

Dear Member,

Lots of events this month to keep us busy entertaining our visitors and a major job tackled well before the winter – well done all!

A children's party started off this month's events, we had a nice sunny afternoon and the 4 year old lad had a wonderful time!

Photo: Sandra Burchell >



The following day we had our usual member's running, no photos this time as I was not present. I understand it was well attended and we had a visitor from Banbury MES. I was sent a couple of photos though of a reclining guard taken on the day by Adam Morgan.



Suitable captions please!

Alain Foote has been in touch and has been busy with machine maintenance ...



"I have been giving my Maho milling machine a bit of TLC over the last few weeks. Firstly I fitted a new leadscrew and nut to the Z axis, see photo of old and new. As you can see the old nut was in a very bad state.

Photo: Alain Foote

Secondly I fitted new bellows covers over the X axis leadscrew, see before and after photos.



Photos: Alain Foote

Thirdly I replaced the faulty Y axis Heidenhain linear scale, see photo of the replacement.

The first two items were sourced, at great expense, from Maho in Germany who still supply spare parts.

The Heidenhain refurbished scale was supplied by a company in Bournemouth.



Earlier this month 'Mount Kilimanjaro' had an invite to a special gathering. I'll let Edward take up the story!

In 2024 we received a request from the Simpkins family to take the PNP Railways owned Garratt No.5928 "Mount Kilimanjaro" to a secret event being organised at the Eastleigh Lakeside Miniature Railway. The event was to be a festival of engines built by Neil Simpkins, who built 5928 back in 1973, and he was to be kept completely in the dark about it! Logistics were discussed and arranged and it was decided that David Parrott and his Cummins engined Land Rover 90, along with owners rep Ed Parrott and team driver Phil Hancock, would be able to manage the transportation and running of 5928 for a date mid-2025. The first weekend of August was eventually settled on after arrangements were made with the owners of several other Simpkins built locomotives, and as most were 10 1/4" gauge, Eastleigh was to be the venue, so that's where we were on the 1st to the 3rd of August! Five 10 1/4" locomotives, 5928, and a 6" scale Foster Agricultural Traction Engine were assembled for the day, 5 of which were got together for a group photo at the end of the day; unfortunately the Foster wasn't able to access the area to join the group photo due to aluminium rails and a turntable pit.

As part of the day, 5928 was timetabled to be running revenue earning trains for Eastleigh Lakeside on their 1.25 mile railway, hauling up to 10 loaded coaches, reduced from the planned 20 due to fire risk, having had virtually no rain for six weeks. She was also timetabled to haul a special train at the end of the day, a 2.5mile, non-stop express train, making two circuits of the railway. 5928 pulled the trains with ease and put on a fantastic performance representing RMES

I have been asked to pass on an enormous thanks to the club by the Simpkins family, and the volunteers, staff and owners of Eastleigh Lakeside Miniature Railway, for taking Mount Kilimanjaro down to Eastleigh for the Simpkins Festival of Steam. Neil (Simpkins) was suitably surprised by the gathering of the various engine built over the years. Pleased to report MK performed faultless all day, and all at Eastleigh were impressed with how she has been kept. She is now home and safely away ready for public running duties.



Photos: Edward Parrott

David in charge
ready to leave
shed





Photo: David Parrott

Out on the line



Line up of Simpkins locos

Photos: Edward Parrott



< The RMES 'Team'

Our 'Standard Gauge' weekend was very popular this year and we were blessed with good weather and our thanks to Edward Parrott for organising this. Many came early and camped over from Thursday evening, the camping area looking quite busy!



Photos: Tony McGeechan

A selection of photos follow taken both on the Saturday and the Sunday.



A busy steaming bay





Likewise the RT steaming bay

Photos: Tony McGeechan



Queuing to get going!



Aubyn running the 'APT'



BR 'Standard' and carriages

We even had a train of mineral wagons (and a Guard!)



Conor is seen giving the club 'Netta' a run

We also had a visit on the Saturday of the SG event from the Motoring and Transport Group of the U3A. Narrative and photos are reproduced here by courtesy of this group.
(See next page)

Steam is the Dream!! Another month, another special treat for the Motoring and Transport Group. You never can tell just how much fun something will be until you try it, and so it was on a lovely bright and warm Saturday this August that the group reverted to their inner 5 year olds. This was a private visit very kindly organised by a member of the motoring group to the charming Rainsbrook Valley Railway set along Onley Lane on the outskirts of Rugby.



Set in a magical landscape with both ground level and raised rail tracks, it has been lovingly laid out to best advantage by some 70 members of the Rugby Model Engineering Society. Just about everything on site has been created by them including the very nice refreshment café. The site has a turntable, raised work benches, shunting yard, and engine shed, all set among a lovely woodland plot. There are even some previously loved train books for sale.



The attention to detail on the engines, carriages, track signalling, 'tokens', water towers, stations and signal box is amazing. There was every aspect of a steam

railway on display, and all club members were happy to talk about their models. As the pictures show the detail within the cabins were just as would have been seen in the full size engines. They even have special coal (called nuts or beans) and a very dainty 'shovel' to match the size of the engines.



The day we visited was a private club day, and we noticed age groups from grandchildren, to grandparents. Real family affairs with the skills being passed on. We were very privileged to enjoy a mile long train ride through the woodland, over the bridges under the bridges and all whilst enjoying the most glorious views of the surrounding countryside.



After this we were all ready for a tea or coffee (and some had biscuits) which we enjoyed on one of the many picnic benches in the grounds. Much discussion took place, and it was very clear that we all enjoyed the day tremendously.

Our fencing gang have also been hard at it to finish the enclosure of the picnic area surrounding the Rainsbrook Building. Well done Mike Morgan and team!



When I nod my head – Hit It! >



< The last fence panel is fixed into place



Even before they had finished Phil Hart was busy mowing the additional area ready for the public the next weekend.



Our regular contributor Peter Hill has been busy both on and off site this month as you will see

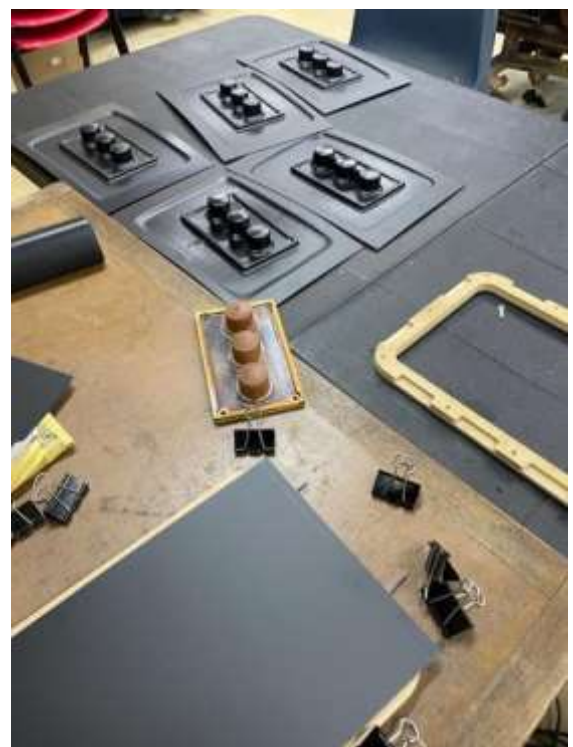


Raised 5" track signalling progress

This last month we finished off the 15x new signal heads and fixed the fronts with stainless screws.. We used some different make thicker sheeting that performed better in the vacuum former.

We sandwiched the coloured acetates between the fronts and the ip66 case so as to minimise the colour bleaching of the acetates by the LEDs. The LEDs in this new batch of heads are 3W so a little bigger and brighter than the 1W ones used before . Originally when first installed the ground level signals were battery powered so 1W used to preserve battery life.

Finally all the signal poles were erected including an additional one as a " come on" signal in the new raised track station. This entailed digging and casting an additional concrete base (postcrete wonderful stuff) early one morning to avoid the heat!



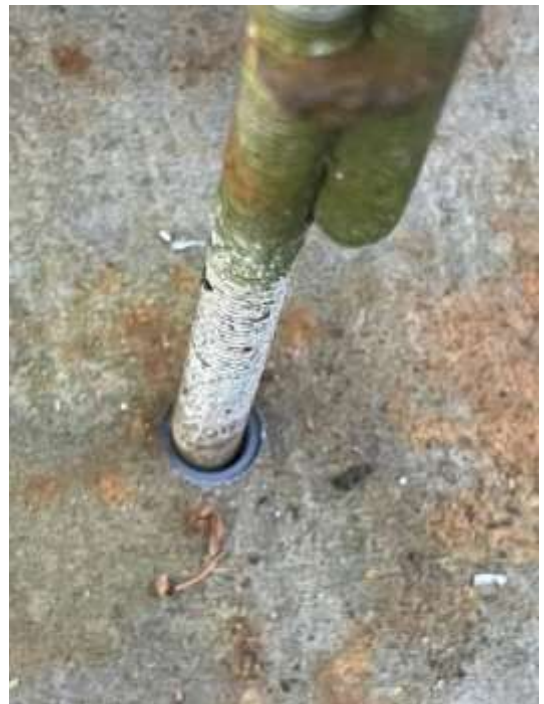
Most of the signal poles have the cable conduits still on the surface of the ground, these need to be buried out of the way of strimmers and mowers as well as stopping people tripping on them. Hopefully a job that can be done by "volunteers" !



John Thomas and I then drilled the track outer rails (5") , derusted and bolted up the connections of all 14 signals. The final power connections from the three power supplies were made and the two bridge abutments isolated with additional insulated fish plates after disc cutting the rails and jig drilling for the stainless bolts.



The steel lattice bridge was fitted with top hat Delrin insulators to isolate the rail hold down bolts to the supporting girder beam.



Power was turned on and all showed green. However when tested many stuck on red as the gangs fitting the rail wire jumpers have not yet finished and many joints were still open circuit. This work is ongoing and the raised track signal system will be available once all wire jumpers installed. This is a mammoth task as there are hundreds to fit.

We have had difficulty in fastening the LED disc lamps to the inside of the heads. Fixing the bulb holder accurately in place with hot melt glue, was not thought the best method, and John Thomas came up with a real neat holder design he made on a 3D printer. If the hot sun on the heads causes the glue to melt we will be fitting them!



The Jag Renovation

A big effort this month to get the jag finished. I started the total rebuild in 2006 but a move and new house build got in the way!

The upholstery and interior trim was taking ages and it seems I am getting a bit stiff for squirming about the inside of a fairly compact car. Thick felt underlay is fitted using spray glue, at least using a specialist pre cut kit makes life easier, but the odd trimming with scissors, craft knife and sticky fingers has its challenges.

Then came the Hardura and vinyl and plush carpet. These are fixed with stainless steel slotted self tappers and cup washers (no posidrivs on a 1963 car). I tried to use the original holes in the steelwork but some had disappeared through welding or paint. Much a three handed job. Finally bolted the seats in so I could sit comfortably while working on the console and steering wheel.





The cant rail seals were a pain as the rubbers seemed too big for the seal channels. However a little easing with a pair of 90 degree pliers and with a blunt putty knife got them in.

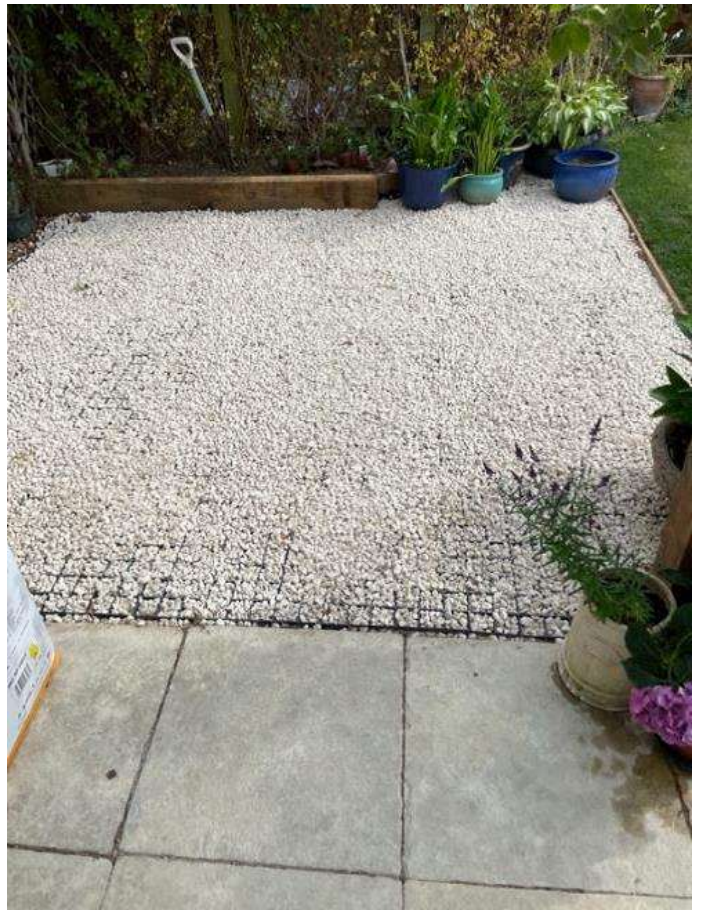
To complete the side opening quarter windows I needed some UNF8x32 raised countersunk screws ¼ inch long! Needless to say non available. I managed to get some hex socket CSK ¾" long so machined the heads in the lathe to about 5 degrees. The Machining missed the hex socket, so I could drive them home unlike a slotted head. I needed 10 in all but while at it made a few spares.





And now for something completely different

All this strenuous work and very hot weather I decided to dig out Chris's pump up hot tub. I got some help and dug up some turf and 4" of subsoil in a shady corner by the patio.



I laid some gravel grids and filled with white 16/3 limestone chippings.
Then a thick PVC pad and then unpacked the tub and inflated. Had to give it a good scrub but granddaughters got involved so soon got it filled and connected up running.
With solar panels we have free electricity for heating on sunny days.
Now where's the G&Ts?



The August Bank Holiday weekend saw a major project underway, namely replacing the roof on Carriage Shed 2. Project lead by Mike Morgan (thanks Mike!) and with a good team of workers the job started on the Saturday morning.



< Stripping the old roof off was a major task as the plywood had de-laminated



First of the new roof panels being fixed>

Photos: Ben Morgan



Photo: Ben Morgan

More panels fixed as the day progressed

De-laminated ply>



Photos: Sue Morgan



The amount of de-lamination can be seen in this photo. It was all placed in the fire pit and burned.

Sunday

More old roofing stripped off and new roofing now extends beyond the lean-to roof.

Photo: Ben Morgan





More sheets on by lunchtime

Photos: Ben Morgan

A clear shed – but lots of debris



Kai Bevan and Ben Morgan busy fixing new roof panels down.

Photo: Sue Morgan



The lean-to roof had to be supported so Tony McGeechan & Don Currie are seen adjusting the 'Acrow' props.

Photos: Sue Morgan

A lot of tidying up to do!



Monday



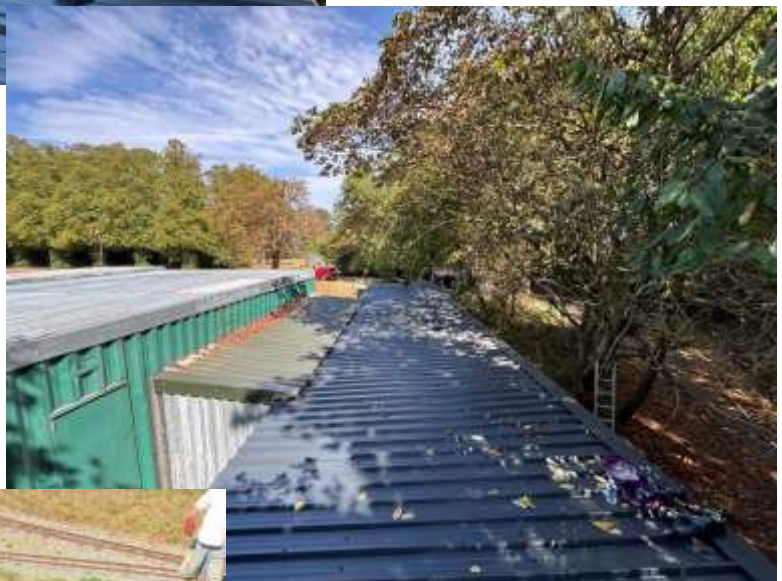
The final push, the remainder of the old roof stripped off and the new panelling ready for fixing.

Photo: Ben Morgan



The end is in sight!

This photo shows the full length of roof that had to be replaced.



Photos: Ben Morgan



Jason Dakin had the honour of fixing the last bolt on the new roof!

A big thank-you for a job well done is given to Mike and his team. Special thanks must go to the many junior members who turned up every day to help with this major task. It was good to have your help and we hope you learned a lot. Never underestimate your value to the society!

A big thank you to Ben Morgan for all the photos he has sent me. He has also done a 'time-lapse' video of the roof replacement. Look out for a link to this on YouTube!

Edward has been away spending a week down in Tywyn so he has let me know what Erica has been up to!

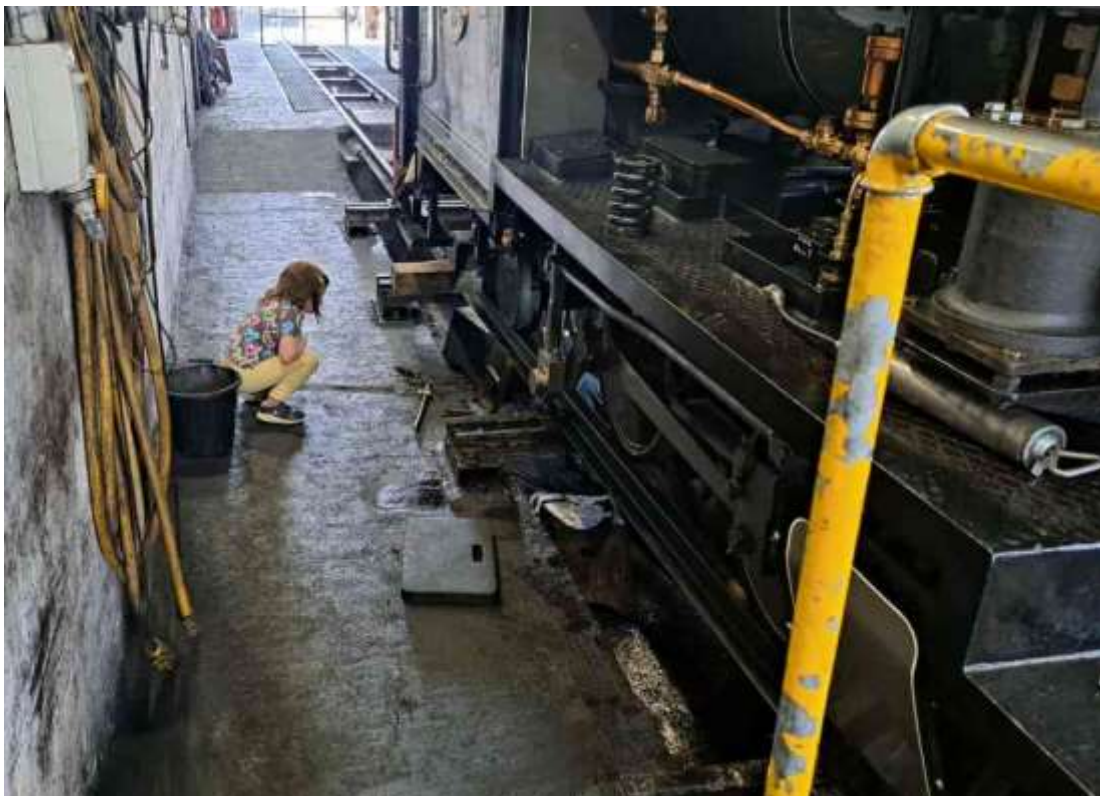
Away in Tywyn for the week, and Erica has been helping Uncle Chris (Parrott) with repairs to No.4 Edward Thomas. The trailing truck was reported as running hot so a full strip down of the axleboxes was carried out on Sunday and new oil feed pipes made.



Photos: Edward Parrott

Daddy (Ed Parrott) was in the pit working on the axleboxes, Erica cracking the whip!

Photo: Holly Parrott



We had our first evening party booked by Phil Hart and organised by Sandra. I understand all went well and I have a photo of the time trials they held during the evening on the 'Alficycle'. Phil tells me he achieved 3rd place!

(Photo taken from a movie – curtesy of Phil Hart)



Our mid-week public running took place the last Wednesday of the month. We were unfortunate with the weather this time as we had wet just as we started the first session. The forecast may have put a lot of people off as we were down on numbers for the event but much fun was had by those who came. Here are a few photos from the day.



Glyn Winsall with his 'U' Class Southern loco. It was nice to see steam again on the raised track.

Photo: Rolf Thomas

George Winsall with
'Russell' covering the
second session – this
time in the sun!

Photos: Rolf Thomas



Steam was supported by
George & Shirley Cannon with
their Santa-Fe.

'Hampton' with Clive Foote in charge



'Shooey' With Tony Shoobridge





'Iron Mighty' with Phil Hancock in charge



'Romburg' with your scribe in charge



Photos: Rolf Thomas

'Pushmi-Pullu' with Mike Williams in charge



Who said Tony Shoobridge doesn't work in the rain! (Photo: John Nelson)

RMES Welcomes:

Christine Rundle – Christine has asked to join us to help out in the Café and to support her grandson Oscar who joined as a junior earlier in the year. Pleased to have you aboard Christine!

We'll finish with a shot of our wild flower patch created by Greg Winton which despite the very dry weather was looking colourful earlier in the month!



It has been another busy month at Rainsbrook as you have seen from this newsletter. What we could do with is more public at our events. So if you have any suggestions on how to get more punters please let the committee know. Please also spread the word about RVR to all your friends and relations – let's try and fill more seats!

Note: All photos by the author unless otherwise credited.

Howard Brewer (Secretary)
31st August 2025