

Dear Member,

As always a lot going on at Rainsbrook this month with a new event (for us) and a good public turn out for the running Sunday this month. Interspersed with all sorts of jobs being done - many thanks to all the members involved.

We started the month off with a 'first' for the society – hosting the FMES Rally! Our thanks to George Cannon who acted as organiser and host on the society's behalf – well done George! Our visitors seemed to enjoy themselves - as you will see from the photos below the raised track was very popular.

A good gathering of visitors for the raised track

Photo: Peter Hill



A busy steaming bay

Fewer on the Ground level steaming bay



A traction engine visitor as well

A nice 'Britannia'



An unusual loco!



All photos: Peter Hill

A nice 'Adams' radial tank



An LNER '4-6-0' B1 'Kudu'

A GWR 'Manor' awaiting paint



Our recent new members the Culling family have purchased a loco. Daniel Culling tells us all about it!

The Culling's new arrival.

By Daniel Culling

My family were looking for their first train 'project', and we found a place near Leeds called Steam Workshop (I would really recommend this place for getting a five-inch gauge trains and lots of other lovely locos!). So during our summer holidays we took a trip up to Leeds to see what they had. When we got there, they had a lot of trains - from a class 08 diesel to the 9F 'Evening star' - but the one that interested us the most was a BR Class 15 diesel (electric). The original was designed in Rugby but had a very short lifespan on the rails. We knew this was the perfect one for us so that's the one we got. On the last week in August we collected it and then brought it to Rainsbrook and with the help of George, we put it through its paces and had a good test of it, and it runs perfectly - with nice loud Class 20 engine sound and horn too!

Over the winter we are hoping to repaint and smarten it up a little too, so look out for the Class 15 on the rails!

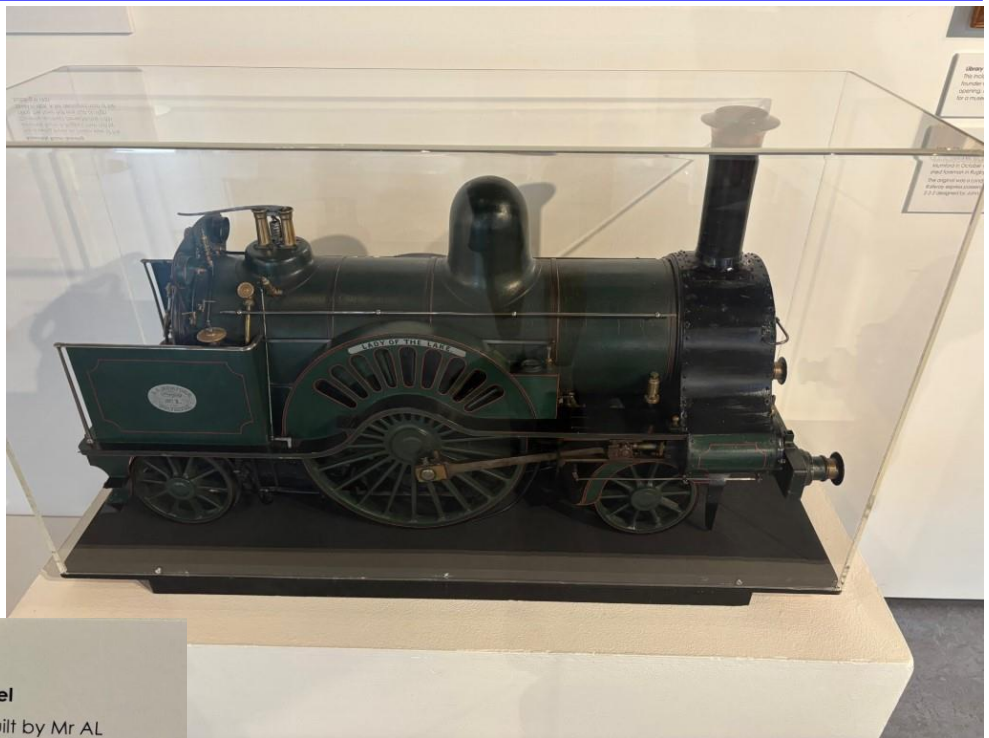


Taken by George Cannon. Our new train on its first laps of the track.



Taken by Millie Culling. A slightly tired loco after its first run at Rainsbrook

Phil Hart has been round Rugby Museum and thought this may be of interest to members:

**Lady of the Lake locomotive model**

This 7 1/4 inch gauge model was built by Mr AL Mumford in October 1867. Mr Mumford was a shed foreman in Rugby for many years.

The original was a London & North Western Railway express passenger locomotive type 2-2-2 designed by John Ramsbottom.

Photos: Phil Hart

Phil Hancock has been busy modifying the gearbox for 'Rufus' so it now has a neutral position. The task was completed early in the month and he is seen with the modified gearbox – thanks Phil!



So whilst this month's members running was happening, our junior members Kai and Rhys Bevan got busy installing the modified gearbox – under the watchful eye of our Vice-chairman (Grandad!). Nothing like learning on the job!



This means that after some careful adjustment to the centrifugal clutch and tick over the following Wednesday, Rufus is now serviceable again!



Member's running also saw a lot of activity as can be seen:-



A very powerful 5" loco – goes like a Rocket!



Photos: Peter Hill

< Conor with the club 'Netta'



Country Member Gordon Roberts having a good run



Peter Hill taking 'Florence' for a spin



< Felipe Tejero out with his loco

Martin Rose giving the club 'Shay' a good run



Our next event was the 2½" Association Rally hosted on the society's behalf by Martin Rose – thanks Martin!

Photo: Martin Rose

A full steaming bay!



Photo: Martin Rose

'The Caterpillar' – just ran and ran >



All other photos: George Winsall





John Baguley with 'Millennium Faye' – first time run in 10 years!

Photo: Martin Rose

With all this re-purposing of Palling fencing by husband Mike gives Sue Morgan a lot of painting to do. You're doing a grand job Sue – keep up the good work!



Talking of Mike, he has also been busy 'down in the woods' with an added attraction for our visitors – looks good Mike!



Our regular contributor Peter Hill tells us what he has been doing this month:

The Jag Renovation.

In the final days of last month we managed to get it on the road and drive to a classic car garden party in Aylesbury. Not quite finished but driving on the road the first time since 1978. Panic stuck the last few days for when we tried to start it the fuel pump failed. I got a new one on next day delivery (£mega) and my Dutch friend Marco arrived just in time to fit it!



Here a pic from 1975 left and now right.



Annoyingly this failed pump was a new one fitted ten years ago when the overhauled petrol tank was fitted. Only about 5L of petrol been through it testing. So much for E5 fuel!



Once running we went round the block to test and came back running it up to temperature to check water pump, thermostat, and radiator. When all seemed ok there was a bang and a block waterway core plug blew out dumping the coolant.



Examination of the dished disc type core plug (new when engine rebuilt 15 years ago) sadly showed I did not hammer it hard enough to completely flatten it, thereby expanding fully gripping in its block recess. We fitted another, lump hammering home with couple of short length of steel bar in between the exhaust manifold pipes. While at it we also hammered three others to ensure well flattened.

Refilled with coolant we repeated the heat test, all seemed well. Next day we set off, with Diane driving Chris's Spitfire, to Aylesbury in convoy with tools Jack and tow ropes. We needed not to have worried as the car performed as it should.

Strange driving with no power steering and 3 synchro gears and a crash 1st.

Also only the inside rear view mirror (useless) and petrol gauge not working, no sat nav, horn failed, and an oil drip on to the exhaust under the engine. Still 250+ BHP and a dull exhaust roar compensate.



Still a good afternoon amongst other Jags such as another open E type, an XKSS, XJ12 cabriolet and several specials, many other classic and PVT's brought along to the event in Long Marston. It was organised by a car nut school chum of mine Chris Mann. All in aid of the village hall renovation fund.

The journey home was also uneventful, and the Jag is now parked up at home while I sort out the bugs. I intend to bring it to Rainsbrook as I can get several tool boxes in the back! (But only on sunny days).

Model engineering

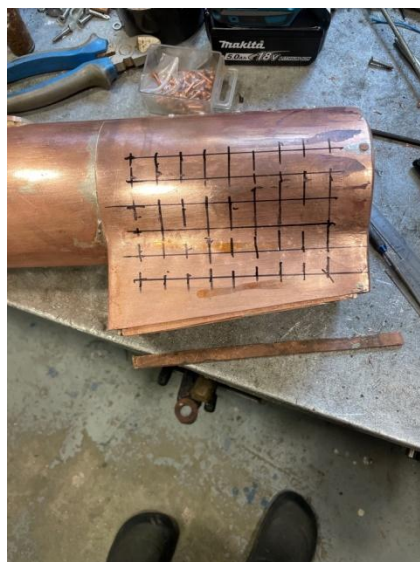
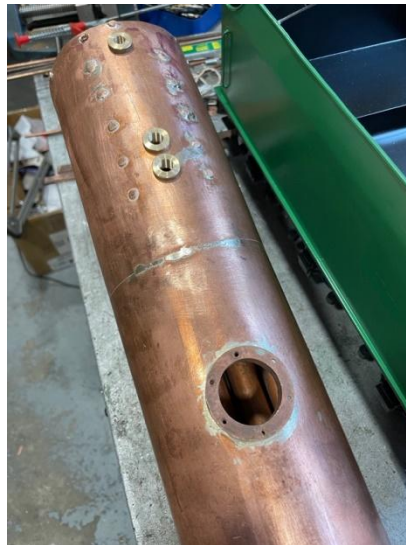
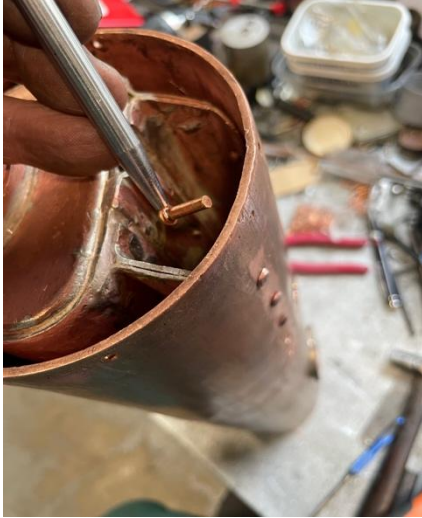
This month began with another box of bits from an auction. Lots of copper in the form of a set of flanged plates, tubes, barrel and a firebox wrapper for a LBSC 3.5" 3 cylinder Roedean 4-4-0. Also enough part finished components and castings to assemble a tender and a rolling chassis.

The boiler was too much of an attraction so I cleaned and pickled the copper and set to soldering it up. Parts were well formed and square, and went together well. I set up the Viceroy brazing hearth and with a large bullfinch air propane burner silver soldered all the inside firebox and tubes assembly first, then the barrel and firebox outsides. Bringing it all together having copper screwed and rivetted

plates in place first, checking for squareness and position. Girder crown stays rivetted to the wrapper, fiddly job.

It's quite a big firebox, with plenty of tubes, needs to be I guess to steam three big cylinders.

Not a lot of water space compared with others I've made.



Next will be the firebox side stays and bronze bushes. This is now on going. I sorted out a set of back head fittings and made bronze bushes to suit. Part threading them until after soldering in.

Photos: Peter Hill

I also have the Maisie boiler in a similar stage so will finish building that at the same time.

The stays of the narrow Roedean firebox are difficult to solder but I have a long oxy-propane torch that I can reach inside the firebox to do the stay heads with, while the Bulfinch does the background heat. The Maisie has a wide firebox that is easier to solder (non-combustion chamber version).

I use a roll along tool case for pickle, filled with clean water and a handful of citric acid crystals, and a bronze rod/hook.



Photos: Peter Hill



A couple of sunny days saw the tender assembled, prepped and spray painted Southern Railway 1936(?) period malachite green. Yellow lettering, loco number and lining next. Then that's finished.

While painting I also had a go at the Maisie tender I soldered up last year. This I sprayed in Doncaster green of a similar period. A good wire wooling before etch primer.

LNER Lettering and lining out also to follow. I also need to do the brakes and fit a hand pump and pipework.



Photos: Peter Hill



I need to finish Maisie's motionwork to get her air running, while Roedean's chassis needs its 3 cylinders, motionwork and Walchaerts valve gear making, so no air running for a few months.(next year?)



Once Maisie's boiler is finished I'll be spurred on to get the chassis air running!

Then our one public running day this month and we were presented with fine sunny weather and as a result people were booking tickets online right up to closure. Many more came and bought on the gate, so a really good turnout after lower numbers over the last few events. Conor Bevan did the organiser role, his first solo and did an excellent job. He coped wonderfully with all the problems encountered with coal and loco changes that this entailed – well done Conor!

Andy Walton and '343' which suffered from coal problems and only completed a few circuits



The train was taken over by 'Shooey' who completed the rest of the event

Bob Whitfield and the 'Barron' seemed OK



MK on one of its few passenger runs before being withdrawn with boiler problems.

< Photo: Phil Hart

'Rufus' to the rescue – Mervyn took 5 of the 6 carriages from MK for the rest of the session.



Aubyn also had problems with the final drive on 'APT' and had to retire.

< Photo: Phil Hart

Place taken by Kai Bevan with the 'Class 37' to complete the session.



The club Shay had a few problems with the coal early on but once Adam sorted this ran OK for the rest of the event.

< Photo: Phil Hart

Clive Foote with 'Hampton' did not seem to have any problems

Photo: Phil Hart>

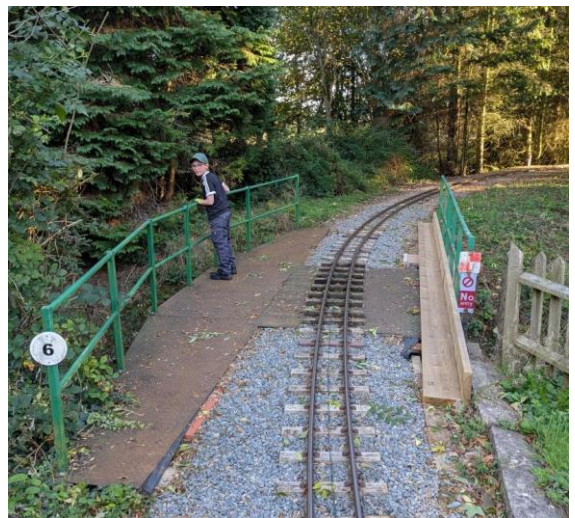


Similarly problems were overcome on 'Pushmi-Pullu' by Ben Morgan

The Culling family have responded to our request to do more painting. So armed with paint and brushes they have tackled the bridge over the cutting that we re-built last year. It is looking good now and well protected for the winter – many thanks!

Before>

Photos: Ben Culling



After



Also near the end of the month work on the new steaming bays for the raised track started. The first job is to put in the new traverser which has meant a temporary closure of the track so the main line can be broken into. Work has moved apace and by the last Wednesday concrete was laid. We have Aubyn Mee and his team to thank for the progress on this – well done all!

The section of track to be replaced by a Traverser is lifted

Photo: Aubyn Mee>



Groundworks dug with digger and shuttering plus traverser rails taking shape.

Concrete delivery>



Concrete being levelled by the gang

< Photo: Aubyn Mee

Concrete pad and rails now setting well and ready for construction on the traverser to start



< 'Mind the Gap'

Opportunity was also taken to level in front of the old steaming bay lift table and to remove the now redundant steel gate and posts.

Photo: Aubyn Mee >



Further work this weekend by Aubyn and his helpers has seen the missing section reinstated.



Section lifted back in place

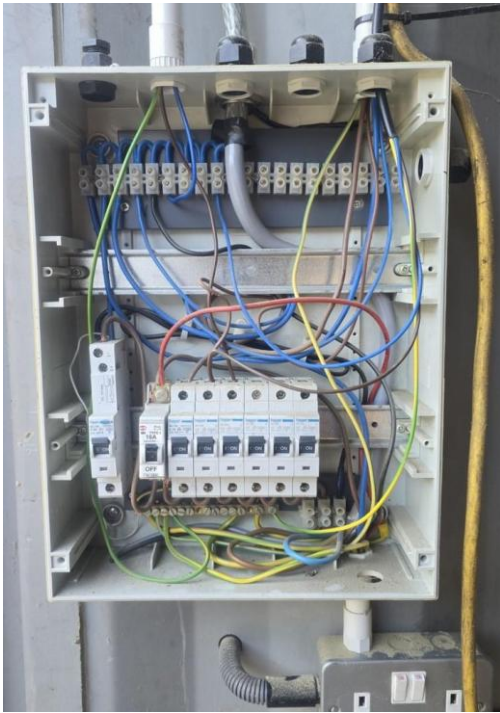
Temporary supports fixed >

Photos: Aubyn Mee



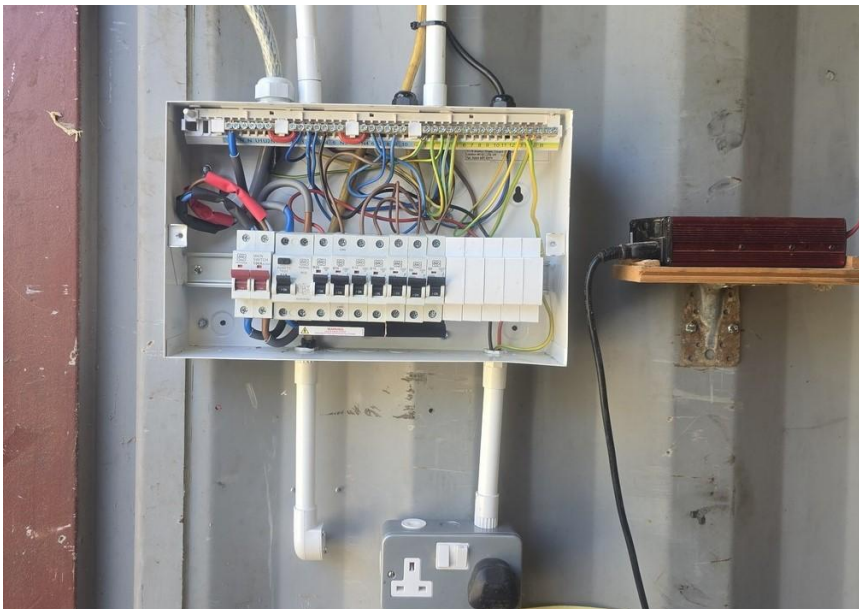
Job done and
ready for
testing!

Thanks for all
your work
Aubyn!



Aubyn has also given me details of work he carried out last month to improve the electricity supply to the Rainsbrook Building. This was all carried out in the storage container for the feed to the building.

< The original distribution board



New distribution board in place and wiring done

Photos: Aubyn Mee

Job completed with feeds marked on the new 32 amp supply



We have an extra item from Peter Hill this month about a tester for the signal heads:

Signal Head Tester

With the completion of the signalling system for the raised track getting ever closer, we will soon have over 30 signal heads to maintain.

The tester detailed here, designed and built by John Thomas, is intended to assist that process.



When used on the bench, the tester can be powered from the mains via a 24V DC adaptor. Out in the field the tester can be powered from the 24V track power supply.

On the bench and out in the field, the tester can:

- Monitor both 24V and 12V power supply voltages.
- Monitor the voltage applied to the signalling rail provided to the previous signal in the system by the signal head under test.
- Simulate the voltage on the signalling rail normally provided by the signal in advance of the one under test. This allows the testing of all 3 aspects.

Out in the field the tester can also:

- Monitor the voltage on the signalling rail provided by the signal in advance of the one under test.
- Simulate the voltage on the signalling rail provided to the previous signal in the system.

RMES Welcomes:

Edward Cole – Edward joins us as a junior member and is very keen on railways. He is sponsored by his grandparents John & Gill Nelson

The Derby Family – Logan joins us as a junior member after waiting patiently for a year until he was 10! He is keen on anything railways and is looking forward to helping out. His mother Kathryn has joined as a full member and to supervise, as does dad, Jason, who is an associate member. They all live locally and are keen to help.

David Bambrook – Joins us as a full member and comes from Bicester. He is a keen model engineer and builds both locos and traction engines. He is also a member of Banbury MES.

Early autumn but our station gardens are still looking good – well done to all those who tend them!



How soon this year seems to have flown by, and now we are looking towards our final running month of the season. We have done well all through the very dry period and were lucky not to have needed a steam ban. Looking round the site I see we still have plenty of water in containers at the ready! So if you haven't done so already please come and help to keep the site and our events up-to-scratch, you'll enjoy it. If you are already involved – thanks for all your efforts!

Note: All photos by the author unless otherwise credited.

Howard Brewer (Secretary)

30 September 2025