

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

# The Prospectus

**September 2023**



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**Free to members**



Peter Culham and passenger Quinn steam happily at a recent club running day on 12 August behind Peter's immaculate "Maid of Kent" 4-4-0. Photo Keith Pauline

**CLUB NEWS  
A CLUB RUNNING DAY  
CHRONOLOGY  
NEW DRIVING TRUCK  
A CLAUD ON THE TRACK  
MORE NEW MEMBERS**

## THE VIEW FROM THE CHAIR

John Billard

It's been a busy summer so far this year even though the weather has been variable to say the least. We have had a trustees meeting, plenty of private parties and a successful public running. And last Thursday we were treated to an excellent talk on the restoration of locomotive 823 on the Welshpool and Llanfair railway by W & L volunteer Simon Bowden. So what's not to like?

On top of that we have a report that our membership is steadily increasing and today stands at 92. I have a personal target of 100 by the end of next March so it looks like we are well on course for that.

To all those recent members I welcome them on behalf of everyone at RSME. There is always something to do and see. And also for further improvements, if you think of anything we should be doing better, don't keep it to yourself!

The August trustees meeting was on the 10th. One of the issues we are coming up against is that of coal. We use anthracite beans and these have not been available from our usual coal merchant. Subsequently we have received a delivery from elsewhere but this is a real warning to us and which could affect our future greatly. It is a priority to secure good supplies and if any member knows of a reliable source please let us know.

A priority also is to finish digging trenches and connecting cables to the new street lights. This is a job for our Wednesday Warriors and is making good progress but my advice is don't join a gym, come digging!

We have had one or two problems with the running of our passenger wagons. This has been ongoing and I can't praise enough the efforts that have gone into finding the solution. In particular I would like to thank Alan Thatcher for his persistence over a long time on this job.

By the end of the year Peter Culham with his friends and family will have accomplished nearly fifty private parties in 2023. That doesn't include four Santa days. This brings great enjoyment and a good income to the club. But we must be aware that this is a huge responsibility for Peter which takes up just about all the spare time he has. Therefore we have to build up a team to support Peter in both organisation and operation. Once again this is a plea for help from our members. Please speak to Peter if you can help in any way.

Other issues at the meeting included dealing with information on fire risk planning for a building such as ours and further progress on our 10 year lease discussions with Reading Council. We are also considering a possible visit by Polly Engineering in the spring of next year.

The AGM date has now been settled at Thursday 19th October. Other than the usual reappointment of trustees we have at least one vacancy. Any member who might think about being nominated please let us know and we will provide a briefing on this essential job to keep up the momentum for our successful Reading Society of Model Engineers.

# A CLUB RUNNING DAY

12 August 2023

Our twice monthly club running days are always worth going to and it was no exception earlier last month. Engines were in for testing and trial runs as well as quiet enjoyment.



Left. A nice line up of people and engines including three new members, Peter Culham's *Maid*, Mike Sinclair's *Shire* and Andrew Day's *Maid*, the latter in for a test.

Right Alasdair Milne creates interest with the arrival of his 5" LMS 3F 0-6-0 tank.



Left Boiler tester Nigel Penford examines Andrew's engine during its four yearly hydraulic test. All was well.

Right Not Old Oak Common! Left is a Speedy looked after by Karl Trussler and right a similar engine on a trial steaming for owner Chris Makin.





**Left** After some rain here is a lovely 3.5" GW Bulldog designed by LBSC. Steamed by Andy Midwinter it went as well as it looked.

**Right** ..... and the same applied to this LBSC designed Class 5 run by Mike Strain.



**Left** Graham Steven's LNER L-1 2-6-4T was also in for a successful steam test.

**Right** Hiding behind the steam is Chris Jones with his 7 1/4" Schools Class *Winchester*. A great performer on the ground level track.

This photo by Keith Pauline, others by John Billard.



## **A Chronology of Recent Works at the RSME**

**Mike Manners has kindly listed the following list of things he has been involved with that makes fascinating reading. Mike will be the first to say all this is a team effort mostly by the Wednesday gang. Invariably incomplete and often unsung but it helps makes the club today.**

**2010** Site signal loop cable terminated at all Ground Level signals in waterproof potting boxes.

**2011** Ground Level bottom bend track replaced with new rail section track and plastic sleepers.

**2012** Ground Level station loop track and siding installed.

**2013** Ground Level station exit retaining wall constructed.

New Ground Level station entry loop and main line signal installed.

New Ground Level to Raised Track link started.

**2014** Western boundary fence constructed and planted.

Ground Level to Raised Track link completed.

Ground Level emergency loading ramp constructed.

New water pipe trenched in from Clubhouse to the Raised Track birthday party station.

**2015** Ground Level track extension started.

New water pipe trenched in from the Raised Track steaming bay to the cutting entry.

Clubhouse soak away dug out and replaced.

Old concrete garage removed and replaced with a small steel shipping container.

Birthday party platform extended.

Foul drain from new toilets container installed.

New large shipping container delivered.

Footbridge planking replaced.

**2016** New container insulation installed.

Paving outside toilet container completed.

Ground Level station exit signal control box commissioned.

Replacement Raised Track signal cable installed RR3 to RR4.

Roof insulation and new lights in the Raised Track carriage container.

**2017** Paved arc for swing out track in front of clubhouse constructed.

Ground Level track up through the woods replaced with rail and plastic sleepers.

Ground Level track hydraulic lift hard standing constructed.

**2018** New Ground Level carriage constructed

More Raised Track extension work done. Swing out track and concrete pad in the woods built.

**2019** Ground Level storage kiosk built.

Sleeping policemen at level crossing installed.

New floodlight columns and floodlights installed and 2 connected up.

Ground level track replaced with rail and plastic sleepers. Bottom bend to level crossing.

**2020** Ground Level storage kiosk electrical connections started.  
New floodlight by Ground Level steaming bay connected up.  
Clubhouse kitchen refurbishment.  
Clubhouse loft boarding.

**2021** Electrical work in Ground Level storage kiosk completed.  
New LED lighting installed in the Baldwin storage bunker.

**2022** Baldwin bunker extension work started.  
Class 08 refurbishment work started.  
New Ground Level carriage started.  
Raised Track platform extended.

**2023** Baldwin bunker extension work completed and LED lighting extended.

Class 08 refurbishment work completed.  
Clubhouse cladding installed.  
Two new floodlight columns erected.  
New floodlight cabling work started.

## A NEW 7 1/4 DRIVING TROLLEY by Terry Wood

After proving that the ground level loco worked by actually sitting on it and



trying it out on the track, which was not very comfortable, I decided to build a trolley that would be pulled behind the loco with a cushioned seat and this was began by purchasing a spare 7 1/4 bogie from the club to use as a base. The bogie contained some really thick metal parts which made it really heavy because it was originally built for a passenger trolley so it had to be strong enough to carry lots of people. Because I only needed it to carry one person, ie

the driver, I removed all this thick metal which made the trolley half as light. I then proceeded to remove all the thick gunge that had built up on it over the years and then painted it up with red oxide to protect all the chassis from rain etc. I also lubricated all the bearings.

I then needed to manufacture a box to bolt to the chassis so went down to Berkshire Metals to purchase some more 1mm sheet steel. I made the box with a 3inch wide base on the long sides so that you could put your feet on it and made it in four parts so the pieces could be bent to the

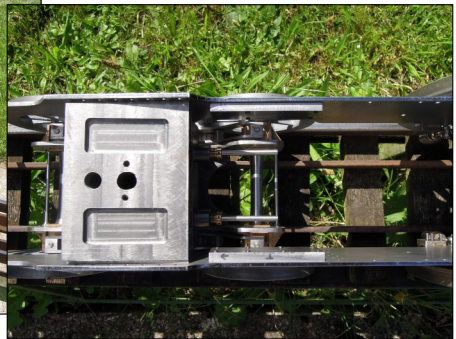
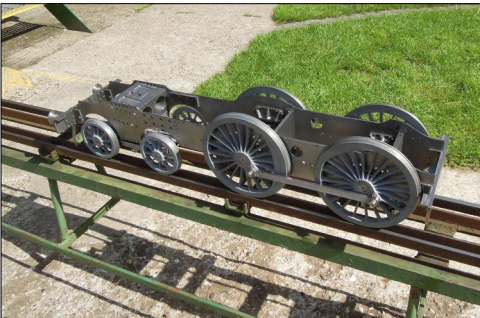


pieces could be bent to the



size I made it more rigid by fitting more pop rivets to it. The top of the chassis had lots of screw heads protruding that held the suspension blocks in place so before I could mount the box on to it I had to drill corresponding holes into the base of the box in order for it to sit flat on the chassis, I then drilled four 6 mm holes in the box and the chassis in order to secure the box firmly to the chassis. I then had to spray the whole thing in red oxide because there was no protective coating on it and if you left it even in the workshop in damp weather it would start to rust.

The next thing to do was to make the seat which was achieved by using some 1/2 inch ply, and some foam that I purchased from Dunelm, I then purchased some black upholstery vinyl from Heelas and then proceeded to produce a seat cover cutting the vinyl to size cutting the corners to shape and then sewing the corners together by hand which took ages and bent needles not to mention frayed nerves. The whole cover was then placed on the ply with the foam on top and then glued together.



## BUILDING A CLAUD

Excitement this time as the frames re erected (not *chassis* please!) were taken to the track for the first time to check clearances on curves. The concern was possible interference between the valve spindles and the bogie frame. Thankfully all was well thus avoiding much unwanted rework.

Since, have located the motion plate in the frames and started on the pistons. More next time.

**John Billard**

## DIARY

### SEPTEMBER 2023

Sunday	3rd	Public running	12.00—16.00
		Setting up from 09.30	
Saturday	9th	Club running	10.30 onwards
Monday	11th	Trustees meeting	19.30
Thursday	14th	<b>On the Bench Night</b>	
		Club House	19.30
Tuesday	19th	Club running	10.30 onwards
Thursday	21st	<b>Richard Coleman's</b>	
		<b>Film Night</b>	
		Club House	20.00

### OCTOBER 2023

Sunday	1st	Public running	12.00-16.00
		Setting up from 0930	
Saturday	7th	Club running	10.30 onwards
Monday	9th	Trustees meeting	19.30
Tuesday	17th	Club running	10.30 onwards
Thursday	19th	<b>RSME AGM</b>	<b>19.30</b>
Thursday	26th	<b>Club Talk</b>	<b>20.00</b>
		<b>The Wilder Ploughing</b>	
		<b>Engine James Hodgson</b>	

**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 October issue is 20 September**

Contributions may be submitted in had 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.*

## NOTICES TO MEMBERS

**New members** RSME welcomes Mike Brading from Mortimer West End, Andy Albinson-Watters from Upper Basildon, Besmir Baxha from Bracknell and Steve and Luke Grove from Steventon.

**Film Night** See RSME as it was a long time ago! (21st October)