 5 <sup>th</sup>	Birthday Party	11.00 to 13.30 14.30 to 17.00
Sunday 6 <sup>th</sup>	Public Running	13.30 until dusk
Saturday 12 <sup>th</sup>	Club Running	11.00
Sunday 13 <sup>th</sup>	Birthday Party	11.00 to 13.30 14.30 to 17.00
Monday 14 <sup>th</sup>	Trustees Meeting	
Tuesday 15 <sup>th</sup>	OO Gauge DCC	19.30
Saturday 19 <sup>th</sup>	Birthday Party	14.30 to 17.00
Sunday 20 <sup>th</sup>	Birthday Party	11.00 to 13.30 14.30 to 17.00 Provisional*
Saturday 26 <sup>th</sup>	Young Engineers	10.00 to 14.00
Saturday 26 <sup>th</sup>	Club Running	14.00
Thursday 31 <sup>st</sup>	Talk "Channel Tunnel"	19.30

### April 2016

Saturday 2 <sup>nd</sup>	Birthday Party	11.00 to 13.30 14.30 to 17.00 Provisional*
Sunday 3 <sup>rd</sup>	Public Running	13.30 to dusk
Monday 4 <sup>th</sup>	Special Needs	13.30
Tuesday 5 <sup>th</sup>	OO Gauge Layout	19.30
Saturday 9 <sup>th</sup>	Club Running	11.00
Sunday 10 <sup>th</sup>	Birthday Party	11.00 to 13.30 14.30 to 17.00
Monday 11 <sup>th</sup>	Trustees Meeting	
Sunday 17 <sup>th</sup>	Birthday Party	11.00 to 13.30 14.30 to 17.00
Tuesday 19 <sup>th</sup>	OO Gauge DCC	19.30
Friday 29 <sup>th</sup>	Young Engineers	18.00 to 20.00
Saturday 23 <sup>rd</sup>	Trip to Hendon	
Friday 29 <sup>th</sup>	Young Engineers	18.00 to 20.00
Saturday 30 <sup>th</sup>	Birthday Party	11.00 to 13.30
	Young Engineers	13.30

\* Please check club house calendar for confirmed Birthday Parties bookings.

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 April PROSPECTUS is  
18 March. 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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