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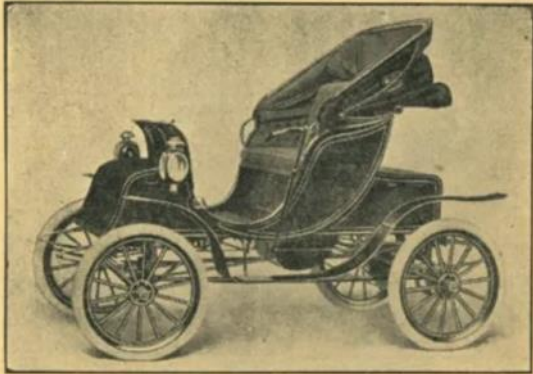
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227

# The Prospectus

June 2024

**The 100 Mile  
Fritchle Electric**

The Only Electric Guaranteed to Go 100 Miles on One Charge.



MODEL "A" VICTORIA PHAETON.

The Victoria Phaeton shown here, is an ideal lady's carriage for city and country use. Its artistic and impressive body design, its superb painting and upholstery make it the most attractive lady's car ever offered to the public.

**Harry L. Cort, Sole Agent**  
Moore Theatre, Phone Main 6103.

Can deliver 10 days after order is placed. Guaranteed against defective parts, material and workmanship for one year from date of delivery.

There is little new about electric cars—see page 3.

**CLUB NEWS  
AN ANSWER FOR HAND CRANKING  
A WEEK ON PS WAVERLEY  
STOKE ROW—FINAL DETAILS**

## THE VIEW FROM THE CHAIR

John Billard

More recent efforts have been concentrating on the Stoke Row show and also dealing with the rampant vegetation that has sprung up particularly around the ground level track making it unusable. All a question of weather where wet Wednesdays have prevented this work being done.

The trustees met on the 13th May and our first job was to welcome Andy Midwinter to his first meeting as a co-opted trustee. Matters arising consisted of the defibrillator, continuing, the key register, continuing, and the driver's register, ditto. The main expenditure for the month has been the workshop refurbishment. We looked at the draft financial report for 2023/4 which will be finalised next time with allocation of funds for the charity commission submission. The May income figure for the public running continued to reflect all the hard work that went into it at £1,131.

It was agreed that signatories would be changed to Stephen Millward from Stuart Kidd as a part of a change of duties.

Membership renewals are coming in but there were a number outstanding who would be contacted.

Projects and maintenance included work on the workshop. Good progress is being made and the machinery would be moved in shortly. Further progress is being made too on resolving issues with the raised track carriages and it was noted that all were in use at the last public running.

An examination of the raised track after a visual inspection has identified a number of maintenance issues to make it fit for the future. The next step is a detailed survey.

It was noted that there would be absences at the June public running with Nigel Penford and Mike Manners away. Donald Pickett was to be briefed for the day as track marshal. Questions about the club Baldwin were considered and it was agreed that it was fit to run and best to be in full gear.

It was also noted that the risk assessment review had been completed and was to be reissued. An inspection had taken place of the fire extinguishers.

Following an appeal to members for articles for Prospectus material had been offered for which the editor was grateful.

Regarding Stoke Row it was decided to review whether club running should take place on 8 June as this coincided with Stoke Row where many members would be in attendance. Work was continuing on arrangements for the stand.

We have thanked Stuart Kidd on the completion of the club lease. This is for ten years and gives the club rights over its renewal beyond that date. This will provide enviable security for the future of our occupancy of the site.

We have agreed to have a freezer installed in the club house to assist Peter Culham at parties.

A final request was to ask that the club 00 layout be operated on public running days and this would be pursued. The next meeting will be on 17 June.

## THERE'S NOTHING NEW ABOUT EVs?

by John Spokes

Recently, much has been written about the stagnation of sales of electric vehicles; Elon Musk was pushing for a 20% reduction in his 140,000 strong work force and has settled on 10%, although this hasn't stopped him trying to award himself a \$56 million pay check.

There are many reasons for this setback: initial cost, depreciation, insurance cost, range anxiety, battery life, lack of charging infrastructure (especially in the UK), and, also in the UK, uncertainty about government policy, which is affecting sales of EVs and the clarity of strategy for

*The perfect horseless carriage,  
the classic hansom cab without  
the horse*



manufacturing investment. The government's U-turn on the 2030 deadline for new combustion engine (CE) cars, has angered and perplexed the industry. Current government plans are that 22% of new vehicles must be EVs, a target that rises to 80% by 2030. Manufacturers will be met with £15,000 fine per CE vehicle that exceed this marker. One consequence is that Ford are threatening to pull out of the UK.



Problems with EVs are nothing new, and the EV is nothing new. During the latter half of the 1800s, and into the 20<sup>th</sup> century, means of moving from place to place offered limited choice. There was the ubiquitous horse, used for short distance travel, but at the turn of the 20th century steam ruled; the railway

*Thomas Edison with his  
first electric car*



*EV charging in 1900* was the prime mode of land-based mass transit, and the steamship on the oceans.

In 1876 Nicolaus Otto had developed a petrol-fuelled engine based on the thermodynamic cycle named after him and by the end of the century manufacturers such as Daimler and Maybach had formulated this into a practical means of transport. There were others of course, and by 1900 at least 100 different brands of ‘horseless carriages’ were being marketed in the United States. Since all were virtually handmade, they were outrageously expensive, perceived as no more than a high-priced

toy for the rich. The aeroplane had yet to be invented.

The practical application of electricity was another innovation of this time, used primarily for electric tramcars, domestic lighting, the Underground and has since evolved to dominate our lives.

*Electric cars were very popular with ladies as they didn't require hand cranking* The internet is arguably the most recent and omnipotent manifestation. Surprisingly, in the US in 1900 a third of horseless carriages were EVs. The batteries were of a different type to those in modern EVs, but they no less suffered, challenged by their bulky weight and access to charging.



I recently acquired a book entitled ‘Tube, Train, Tram and Car or Up-to-date Locomotion’. It was published in 1903 – my copy is a facsimile; the author was Arthur H Beavan, and I quote extracts verbatim from this

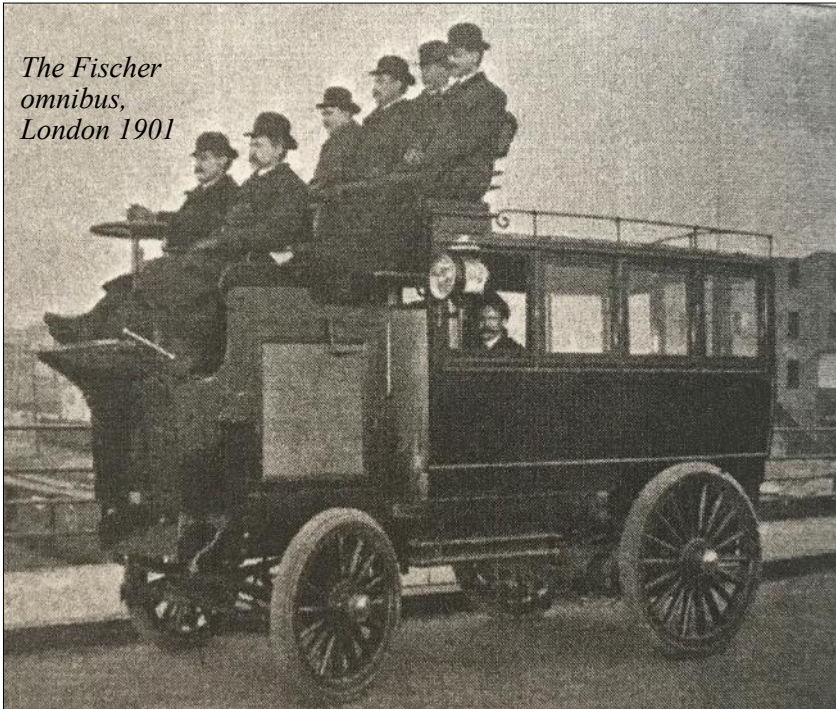
120-year-old book. I do so, not from laziness, but to paraphrase would ruin the context. Beavan begins the PREFACE to his book –



*Camille Jenatton celebrates after being the first person to drive a car at 100kph,*

*'The object of this work is to present the subject of electrical locomotion to the public for the first time, the author believes, in a popular form, giving interesting information about tube,*

*train, tram and motorcar, but avoiding, as much as possible technical and scientific detail.*



*The Fischer omnibus, London 1901*

*Electric traction is of (UK) national importance, destined perhaps materially to abate the evil overcrowding, by providing cheap and rapid means of access from centres of industry to country districts and vice versa.'*

The next section of the book, before Beavan's main text begins, is INTRODUCTION. This is written by one Llewellyn Preece who was a Member of the relatively newly formed Institution of Electrical Engineers (M.I.E.E.). His remarks still resonate.

*'The adaptability of electricity to motor-car work has hardly yet been sufficiently realised. People see the luxurious electric brougham running on the streets of London and other large cities, but few have any idea that not only the wealthiest aristocrat, but everyone will, before long, be able to ride in such carriages, possibly not so luxuriously fitted up, but equally comfortable and speedy.*

*The usual cry at present is that the electric cars are very nice, but the owners have great difficulty with the batteries. Undoubtedly batteries have given trouble in the past, and still do so to some extent. If a man buys a horse and gives it in charge of the gardener's boy, he's likely to have trouble with his horse. In the same way, if a man buys an electric carriage and expects his coachman to look after it, he only naturally does have considerable trouble. There are several companies prepared to look after and maintain in continuous use, not only the batteries, but the complete carriages, and this is greatly improving the reliability of the electric car and are allaying the fears of those anxious to have such carriages.*

*Besides this, the battery itself is making great strides forward: its capacity per hundred weight has largely increased, it's life much longer, and its reliability under great variations of discharge has considerably improved. In fact, it may be safely said that even now the electric car is more reliable than either the petrol or the steam car. At present it will not do the same distance on one charge, nor will it do the great speed other cars will, but this is the great British reason why it should appeal to the British public. I believe that is only a question of a few years for the petrol and steam cars to be placed in museums and shown as monstrosities of the past, like the mammoth elephant, and that every cab, omnibus, and private carriages throughout the country will use electricity as the motor power. In fact I do not think it unwarrantable to assert that, as far as this country is concerned, many of us will see the day when the only form of energy use for transportation will be that known as electricity.'*

Llewellyn Preece had a renowned career. He was a specialist in Telegraphy and worked for the Midland Railway. During WW1 he received a commission in the Royal Naval Volunteer to work on the electronic detection of submarines, but died on 10 November 1918, one day before the Armistice, of influenza, leaving a widow and seven offspring.

An expert, no doubt, but as history has shown, experts cannot always be relied upon!

# **A Scottish Odessey - Paddle Steamer Waverley 2024**

## **by Stephen Millward**

It is my firm belief the most authentic heritage transport experience in the UK is a *cruise* on the paddle steamer Waverley. Sailing up the West Coast of Scotland and viewing the UK's finest coastal scenery is a trip worth repeating every year. This was my sixth visit to the Inner Hebrides by Waverley, with a full 5 days booked.

The Paddle Steamer Waverley commenced her 2024 season on Friday 17th May with cruises around the Clyde coast, before setting out for a week of sailing up the West Coast. This sailing season with cruises planned all around the UK, is 77 years since Waverley's maiden voyage in 1947. PS Waverley is the last sea going paddle steamer in the world and is powered by a 2100 HP triple expansion engine, plus 10 other steam engines to power winches, pumps and steering. In 2024 she is the flagship for National Historic Ships UK.

I joined Waverley on Monday May 20th on the cruise from Glasgow, around the Mull of Kintyre, past Islay, Jura and the Corryvreckan whirlpool to Oban, where all the passengers disembarked for coaches home or for overnight accommodation.

The weather was perfectly sunny and warm for our second day from Oban to Kyle of Lochalsh around the Ardnamurchan point. This involves sailing in seas that are exposed to Atlantic swells, which means tickets can only be booked on the day if the sea conditions are calm. Because tickets cannot be prebooked the ship was very lightly loaded. Passing through the Kyle Rhea narrows we saw the world's last manually operated steel turntable ferry, the MV Glenachulish.

The weather turned on day 3, with an unseasonably cold north wind and rain showers. This was the day of Waverley's first ever sailing to Ullapool and she was sold out for the return to Gairloch and Kyle of Lochalsh. The approach to Ullapool involves skirting the notorious seas of the Minch

where wind and tide can lead to rough conditions. By the afternoon the brisk northerly wind had built up a swell and the Waverley was pitching and rolling, causing the paddles to be lifted out the water. This also caused the engine load to vary, with the engine RPM speeding up and slowing down. In order to give a more comfortable passage and presumably to reduce the strain on the paddles and engine, the ship's speed was reduced until calmer waters were reached. Luckily I don't seem to suffer sea sickness and I came prepared with warm clothing so I could stand at the bow with my eyes on the horizon. After a great day with 13 hours at sea I was exhausted and slept soundly at the Skye Backpackers Hostel.

The weather conditions on day 4 and 5 improved and we had cruises exploring the long sea lochs on Scotland's West Coast. Inverie village on Loch Nevis is notable for holding the Guinness record for most remote place in the UK, for although it is on the mainland of Britain, it can only be reached by a 17 mile hike or by boat.

On the last day we were entertained by two pods of Dolphins that came and swam alongside Waverley's bow.

Unlike our model steam locomotives, the reverser on the Waverley steam engine is operated frequently and rapidly. This is because a paddle steamer rudder is not effective at slow speed, so piers are approached at a speed that allows steering control and then the engine is put into reverse to stop the ship. To ensure this happens quickly, there is a steam powered reversing engine to drive the three sets of valve gear from forward to reverse and back again. The main engine and engine room bridge is overlooked by two viewing galleries, so passengers can see close up the engineers following the commands on the engine room telegraph to control the engine.

*Waverley's programme for 2024 is:*

*Bristol Channel - 31 May to 23 June*

*South West - 29 August to 2 September*

*South Coast - 4 September to 25 September*

*London & Thames Estuary - 27 September to 13 October*

*Bookings can be made at [waverleyexcursions.co.uk](http://waverleyexcursions.co.uk)*

*May 2024 saw the publication of a new technical guide to the Paddle Steamer Waverley, a copy of which, along with the 2024 timetable, I have left on the clubroom noticeboard.*

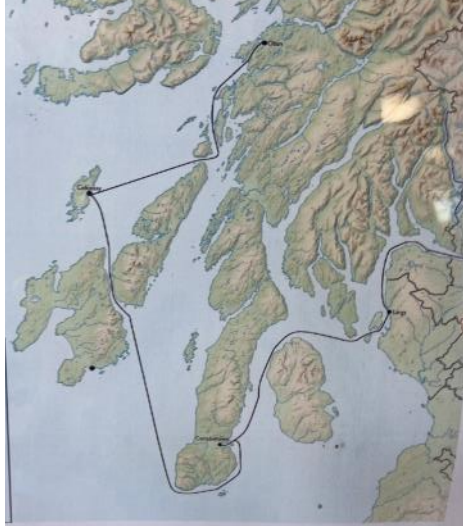


A fine morning in Oban





MV Glenachulish, built in 1969, the last manually operated steel turntable ferry in the world. Operating the Glenelg ferry to Skye.



Day 1, Glasgow to Oban



Leaving Kyle of Lochalsh



Waverley's triple expansion engine from the viewing gallery



Engine room toolboard—one spanner, one micrometer and lots of callipers!

## STOKE ROW 2024 8th-9th June

### John Billard

We are at the final stages of planning. Nothing happens by itself so it all has to be thought about, preferably in advance!

We are completely dependent on members helping with the stand. There is a list on the notice board, so if your plans have changed please let me know. Day passes will be available from me so let me know if you do not have an exhibitor's pass. 07834 998971 text, WhatsApp, or phone.

Stand exhibits will be Nigel Penford's 5" gauge 9F 2-10-0, the club Polly engine and my Claud under construction on a builder's stand. Stephen will be demonstrating a Unimat lathe and a Drummond shaper will be there for visitors to try. We are arranging a good display of photographs and information on RSME. Please don't hesitate to offer to help even if you have not volunteered so far.

**Please note that there will be no club running on 8th June.**

## NOTICES TO MEMBERS

We welcome new members Christopher Welford from Tilehurst and Robert Walton from Reading and hope they enjoy their membership with RSME.

**2024/5 membership subs became due on 1 April and we have a number of late payers including a fair few names that have been seen around the club recently.** See the May Prospectus for details of the membership secretary. Reminders will be sent—please don't be concerned if you receive one of these despite paying recently. Please remember too that non payers who become non members will not be insured on our policy for their activities on our site. We have reduced the subs to £20 for all adult members and that must be a bargain. Most clubs like ours charge twice that.

We have our monthly talk on 20 June on "The Last Horse Dealers of Reading" by author Caroline Piller. This is a fascinating story and not to miss. Our talks programme will pause for the summer and will resume in September.

**AVAILABLE Complete run of Model Engineer's Workshop Magazine from No 1 to date. Please contact the Editor for details.**

## PLEASE WRITE FOR PROSPECTUS

Thanks go to John Spokes and Stephen Millward for providing material for this issue at short notice. I'm sure that every member has a story to tell. Pen it, type it or just tell it, and it will be considered for publication.

## DIARY

### JUNE 2024

Sunday	2nd	Public running	Setting up from 0930 onwards
Saturday	8th	Club Running	<b>Cancelled</b>
<b>Saturday</b>	<b>8th</b>	<b>Stoke Row Rally</b>	<b>09.00 onwards</b>
<b>Sunday</b>	<b>9th</b>	<b>Stoke Row Rally</b>	<b>09.00 onwards</b>
Monday	10th	Trustees meeting	19.30
Thursday	13th	On the Bench Night	19.30
<b>Thursday</b>	<b>20th</b>	<b>The Last Horse Dealers of Reading</b>	<b>20.00</b>
		<b>Talk by Caroline Piller</b>	
Saturday	22nd	Club running	10.30 onwards
<b>Saturday</b>	<b>29th</b>	<b>Club Visit to Fawley</b>	
		<b>Contact Stephen Millward for details</b>	

### JULY 2024

Sunday	7th	Public running	Setting up from 09.30 onwards
<b>Thursday</b>	<b>11th</b>	<b>On the Bench Night</b>	<b>19.30</b>
Saturday	13th	Club running	10.30 onwards
Monday	15th	Trustees meeting	19.30
Tuesday	23rd`	Club running	10.30 onwards

*Opinions expressed in PROSPECTUS are the personal views of the contributor and cannot be taken as reflecting the views of the trustees or editor.*

***The deadline for the June issue is 20 June***

*Contributions may be submitted in hard or soft copy to the editor.*

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