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of Model
Engineers
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Free to members

The Prospectus

May 2023



Preparing for the road at public running on 2nd April.
2023. Photo John Billard

PUBLIC RUNNING SUCCESS
ANIMATED ENGINEERS
HOW MANY LATHES?
CLUB VISIT
ROUND THE BEND
81A IN 1963

SUBS DUE FOR 2023/4 ONLY £20

A VIEW FROM THE CHAIR

John Billard

We had a fairly quick trustees meeting in April as most issues appear to be moving smoothly. The cladding of the club house is nearly completed and we should thank Nigel Penford and his gang for all the work and planning that has gone into this. It gives the building a new look which is great.

Soon on the list will include the erection of lamp posts around the back to provide better security. Members have asked why most of the work will be digging by hand. This is because there are electrical cables, water pipes as well as much heritage junk under the surface. Mike Manners has already started to build the next 7 1/4 gauge wagon for which the carriage shed has already been extended. Next in line will be a refurbishment of the club workshop. For this we have being fortunate to obtain from a member an excellent Myford Super 7. This means we also have for disposal the existing ML7 for which we are keen to receive offers. Also for sale is are very interesting Drummond hand shaper for which we already have an interest expressed.

As already noted we have decided to dispense with the mandatory use of guards on our trains. It was decided that these were likely to be ineffective in most circumstances and places an obligation on us which cannot always be met on the day.

We had an interesting turn out for our first “On the Bench” Thursday evenings in April. The next will be on 11 May. Bring your stuff! The following week on the 18th we have an outside speaker on the Lynton and Barnstaple Railway talking of its history and preservation.

Just finally for now the public running in April was one of our most successful ever. We did not quite break the £1,000 barrier but came close. That’s quite a few rides and cups of tea!



Happy Days at the Public Running on 2nd April as Mike Sinclair sets off with another load.
Photo George Saffrey.

ANIMATED ENGINEERS Part 2

by Alec Bray

In the 1960s, Ollie acquired and restored a full-size, 3 ft (914 mm) narrow gauge Porter steam locomotive originally built in 1901, which he named the “Marie E.”. At work, amongst many other assignments, Ollie was the Supervising Animator for “Bambi”, and himself animated the characters Bambi and Thumper.

The idea of a theme park – later Disneyland – dates from 1948: plans, right from the start, included a 3-foot gauge Steam railway all around the perimeter: in fact, the area was specified on early drawings as “Approx. 45 acres Within Railroad Tracks”. Before anything else was planned, the main Disneyland attraction was intended to be a railroad linking the various zones, and with a main station right at the entrance to the park itself – the first thing that you see..



The first locos were scaled up (five-eighths full size), oil fired versions of the “Lilly Belle”: after all, the studio had the blueprints.



Originally, Disney had considered purchasing some of Billy Jones' collection of miniature railway equipment: Jones had bought an 18-inch (457 mm) gauge steam locomotive built in 1905 and designed to run on the Venice Miniature Railway in Venice Beach, California to run on his "Wildcat Railroad" at Los Gatos. But then Walt decided he wanted larger trains for Disneyland. Billy Jones and Walt became friends, and Jones was behind the throttle of Disney's 3 ft (914 mm) narrow gauge locomotives on opening weekend at Disneyland on 17th July 1955 - and what is more, Ward Kimball designed the Wildcat Railroad's logo, a smiling cartoon wildcat wearing an engineer's cap.

All Disney theme parks have a "steam" railway – and Severn-Lamb in the UK has built some of the locos and vehicles for Walt Disney World Resort, the Disneyland Railroad at Disneyland Paris, and the Hong Kong Disneyland Railroad at Hong Kong Disneyland.



Hong Kong Disneyland Railroad – locomotive by Severn Lamb

At the beginning of any Disney film (distributed by Buena Vista), there is a sequence zooming down to Cinderella's Castle - but it starts with an aerial shot of the Magic Kingdom – and with a steam train crossing from left to right

It might be a bit difficult to see, so here is an enhanced enlargement of the steam train crossing the bridge: - that must be a 4-4-0 ...



You can perhaps just about make out the cowcatcher on the front, the bell on the boiler – and of course, the large headlight on the smokebox in front of the chimney...

And, of course, the tradition carries on

John Lasseter directed “Toy Story” and “Cars” for Pixar Animation Studio, and then became the chief creative officer for Pixar and Walt Disney Animation Studios. Here he rides the “Marie E.”, his steam locomotive that he bought - it was previously owned by Ollie Johnston!



Principal sources:

Finch, Christopher (1973) *The Art of Walt Disney* Walt Disney Productions

Wikipedia entries for: Ward Kimball, Ollie Johnston and Walt Disney

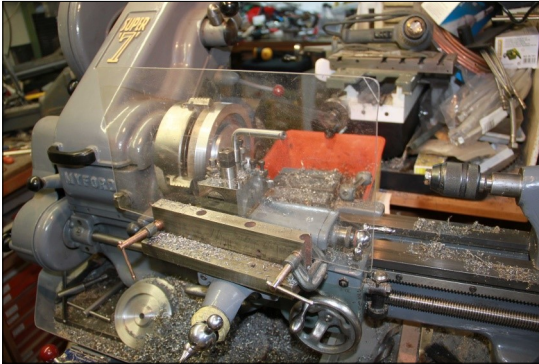
YOU CAN NEVER HAVE TOO MANY LATHES

by David and Lily Scott

Inspired by tales of the Unimat from a recent Prospectus.

My excuse is that they are all set up for different jobs and time to convert to other chucks and things saves time. One just mills fork ends on a vertical slide. There are lots of fork ends on locomotives.

There was a time in my life when the only lathe available were the ones at



The Super 7 turning another wheel back. Note the chip protector sat in front of the topslide, and the clang plate bottom left

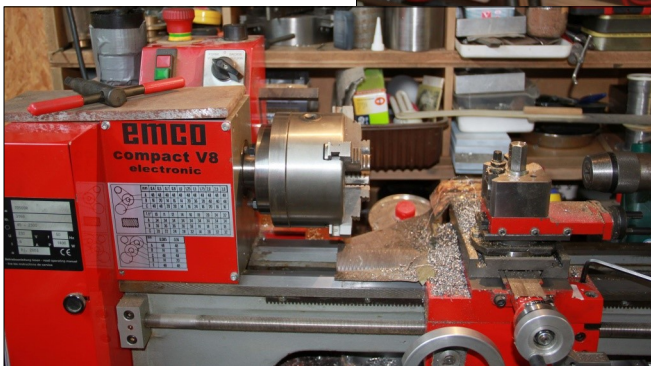
school. The first were big and very industrial, a school change saw smaller but there was always a long queue. Then the two schools merged and

A very happy days turning. The motor only got stopped for lunch

suddenly a new block was being built. We did visits to factories for six months around Devon during the lessons, then we moved in. All new equipment.



1975 saw me become a librarian and



The Emco having a rest. The game changer was a better spindle where you can reach the three nuts holding the chucks onto cheaper backplates.



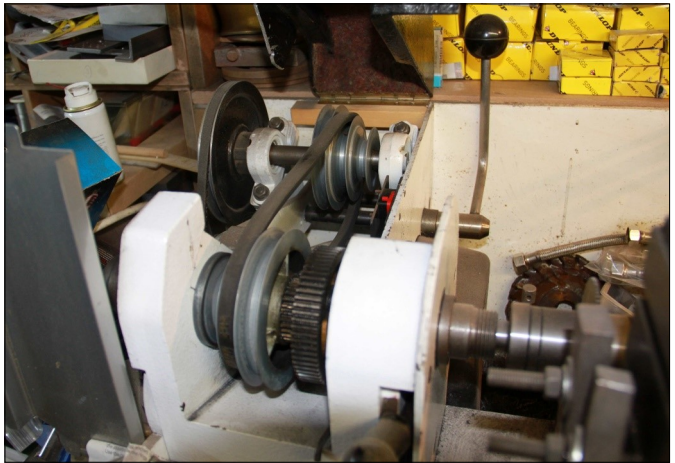
A nice view of the slipping belt clutch still with the original A size belt. The Z is on its second.

on day two become friends with Alan Wilson. It is not my fault that his father's workshop was within cycling distance and he was recreating A SHOP

in 7 1/4" gauge. Five Kings and Two Castles to observe during my misspent youth

Money was tight and a plan during the final year of Design A

The School built lathe spending time cutting forks. The Free Super 7 saddle has come to rest while the other bits get painted.



Level was to construct a lathe similar to a Myford. And by some luck and very hard work one was produced. This led me on to doing a degree in design and

The dear Unimat lives in one of my chest of drawers which also doubles as a seat.

spending more years working with machinery.

I missed the first ever Midlands Exhibition but got to travel by bus to visit the second. A lovely exhibition during which a Unimat 3 seemed to slip under my arm. It was a long way back to the bus station I remember. Back at my parents both lathes began producing a GEMMA as she was described in Engineering in Miniature. Then a Dore Westbury was started to add to the workshop. Keith Wilson who had helped out with the lathe assisted again superbly.

Then I got a job with Thorn Lighting, and I began a Boxhill. Terrier tank. The prototype workshop had mills and several lathes but the Unimat came with me to digs. The rug was rolled up this time. Then I got interested in an exotic girl from the other side of the world and models began to take a back seat.

Well I managed 16 years and 14 at Exeter Campus where we had an Emco and a big Boxford. Lived at Dawlish for a year at no 6. Number 6 made the news when its garden was washed into the sea together with the track bed. We moved into Exeter via Kingsteignton and then on to Ivybridge. Ivybridge was great as I owned an ancient brown carpet and could make things in the evening.

Then Lily turned up via a click on a mouse. Mice are also responsible for ordering things like lathes when you least expect them.

The campus moved to Plymouth and we got a useless new boss. I am still great friends with the old ones, and one who lives in Burnham on Sea dropped off two boiler kits before the price of copper went too far.

Then we moved to Reading which was Lily's idea. While Lily was ill a workshop appeared at the bottom of the garden and kept getting bigger. Well the idea was to sort of extend the window into a bay and build a bench. My excuse was that the drawing was done in metric and in my haste miss read the tape measure. Thank you Selco.

Then our first Raglan turned up. Then a superbly machined Asia turned up which set of a search for a lathe that could produce a superb finish to match and our Emco Compact E turned up. Then I completely rebuilt it. Like most things there is often a reason that some things are for sale!

Then was room for another Raglan! The price was superb as it had a missing tailstock. And a pattern emerged. With this one came three boxes of assorted metal and the sweepings of a garage. Then things settled down. A phone call from Alan Thatcher while we were on a MENDING THINGS! Expedition to Plymouth. Yes door to door to the track is 4 ½ miles from! Alan informed of machinery going to get dumped. Our house told of no more room. The car found the place very easily. A Super 7 and our third Raglan 5. Free. Oh and three boxes of assorted metal. Strangely we had been given three boxes of assorted metal with our first Myford Super 7.

A very cheap AMADEAL lathe nicely set with a permanent self centering 4

jaw came to live behind the vice and sits on a tomato tray. In fact the first home made and the Emco also sit on tomato trays. A lovely tip told to me along the way was to have a 6" square of 1/2" thick metal as a CLANG PLATE onto which the chuck key descends and you can start the lathe.

Bits. Yes bits come together over the years and one morning or afternoon all the bits come together and tell you "That a CNC lathe could be assembled from the gathering!"

That's ten and as I have run out of fingers. Anyone fancy a Raglan 5 with gearbox and a taper type spindle? Look nice in our refurbished workshop at the club.

THURSDAY CLUB NIGHTS

From April we have the one Thursday in the month as an opportunity to show whatever it is you have been making in your workshop, bench or kitchen table. (11 May is next). Let's have a look!

For another Thursday in the month we are developing a programme of speakers whether from RSME or outside. A varied assortment awaits! On 18 May the presentation will be on the Lynton and Barnstaple Railway

Other Thursdays in the month will be unchanged as before. However should any member wish to make specific use of such an evening for our members let us know and we'll fix it!



CLUB VISIT TO THE BERKSHIRE AVIATION MUSEUM

Saturday 3 June 2023
2.30 pm
Mohawk Way
(off the Bader Way)
Woodley
RG54UE

Berkshire's dynamic contribution to aviation history is graphically recaptured at the museum. Run as a charitable trust, the museum is at the historic site of Woodley Airfield, near Reading, U.K. - once the centre of a thriving aircraft industry. Miles and Handley Page aircraft built at Woodley are being re-constructed and exhibited along with fascinating pictorial records and priceless archives.

BUILDING A CLAUD

Round the bend
John Billard

Now was the time to locate the position of the inside cylinders in the frames. For this I decided to prepare a jig to drill the frames and cylinders similarly.

However a proper look at the frames showed that there was something wrong. The horns were not lining up despite being accurately laser cut. No adjustment of the stretchers seemed to make any difference but one frame laid over the other showed that they were the same. Something had changed.

After much head scratching the cause was realised. Both frames had distorted into a gentle arc, in parallel. How this happened I will never know. Heat distortion while laser cutting? Effect of riveting the horns? Steel not stress relieved? Whatever it was it had to be fixed.

The solution was to de-rivet the horns and put the frames through a set of rollers. A number of passes did it and all was well.

I would like to thank Nigel Penford and John Marrington for their help in dealing with this.



Next steps are to complete all the holes in the frames and to restore the horns. These will be bolted in this time.. I have drawn up a motion plate to be fabricated. Then it will be time to look at the motion.

Photo Nigel Penford

Please note that subscriptions are due from 1 April. These have been reduced to £20. We have had many renewals and a good number of new members but if you are not one of them please contact Mike Manners on michael.manners2@ntlworld.com or 07817 271981.



Photos by John Billard—60 years ago.

I am including this in a larger size as it is one of my favourites. This is double chimney 5026 *Criccieth Castle* being prepared at Old Oak Common on 26 May. Note the driver washing down the footplate and the fireman climbing down having put the bag in the tender. He is properly dressed; cloth cap, braces, and cycle clips to keep the dust out.

By this time the diesels were quickly taking over. Below, on the same day, shows lines of Swindon's finest for scrap, Kings, Castles, Halls and panniers. Their rivals on the right, await.



DIARY

May 2023

Sunday	7th	Public running Setting up from 09.30	12.00
Thursday	11th	On the Bench night Club house	19.30
Saturday	13th	Club running	10.30 onwards
Monday	15th	Trustees meeting	07.30
Thursday	18th	Club night talk on the Lynton and Barnstaple Railway	20.00
Tuesday	23rd	Club running	10.30 onwards

June 2023

Thursday	1st	Special Needs	13.30—16.00
Saturday	3rd	Club Visit to the Berkshire Museum of Aviation	14.30
Sunday	4th	Public running Setting up from 09.30	12.00—16.00
Saturday	10th	Club running	10.30 onwards
Thursday	15th	On the Bench night Club house	20.00
Tuesday	20th	Club running	10.30 onwards
Thursday	22nd	Club Talk tbc	20.00

Note from the Editor. 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 June issue is 20 May

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

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