

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

# The Prospectus

June 2016



**President**

Les Dawson  
0118 969 4654

**Vice President**

John Sargeant  
01491 681520

**Treasurer**

Jim Brown  
0118 958 7247

**Secretary**

Peter Harrison  
secretary  
@RSME.co.uk

07920 833546

**Editor**

John Billard  
0118 9340381  
john@jegbillard.plus  
.com

Free to members

50p when sold



Fowler single cylinder ploughing engine No 213 for sale at Keeley's on 14th May 2016. Photo John Billard

**WEDNESDAYS AT THE CLUB**  
**PRIVATIZING NETWORK SOUTH EAST**  
**A GREEK ODYSSEY**  
**AGM REPORT**  
**TERMINAL TALES**

Les has been away. More next month.

## At the club on Wednesday 27 April

by Mike Manners

- \* Dave and Lily continued the good work of laying concrete around the containers in the secure area.
- \* The baby changing unit has now been installed in the club house toilet and signs attached to the toilet door.
- \* The internal club house door has been removed and is being repainted.
- \* The other cupboard doors in the foyer have been painted and refitted.
- \* Some changes have been made to the electrical arrangements in the cupboard under the rainwater tanks as follows:-
  - The water pump now has its own dedicated socket that is controlled from a new switch mounted on the outside of the cupboard underneath the existing blower PSU switch.
  - The cupboard light now has its own dedicated socket inside the cupboard.
  - There is now a red water pump warning light fitted above the rear exit door. This should remind people to turn off the pump before leaving the building.
  - The existing socket is now free and can be used for the Hoover, an extension lead or anything else as needed.
- \* In addition to the above the cupboard has now had a good clear out so all the old junk from the cupboard has either been thrown away or relocated. The stack of track gauges are now in the workshop as are the two old blowers. The vacuum brake pipe and switches are still in a bag on the shelf awaiting further work by Alan Thatcher. The old non working Hoover has been disposed of.
- \* The area of grass in front of the clubhouse has been reseeded.
- \* Alf has been doing maintenance work in the raised track riding trucks.
- \* Chris and his gang have been working on the point at the entrance to the station and it should now be usable.
- \* The steel flammable materials bunker has been put together and is in the secure area but is currently not useable as it needs to be located where Dave and Lilly are doing concreting work.
- \* Lots of parks and gardens work going on to try and keep up with every-

## Wednesday 4th May

## adds Mike Manners

- \* Investigated the green aspect failure on signal RG4. Established it was the actual 2 colour LED light that was faulty. This was subsequently repaired and replaced the following Saturday.
- \* A prototype mounting for the signal activation magnets was tried on one of the new bogies fitted to the ground level riding trucks. All worked fine so construction could go ahead on making three more to the same pattern.
- \* Mike Sinclair made up and welded a metal hoop to the end of one of the rails in the raised track steaming bay. This should help to make it a less painful experience for anyone careless enough to walk into the end of the rail.
- \* Nigel Penford dug out for footings either side of the emergency loading ramp so that the rotting wooden retaining boards could be replaced with an extension to the masonry walls.
- \* Dave Scott was working to extend the concrete hard standing in the secure area.
- \* Peter Culham was sorting out the internal clubhouse door.

## ...and on Wednesday 11th May

A very wet day with periods of torrential rain so not much outside work done.

- \* We started by unloading a stack of blocks and bricks from Nigel Penford's van ready for extending the emergency unloading ramp walls.
- \* A second ground level riding truck was fitted with a signal activation magnet.
- \* The faulty Baldwin steam brake cylinder was removed and given to Les Dawson for repair.
- \* Accepted a delivery of sand and ballast.
- \* Installed a new mains socket for use by the "OO" gauge gang.
- \* A replacement starter cord fitted to the generator.
- \* Maintenance work on the raised track riding trucks.
- \* Regardless of the rain, fettling work being done on the point in the station passing loop and as always much going on in the parks and gardens department.

## NEW MEMBERS

**The RSME extends a warm welcome to  
Mr P Jennings of Cheltenham and Mr A Maddox of Wokingham  
who have joined the club since the last PROSPECTUS**

## **Privatising Network South East**

It is well documented that the senior echelons of British Railways advocated a sale of the whole organisation as a single unit, the Sectors would then have been profit centres and a huge change would have had minimal impact. The government probably wanted a big change - they did not think we were doing well, the subsidy was rising and the traffic was declining, they probably wanted the decline to be managed without costing the taxpayer a lot of money. But the right wing think tanks wanted to see a clear route to efficiency and savings – the mechanism was to be competition. How on earth do you get competition into railways? With buses, we had already seen competing companies running services 2 minutes in advance of the opposition to steal their customers, this hardly works on rail. I guess air was a model, with the airports owned by someone other than the BAs and Virgins of this world, and airlines paying for the use of the runways, and terminals while competing over prices, services and routes. Separation of the infrastructure and train operations had been implemented in Sweden with some success. The structure allows for healthy repeated competition every few years with companies offering to improve services, cut costs, and deliver improvements across the board on a competitive basis. Budget airlines have grown out of this model, with huge benefits for passengers, and growth. As good as we had been in BR at cutting costs, the customer had long ceased to be important, neither was growth the driver of value in the business. Franchising, for all its faults and bureaucratic timescales, not to mention costs, is the mechanism to get the competition in place and to avoid the growth of monopolies that always act in their own interests.

Once we accept that franchising of operations is possible, or even desirable to introduce competition, then two questions have to be answered in order to produce businesses attractive to the private sector. The more attractive they are, the more the government and the taxpayer can sell them for. Would you buy a train operating business if you had to invest hundreds of millions of pounds in trains up front? What if there was no guarantee that the track and stations would be there for the next few years? The answer in either case is clearly NO. The regulation of the company supplying the infrastructure (Railtrack then Network Rail) has to be designed to give long term certainty for the operators. The way that this has been done has been a great success compared with the hand to mouth and short term way the railway was funded under government control. I have current experience of how this works when the State owns the railway as it does in Ireland, where as I write, the publicly

owned railway is 100m Euros short of what it needs to run and maintain the railway, and has a Multi-Year Contract in line with European law, but in true Irish fashion is reviewed every year (!). The figure for 2016 is still not settled (in May!!), so we have a railway that has no idea how much money to put into its plans for services, investment, and safety improvements. It is madness to expect it to work well, and this is in line with the best that governments achieve in many parts of the world. By way of contrast the way that the Control Periods work with Network Rail and certainty of funding and delivery over a 5-year timeframe with defined improvements as the output give certainty to operators, government and the supply industry together. Failure to deliver, as has happened recently with the electrification programmes, has been rare. Major projects have been delivered on time and to budget, consistently.

The second arrangement that has to be made is about the trains, and here I was involved personally. In order to keep the franchised operators on their toes, the competitions have to be fairly frequent and 7 year terms have been the norm. But trains last 30 to 40 years and franchisees generally do not have the cash to buy all the trains up front. Furthermore, you would not buy the existing fleet until you had the franchise, and then you would be a forced buyer with no choice, so the price would go up, or have to be regulated. Many business fleets of cars, aeroplanes and buses are leased, so why not trains? The owning lessor company then owns the trains, invests in keeping them up to date, attractive and in traffic, and then buys new ones when the need arises, either for replacement or growth. It was possible to set the leasing companies up quite quickly, and this was done under BR ownership. They were then sold as going concerns with an organisation, and more importantly, each had a fleet of trains. The leasing cost of these trains was to be established at the start, so that franchises knew how much they would have to pay for trains, and the guaranteed income stream would be attractive to private buyers of the leasing companies. Attractive companies sell for more money which goes straight to the public purse and helps to pay for hospitals and nurses – what can be wrong with that? In order to have competition in the market for train provision, three leasing companies were established by BR early in the privatisation process, in advance of the franchising of operators. They were set up on a roughly equal basis so that they would compete with each other.

The aim from the start was that these commercial companies would be led by folk from outside the industry with good banking and leasing experience. However, to set them up needed folk with BR train experience, and so the Engineering Directors were the first appointments, and I was fortunate

enough to be given one of the three jobs. The Managing Directors were recruited later, along with Commercial and Finance experience from other sectors. A lot had to be organised, - offices, company names and registration and insurance since BR's self-insurance arrangements would not be appropriate as the companies just would not be big enough. Another huge task was the legal framework – the contracts with the Train Operating Companies (the Master Operating Lease or MOLA), the guarantees from Government, and the supply contracts for the maintenance of the vehicles. A central team beavered away at a lot of this, but the process was breaking new ground for all involved, and I remember very long meetings with lots of lawyers representing each side in the discussion. We were on a salary, they were paid by the hour – BIG mistake!

With a good fleet and assured income and staffed by folk who knew all about BR and the trains the three companies were ripe for a lucrative sale for the government, with lots of interest expected from the main banks who provide the cash for most of the leasing that goes on in other sectors. What could possibly go wrong with this plan? Well, led by the shadow Transport Secretary, him with two Jags, the Opposition loudly trumpeted that the whole thing was a Tory plot, and would be reversed without compensation by an incoming Labour government. Maybe no-one really believed them, but the big UK clearing banks and their foreign owners saw a massive increase in the political risk, and the value of the companies was probably halved at a stroke. Brilliant! What happened next?

*To be continued*

## LETTER TO THE EDITOR

From Alasdair Milne

Goring

23 May 2016

Dear Sir

Through The Prospectus please congratulate the Trustees of the RSME for the manner in which the Annual General Meeting was conducted. This was in large measure due to the change to charitable status and the subsequent discipline required for the AGM.

Please therefore belatedly express my appreciation for the intelligent manner in which the late committee and now Trustees, sought to restructure the governance of the RSME into the current format and the determination and ability they have shown in carrying through these changes.

The reception at the AGM showed that those present were fully supportive of the structure and I am sure I and the members can look forward to the Club's progress continuing.

Yours etc.

## THE ODYSSEY - well not quite !

John Spokes

There is something peculiarly satisfying about holidaying while immersing oneself in the culture and traditions of your destination; you are in the water and not sat pool-side watching others splash around. Thus it was so on my recent travel in Greece - a mixture of ancient remains, ouzo, religious fervour, the mother of all BBQs and, surprisingly, a very unusual railway - when on April 25th my partner and I travelled to Athens to spend 10 days with a Greek family who visited us in Reading in 2014. Sandwiched between visits to Athens's tavernas, flea markets and Greek/Romano sites was a four-day diversion to the village of Diakofto, 2 hours' drive east in the Peloponnese on the southern shore of the Corinthian Gulf. This is their home village - parents, aunts, uncles, cousins, friends, etc, etc. It's impressive how the Greek extended family remains connected - not generally so with us reserved Brits. It also coincided with the four-day celebration of the Orthodox Easter, which is an interesting mix of high church, drink, fireworks and BBQs - 13 lambs at a time including 4 inch by 6 foot keebabs (kokoretsi) made of the lamb's chopped lungs, liver, heart, all wrapped in the intestines. Preparation of this feast on Easter Saturday/Sunday is not for the sensitive vegetarian - in total the village butcher prepared 1200 lambs and the ritualistic making-up of our BBQ and cooking took overall about 8 hours.

I digress - the Railway!

Diakofto is the terminus of a 750mm narrow gauge railway which climbs for 22.4 km through the Vouraikas Gorge to the mountain village of Kalavrita, at 720m (2480ft) asl. The railway was proposed in 1889 and was estimated by its French designers to be completed within 10 months at a cost of 1 million drachmas. It opened on 10th March 1896 after an expenditure of 3.5 million drachmas. (Does this sound familiar?). The plan was to build a more grandiose scheme from the coast to Tripoli in the centre of the Peloponnese region, a total of about 125 km, but, as was not uncommon in those times, the money ran out. The railway, built by Greek locals, complemented by Italian specialists in alpine rail construction has a maximum gradient of 17.5% (1 in 6) and the three steepest sections utilise the Abt rack system. The local name given to the railway is Odontosis, from the Greek for tooth.

The original French design concept was for electric traction using hydro-electric power derived from the river flowing through the gorge, but with the budget under pressure steam became the solution. The locomotives were 0-6-2 tanks built by the French engineers Cail. Three of these exist. Two have been cosmetically restored: one in Athens Rail Museum and the second on display at Diakofto station. The third, which has recently undergone a major overhaul, together with its attendant carriage, returned to steam on 22nd April 2015.

In 1957 there was a move to resurrect the electrification and EMUs were ordered and delivered from Billard, another French company. However, again this failed to come to fruition and to overcome the lack of electric power small two-axled diesel

electric generation units were constructed that sat between two electric power cars. In 1967 when the next generation of EMUs was purchased, this time from Decauville, the same solution was adopted. In 2003 it was decided, I assume because of the availability of EU money, to renovate the railway. This involved repair and replacement of bridges and the complete upgrade of the track - sleeper replacement and heavier section rail. The total cost was euros 37million, which equates to about twice the cost per kilometre than the rebuilding of the WHR, which used part volunteer labour. To complement this rebuilding new DEMUs were purchased from Stadler, an Austrian concern. These trains are very comfortable and spacious, providing excellent views, from both the side and end windows, of the spectacular route.

Unfortunately, the surviving loco was at the time of our visit in its shed at the top end of the line awaiting a run the following week with the Greek Minister for Infrastructure, but I did meet up with the driver, Nicos Tagaroulis, a local and another great friend of our hosts. Nicos was a lead participant in the recent loco overhaul and for many years was a steam and diesel driver on Greece's main rail system. A very modest man; he arrived twice for drinks at the local cafe carrying books, pamphlets and some excellent photos of his driving days on both the Odontosis and on main line steam, which included American Mikados and some NBL 2-10-0s. I don't think my photos of 7 1/4 stuff really impressed him - toy trains, again! One interesting remark from him was that during the locomotive's renovation, the Greek railway unions became very unhappy and obstructive that the work was being done by "amateurs". No room for volunteers there, then.

Next month I conclude this piece with some details of the route of this very special railway and the refreshing approach to Elfin Safety.

*(To be continued)*



Preserved loco DK8001 (built 1891) being prepared at Kalavrita station for the descent to Diakofto 22km distant and 2480 feet below.

All photos John Spokes





Taken in 1997, Loco DK8001 leaving Diakofto. (Photo taken immediately outside the house we were staying).

A 1967 Decauville set at a location called the Portes near the top of the Gorge. Old alignment to the left. Note the “sandwiched” diesel-electric generator car.



A 2009 Stadler DEMU set arriving at Diakofto. Vouraikas Gorge in background. (Photo taken from balcony of our bedroom).

## Drawings available for a Burrell Engine

I have a complete set of drawings at 2" scale for the Burrell Traction/Showman's engine *Pride of Thetford*. They are available free of charge to any member who can make genuine use of them, or who knows somebody who can. Please contact me and I can bring them to a club meet.

Chris King-Smith

[c.kingsmith@btinternet.com](mailto:c.kingsmith@btinternet.com)

## Boiler tests— a further reminder TO ALL RSME MEMBERS WHO OWN A STEAM LOCOMOTIVE from Les Dawson and Nigel Penford

**Please can you carry out these simple steps before presenting your locomotive for its 4 year hydraulic test.**

**Remove and plug safety valves and fill the boiler completely with water. Then use the hand pump or mains water to raise the pressure on the gauge to 80-100 psi. Check for any leaks and rectify. This means ANY leaks, regulator, gauge glass, blower etc. This will increase your chance of a successful test and avoid disappointment.**

**It is not the boiler inspector's job to make repairs or to make plugs and caps to carry out this test. The boiler inspectors also want to run their locomotives and enjoy the facilities of the club and not spend unnecessary amounts of time getting your locomotive ready for the test. It is YOUR job to present a locomotive ready for testing. If you have a problem both inspectors are willing to provide help and advice and time at their workshops to overcome any problems. Failure often disappoints. Don't set yourself up for failure by failing to carry out simple checks and rectifying simple faults before presenting your locomotive for a test.**

**A further reminder. Do not wait until the 4 year period expires and then expect the boiler inspector to drop everything to do a test for you. You would not do this for your car so don't do it with your locomotive.**

**One final important thing. If you have purchased a locomotive from a supplier or obtained one from a club member and it is covered by the "new written scheme" then you must notify the boiler inspector so that a new written scheme can be made out. This form is then forwarded to the Southern Federation to notify them of the change of ownership.**

**Rules on boiler testing are getting tighter and we have no option but to comply.**

# AGM report in brief

Peter Harrison

The AGM went well with no major issues to deal with. There were only 4 trustee nominations received with 4 vacancies to fill therefore there was no vote to hold. The current trustees are:

- Stuart Kidd
- Peter Culham
- Jim Brown
- Peter Harrison.

Officers, roles and responsibilities will be allocated at the next Trustees meeting on Monday 13<sup>th</sup> June.

All reports were accepted by the majority of attendees with just a few questions raised relating to the accounts, i.e. why were they not audited? We are not required to do so by the charities commission unless our income is in excess of £25,000.

The date of the next AGM was not announced, however it will be published in the Prospectus when the Trustees have meet and discussed.

The meeting opened at 19.30 and closed at 20.20.



Young Karl Trussler with his Mamod steam locomotive. It ran very well on the raised track and nearly completed half of the circuit on one fill of fuel tablets.



Karl also looking after a rather nice 3.5” gauge King Arthur that may be familiar to some of our long term members.

*(Ex Geoff Down I believe? Ed)*  
Photos Mike Manners.

# 100 years of railways around Reading

Exhibition at Reading Town Hall

May 21<sup>st</sup> 2016 to Jan 15<sup>th</sup> 2017.

**Mike Parrish reports**

RSME have entered with two engines, a “Maisie” GN Atlantic in 3½” gauge and a GWR broad gauge Rover class plus some history of the club’s past 100 years. There is a project in progress by Alex Webb with frames of a 2½” gauge North Eastern 0-8-0 showing what a young engineer can do. There are numerous 00 gauge engines from Mike Parris.

There is free entry.

## WOLVERTON PUG

**More terminal anecdotes**

The Intermodal portfolio of port and inland terminals continued to provide a variety of issues to keep me occupied. The terminal at Coatbridge in Glasgow was opened in 1976 and occupied the site of a steelworks. The terminal is very large, about 35 acres from memory, but this included a large rough undeveloped area to the north, known as Witch Wood. It was at a much lower level than the operational terminal land. There had been plans to extend the terminal and build up the ground but that was well before my time. The boys at the terminal told me that rubble from the demolished tenements at the Gorbals had been dumped there. Certainly it was very rough terrain, overgrown with saplings and trees and included a pond. The boundary fence along that side of the terminal was not particularly robust and the area was subject to fly-tipping as there was a lonely lane called Gartgill Road adjacent. Of course if little McJohnny got into the site and drowned in the pond we would be to blame. I got the terminal engineer to erect a couple of notices, saying "Danger Deep Water". They were put up on a Friday and come Monday morning they had been chopped down! “Good King Coatbridge gathering winter fuel” I suppose. We eventually solved the problem as Monklands District Council were looking to tidy up the whole area and took over Witch Wood on a licence. They landscaped it and even put in proper footpaths.

I mentioned in my last WP article (*May Prospectus, Ed*) the terminal at Wilton. When we had analysed the track layout and the likely liability we decided not to bid to take over the maintenance. Eventually the operation of both the former ICI internal rail networks at both Wilton and Billingham on the opposite side of the River Tees were taken over by Teesside Utilities Ltd., they were also responsible for operating the coal fired power station, water, electricity and gas supplies to both sites. This outfit which became ETOL was a subsidiary of the big American energy company ENRON and in true US style set ETOL up in such a way that it could never become a

liability to the parent company. Of course as we all know ENRON went bust, but ETOL survived as a separate entity. They eventually sold out to a Far East Company and since I left, Freightliner have moved out of Wilton and buy in the lifting operation at the new Teesport Dock facility.

The terminal at Leeds is quite small by terminal standards. Opened in July 1967, it is built on part of the old Stourton Midland Railway steam shed, which I went round when I was at school in Wakefield in 1964/65. The road access is through Valley Farm Trading Estate; the cost of upkeep being shared by all the users. The car park for the terminal is outside the terminal gates adjacent to this road and is rented from Network Rail. Being some distance out of the City Centre, food is not readily available on the estate. So the appearance of a 'butty van' was hardly surprising, particularly with all the artic drivers looking for sustenance, also if there was a problem with loading or unloading a train and there was a queue of container lorries waiting to access the terminal. No problem with this on the face of it, but when said 'butty van' turns up and parks on our car-park, we need to formalise it and get some rent! Eventually we got the lady to sign an agreement, but after a while she gave up due to ill health I believe. It was not long before another one turned up more or less in the same place. We could not tie this one down, so when the owed rent reached a reasonable sum I told the terminal manager to impound the van which was not motorised, as the owner turned up each working day in a car. The van was duly towed into the terminal on a Saturday afternoon and parked at the far end of the terminal, which was then locked up. Unbelievably on the Sunday afternoon when the terminal opened to prepare the evening departure (a different shift of course) two people turn up at the gates, saying they have come to collect the van which has been temporarily parked in our terminal; so convincing are they that the gateman lets them in and away goes the van!

The terminal at Trafford Park Manchester was adjacent to land owned by MUFC, who were expanding their portfolio for development and additional car parking for match days. Our site, which had been the Trafford Park Cheshire Lines steam shed supplying locomotives for the vast station at Manchester Central had a right of way in the deeds, which literally passed under the North Stand. Unfortunately, it was not sufficiently clear to be a 'ransom strip'. Needless to say we had a meeting with the club and did get agreement on a more sensible alternative route, which at that stage we were not needing to use anyway. The meeting was in their board room overlooking the pitch and I took a couple of pictures of the team practicing, including a fellow called Cantona, whom I would not recognise, but caused the secretaries in the reception to be green with envy!

When John Gee took me round the terminal at Birmingham Landor Street for the first time, another very large site, he said we'll go and have a sarnie and a cuppa in 'Sweaty Betty's'. This was hugely unfair as the proprietress was a very attractive young lady. The name was historical. This lady had no objection at all when I got her

to sign a new lease for the part of the terminal she was occupying. She even upgraded her porta cabin!

Cardiff Wentloog, which never really attracted the traffic envisaged, mainly due to the paucity of Channel Tunnel traffic, had spare land capacity and some of this was leased out to a road haulier. However, the most bizarre contract was to store all the turf from the Millennium Stadium whilst that was used as a concert venue etc. outside the rugby season. Fortunately, the owners, the Welsh Rugby Union, paid for the insurance and we made a few bob!

Ipswich was a continuing headache due to its use since the late 1950s as a diesel locomotive stabling point. Today the modern diesels are far more environmentally friendly and operational methods are far stricter. Starting with the class 31s introduced in 1958 up to the class 47s and 56s prior to the class 66s, oil dripping from locos was commonplace. In addition, there was less care when fuelling locos and spillages were very common. All this accumulation of pollution had built up over the years and when Freightliner took over the site the Environment Agency were already aware that oil was finding its way into the river Orwell below. A lot of time effort and money was spent on remedying this by upgrading the interceptors, replacing oil soaked ballast and even introducing some bio-matting which I am told contains organisms which eat oil. The answer to all this of course would have been to electrify the branch to Felixstowe when the Liverpool Street to Norwich route was electrified in 1986 and now to electrify from Felixstowe to Nuneaton thus removing the need for diesels in the first place.

Further problems were encountered when some 4 and 5 bedroomed houses were built on the higher ground to the south of Ipswich Fuelling Point. Fumes from the diesels particularly on cold frosty mornings gave rise to a lot of complaints from the new owners of these 'upmarket' houses. Hopefully with the class 66s far more fuel efficient engines this will now have gone away.

The Isle of Grain, Thamesport terminal was interesting in that it was only opened in 1993. It is state of the art and automated, to the extent that the tug drivers (ship to stacking area/train and vice versa) are issued with a computer printout which tells the tug where to go to pick up the next container and where to take it. I think in recent times the port has lost out somewhat to the opening of the big new terminal at London Gateway. The former Thameshaven oil terminal, which when it closed saw the demise of Barking Ripple Lane diesel depot.

*(To be continued)*

**The 50 years ago series covering June 1966 is held over to the next issue.**



*Left, Coatbridge terminals from one of the cranes 14 March 1996*

*Right, Sweaty Betty's at Birmingham Landor Street.*



*Left, Heavy works going on at Ipswich Fuelling Point to overcome years of pollution.*

All photos, WP.

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 July PROSPECTUS is  
18 June. 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

## DIARY

### June 2016

Saturday	4th	Birthday parties	11.00-13.30 14.30-17.00
Sunday	5th	Public running	11.00
Tuesday	7th	00 gauge layout	19.30
Thursday	9th	Church End School	times tbc
Saturday	11th	Club running	11.00
Sunday	12th	Birthday parties	11.00-13.30 14.30-17.00
Monday	13th	Trustees meeting	
	<b>18th/19th</b>	<b>Open Weekend</b>	
Tuesday	21st	00 gauge DCC	19.30
Friday	24th	Young Engineers	18.00-20.00
Saturday	25th	Young Engineers	11.00-13.30
		Club running	13.30-17.00
Sunday	26th	Birthday parties	11.00-13.30 14.30-17.00

### July 2016

Friday	1st	Coley Park School	times tbc
Saturday	2nd	Birthday parties	11.00-13.30 14.30-17.00
Sunday	3rd	Public running	11.00-17.00
Tuesday	5th	00 gauge	
Saturday	9th	Club running	
Sunday	10th	Birthday parties	11.00-13.30 14.30-17.00
Monday	11th	Trustees meeting	
Friday	15th	Ranikhet Nursery	10.00-12.30
Saturday	16th	Birthday parties	11.00-13.30 14.30-17.00
Sunday	17th	2 1/2" rally	
Monday	18th	Ranikhet Academy	times tbc
Tuesday	19th	00 gauge DCC	
Saturday	23rd	Birthday parties	11.00-13.30 14.30-17.00
Sunday	24th	Birthday parties	11.00-13.30 14.30-17.00
Monday	25th	Special needs	13.30-16.00
Friday	29th	Young Engineers	18.00-20.00
Saturday	30th	Young Engineers	11.00-13.30
		Club running	14.30-17.00