Reading Society of
Model Engineers
Charity Number
1163244

The Prospectus

October 2026



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[Vacant]

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"Curly" Bowl

Federation Rally

The rebirth of an LBSC Speedy born in flames

An Interesting Day

Free to members

Souvenier Edition

Editorial

We hope that you will enjoy this extended souvenier issue of The Prospectus - it is just about double the length of your usual monthly issue. September saw the Reading Society of Model Engineers host two prestigious events - the "Curly Bowl" and the Federation Rally, both reported here. The Curly Bowl report rather formally describes each entry in the order that they were evaluated, with the photographs of the entries and other exhibits shown at the end. The Federation Rally section is more freeform, simply a collection of picttures of the exhibits with extended captions. Thank you to all members who supported these events, whether by helping with the preparations, acting as marshals and helpers at each of each day's various events, entering models for the competitions and general exhibition, by coming along and swelling the numbers, by offering cakes or other treats: all your efforts were welcomesd.

Next month's issue will be back to a more regular size (or even slimmer!) Please offer articles for incusion in your magazine. Copy date will be a little earlier this month, due to peoples's committments.

We are **STILL** looking for an Editor for The Prospectus. Is there anyone you know, friend, family, work colleague, who would be interested, please let the know Trustees about them. Full support is offered to anyone interested. Please apply!

DIARY

OCTOBER 2026

4	Public Running	
	Setting up from	*09:30*
9	'0' Gauge Group	*19:30*
10	Club Running	*10:30*
10	'0' Gauge Group	*10:30*
13	Trustees Meeting	*19:30*
24	Club Running	*10:30*
29	Special Needs	13:30
29	**RSME AGM**	19:30

NOVEMBER 2026

1	Public Running	
	Setting up from	*09:30*
7	Club Running	*10:30*
10	Trustees Meeting	*19:30*
13	0 Gauge	*19:30*
14	0 Gauge	*10:30*
21	Club Running	*10:30*

Weekly Meetings

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

The View from the Chair

John Billard *photo: John Billard*

RSME ran two outstanding events in September, the first being the Curly Bowl. This was organised by Steve Eaton from the Rugby Club and hosted on our tracks. Starting at 9:30 and running until after 17:00, this was a long day for our members but a very successful one. We had eight entrants and this kept us busy looking after the judges, ensuring that there was suitable coal and water, and making sure that our visitors were welcome and comfortable.

As if this was not enough, six days later, we hosted the Federation of Model Engineers Autumn Rally. This was a much bigger event with well over 60 attendees, including RSME members, bringing with them some 25 engines and other exhibits. Once again, we were busy making sure that our visitors had everything they wanted. It was a great pleasure to see so many different engines on our tracks. The star of the show for us was that our own Karl Trussler and Jade won the Federation trophy with his Horizontal engine “ANTOINETTE” in steam, celebrating its maker Les Dawson, our previous president.



There are too many members to thank than I have space for, but I must mention Peter Harrison who organised it on behalf of the Federation and Carol Harrison who did an amazing job feeding us all.

Please look out for the notice of the club AGM in this issue. It takes place on 29 October at 19:30 in the clubhouse.

AGM

Notice of RSME 2026 Annual General Meeting

The 2026 Annual General Meeting of the Reading Society of Model Engineers is due to be held in the Clubhouse, on Thursday 29 October 2026 at 19.30 (7:30 pm).

Three trustees, Jim Brown, John Billard and Mick Chalmers are due to retire by rotation.

There are therefore three vacancies.

Trustee nominations and motions should be addressed to the Secretary, RSME Trustees, Stuart Kidd, 25 Rangewood Avenue, RG30 3NN on or before 10th October 2026. Nominations will not be accepted after this date.

Each nomination should be signed by the nominee, and a proposer. The nominee should indicate their willingness to serve, that they are not disqualified under the Charities Act, and that they have read the Charity Commission Guidance Notes CC3 and CC3a.

Both nominee and proposer should be current members of the RSME.

Any motions for consideration at the AGM must be proposed and seconded by current members of the RSME.

A further notice will be issued to members before the meeting setting out any nominations and motions received for consideration, the meeting agenda, and annual accounts.

Stuart Kidd

Secretary RSME Trustees

Trustee Nomination *on next page*

Current Trustees

John Billard	Nigel Penford	Peter Culham	Mick Chalmers
Jim Brown	Donald Pickett	Daniel Rees	Stuart Kidd

Please note: *Jim Brown, John Billard and Mick Chalmers are due to retire by rotation.*

RSME 2026 Annual General Meeting

Trustee Nomination

Reading Society of Model Engineers
Annual General Meeting 29 October 2026

I, am willing to serve as a RSME trustee, and I am not disqualified under the Charities Act, and I have read the Charity Commission Guidance Notes CC3 and CC3a.

Signed

Nominee

Date

Nomination proposed by

Proposer name

Signed

Date

To be returned by 10th October to

Stuart Kidd
Secretary RSME Trustees
25 Rangewood Avenue RG30 3NN

07966278968

[Please print out or photocopy this page to submit your nomination]



A queue of locomotives on the raised track at the Federation Rally 19 September 2026

Curly Bowl RSME 13 September 2026

Alec Bray *Photos by the author*
Additional reporting: John Billard *(except where otherwise credited)*

The Curly Bowl was first proposed in the SMOKE RINGS article (editorial) in *The Model Engineer* issue dated 01 March 1968. The proposal was for a piece of silverware, to be known as the LBSC Memorial Challenge Cup, to be awarded to the best model coal-fired locomotive built to a design by LBSC, or for a model based upon one of her designs. The award was to be for efficiency on the track, as a practical passenger hauler. The Trophy is engraved: "Presented by friends and admirers for the best locomotive to LBSC's design." Curly's many published designs, in various magazines through to the 1960s, provided a sound background to many hundreds of models built since. Drawings and castings are still available, and her influence continues to be a bed rock in many model workshops around the country. (*NB: pronouns used as per the NRM blog (https://blog.railwaymuseum.org.uk/woman-who-gave-us-railway-models/)*).

This friendly, and highly regarded, Competition is now hosted at an annually selected Model Engineering Society track. Each entrant participates in three phases: a full inspection, then a steam-up and chat, followed by a track test. The Cold Inspection looks at the general build and layout of the locomotive. The locomotive is then fired up under the judge's watchful gaze, where all the fittings, including the water feeds, are inspected: during this time, the judges discuss with the owner the design and build of the engine and how it may have deviated from the description in Curly's articles, for example. The final part of the test considers how the locomotive performs on the track, the first run being driven by the owner, watched carefully by the judges, followed by the judges themselves in turn taking over the regulator and cut-off (and the brakes!).

Reading Society of Model Engineers extends their thanks to the judges:

Judges:

Left to right:
Glyn Wynsall,
Steve Eaton
Peter Wardropper

(Steve was the competition organiser).

Photo:
John Billard



On the morning of the competition there was initially a drizzle - which was a far cry from the extreme weather recently experienced and which had nearly called a halt to the whole proceedings because of the fire risk. This cleared quickly, with just the occasional drips and drops of rain later.

There were a total of eight participants in the competition, described here in the order of their evaluation and test.

The judges first evaluated LMS Black Five 45021 (Curly's DORIS design), entered by local member Mick Strain**.** This 3½-inch locomotive was built in 1996-8 as part of a pair shared with former RSME chair Jack Shayler. The build followed the original drawings by LBSC, and all parts were made by Mick - he says other than the gauge glass and pressure gauge. This locomotive was soon running competently and expertly around the track as the judges took over for their assessment.

Stephen Millward exhibited a TICH – this was the only 7¼-inch entrant. The original TICH design was for 3½-inch gauge, the 7¼-inch version was produced by simply doubling the original dimensions (with some adjustment where necessary!). Originally constructed by Ralph Appleford together with previous RSME president Les Dawson who was in particular responsible for the boiler. Unfortunately, Ralph was unable to complete this engine which was then passed to the club. It was recently reassembled by Stephen Millwood and was steamed specially for the first time for this event. TICH managed one circuit of the ground level track but then stopped because of a problem in the valve gear and seized up, apparently because of a non-working lubricator, and it was retired. This was a great shame for Stephen who was up the previous night on its final assembly.

Paul Norrington exhibited a former LB&SCR C2X 0-6-0 tender locomotive, as absorbed into the Southern Railway. This MINX (albeit with cab sides and tender more like a MAID OF KENT) was nicely painted in lined black Southern livery as number 433 (with a superscript **B**: showing its home section, Brighton (London, Brighton & South Coast Railway - LB&SCR)) and got a lot of attention. The original builder is unknown but it was mostly to the LBSC design published in *The Model Engineer* in 1948. In use it became very worn and the series of rebuildings culminated in a new boiler bought in 2002. The locomotive carried the nameplate "Roger Constant" in memory of the man who donated the locomotive to the Romney Marsh Model Engineering Society - Roger Constant had also been an investor on the RH&DR. On the locomotive's first track run, however, the tender derailed twice on the circuit and one axlebox spring became stuck (not known if the derailments caused this). After the circuit, the boiler also had to be relit. Having lost its fire early on, it then spent many laps effortlessly circulating, driven by Andrew Crayford. It was a fine sight in its original Brighton black livery.

Three generations were in attendance to watch LBSC's MONA 0-6-2 in 3½-inch gauge, identified as "ACHR", go through its paces, the locomotive now owned by the Pritchard

family. A regular competitor, it was given to Les by Alan Hall who built it in 1970. It is a straight build of the original drawings and is in original condition apart from a new superheater. “ACHR” was the name included in the livery of the locomotive – and this baffled many of the observers. The acronym stands for “Alan Charles Hall Railway”, and the current owner has kept it on the locomotive as it is certainly a talking point. When Les Prichard's MONA was on the track, assisted and driven by family members, it was running apparently with no effort at all. A fine example of controlled driving.

MAID OF KENT was Curly’s first main line design for 5-inch gauge, and was made available with inside or outside cylinders (and with Joy or Stephenson's valve gear). A fine outside-cylindered example was exhibited (and owned) by Reading club member Peter Culham. There was some discussion among the observers as to the full-size prototype: but although many of her designs followed full-sized locomotive outlines (which is what many of her readers wanted), Curly was more interested in designing small coal-fired passenger-hauling locomotives in their own right. This MAID OF KENT was originally built by Eric Smith, Peter's father-in-law, in 1980-9. Following Eric's passing on in 1990, the locomotive was displayed on a sideboard at home until 2013. It was then revived by club members Peter Harrison and Steve Harland, and is a regular runner at the RSME site. When it was put into steam at this event, it was running in characteristic fashion, shouting at the rooftops. An uneventful but effective run before it was taken over by the judges.

A TITFIELD THUNDERBOLT was Graham Bilbe 5-inch gauge entry, complete with “Lion” nameplates. This was bought from Williams in Slough some 19 years ago. Its origin is not known except that it had a Harrogate boiler certificate. It appears to be to the original design and includes gab valve gear. It is reputed to be able to run at 10psi. “Lion” ran for several laps but then came to a halt with boiler feed difficulties: there was blow-back through one of the clack valves which damaged the water feed pipe from the tender. This retirement was a shame because its long-stroke outside cranks and antique appearance was very attractive.

Sue Parham of the Maidstone club brought along “Jack”: 3½-inch gauge JULIET “Jack” is also known as the “handbag engine” as it lives in luggage bag which is its usual means of transport. A little slip eccentric locomotive very familiar to many people, it was built by Jack Smith 1949-50 and was one of the earliest engines to run at the Maidstone site. 30 years or so ago, it was offered to the treasurer of the Maidstone club at his shop in a couple of boxes with comment along the lines of, “Are these bits of any use otherwise take them to the tip.” Sue got the two boxes and rebuilt the locomotive in 1995, calling it Jack (named after Jack) – sort-of transgender (as it is a JULIET), imitating Lillian Lawrence. This locomotive still has its original boiler. Sue Parham’s JULIET pleased all comers by endless laps around the circuit and was a pleasure to watch.

Three generations of the Jones family came along. Grandad Robin had spent 40 year or so as a driver of the Severn Valley Railway: son Carl had just passed out as a driver on the SVR.

Granddaughter Ella is also interested in small scale steam locomotives, and has driven their exhibit under supervision. The locomotive was a GROSVENOR, a locomotive described by Curly but never published as a words-and-music construction series. This “Grosvenor” was scratch built between 2007 and 2014 and looked to be a beautiful job. It generally follows the LBSC description, and the inspiration was for it was the original Curly-built locomotive – which was on display in the clubhouse as part of the day's events. The “Grosvenor” exhibit did differ from Curly’s original design: for example, it had Stephenson link motion, twin crosshead pumps and mechanical lubrication between the frames, driven from the leading axle. Finally, the last contestant Carl Jones lit up his beautiful GROSVENOR, and he was away very successfully and by appearances gave the judges no trouble at all.

Because of the time needed for the examination of each individual locomotive (which was getting on for 50 minutes to an hour each), entries were necessarily restricted. Even so, following a 09:30 start, the presentation of the medals and Curly Bowl took place at 17:15. Five entrants were awarded Runner-up medals, and the LBSC Memorial Challenge Cup - The Curly Bowl – was awarded to Carl Jones for his beautiful LB&SCR “Grosvenor” 2-2-2 tender locomotive in a sparkling Stroudley Improved Engine Green livery.



Carl Jones (left) receives the Curly Bowl from RSME President John Billard

There were three locomotives displayed "*hors de concours*". In steam was locomotive number 528 - OLGA - a 3½-inch gauge miniature version of one of the first batch of 30 LNWR Precursor Tank locomotives: the first batch were built with 3' 9" driving wheels. 528 was painted up in LNWR lined black ("blackberry black") livery. Danny Hayward presented this LNWR Precursor tank engine, which has a remarkable history. It was built by Carson models about 1909. Having degenerated into up to 40 boxes of bits it was taken over by LBSC who had it running using her magic. The locomotive was owned at the time by Lee Griffiths. Once in steam at this event, it delighted all of us by a permanent feather at the safety valve and lap after lap, running with slip eccentric gear, taking all in its stride. It is believed to have the original boiler which probably would have been riveted copper caulked with soft solder.

PRINCESS MARINA was Curly's 3½-inch design representing the Stanier Mogul – and 2967 was a fine example, exhibited by RSME member Mike Sinclair.

There was a 5-inch PANSY also on static display – a good-looking representation of a GWR 57xx Pannier tank. This Curly design was a very exact copy of the pannier tank locomotive and was Curly's last completed design in *The Model Engineer*.

There was an exhibition in the Club House of LBSC-designed locomotives. Pride of place went to another "GROSVENOR" 2-2-2 tender locomotive, this one actually built by Curly Lawrence herself. A rubbing of the number plate can be dated to 1949: it took Curly some 10 years to build in all, and was completed in 1957. Considered to be Curly's masterpiece (*see* Brian Hollingsworth's book "*LBSC*"), there was never a series about its construction, just a general description.



Time to start ... *The display inside the Clubhouse*

As far removed from this locomotive design as possible was the truly dreadful "IVY HALL," a sort of GWR-ish 4-6-0: Alan Broodbank was showing a much-modified build which followed the GWR Modified Hall design. Other items on display included an unfinished SPEEDY, a nearly complete GWR County (DILYS?), and a 4-4-0 Midland Compound

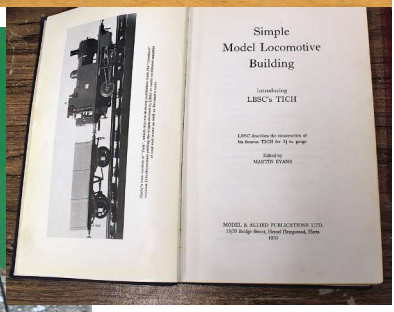
chassis based on an LBSC article “Mr Webb Builds a Compound” (*The Model Engineer* issue dated 5 June 1952), using features of the MAID OF KENT design. Originally built by a Mr. Webb in the 1950s, this locomotive is now owned and shown here by Jim Brown. There were two versions of a “loco built in a fortnight” –an 0-6-0 tank, small and large: the small one was built as a result of a query – what can I do with this bit of tube?

The only RSME problem during the day was a failed weld on the 3.5 in track, readily fixed. A very successful, pleasant, long day for the Reading Society of Model Engineers.



The Curly Bowl and Curly's own "Grosvenor"




Simple
Model Locomotive
Building

introducing
LBSC's TICH

LBSC describes the resurrection of his famous TICH for 7¼ in. gauge

Edited by
MARTIN EVANS

MODEL & ALLIED PUBLICATIONS LTD.

Curly's articles for one of her famous designs, TICH, collected in book form - and one built, albeit in 7 ¼-in gauge, completed by Stephen Millward in the week before the competition.





Evaluating DORIS (Stanier Black Five) and MINX (Southern C2X) preparing for a track test



The younger generation fully involved:
Firing up MONA ("ACHR", left)
Ella (below) has driven "Grosvenor"
under supervision.



Below: MONA "ACHR" is on the track, and below left, Jack (aka "Handbag JULIET") comes out of his bag.







Peter Culham has a head of steam on his MAID OF KENT while the judges look on

First to be checked over was LMS Black Five 45021 (built to Curly's DORIS design), entered by local member Mick Strain.





"Jack" on the track, Sue Parham driving, (left)

Graham Bilbe presnts his 5-inch gauge entry, a TITFIELD THINDERBOLT complete with correct "Lion" nameplates, for inspection, right.





Three other locomotives were shown but were not part of the comptition: a PANSY, a PRINCESS MARINA and an OLGA (left and below)







Meanwhile, the judges are making a close inspection of Carl Jones' "Grosvenor"



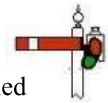
Track test time: Carl and Ella Jones readying "Grosvenor" for the circuit(s) of the raised track.

Photo: John Billard



Comparison: Curly Bowl Winner Carl Jones' "Gosvenor" in the foreground - behind is Curly's own, original "Grosvenor" *Photo: John Billard*

STOP for a SMILE

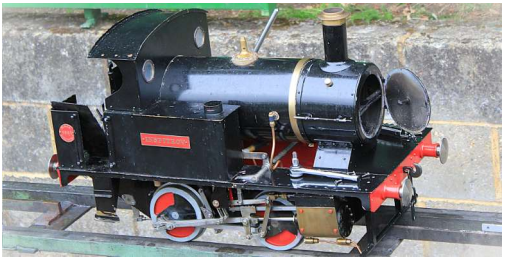


Malcolm was digging around at the back of the old derelict engine shed - it had been abandoned decades ago when the branch line closed, and everything in the shed had just been left to rot. Deep in the pile of debris Malcolm found an old locomotive headlamp - oil fired, of course. He decided to give it a bit of a clean up, so began to rub off all the dirt and grime. Suddenly there was a whoosh! and a genie appeared. "Lord and Master," said the genie, "I will make your wish come true! Just tell me what you want!"
"Well", said Malcolm, "I wish for a full high speed rail network between Birmingham and all the Northern cities - Leeds, Liverpool, Manchester and so on - and all the major towns and cities in Scotland, too".
The genie was quiet for a moment, stroking its chin thoughtfully. Then it replied, "That will be much too difficult, I'm afraid - all the earthworks, bridges and cuttings, the tunnelling, new stations, the special trains... please, can you wish for something else?"
Malcolm acquiesed, "In that case, my friend, I wish I could understand women!"
And the genie replied, "Is that just the main line, or main line and relief?"

FOR SALE

7¼ Tich and driving truck

All proceeds to Reading Society of Model Engineers



Based on the LBSC 0-4-0 Tich locomotive design, with dimensions doubled up from 3.5" to 7¼" gauge. Fitted with Walschaerts valve gear. Boiler working pressure of 80psi, superheated and provided with a hand pump in the side tank, axle pump and mechanical lubricator.

Built by RSME member and retired machinist Ralph Appleford. Due to ill health this locomotive was unfortunately never completed and in 2025 the disassembled parts were donated to the club.The boiler was built by RSME past president and boiler inspector Les Dawson.

In the past year the locomotive has been assembled, tested on air and test steamed, including a lap of the ground level track. The RSME club boiler inspector has witnessed a shell test and hydraulic test. The boiler steams freely, so much so the safety valve appears to be undersized, hence why the locomotive does not have a steam certificate.

The parts in the motion are well made, possibly too well made, as some of the clearances are very tight. So the motion needs to be carefully inspected, with adjustments being made to increase clearances where necessary. Other jobs to be done include fitting an injector and whistle, which are supplied with the locomotive. Ensuring the mechanical lubricator works effectively and completing a steam test. Also the platework on the cab needs a small amount (1 or 2 mm?) filed off to ensure the cab fits over the boiler cladding.

The locomotive and driving truck can be inspected at Prospect Park

The club has put a reserve price of **£2000** on the locomotive. Interested bidders should submit their bids to the RSME secretary (rsmesecretary@gmail.co.uk) by the end of Sunday 25th October. The locomotive and driving truck shall be sold to the highest bidder. A condition of the sale is that both the locomotive and truck are removed from the Prospect Park site.

ADVERTISEMENT

Preparing for the Federation Rally

Marcus Bailey *photo by the author*

Many members of the Reading Society of Model Engineers were invoved in the preparations for the two big events that we hosted in September, none more so than the young engineers under the guidance of Marcus Bailey. Here's just one snapshot of their activities:



Young James getting the sidings ready

STOP for a SMILE



In the compartment of a train passing through Czechoslovakia are a young woman, an old woman, a Czech student and a Russian soldier. The train enters a tunnel, and before the lights come on there is the sound of a kiss and a slap.

The young woman thinks: "How odd that that student should try to kiss that old woman instead of me. Why, she must be eighty years old if she's a day."
The old woman thinks: "That's good. I am glad she stood up to him when he came on to her like that. These young men think they can take advantage whenever they like."
The Russian soldier thought: "I suppose she thought it was I who kissed her. These damned students, they should learn some manners."
And the Czech student thought: "What jolly fun: I kiss the back of my hand, slap a Russian soldier across the face, and I get away with it."

Federation Rally - 19 September 2026

Alec Bray *photos by the author (except where otherwise credited)*

The Federation of Model Engineering Societies Autumn Rally includes the annual competition to determine the miniature working machine judged to be the best example of its type as defined in the rules which are refined each year to suit the facilities and interests of the host club. This year the host club was the Reading Society of Model Engineers (RSME). The judging panel is made up of an officer of FMES, a representative from the host society and an independent suitably experienced person nominated by FMES. An entry may only win the Prize once.. Some of the entries are shown below:



Any miniature machine that can be displayed on the RSME premises is eligable for the competition. Another prize, the Australian Association of Live Steamers Trophy, is awarded to the miniature working steam locomotive judged to be the best example of a Commonwealth prototype in any gauge between and including 2½ in. and 7¼ inch.



Photo: John Billard



Photo: John Billard

Everyone was welcomed to the site by Perter Harrison, Events Manager of the Federation, and Stuart Kidd of RSME. It was a treat to meet up once again with Peter, still a member of RSME. After being signed in, the most important part of the welcome was to get the lunch meal ticket!

The miniature machines on display are described below in no particular order.

No. 5 National Coal Board (NCB) is a freelance shunter, which has a motorised driving truck, together capable of hauling 10 adults. This machine was displayed and operated by owner Alan Redgrave and his partner Joyce. Alan is a member of Rugeley Power Station society of Model Engineers. The locomotive nameplates – Oliver Cromwell – came from a scrapped Britannia live steam locomotive.

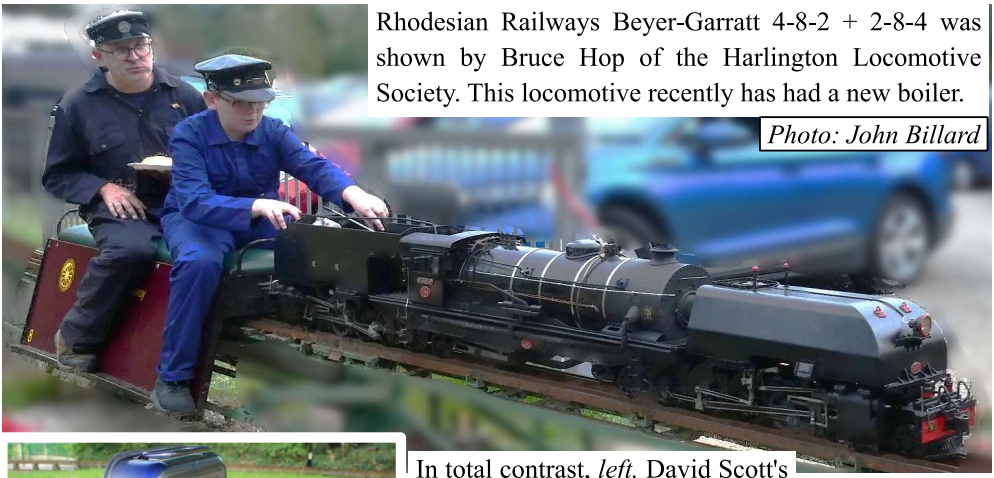




Shown above right is one of a pair of Metrovick CoBos made in 2000, this one hauling a "proper" train of articulated quad set coaches.. As regards the CoBo, Andy Hunt (Harlington Locomotive Society (HLS)) made the bodies. Andy's brother made the bogies but Andy put in the 5 motors, each 1/3 horsepower. The two locomotives can run in multiple (only one was on display at the Rally).



Ready for the "off" is a Sanford 0-4-0 tank – built from works drawings. The prototype locomotive originally worked at Maenofferen Quarry overlooking Blaenau Ffestiniog in Gwynedd, North Wales. Then Penrhyn stripped it down and used the chassis as a ballast/brake wagon. Shown by Bill Edmondson (Westland and District Model Engineering Society).



Rhodesian Railways Beyer-Garratt 4-8-2 + 2-8-4 was shown by Bruce Hop of the Harlington Locomotive Society. This locomotive recently has had a new boiler.

Photo: John Billard



In total contrast, *left,* David Scott's IKEA-bodied Plymouth is taking shape and, *below*, 0-gauge model of the inaugural run of the Stockton and Darlington - all 3D printed by RSME member Donaled Pickett except for the screws, couplings and axles.





Above, connecting up the pipework for the Garratt.

78028 is a Standard 2 "Mickey Mouse" Mogul named " The Red Devil", *below*, original builder unknown.

Basically a Don Young design, in 1995 it had a new boiler. Stuart Christenson finished it two years ago, since when a long control lever added this year. At IMLEC this year it finished 14th – it was its first finish after 4 yearly attempts. Shown by Andy Nash of the Romney Marsh Model Engineering Society.



Paul Norrington of the Romney Marsh Model Engineering Society presented an Adams Class 460 locomotive in undercoat – or locomotive grey livery! He built it from LSWR works drawings from the National Railway Museum, dividing the dimensions by 11.30 (there is a Kelvin Moonie design but this was not used). The wheel treads for the model are overscale. There was no 3D printing or CAD used in the construction of this locomotive, which burns anthracite. (*Below left*)





(Above right) Another LSWR locomotive – this one an Adams Radial Tank locomotive. 486 won the Trophy last year so it is no longer eligible for the competition. This locomotive ***is*** a Kelvin Moonie design, but with the valve gear designed using Dr. Allan Wallace's computer simulator. Shown by Ron Head of the City of Oxford Model Engineers. The rear truck is radial (as also are the rear trucks in the larger GWR Prairies (Churchward 31XX, 5101, 61XX, 81XX, *etc*.) but the name is always associated with the Adams Radial Tanks. A preserved 415 class loco, 488, runs on the Bluebell Railway .

6881 "Goldney Grange" was never actually built in real life, as although a batch of "Granges" was planned, this was cancelled because of World War 2. This 5-inch gauge model of Goldney Grange was shown by Ian Ian Gallagher from Harlington Model Engineering Society . The first boiler band (from the smokebox end) has the buckle on top of boiler to clear chassis cross-member. On this day, the 18lb injector on the Right hand side was being temperamental, although the left-hand side 25lb injector was working satisfactorily. During the hot summer, Ian had to put ice cubes in the tender to keep the feedwater cold enough for the injectors.



Southern Railway Maunsell Class V 'Schools' 904 "Lancing" is a 3½-inch locomotive based on the Clarkson's of York design, and built by someone in Kent, but it is not now known who this was. Paul Howard's grandfather bought this live steamer when he retired, as he used to drive the real thing! The locomotive used to run every weekend when Paul Howard (now of the High Wycombe Model Engineering Club) was young. "Lancing" now needs a rebuild, but there is a long list of other projects.



Photo: John Billard



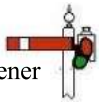
Thanks to Jacqui, refreshments had been flowing fast throughout the day, and at 12:30 it was time for lunch. What a spread was offered us! Carol had been hard at work all morning preparing it all. Our expectations of a little light lunch were far exceeded! Thank you, Jacqui and Carol, for all your hard work!l


Photo: John Billard



There was plenty of activity on the ground level track ....

STOP for a SMILE



.I've been reading about a fascinating new invention: a thought-controlled air freshener
It makes scents if you think about it.

A fine 7¼-inch Stirling Single was exhibited and steamed by Martin Parham of the Maidstone Model Engineering Society. It seems that Martin Parham originally built a 5-inch gauge version, but acquired the larger version some seven years ago. It had not run for a number of years before it was purchased, and there were some teething problems. Martin has made a number of improvements - new safety valve, new fittings, new injectors. *(right)*



Nicholas Allsop's father built the 7¼-inch "Virginia" in the 1950s: it is based on the LBSC original design VIRGINIA for 3½-inch, but with the dimensions basically doubled, based on the drawings from Kenyons. The original design had a stovepipe smokestack, but Nicholas has made this into a working balloon chimney which actually does arrest the sparks! *(below)*





Diesel outline but petrol powered Lister industrial locomotive *(left)*. Back to the raised track steaming bays, 3553 *(below)* is a Great Western 3521 class outside-framed convertible 4-4-0 tender loco. Briefly, the full-sized locomotive was built December 1888 as an 0-4-2 saddle tank, converted to a standard gauge side-tank in September 1892 and rebuilt as a 4-4-0 tender locomotive in January 1899. The builder of this locomotive actually wanted to build a "Bulldog" but there were no available drawings – so this is a hybrid PANSY, with Metro wheels and Evening Star bogie wheels.





Megan Hall (on her 16th birthday - she wanted to come to the rally) driving her locomotive with a goods train of Private Owner wagons behind her driving truck well-wagon *(above)*. The wagons were built by Bill Hall of the Sutton Coldfield Model Engineering Society: some are over 40 years old. Some were made some years after Bill had been paralysed down his right-hand side following a road accident. It was some 15 years before he could build these wagons again after his accident, and were done as a self-imposed physiotherapy,

They are all built from scrap, the bodies are made from tomato boxes from the local greengrocer, the oak beams came from the back of chairs. The construction and painting of the wagons is described in *Engineering in Miniature* issues dated June and July 1993, written before the accident.





A couple of non-rail exhibits to round off this quck review of the Federation Rally participants. *Above left*, Tony takes full advantage of the site, driving his Burrell traction engine round the car park and then out to the perimeter of the ground level track. Meanwhile *(above right)* , Karl and Jade tend their stationary steam engine, originally built by Les Dawson, erstwhile President of RSME.



Time for Tea! Many RSME memebrs responded to the call to provide cake for tea time, and Carol *(left)* set out an inviting display for our enjoyment and selection - with tea, coffee and other drinks provided by the indefatigable Jackie.

After tea, it was time for the presentations. There were two award to be made by the Federation. Peter Harrison called on Bob Polley, Chairman of the Federation of Model Engineering Societies, to do the honours. Bob Polley expressed his thanks to RSME for hosting the Rally this yeae and thanked Peter Harrison for organising the event. The awards were:
Winner of the Australian Shield for the best commonwealth locomotive, as assesed by the three judges , was the 5-inch GWR 4-6-0 “Goldney Grange” shown by Ian Gallagher *(below)*.



The Federation Prize is given for piece of model engineering deemed worthy of a prize and it went to the stationary engine exhibited by Karl Trussler: the boiler is named “Les” after Les Dawson, the engine builder, to match the engine’s name of “Antoinette” , named for Les’ wife.



We could not let Megan's 16th birthday pass without a celebration! Peter Harrison introduced her as Megan was suprised to be pesented with ***two*** birthday cakes - each with a suitable number of candles blowing in the wind. Most of the candles survived to be blown out by Megan - as tradition demands! Happy Birthday, Megan!



The last award, a cash prize, was presented by John Billard, President of the Reading Society of Model Engineers, to the entrant who had travelled the longest distance to attend the Rally. This went to Peter Evry who had travelled 165 milesto come to the Rally *(below)*.



A busy afternoon on the raised track



Federation of Model Engineering Societies

A Montage of Magnificent Models

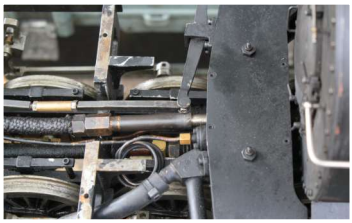






















STOP for a SMILE

Why don't elephants like to ride on trains?
Because they hate leaving their trunks in the luggage van.

The Phoenix
The rebirth of an LBSC Speedy born in flames

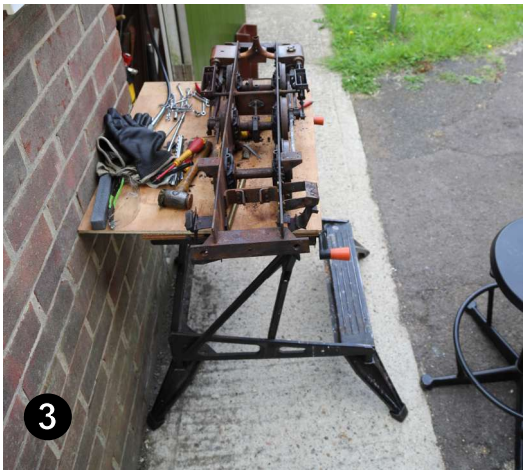
Richard Mullard



The dismantling starts here (photo 1)- that is literally the task ahead of me. I have had to try and disassociate myself from thinking about how it came to be in this state. The right hand-side of the locomotive came apart fairly easily, so much so it buoyed my hopes up that everything was going to be okay.



For some of the bits I have taken off I have managed to source replacement materials (photo 2 - front under-tank support beam). Photo 3 shows my "workshop", as I do not have a garage or anything of a suitable size - it all has to be done outside in good weather.



Photos 4 and 5 (on the next page)) show the first bits to be removed. Some I have started to de-rust in Evapo-rust and brick cleaner (dilute solution of hydrochloric acid) - not advised for use on delicate parts but good for removing mill scale. Photo 6 (on the next page) shows what was lurking under the right-hand wheel set.

To be continued…

STOP for a SMILE



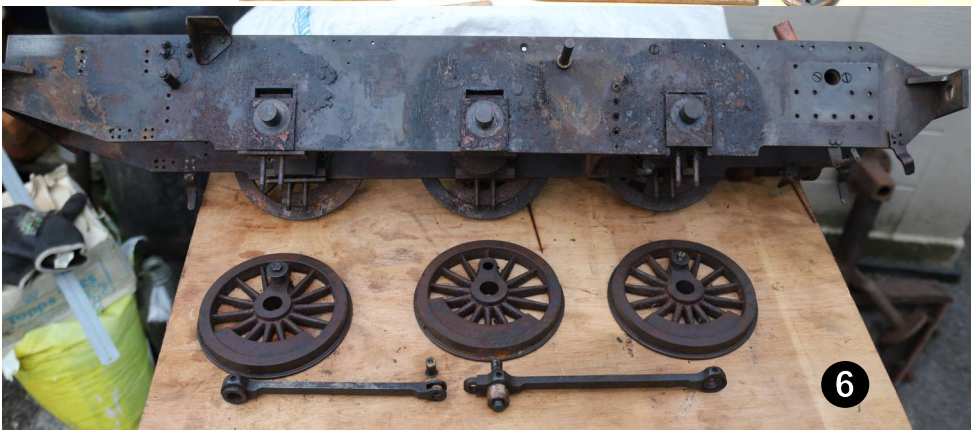
You know you are a railway enthusiast when you are on a rail way workshop tour and start talking to one of the mechanics on the shop floor, only to find out you know more than he does.



The Phoenix



Photos by Richard Mullard



Emails to the Editor

Re: Low water Incident

That is an interesting story about the fusible plugs melting. It is a pity that probable causes were not explained further. Possibly the first sign of trouble appeared to be missed, and that was when the engine started to blow off and prime. The crew's actions then could have made the situation worse. Unexpected blowing off may be caused by an exposed firebox crown. This is when the movement of the engine causes water to splash across the crown, which then immediately flashes into steam.

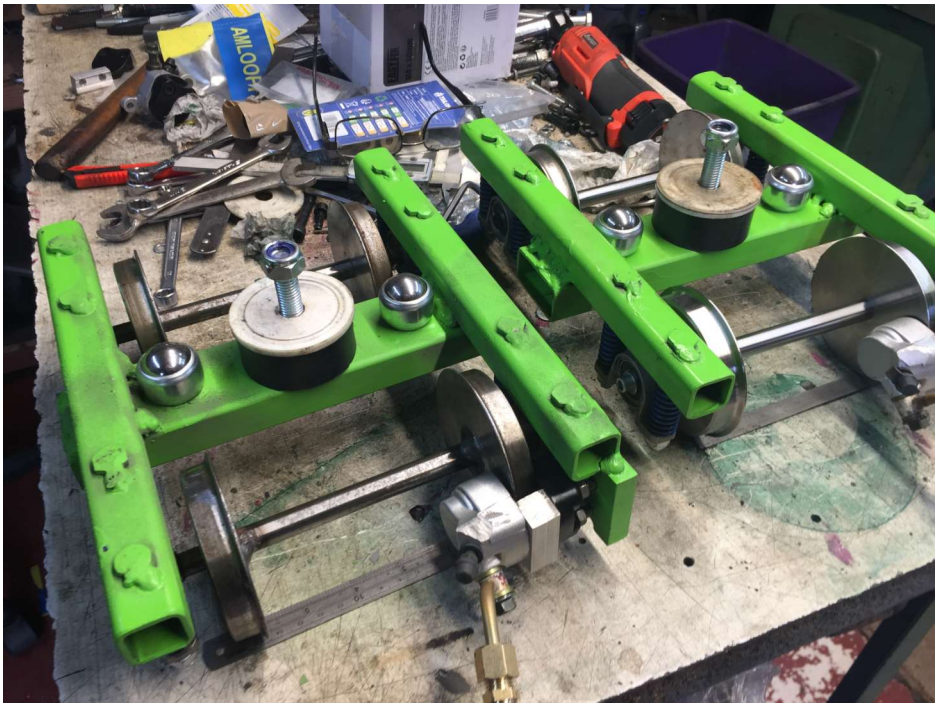
John Billard

5 inch Passenger Trolley Bogies

Another pair of 5" bogies. That's 14 new hydraulic callipers that I have made. Two more to go…

Alan Thatcher

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STOP for a SMILE

Passenger : "How long will the next train be, will it run on time?"
Porter: "Same as usual, sir; three carriages and it will run on rails!"

Saturday 5 September - an interesting day!

John Billard

This started with a trip to the Society of Model and Experimental Engineers HQ in South London. Together with fellow member Stephen Millward I took the Elizabeth Line from Twyford through to Farringdon. WE noted that all trains were running on the relief line because of a permanent way possession at Slough.

In theory this is an easy journey by then transferring to the Thameslink train which takes 12 minutes to reach Loughborough Junction station. These trains are notorious for their unreliability but for us it was OK. A short walk to Marshall House was interrupted by a stop for lunch nearby at probably the best greasy spoon in London, literally Under The Arches.

The purpose of the visit was to attend a talk by trained artist and sculptor Tim Ellis. Coming from an engineering family, he took a different course via art school and over the years became very successful in producing public pieces internationally. But the art world being as fickle as it is, he turned away from this and more recently returned to his engineering roots by joining the Welling and District Model Engineering Society. In conjunction with the Heath Robinson Museum, he has produced a wonderful contraption which can only be seen and not described. You *must* have a look at YouTube "All Aboard for a Touch of Whimsy." This is a very well-made short film, also showing some more conventional activities at the club.

Part of my visit to SMEE was to show my latest work "on the table" consisting of the recently completed reverser for the Claud. On unwrapping this gem, I was disappointed to find that it had not survived the journey in that the wheel operating handle had broken. It was only a detail, but it was shown anyway.

After an enjoyable afternoon we returned to Loughborough Junction station and on to Farringdon. Arriving at Paddington we learnt that everything was at a standstill because of a grass fire near the track at Scrubs Lane. This was one of my old stomping grounds in the days of steam, and I cannot remember a blade of grass anywhere near, but whatever.

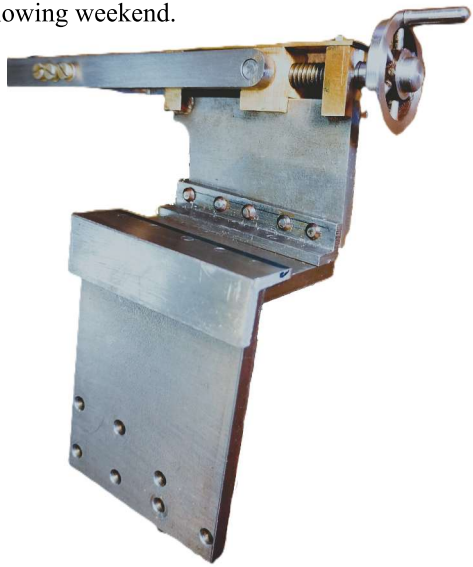


7024 ***Sudeley Castle*** *tears under the Scrubs Lane bridge on 24 May 1963. Not much grass there! Now site of the Hitachi IET depot*
Photo: John Billard

Seemingly nothing moving at all for hours we decided to go back to Waterloo then take a train to Reading. We did not have to wait long for the next departure. But not surprisingly it was absolutely jammed. Consequently, we had a very uncomfortable journey, standing all the way to Wokingham for an hour and a half, where we were kindly picked up by Stephen's wife Sue. On the train I was next to a person who had survived the Midland Main Line crash in July. Understandingly she was very nervous.

Following my injury last year, I was having to look after my ankle, but that journey did me no good at all. Consequently, I had to rest up the following day, which meant that I was unable to attend the September Public Running. This was a nuisance as I had planned to do a recce in advance of our Curly Bowl event the following weekend.

But back to the reverser problem. The handle had been attached via an 8 BA thread tapped into the wheel. An 8 BA thread has little lateral strength, so I suppose this was a problem waiting to happen. Being tapered, this handle wiggled about a bit in the collet, but I was eventually able to tap it and to drill out the stub in the wheel. A small-size head 8 BA bolt through the back secured it. In fact, after all this, a better job all round.



Afternote. All model engineers should join SMEE. Look them up. They are unique and have been around since 1898.

Opinions expressed in **The Prospectus** are the personal views of the contributor and cannot be taken as reflecting the views of the club Trustees, club committees or the editor

The deadline for the November Prospectus is 15 October.
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.