

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



**President
John Billard**

**Secretary
Stuart Kidd
07966 278968**

**Editor
[Vacant]**

Please send your articles
and photographs for
inclusion to
Alec Bray
07789 561 346
alec.bray@yahoo.com

Free to members

The Prospectus

August 2026



***Keeping visitors and volunteers well hydrated is
Alf and Jacquie's cup of tea!
Public Running - 5 July***

**The View from the Chair
Public Running - July
Nellie Runs Again
The A, Bo, Co, Do of Steam
The Uber Connection
The Track Marshal and the Birthday Party
Constructing a 7¼" B17 Steam Locomotive**

Editorial

Welcome to the August edition of PROSPECTUS.

This edition includes an article by Wolverton Pug. It was initially hoped to include this in the July issue of PROSPECTUS, as it was very topical. However, it was bit too topical in that it describes incidents on the East Midland Railway route, and in any case there was not enough space for the report. Our apologies to Wolverton Pug for the delay.

Another topical item is the shunting puzzle, where the Track Marshall has to keep the birthday party attendees and the regular visitors happy. We applaud the work done by Peter Culham over the years: recently, the grandson of a friend was invited to a birthday party at RSME and he thought it was great, he had a good time - it was the best party ever!

Alf and Jacquie, working in the tea bar on Public Running days also deserve a special mention for the work that they do. Thank you!

The search is still on for an Editor of PROSPECTUS - and, of course, the search is always on for contributions to your newsletter!

DIARY

AUGUST 2026

2	Public Running	
	<i>Setting up from</i>	<i>09:30</i>
8	Club Running	<i>10:30</i>
10	Trustees Meeting	<i>19:30</i>
22	Club Running	<i>10:30</i>
28	'0' Gauge Group	<i>19:30</i>
29	'0' Gauge Group	<i>09:30</i>

SEPTEMBER 2026

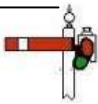
6	Public Running	
	<i>Setting up from</i>	<i>09:30</i>
12	Club Running	<i>10:30</i>
13	Curly Bowl (LBSC Memorial Bowl)	
14	Trustees Meeting	<i>19:30</i>
19	Federation Annual Rally	
26	Club Running	<i>10:30</i>

Weekly Meetings

<i>Tuesdays</i>	'00' Gauge Group meeting - Club House	<i>19:30</i>
<i>Wednesdays</i>	Wednesday Warriors - club grounds (unless notified)	<i>09:30</i>
<i>Thursdays</i>	General Meeting- Club House	<i>19:30</i>

STOP for a SMILE

One of the new Wednesday Warriors, a self-professed handyman, was asked to complete a "to-do" list by Nigel. At the end of day, he had only done jobs one, three and five. It turns out that he only does odd jobs...



The View from the Chair

John Billard

Let me start with something which is important for the future of the club. After more than ten years, Peter Culham has announced that he wishes to stand down as Party Organiser. Those ten years have given the club a considerable income and provided pleasure to thousands of children, parents and guardians. To add to that is the organisation of our annual Santa specials which has been a huge success because of the efforts of a small group of members very much led by Peter.

There will be parts of Peter who will be very sorry to give up doing what he has done for so long. I know that the pleasure he has given other people has extended to him too. But we cannot expect some of our older members to continue for ever and to carry on regardless. Life is not like that. So here comes the expected request.

The trustees are seeking a member or a group of members to take over these roles from Peter. This is very much for the good of the club and our surrounding community. Peter will not be disappearing, and he will be able to give every encouragement and assistance to his successor whoever he, she, or they may be. These events have given much to all those involved and I very much hope that we can find those who can now take it forward and help Peter in the process. The best thing would be to speak to Peter or contact him. His email address is peteculham@gmail.com, telephone 07881 960445. All this is so important.

Whilst this hot weather has continued for weeks on end, this has not stopped activity at RSME. Work continues on projects such as concrete linings on the ground level track and re-sleepering the raised track. And we cannot forget the essential effort to preserve our landscape by the parks and gardening team in these very difficult circumstances. The gardening team consists of Charles Benham and George Saffrey who bely their years by constant effort against these elements. More help there too will be greatly appreciated. They will welcome that. And for all those I have temporarily forgotten, thank you to you too.

Key aspects of the trustees meeting held on the 13 July also included a review of those members who have not renewed the subscription from 1 April. A reminder is being sent and in the wish that this will lead to retentions.

The new Prospectus has been well received under the editorship of Alec Bray and as an ex-editor I know that he will always be looking for contributions. There is a wealth of knowledge and experience in the club and surely it can be shared. We have also been looking at the Prospectus archive which goes back many years and includes items forgotten or not even known about today. It is also the history of the club. I wonder if any member has any digital copies of Prospectus in the period 2006 to 2010 or even beyond? If so, please contact us. Daniel Rees is looking at this and his contact is danielsrees@gmail.com.

Looking forward to September, we have announced the Curly Bowl event commemorating the works of the late LBSC on the 13 September and the Federation of Model Engineering Societies rally six days later on the 19 September. A little more on the latter in due course, but I have just heard that the Curly Bowl now has a full entry and will be going ahead on the day.

Continued discussions include storage of members' locomotives in the carriage shed and plans to improve the loading arrangements for the raised track. Work is continuing in all directions on all these matters.

The next trustees meeting will be held on 10 August.

Trustees

John Billard
Jim Brown

Nigel Penford
Donald Pickett

Peter Culham
Daniel Rees

Mick Chalmers
Stuart Kidd

Public Running - July

John Billard

It is good to report that we had another very successful public running on 5 July with plenty of happy customers bringing in a good income for the club. With Alf and Jacquie in the tea bar and the '00' group running trains there was something for everyone.



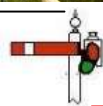
The hot weather has its hazards and not only for George and Charles and helpers in the car park braving the sun. To that is added the station staff and the ticket office. Thank you to all those who helped on the day. Precautions also had to be taken to deal with the possibility of lineside fires but it all ran smoothly.

We had visitors from a model engineering society from the Kent direction. To say that they were very impressed by our organisation is an understatement. It is good to hear such comments from such an informed background.



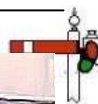
STOP for a SMILE

When the going gets tough, the engine driver bites his nails and the engine's drivers bite the rails.

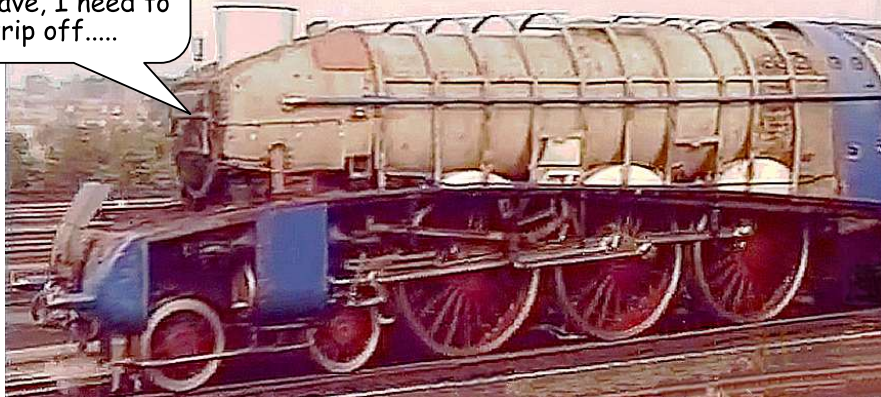




STOP for a SMILE



When there is a heatwave, I need to strip off.....



Nellie Runs Again

Terry Wood

My oscillating piston loco (Nellie) has been run a few times on the raised track, but due to its slow speed I have to wait until everything has quietened down before I can run her. One such occasion occurred on a fish and chip night after club running when most members had left and the track was empty. Unlike all other steam locos, Nellie runs on meths and has a water tube boiler and superheater which is virtually sealed, so no water dribbles out of the bottom. As the pressure builds up, there is hardly any sign that it is powered by steam at all until the pressure gauge starts moving, mists up and the regulator is opened a bit like a steam car. Once sufficient pressure had been reached, it was time to couple her to a trolley and see how she ran. Nellie's boiler capacity is very small and because it runs on meths there is no way of controlling the fire, and the fire will only burn for a fixed time: this means that the fire goes out well before the boiler empties of water, so there is no need to keep topping up with water. The first run I did on my own, but then Lily got on - as she does - and I was amazed that Nellie pulled both of us along although with more mechanical noise, but the power was unaltered. Nellie will only travel a few yards before she runs out of puff but there again my 3½ gauge Juliet is not much better, and that has got a much bigger boiler and two cylinders as opposed to Nellie's single cylinder. Since I have run Nellie, I have discovered what the mechanical

noise is: there is play in the drive shaft where it runs through a ball bearing, creating a knocking sound which is very unusual. It appears that the shaft itself is wearing and not the bearing, indicating that the shaft itself is made of too soft a metal. It looks like I will have to replace the shaft with some harder metal such as stainless steel. The only problem with that is that on the other end of the drive



shaft is a skew gear so this would also have to be made on to the new shaft. This is outside of my engineering skills. The gearing also needs to be reduced in order to speed up the performance a bit without decreasing the pulling power. Watch this space!

If you can follow a TRAIN of thought, you could be an editor of PROSPECTUS.

The A, Bo, Co, Do of Steam (Part 3)

Alec Bray

Meanwhile, back in Europe, in 1936 the Chief Mechanical Engineer of the Lübeck-Büchener Eisenbahn Gesellschaft, Paul Mauck, began planning a new design of locomotive with the firm of Henschel & Sohn. This was to be a tank locomotive with three driving axles, each individually powered by a V-formation steam motor, two on the left-hand side powering the front and rear axle of the 2-2-2-2-4T (UIC 1Co2't), the one on the right powering the centre driving axle. There was to be some form of flexible drive between the steam motor crankshaft and the driving wheel. Henschel built some three of the steam motors during 1937 and put them under test. The side-mounted steam engines would offer easy access for easy maintenance, easy inspection, easy removal and easy engine replacement.

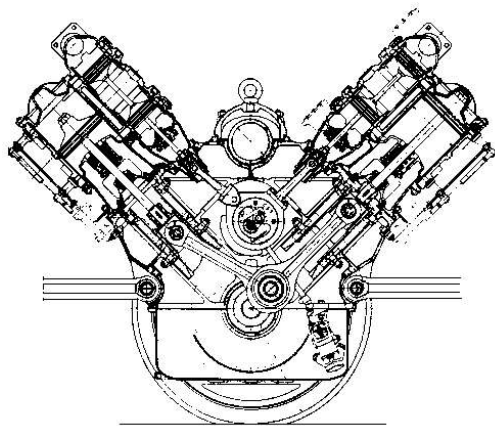
After the Lübeck-Büchener Eisenbahn was taken over by the Deutsche Reichsbahn (DR) on 01 January 1938, any enthusiasm for this project waned (even though DR had initially been interested in the idea) and the motors were never delivered. By May 1945 only bits and pieces of this locomotive remained.

The experience gained by Henschel with the steam motors was not wasted, however. There were known technical limitations to the improvement of steam locomotive performance: as noted, boiler size was limited by the size of driving wheels and the railway structure gauge, and in any case, conventional boilers could not supply steam at the rate needed for bigger cylinders or larger wheels. One alternative to the “classic” steam locomotive engine was the single-axle drive with small high-speed steam engines – analogous to the electric locomotive drives. In 1938, the DR technical study office designed a streamlined 1'Do1' (2-2-2-2-2-2) steam locomotive using steam motors on single-axle drive. Deutsche Reichsbahn agreed to the designs and Henschel was commissioned to build a test locomotive. The completion date was to be 1940. The locomotive was classified and numbered as 19.1001.

The locomotive ran under its own steam on 07 August 1940 – for just a few metres on the Henschel works tracks at Kassel. Two days later, the locomotive, initially equipped with only one steam motor, left the factory premises. This was followed by testing on the route to Hann Munden, then in November 1940 further testing was undertaken with all four motors mounted.

As with the tank locomotive, the V-2 steam motors were mounted on either side of the chassis, those on the left driving the leading axle and axle 3, the motors on the right powering axles 2 and 4 (the rear axle). The motor crankshafts were not directly connected to the driving axle, instead they used a quill drive using Siemens-Pawelka articulated couplings – the drive shaft could shift its position either axially, radially, or both, relative to the driven shaft, so that there was flexibility in the drive train.

Each cylinder was controlled by piston valves driven by a single eccentric off a shaft which was common to the two cylinders in the Vee formation. In order to provide a reverse function, the valve eccentrics had to be slip eccentrics, rotating on the shaft between the two positions for forward and reverse running. These slip eccentrics however could not provide the added two sinusoidal motions which provide lap and lead. Locomotive DR 19-1001 was fitted with a very clever mechanical



arrangement which achieved a continuous straight-line motion for the valve actuator between the slip positions for all the eccentrics of the four motors simultaneously in order to allow variations in cut-off. (Allan Wallace).

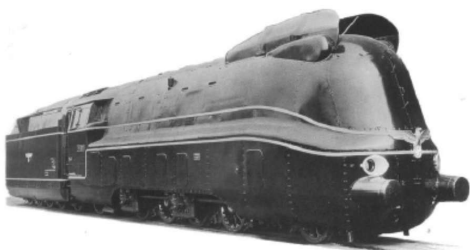
The locomotive was formally and ceremoniously handed over by Henschel to the Deutsche Reichsbahn on 13 June 1941, but there was a bit of work still to be done, which was all completed by 08 July 1941.



Partially unshrouded Deutsches Reichsbahn 19.1001

The exceptional smooth running of 19.1001 was a confirmation that the “single-axle drive” drive concept was ideally suited for high-speed transport by steam engine. However, the concept had a disadvantage: when starting, there could be wheel slip when the applied force was too great.

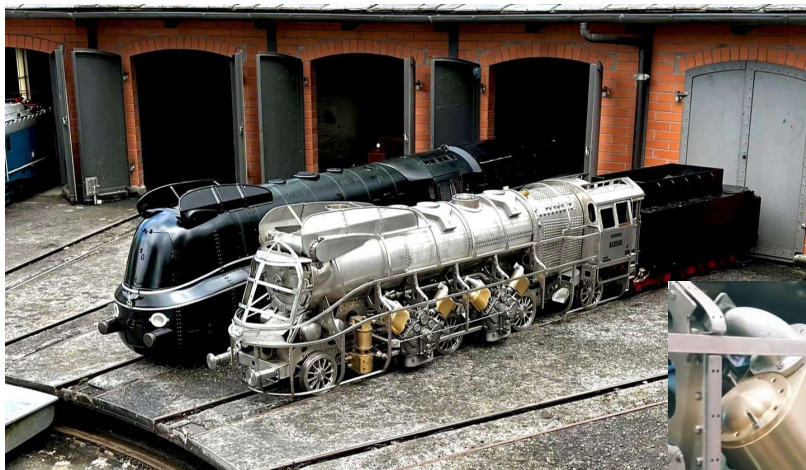
At the end of the war, the American occupying powers returned the locomotive to Henschel for repair. After the completion of the work, the U.S. Army, aware of the special feature of the locomotive, shipped the 19.1001 to the USA and exhibited it at Fort Monroe in Virginia from March 1946. In 1952, the Deutsche Bundesbahn was offered the locomotive to “buy back”. By this time, diesel and electric power had proved themselves in service, so there was no need for this high-speed cost-intensive prototype, and so 19.1001 was scrapped on site.



*SNCF 2-3-2 P-1 and DR 19.10001 as running locomotives
The only two individual-axle-drive prototypes completed*

* * *

So it seems that the best way to design and build powerful, easy to drive and maintain steam locomotives is to use simple expansion with large cylinders and to couple the driving wheels together on each side, either by precision machining with optical line-up of the valve gear and chassis components including the axle locations and crank angles so that the locomotives can run as sweetly as the proverbial sewing machine, or by including very generous clearances with plenty of slop so that the locomotives can happily clank around the goods yards.



◀ A highly detailed, 5-inch gauge model of DR 19.1001 steam locomotive, unshrouded.

Steam motors in the chassis ▼



Websites

www.douglas-self.com/MUSEUM/LOCOLOCO/locoloco.htm
<https://forums.sassnet.com/index.php?/topic/371711-drb-class-1910>
https://en.wikipedia.org/wiki/SNCF_232.P.1
https://railwaymatters.wordpress.com/wp-content/uploads/2018/10/francis-william-webb-and-his-locomotives_3.pdf
<https://www.american-rails.com/besler.html>

STOP for a SMILE

How do locomotives get better and better? By training.



The Uber Connection

Wolverton Pug

Over my 38 years of commuting, all but the first two years between Berkshire and the Metropolis, followed by 19.5 years in retirement, I can safely say I have experienced some pretty dreadful journeys by train.

One of these is very recent, on 1 June this year.

I understand that 1 June is “Say something nice day”! It’s just as well I didn’t know this, as complying would have been impossible by the end of the day!

I was visiting your president and his good lady in Twyford. The day started by catching the 07:53 from Wakefield to Kings Cross. This is the morning business train which starts from Skipton and is worked by a class 91 and 7 Mark 4 coaches, propelled by 91101 “Flying Scotsman”. We left Wakefield 2 mins late and lost another 13 minutes en-route mainly due to congestion on the two-track section between Woolmer Green and Welwyn Garden City. All OK so far. I normally travel to Reading on a fast train from Paddington and then catch an Elizabeth Line train one stop back to reach Twyford.

But I received a message from Sheila that there were no fast trains running, or hardly any, because of a points failure. So a change of plan - catch an Elizabeth Line (EL) train all the way from Paddington. It calls everywhere but doesn’t involve a change. On checking Realtime trains, I discovered that the next EL train from Paddington to Reading was cancelled. So on arrival at Paddington at 10:30, I see the 10:32 to Cheltenham is in Platform 1. Having got on it, it duly left on time. RTT was showing it as cancelled: reason unknown! The ghost train achieved the unusual feat of getting to Reading totally unchecked (with many previous cancellations, so nothing in the way!) in 22 minutes, shades of HSTs in 1976! This prompt arrival allowed me to catch the 10:59 EL to Twyford.

I left John and Sheila’s on the 18:17 Twyford to Paddington - a Didcot semi-fast service – the consist was 387160+387140, an eight-car double set. I was intending to catch the 19:40 Kings Cross to Bradford as far as Wakefield. At Baker Street, I changed from the Bakerloo Line to the Metropolitan and whilst in the open at Baker St. awaiting the Aldgate service, being able to get a signal on my iPhone, I checked RTT, which showed the 19:40 as running. On arrival at Kings Cross at 19:20, the concourse was solid with people. All the barriers were closed, plus moveable metal fencing was in place immediately at the boundary from the main circulating area. This did not look good! A body of people were at one part of the metal barriers questioning an LNER member of staff. I managed to pick up from the conversation that nothing was moving due to the overhead wires being down at Hitchin.

My plan B kicked in, which was to cross the road to St. Pancras International and head for Sheffield. Having got up to the East Midland platform 2, myself and one other passenger were witness to the 19:32 to Sheffield being belled out, doors closing and setting off North half a minute early! In platform 2 sat the 19:35 to Nottingham, I jumped on that, since it was going in the right direction. It left on time. Settling into my seat as the tsunami of refugees from

Kings Cross had yet to arrive, I started planning my next move. Unfortunately, by going through to Nottingham, there was nothing suitable to get me to Derby or Sheffield in order to catch a train to Wakefield. So it meant bailing out at Leicester into the next St. Pancras to Sheffield train which would enable me to get home from there.



The Nottingham train duly arrived 7 mins late at 20:55. In rolled the 20:02 ex St. Pancras on time at 21:09. A brand new shiny Hitachi Aurora 5-car Bi-mode unit 810014.

The tsunami at St. Pancras had reached this service which was like an underground train with barely enough space to stand in the vestibule. There was then an announcement to the effect that the train was terminating due to a fault. This fault I understood was due to the

overhead air-conditioning units leaking water all over the passengers! Off we all got. I was standing next to a very smart 30-something blonde lady and I have to say considerably attractive. She was wearing matching Burbury coat and handbag plus a large pink wheely case. I established she was travelling from Italy to Matlock, where her daughter was to meet her. Finding a like-minded traveller, who owned an artisan cheese shop in Leeds, we decided to get a taxi to Derby. The lady whose name was Simone ordered an Uber. This was to cost £36, split 3 ways at £12 each. We exited Leicester Station to the London Road, Simone's iPhone told her that her taxi would be here in 5 minutes. She said that she could not understand what it says for the pickup point because it is in French! "Let me have a look," I said. Well, her whole intelligent and glamorous *façade* became slightly tarnished as my eyes fell on the wording which said "pick-up point at the *porte cochère*". I politely pointed out that this *was* the *porte cochère*.

Needless to say the taxi arrived and we three climbed aboard, ushering Simone into the front passenger seat. It then seemed the taxi driver was not very familiar with the best route to the M1. However, he and Simone seemed be working it out between them. We reached the M1 to find the northbound access road was closed. After much debate we set off on ordinary roads. We eventually reached Derby Station, which I did not recognise because we arrived at the relatively new entrance on the east side on the site of the works sidings. Poor Simone then found that the Matlock train was a rail replacement bus into which luggage compartment she was last seen having her pink wheely case loaded.

After a twenty minute wait or so, myself and the Cheese-shop owner caught the 23:11 to Sheffield running 14 minutes late at 23:25. Another Aurora no. 810010. This one was working OK. It had left St. Pancras on time at 21:32 and seemingly the tsunami had passed, as there was plenty of room. Arrival at Sheffield was 23:59 - 18 minutes late - with no further trains to Wakefield or to anywhere else! I booked an Uber and duly arrived home in Wakefield at 00:50.

I had actually been on three trains from St. Pancras, though one of them did not move!

The Track Marshal and the Birthday Party

A shunting puzzle

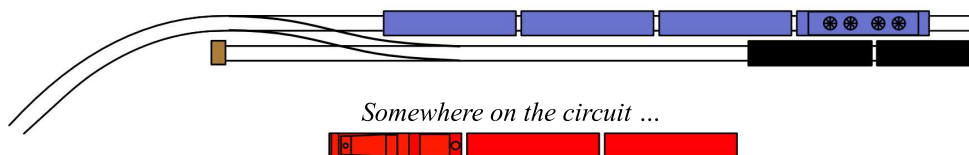
It is a public running day at the Prospect Park Miniature Railway, and as usual on a fine Summer's day, there are crowds of potential passengers, mostly family groups with small children, queuing by the entrances. There is a birthday party being held on the same afternoon, with the birthday tea organised in a gazebo away from the Club house.

There are three trains running on the ground level track. Unfortunately, one of them, steam-hauled with three trucks, has stopped on the loop line, the other two trains are currently somewhere on the circuit. One of them is a battery-powered diesel-outline locomotive pulling three trucks, followed by a steam-hauled train with two trucks.

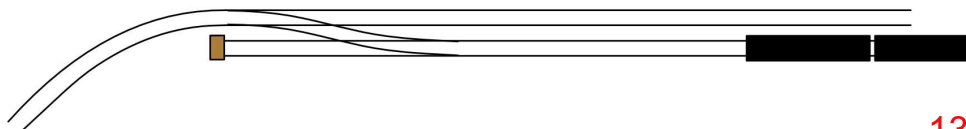
Unfortunately, there is a problem with the locomotive on the loop line. The locomotive, based on Martin Evan's 'Highlander' design but with "local" modifications, had worked its first circuit reasonably satisfactorily, but now it is on the loop line, it is stuck. When the driver opens the regulator, the boiler pressure, already too low, drops away quickly – the locomotive does not have enough steam pressure to move.

The birthday party has completed a first set of activities, and the children are piling over the bridge to get to the ground level track. Although the battery loco with the three trucks is at the station, not all the birthday party children have arrived – and they want to sit all together as a group. There is still a press of passengers waiting to board any available train. The Track Marshal decides to change the order of the trains, so that the steam-hauled two-truck train is the next to be loaded. Unfortunately, because of the train in the loop line, only two vehicles – a locomotive and truck, or two trucks – can be shunted onto the available space on the loop line. Trucks to be shunted **must** be coupled to a locomotive and the brake lines connected (no hand shunting!). How can the Track Marshal change the order of the trains? Oh, and by the way – can you suggest a reason for the lack of steam pressure in the loop-line locomotive?

PS: This is a shunting puzzle, not a report!

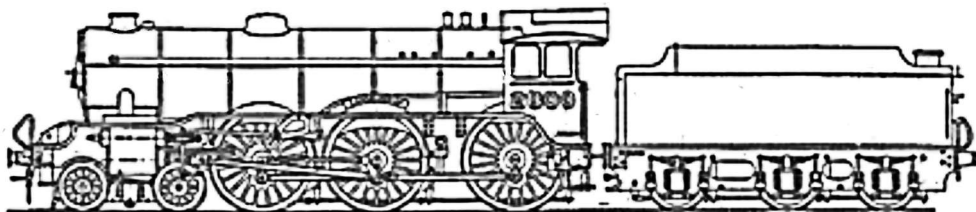


The basic track diagram to help with your solution



Notes on constructing a 7¼ inch B17 model steam locomotive

David Wilkinson



Years ago, I used to travel behind a 'Sandy' locomotive that I admired as a boy on holiday trips from East Anglia to Manchester in the 1950s and it set me thinking when I discovered that there is a suitable B17 'Sandringham' 5-inch design by Michael Breeze. I sought advice from colleagues in the Reading SME on what would be involved in its construction, and it was suggested that building the locomotive to 7¼ inch gauge, given adequate workshop equipment, was no more complex and time-consuming to build than a 5-inch version, and would be very much more satisfying to own and operate, although it meant that I would have to use the Breeze design and scale it up. As a beginner, this sounded akin to the madness predicted by other SME members, but the thought of the build becoming a success as a 'lifetime achievement' completed in my 'twilight years' plus my natural ability to fly in the face of good sense prevailed and I made a start, ignoring the potential cost, and the difficulty of transporting it around, which would apply with a vengeance 'later on'. I seem to remember this was around 2009! One soon learned that plentiful advice was always available at the club - usually from at least one source - except that advice often conflicted!

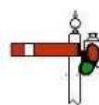
The B17 is a 'Sandringham'/'Footballer' three-cylinder 4-6-0 locomotive that was first built for the Great Eastern section of the LNER in 1928. It has been said that Civil Engineering weight limitations and short turntables dictated a lightly built loco with the short Great Eastern tender to replace the existing B12 inside-cylinder 4-6-0s on their most arduous workings. The cylinders were operated by the Gresley conjugated valve gear, fitted behind the cylinders. The middle cylinder is set well ahead, and drives the leading coupled axle. Allegedly the three cylinder arrangement, with the middle cylinder transferring some weight forward to the bogie, would reduce driving wheel axle load.

Modelling the locomotive was going to be a bit more challenging than constructing the existing 7¼ inch designs of a 'Highlander', 'Black Five' or LNER 'B1' all of which had only

STOP for a SMILE

The ghost got fired from the railway – it could not run a skeleton service.

What is nine-sixteenths of four-thirds? (*answer on page 16*)



two cylinders, and no crank axle or fancy valve gear. To complicate matters further, I was faced with scaling up 5-inch drawings into 7¼ inch, a significant task that also meant translating them into the metric values that I am more used to and of course it carried the risk of occasional errors.

Construction commenced with fitting laser cut main frames to stretcher castings and horns, followed by the machining the cylinders. Cylinders were a big problem - there was no suitable centre cylinder available and I had to machine it from a solid block of cast iron. A huge task. Later, I discovered that the outside cylinder castings, based on those sold as B1 'Stembok' cylinders, were up to 3mm short and this caused a problem which is still causing trouble years later. It meant that I had to reduce the cylinder and crankpin stroke to compensate. It involved changes to the piston valve liners, crank throw and cylinder covers. I asked a pal about this after making the changes and he gave me the best solution: 'Put spacers under the cylinder covers'. I didn't realise at the time that the changes would affect valve gear geometry and as a result, I have only just managed to get the engine running reasonably well on air after struggling with a partial redesign of the valve gear. A complication that involved many frustrating attempts to resolve, so far without success. Eventually the completed chassis was connected to an air supply and it did start and stop in full forward and reverse and run smoothly at low speed with all cylinders taking air. Given a push start each cylinder also runs the engine separately.

I learned that building a locomotive is never straightforward and I guess the trick as a beginner is to seek advice - always readily available - and treat the 'tribulations' as 'opportunities for innovation'. There have been successes e.g. finding that the wheel castings had no balance weights so I made and fitted special plates and cast the lead weights successfully.



I employed a signwriter to paint the driving wheels, and fully lined these really look the part. I discovered that the bogie wheels had twelve spokes and persuaded Prof. Pete in Polly engineering to make a pattern and castings that look splendid.

I had the boiler beautifully made by Pal Tompkins at 'Southern Boiler Works' and he recommended a firm from Farnborough who rolled the smokebox from 6mm steel sheet. Progress, after about 15 years seemed quite positive, as can be seen in the picture, although I have no inkling of when the tender will be finished. (But I have found a really nice man in Darlington who has made a beautiful tender tank for me!)

However, when the engine runs there is a very significant reversing shaft jolt at each revolution and colleagues and I have been trying to identify its source, so far without success. It seems to be what has been described as 'die slip', and is connected to observation that in full gear there was a vertical component of radius rod travel. This is apparently not confined to my locomotive, as it seems to afflict some models, as well as full size Gresley designs.

This problem has caused an interruption to the build progress as it seems likely that some dismantling will be necessary. Another club member and I have taken an interest in the work of Charlie Dockstader, Don Ashton, Jim Ewens and Simon Bowditch on valve gears which has been very interesting, not least because of apparent diverse opinions.

Perhaps this is better dealt with elsewhere...

Opinions expressed in **THE PROSPECTUS** are the personal views of the contributor and cannot be taken as reflecting the views of the club committee or the editor

The deadline for the September **PROSPECTUS** is 20 August.
This is the final date.

Contributions from all members are greatly welcomed.
They may be submitted in hard or soft copy to the acting editor.

Answer = three-quarters.

Quiz Question Section

Which of these supermodels studied engineering?

Claudia Schiffer



Cindy Crawford



Linda Evangelista

