

**Reading Society
of Model
Engineers
Charity Number
1163244**

The Prospectus

February 2023



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Free to members



The 00 gauge layout at RSME. See page 3.
Photo Anthony King.

**A NEW SUBSCRIPTION SYSTEM FOR APRIL
TRUSTEE NEWS
RUNNING THE 00 GAUGE
A NEW 7 1/4" ELECTRIC LOCO
CLUB HOUSE PROGRESS
NOOK PHOTOS
CLAUD CYLINDERS**

A VIEW FROM THE CHAIR

John Billard

Our first trustees meeting of the year what's on 9th January and some fairly significant decisions were taken. This included agreement on a new membership subscription system from first of April. Full details are to be found below.

Considerable work continues on projects and maintenance including completion of our security alarm, further work on the steel cladding and also to plan ahead on new lighting columns and replacement safe. There is always something to be done.

We decided to have a look at the use of guards on trains. We wish to know whether there are national rules covering this or if this is something which can be decided locally. What we do know is that sometimes we are stretched to find people to do this job and we are not sure how effective it is.

We were very pleased to report how successful the Santa specials had been in December. There was no doubt that the two weekends worked effectively although we may take a further decision on the dates for the forthcoming year.

We were pleased also to note that excellent progress has been made on our new website. (www.RSME.uk) This is work in progress and development continues.

As it has fallen into disuse it was agreed that the N Gauge layout should be disposed of and where possible income realised from items of value. It was further agreed that we should have a stand at the 2023 Stoke Row rally. Such a stand should also be set up at appropriate local events and this will be discussed further. Finally we are investigating how the government's non domestic energy bill relief scheme has been applied to RSME.

Our next meeting is on 13 February. Members are welcome to submit items for discussion.

A NEW SUBSCRIPTION SYSTEM FOR RSME

The trustees announce that a new subscription system is to be introduced from 1 April. This follows discussion at the 2022 AGM where it was accepted that a flat rate structure would be acceptable and that the trustees would consider this further.

The standard member rate will be £20. There are to be two categories of member. These are member and associate member. All previous categories are abolished. An associate member would be a person under the school leaving age of 16 and be charged a zero rate. An application form would be completed for these members and to be sponsored by a parent or guardian. They would have full rights as members other than being able to vote.

This would mean that nearly everybody will pay less, and the system will be far easier to operate. The administration will continue to be in the hands of Membership Secretary Mike Manners. An application/renewal form

(updated) will be used for new members and for existing members initially. Membership cards will be issued only on request. Payment methods will be unchanged except for cash to be paid only to Jim Brown or Mike Manners.

So the effect on costs are :-

- Previous ordinary member - £42 down to £20.
- Previous member 65+ years - £28 down to £20.
- Previous junior member becomes an associate member, zero up to age 16, then becomes an ordinary member @ £20, an increase of £6.
- Previous family membership £70 down to £40 assuming two adults and unlimited children under 16.
- Previous family membership 65+ £42 down to £40 assuming two adults and unlimited children under 16.
- Previous joint member £63 down to £40 assuming two people.
- Concessionary membership is abolished.

As before donations will still be accepted and Gift Aid would continue.

The trustees will review these arrangements in operation as required and certainly after the first year of operation.

00 GROUP NEWS

Mike Sinclair

This group has been meeting on Tuesday evenings for about 50 years! On the first Tuesday of the month we erect the full layout when we run a variety of trains owned by our members. The third Tuesday is devoted to DCC (Digital Command Control) running & the other Tuesdays are devoted to maintenance & repairs.



Although the layout is quite old it still functions very well, but is quite complicated & demands a high degree of concentration! This, however, is good experience for any member wishing to build a layout at home.

There are a number of good modellers in our group who are willing to pass on their knowledge & experience to new members of our hobby.

Membership consists of five adults & four juniors and we would greatly welcome more people to join us! Contact mikesinclair118@yahoo.co.uk

A NEW 7 1/4" ELECTRIC LOCO Part 2

by Terry Wood

Building the chassis

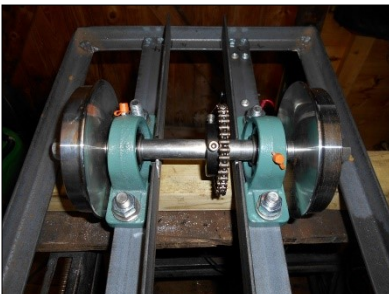
After purchasing a set of 7 1/4 inch wheels and axles from 17D miniatures and a set of four 19mm pillow bearings off ebay. I then bought an 8ft length of 1" angle iron and an 8ft length of 1 1/2 " angle iron from Berkshire Metals to make the chassis of the loco. The 1" angle iron I cut at 90 degrees but not all the way through cutting at 45 degrees on one edge to make a weak spot using an angle grinder so that I could bend it at a sharp 90 degree angle on each corner.



After carrying out this procedure three times I eventually had an oblong shape which used up all the 8ft length of angle iron, I then clamped the end together and after checking that everything was straight welded all four corners to give the oblong a rigid strength. I then proceeded to cut the 1 1/2 " angle iron into two lengths to make up the support girders for the wheel bearings these were then drilled with two six mm holes at each end and bolted to the outer chassis the distance between them governed by the distance between the wheels and axles. The distance between each axle was achieved by doubling the distance of my 3 1/2 " steam loco and seeing as this will eventually be a steam outline tank loco that seems a reasonable measurement to make although it probably isn't exactly to scale it will do for now at this early stage.

Building the running gear

The wheel bearings were mounted on the chassis by marking out and drilling 12 mm holes two for each bearing after lining them up to make sure they were straight the bearings were then bolted to the chassis using 12mm bolts - no suspension being fitted at this stage and the axles checked for alignment and free running. The driving axle wheels were a press fit on the axle and I managed to do on one side but the other wheel was really tight so Nigel Penford kindly said he would fit it using his 10 ton press, it took 6 tons of pressure in order to fit. The other side had to be a sliding fit in order for the bearings and sprockets to be fitted being that the wheels will be chain driven, I achieved the sliding fit by placing the axle in a lathe and slowly rubbing it down with some coarse emery cloth which took some time but I got there in the end. I then made up some spacers and tapped the end of the axle with a M12 thread to secure the wheel to the axle to stop it spinning.



To be continued.

CLUB HOUSE PROGRESS

Work proceeds on the cladding of the club house.

Nigel Penford and his gang have worked hard to be this far despite the cold weather.

Nigel adds “ This was the easy bit as the gable ends will be much more complicated. But we will get there.”

Photo Nigel Penford



Above
Rob with his No 8
“Ashie.

Above right
No 8 over the pit.

Right
Garden trucks in use.



MORE FROM THE NOOK RAILWAY

Photos
Rob Ashfield



Left
Anyone can drive an electric diesel!



Right
Gardener's freight working.



Left
Permanent Way train

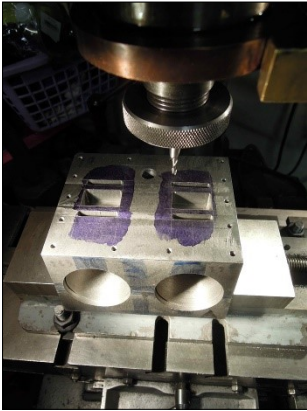
Right
Shunting the bin corner sidings



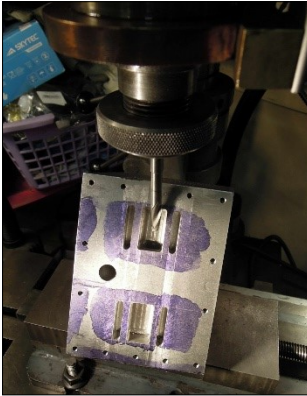
BUILDING A CLAUD

More work on the cylinders

John Billard



Left Having bored the cylinders and completed the valve chest casting the next stage was the eagerly anticipated (not) drilling the steam passages in the casting. First was marking out and machining the ports for each cylinder. With no particular drawing to follow I decided to make the depth of each port slightly deeper to increase steam flow and also to enlarge the target when drilling the steam passages.

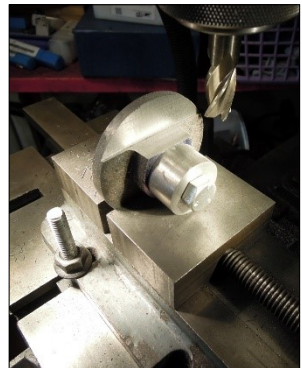


Left and below This shows drilling the exhaust and inlet passages. Each exhaust port was connected to the central exhaust hole and the inlet passages from the cylinder bore to the inlet port. Despite careful measuring and lining up before drilling I found this quite nerve wracking. It was a great relief when the slot drills broke through as intended.

Photos John Billard



Right The cylinder covers were next and the top photo shows machining down a gauge giving the correct distance between the slide bar location and the piston rod centre. Drilling the fixing holes on the rotary table is also shown **bottom right**.



DIARY

February 2023

Sunday	5th	Public running	12.00 Setting up 09.30
Saturday	11th	Club running	10.30 onwards
Monday	13th	Trustees meeting	19.30
Thursday	16th	Special Needs	13.30 Setting up 12.30
Tuesday	21st	Club running	10.30 onwards
Thursday	23rd	Steam in the Harz	20.00
		A presentation by John Billard and Stephen Millward on their recent visit to Germany	

March 2023

Sunday	5th	Public running	12.00 Setting up from 09.30
Saturday	11th	Club running	10.30 onwards
Monday	13th	Trustees meeting	19.30
Tuesday	21st	Club running	10.30 onwards
Thursday	23rd	Biscuit Town	A presentation on Huntley and Palmers by a speaker from the Museum of English Rural Life

For club running enquiries please contact mikesinclair118@yahoo.co.uk

WEDNESDAY WARRIORS EVERY WEEK FROM 0930

Note from the Editor. Thank you to all contributors. Please remember that the copy deadline is now 20th of the month and material, unless previously notified, can be held over if received after that date.

Please provide photographs as separate files and not embedded into the text. No pdf files please.

Opinions expressed in PROSPECTUS are the personal views of the contributor and cannot be taken as reflecting the views of the trustees or editor.

The deadline for the March issue is 20 February

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

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***Please write for Prospectus. Photos welcomed.
Comments by RSME members on any subject appearing in
Prospectus are welcomed by the editor.***