

Dear Member,

Our events were again to the fore this month with several successful railway offerings. The weather was good and helped with the enjoyment of all attending but we could do with more public – read on .....!

We started the month in fine style with member's running and the club lunchtime BBQ! We certainly had a good turnout of members both for running and attending the BBQ as you will see from the photos. Despite restricting members to a maximum of two guests we still managed over 70 attendee's! We need to express our thanks to Aubyn (who did a splendid job as usual with the cooking) and Gill who organised all the salad dishes.



Waiting for the off! Aubyn with all the cooking done.



Salad accompaniment all ready to go – thanks Gill!



Second helpings for some but first time round for Bob and Tricia!

A nice area to spread out and have a BBQ picnic!





Out on the track:

George Winsall with 'Lilla'



John Lewis with his NE Loco

Glyn Winsall with Southern 'U' Class



Conor Bevan with 'Princess'

Adam Morgan with 'Alfie' resplendent with new paintwork!





Geoff Broad and his team have now put the finishing touches to the paving around the Rainsbrook Building. Photos show the two Pete's and John finishing off the concreting on the end and side of the building. – well done chaps!

Photos: Geoff Broad



Next up was our monthly public running, with a good turnout of locos but unfortunately not such a good showing of paying public. We are trying to find out why this was and if we were clashing with any other event (Father's Day – but we always clash with this every year!). If you have any ideas please let me know.

Rolf Thomas with 'Mixer'



Dave Parrott with Mount K. Its first public outing this year was unfortunately short lived with brake problems

Andy Walton with his '15F' and another full load of passengers





Edward Parrott with 'Myglyd'



Ben Morgan with 'Pushmi-Pullu'

George Cannon with 'Santa-Fe'



Kai Bevan with 'Class 37'

Now something from our regular contributor – Peter Hill

### **Rainsbrook Signal systems**

The ground level track continues to take our time on maintenance caused largely by corrosion. A number of rail “jumper wire links” are being refitted as plated rather than stainless nuts were used to fix them when 1st installed. This is ongoing.

All the original now rusty 24v track wire has now been replaced with PVC coated galvanised steel wire, and the old removed. Weed killer and wet sleeper preservative destroyed the galvanising.

The “run through” switch circuit in the signal box, to give a yellow at signal 4 while another train is stationary in the old station, has been sorted but not yet fitted. Meanwhile signal 4 can be turned away if a red is a problem.

Time has recently been spent on a problem with signal 3 showing a permanent red for the CS2 points. This has now been traced to faulty point lever sensors in the first spur point lever. I have temporarily bolted up this lever and disconnected the sensors. I have purchased new sensors and will fit in due course.

The signal 2 reset button on the fence next to CS2 point lever is now fully operational. Signal 2 can be set at red or reset to yellow/green by the appropriate button after traffic movements in/out of the shed.

The exterior track 24v power supply switches have now been fixed to the outside rear of the 5” container and 7.25” workshop. The mains power supply for the 5” and 7.25” track by the new raised track station has a new twin waterproof socket and steel flexible trunking to prevent external cable damage.

The raised track signalling progresses and all power feed cables and conduit for the 3 x 24v power supply units has been laid although not yet connected.

Track welded abutment rails need to be cut and insulated at the two bridges and rail bolt holes drilled to connect each signal cable.

All of the concrete signal bases are laid and most of the poles machined, welded and painted.

A number (10x) have been cabled up with head sockets and connection eyelets. 3 x are still being worked on, grinding off the corrosion and old paint, machining the cable mouse hole, welding on the laser cut baseplates, self-etch primer followed by a good coat of enamel paint.

Photo: Peter Hill







Photos: Peter Hill

When all 13x are finished they can be erected, bolted in position and connected to the track. All the poles have been made from re cycled tubing found on site!

The heads are now all (12x plus 3x spares) part constructed and with relays, plugs and 24/12v inverters fitted and now we are making the various (15x sets of 6 ) wired components/relay harnesses. (The various Jumper wires with Lucar connectors and individual diodes led lamp holders and capacitors)

Once the heads are assembled they can be tested. The fronts need to be made as per the prototype, this is a vacuum forming process for which I have the mould, vacuum bed and oven.

The coloured acetates are cut and fixed to the inside of the lamp fronts away from the LED lights inside the head so not to be affected by UV rays from the LEDs bleaching the colours.







The Ground level track is now fully working having repaired several underground cables

Photos: Peter Hill

### The Raised Track

John and I are now working on the 5" track rail jumpers as there is little or no electrical continuity across the fishplates. This will take some time drilling wire brushing, and using stainless M4 bolts and nuts for all the rail joint connections.

We have made some M5 and M4 rail drilling jigs, I splashed some yellow paint on them so won't get lost if dropped into the undergrowth!



I also sliced up and machined an additional 4 doz insulated Tufnol fishplates for the raised track, some for replacements, the rest to insulate the welded signal rails at the bridge abutments.

Photos: Peter Hill



Another weekend on classics cars.





At the beginning of the month we drove over to Eindhoven for a weekend to help my friend Marco diagnose a problem with a recently renovated Spitfire engine. From cam lift measurements with a dial gauge we established it has been fitted with a sports camshaft with higher lift. However it seems the standard valve springs are not reacting quickly enough to prevent valve bounce below the new higher rev limit. The result is, it starts and runs ok but then runs out of power well before it should.



Photo: Peter Hill

We suspect the cam timing is also wrong as the standard cam is a symmetrical 18-58-58-18, and the suspect sports cam based on published data (good old internet) for the valve lift we measured is a 33-67-67-33 Piper 280. This means Triumph's fixed cam timing marks on the chain wheel must be disregarded. Instead a protractor has to be set up on the crankshaft and the camshaft set using the makers degrees listed for inlet valve opening. There may be a visible maker's part no on the camshaft once it's removed.

To do this you have to get at the engine front, the radiator, timing chain cover and a load of other bits as well as the rocker shaft and cam followers have to be taken off. It's annoying when "experts" only do half a job.

So at that point we all went to the local Greek restaurant. Shirley and I drove home the next day leaving the job for Marco!

Photo: Peter Hill

We did come home with another little friend, Xanto, a Czech Klein German Spitz 12 week puppy. Shirley flew over to Prague from Eindhoven to fetch him while Marco and I worked on the cars.





We often hold children's parties on site and these are organised for us by Sandra Burchell. Often held on a Saturday or Wednesday throughout the season, if you would like to come and help out running the railway please let me know. Sandra is always happy to have more help and it would be good to have more members to call on to staff these.

Conor Bevan completing the last few circuits of the party.



Tony Shoobridge gets ready for his last circuit of the day.



Alain Foote has sent me an update of the new loco he is commencing to build:  
Now that Fiji has been sold I'm progressing with "Liassic". Fiji's old build stand has now been shortened by nearly 2ft to accommodate Liassic's frames (see photo).



Photos: Alain Foote

The original loco was built by Peckett and Sons of Bristol in 1923 for use on the 1ft 11 1/2in narrow gauge railway at Southam Cement Works. It joined the Statfold collection in 2012, having spent a number of years in Canada and was restored to working order in 2017 (see photo). My grandfather was an apprentice at Pecketts between 1910 and 1914 so there is a family connection there.





Last Saturday we had a new event, a rally for 3½" Locos. This was kindly organised for us by George Winsall who sent me the note below – thanks George!

"It was a very successful day at the Rally, a great turnout from visitors and members with locos on track until nearly 5pm! At one stage we filled the steaming bays with locos and visitors were very enthusiastic about the site and the society.

A big thank you to George Cannon, Connor Bevan and of course my dad for helping on the day and ensuring everything ran smoothly, and thank you to yourself for supporting the organising of the event."

A busy steaming bay!



Photos: George Winsall

A nice pair of 'Lila's'



'Southern Spendour'



GN 'Atlantic'

Photos: George Winsall

LNER 'A3'



Glyn with his USA loco!



Yesterday (Sunday) saw our annual SEN/SEND event which is free to those invited and supported again this year by Rugby Rokeby Lions. A very warm day but all our visitors seemed to enjoy themselves with many happy faces to be seen! Our thanks are recorded to the 'Lions' for their support and help with manning the event, much appreciated!



Photo: Ellen Penney

The Wheelchair carriage was busy all afternoon – 'Alfie' with Dave Penney in charge!



'Princess Lola' and Mike Williams with a good load

'Hampton' well loaded with Clive Foote in charge







'Mixer' with Rolf Thomas and a good load

'The Barron' with Bob Whitfield in charge – sorry Bob almost missed you!



'Shooey' with Geoff Broad in charge of a well loaded train!



**RMES welcomes:**

*Simon Harlock* – Simon lives locally and is a horticulturist managing a small woodland. He has joined to support his son's membership.

*Oscar Harlock* – A keen steam and miniature railway supporter and is studying engineering in year 10 at school. His volunteering will support his Bronze Duke of Edinburgh award.

Our 'Chippies' have been busy as well this month with some of the re-purposed paling fence panels being deployed. This has tidied up and enlarged the area around the 'short' route nicely – a big thank you to Mike Morgan and his team!



That's all for this month folks!

Note: All photos by the author unless otherwise credited.

Howard Brewer (Secretary)

30<sup>th</sup> June 2025