

NORWICH & DISTRICT SOCIETY OF MODEL ENGINEERS

Founded 1933

Incorporated 1967

eBULLETIN

SEPT 2017



Raised track renaissance?

More inside...

DIRECTORS MEETINGS – RELOCATED TO LAST PAGE



Cover story

Sunday 6th August saw one of the best raised track days of the season with no less than five visiting locomotives of one sort or another. Off-the-shelf and kit build are becoming increasingly popular as production costs have fallen. Richard Wells and Pete Otley, both new members, have both bought 5" gauge diesel locos in modern liveries. These also are fitted with sound systems and the effect is impressive! Indeed, we are now considering fitting this extra to our Phoenix 7¼" warship.

Other locos present included Brian Parkers *Mallard* that was featured in the last ebulletin. This drew admiring looks from park visitors and it is a superb bit of kit. BP has a sound system for this also but has yet to fit this.

A fourth visiting loco was Dale Buttolph's class 08 shunter, newly painted in *DB Schenker* livery. Again, this is a kit build. A fifth loc was a second class 66 similar to Richards.

Below, some pics of the day,



Above: Dale Buttolph's 08 and Brian Parkers Mallard.

Left: Richard Wells' Class 66



Above: two off-beat snaps involving Jaffa Cakes.

Left: Pete Otley's Class 37.

Right: the other Class 66 loco in the colourful GBRf livery



Members day, Saturday 5th August

The first Saturday of the month is a private members day on either track although, in practice, it is a 5" day. There is some thought being given to making every Saturday a 5" members day.



David Beekman took this pic (left) of Kevin Laxon with his grandson, with his own *Rob Roy* in the foreground. This photo was taken at the members raised track day on Saturday 5th August. The members day for the raised track happens on the Saturday before raised track public running, from late morning onwards.

Pic (right) depicts David Beekman "at speed" with his *Rob Roy* 3½" 0-6-0 in an approximation of Caledonian Railway Preußischblau.

3½" locos are rarely seen at EP so, if you have one you'd like to try out, bring it along to one of the Saturday sessions.

The final formal Saturday session of the season will be on Saturday 30th September. There will, however, almost certainly be other informal sessions organised for the autumn and winter months. For further details contact Allan Shirley via his email or via the membership secretary email address (on the website)



Warship Day at SWSME

On 22 July, NDSME members made their way to Saffron Walden SMEs “Warship Day”, held at the site of the Audley End House Miniature Railway. It was fortunate that the NDSME did not dispose of the trailer used formerly for the portable track as this was modified to carry our own Phoenix loco and driving truck down to the Audley End site.



The above pic shows our loco surrounded by other 7¼” and 5” gauge Warship class locos. It’s hard to imagine that soon it will be 50 years since these were withdrawn from service by BR. Your scribe recalls these impressive locos powering down the Southern main line at Esher with twelve Mk1s on trains to Exeter Central. Now short, modern, but unremarkable DMUs perform this duty, carrying “customers” in arguably less comfortable and spacious style.

The crew from NDSME had, by all accounts, a good day at the Saffron Walden track and were also able to enjoy the adjacent 15” gauge line ran by Audley End House. Later, the inevitable rain began and the loco had to be packed back on the trailer in the wet.



In the above pic, the 15” gauge tracks of the Audley End House railway can be seen as Philip and Allan glide past with our loco.

BOILER TESTING

A service for members – by arrangement.

Contact the Chairman.

c

LETTERBOOKS



Once again, the eBulletin postbag has been deluged by a letter from a Mr Trellis of North Walsham, who writes,

Dear Basil,

As we cease to be incontinent, is this a good opportunity to ditch the hated “metre” and return to good old British units of length? Who can forget the great times we had measuring in rods, poles or perches,

cubits and spans. Bring back the furlong I say! I am convinced that the children of today would be much better behaved if only we adopted these ... (contd p76)

Is he right? Have you got a letter to send to the eBulletin? (Or an email, pigeon, microdot or whatever)

Spotted on YouTube

[Kempton Park Big Triple Steam Engine Starting](https://www.youtube.com/watch?v=KhIJp1VZMB8)

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The Kempton Park Steam Engines (also known as the Kempton Great Engines) are two large triple-expansion steam engines, dating from 1926--1929, at the Kempton Park waterworks, Middlesex, London. They were manufactured by Worthington-Simpson. Each engine is of a similar size to that used in RMS Titanic and rated at about 1008 hp. They each pumped 19 million gallons of water a day, to supply north London with drinking water taken from the River Thames. These are the largest triple expansion engines still running in the world! They were the last working survivors when they were finally retired from service in 1980. Here is one of the engineers engaging the barring engine, into the fly wheel in order to line the pistons of the main engine in the correct position for the admission of steam, to start. A truly remarkable sight, showing the years of dedicated restoration work to get the engine running again. Well worth a visit – near the racecourse- check their web site for live steaming weekends. The Metropolitan Water Board also had its own railway nearby – more of this in a future eBulletin.

ARE YOU A MEMBER OF THE MEMBERS AREA?

ALL MEMBERS OF THE NDSME MAY GAIN ACCESS TO THE PRIVATE MEMBERS AREA OF THE NDSME WEBSITE. TO OBTAIN YOUR LOGIN DETAILS, CONTACT webteam@ndsme.co.uk WITH YOUR MEMBERSHIP DETAILS

NOTICE

Norwich and District Society of Model Engineers Limited

The Annual General Meeting is on Wednesday 11th October at 7pm at Eaton Park

The Agenda and supporting papers will be posted to all members so that they arrive 21 days before the rearranged meeting (which is the required notice period).

At the AGM, all directors, the company secretary and the treasurer will offer their resignation and also offer themselves for re-election. This will be voted on by the members present and by proxy.

The business at the meeting will be conducted strictly in accordance with the agenda and after the close of the meeting there will be an opportunity for members to ask any questions.

COMEDY CORNER



Engineers on a train

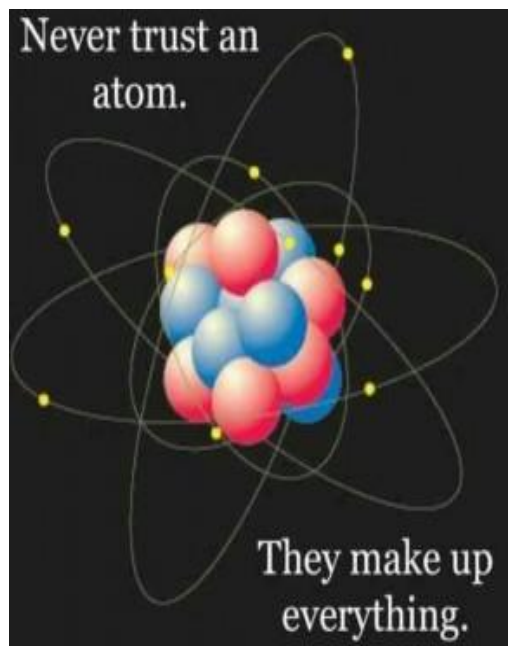
Three engineers and three mathematicians are on a train going to a conference. The mathematicians each bought a ticket. The engineers have one between them. As the conductor starts through the train car, the engineers all rush off and jump into the small lavatory.

The conductor knocks on the door of the lavatory and says "Ticket, please." At which point the engineers slide the one ticket through a ventilation slot and the conductor punches it. The mathematicians think this looks like a good trick and decide to try it on the train ride back home.

As the mathematicians board the train they have one ticket between them. The engineers have no ticket!

After a while, one of the engineers says, "Here comes the conductor!" So all three mathematicians jump up and run into the lavatory with their one ticket.

One of the engineers goes to the lavatory door and says "Ticket, please."





Forthcoming Events

17 Sept 17 Visit by *Evergreens Railway*

08 Oct 17 *Children in Need* Fundraiser

11 Oct 17 AGM Eaton Park

For other events, see the ndsme website

Do you know somewhere we could visit on one of our monthly meetings ? Contact the chairman if you have any ideas and we will do our best to arrange it if possible...

If you have any suggestions for future meetings, let us know. Remember there is still a vacancy for Meetings Organiser too! Email the chairman if you'd like to help.



HSG216 and the NDSME

The Society has adopted HSG216 as the guidance for all operations involving carrying non-members on the two railways at the park. If you are involved in any way with public operations, you should familiarise yourself with this document. It is currently available online at

<http://www.vulcan.works/media/hsg216.pdf>

and is also available on the Southern Federation website or in our members area. A copy is also kept at the clubhouse.

IMPORTANT NOTICE

Please note that the NDSMEs insurance policy does NOT cover any members' locos or assets stored at Eaton Park. Members should ensure that their own insurances cover this eventuality, should they wish to store any locos, rolling stock or other items at the Society premises.

NDSME – affiliated to the Southern Federation and now the Northern Association – for the benefit of all our members.

Roundup – a peek into other society journals and onlines



A delightful scene at the *Joys of Life Railway*, Bethesda. A line up of 5" *Sweet Peas* during their 2017 members weekend (more at [their website](#)).

A mystery picture – last month

The pictures were of the Leziate Sand Quarry, Middleton Towers just outside Kings Lynn and were taken in 1960. They were linked at the time to the Kings Lynn – Swaffham line. A stub now links the Quarry to the national system at Kings Lynn. Now owned by *Sibelco* two or more trains a day supply the fine grain sand to Britain's biggest glass factories.

A message from the membership secretary...

Our membership tally has risen and is just shy of 100 members. All but 9 receive their bulletins by electronic means. Around 50% seem shy and prefer anonymity. The AGM rapidly approaches and I get the opportunity to 'retire' from this position unless, of course, I get re-elected. So come on guys & gals, rise to the challenge and acquire the baton.

Allan

A Visit to Northampton Society of Model Engineers 3rd. September

Here, Pete King recalls a recent visit to the Northampton club track...

Last Sunday I made my first visit of the year to my other model engineering society in Delapre Park, Northampton, to assist with public running on their ground level track. It was good to be back amongst many old friends and to be able to run my new loco *Sophie B* for the first time outside Norfolk.

I was keen to get down there again as so much changed over the winter period. Two new tunnels have been built over the ground level track, one with a nice curve and the other shorter and straight. They have made a superb job of building them using a similar construction method to our own but they are rather on the large side, strictly adhering to HSG 216 standards and are almost big enough to drive a car through. That said the children love them and that's really all that matters.



NSME run for the public starting each year on Mayday Monday and then the first Sunday of each month until October from 2-5pm and in that time sell, on average, between 2 and 2.5 thousand tickets at 50p per ride. Unlike our society they are able to run both raised and ground level tracks at the same time and the days are generally very well supported.

Ground level is an out and back track and slightly longer than ours and their raised level is about 600 metres long and runs inside the G/L. This year they have been running four trains on G/L, three each of three coaches and one of two coaches which means a minimum of five engines and, preferably, six or more to give drivers a chance of respite and time to check the fire etc. between runs. When a train pulls into the arrivals platform the engine is uncoupled and moves

onto the turntable to be turned ready to join the "line" (with only 5 engines there is no line) to await its next turn. The next engine then reverses onto the now empty train and pulls that train into the departure platform ready for boarding. This operation obviously has to be very slick to avoid the next arriving train or trains being held outside the station.

On Sunday we ran three Romulus locos, all very different, a Stafford 0-4-0 saddle tank, a class 66 diesel, and an 0-6-0 petrol hydraulic. Sounds like a good turnout but we were so busy we barely had time to load coal & water (especially when the Stafford failed).

On the raised level track they normally run in 2 shifts with 4 trains/locos running from start until about 3 o'clock and then another 4 taking over from then until



end of business. On Sunday they were running two Britannias, GW Pannier tank, a visiting 0-8-0 Netta, an 0-6-0 tank engine and an 0-6-0 Polly loco all of which were 5" gauge. There may have been another one or two but we were too busy to notice. The weather was kind and stayed cloudy but dry and we all had a very enjoyable afternoon with well over 2000 rides over the two tracks.

The September Directors meeting discussed the following.

Evergreens railway would be attending Eaton Park on 17th Sep.

A donation from the *pro bono* day has been passed on to the *Friends of Eaton Park*.

Sunday running was discussed by the directors, who agreed that the times should stay as they are and members are reminded that there is no obligation to stay until any particular time.

AGM papers were finalised

The financial position was given by the Treasurer with a forecast of a small surplus at the end of March 2018.

A donation of £726 is to be paid to the Lord Mayor's Fund as part of our licence to occupy obligation to pass 20% of our railway income to charities.

Publicity leaflets. Mock ups of proposed leaflets to be made for future discussion.

The poor state of the roadway on the club site and was discussed and a director was tasked to ascertain the best way to mend the surface and at what cost.

The Directors stated that railway fares for 2018 would remain at the 2006 level.



NDSME directors (committee) and officers as at Sept 2017

President	Neville Gower	Company Sec.	Jim McDonell
Chairman	Barry Fane	Membership Sec.	Allan Shirley
Treasurer	Jim McDonell	Publicity	Mark Rhodes

Other directors: Peter King, Dave Beeken, Roger Montgomery, Mike Riches and Philip Moore.

Bulletin distribution, *digital* – Allan Shirley, *hard copy* – Philip Moore. There are a number of other roles, such as meetings organiser, that need filling. Contact Barry Fane if you can help. The email is chairman@ndsme.co.uk



For Sale For Sale For Sale

Pete Otley still has lots of model railway stuff for sale as he runs down his shop. Model Railways - OO Gauge & N.Gauge All Construction materials including Scatter materials, Flock, Static Grass, Grass Mats, Hedge Foliage, Tree Foliage, Back scenes, Super quick Buildings, Figures in all Gauges, Dapol Plastic Kits, Knightwing, N Gauge Plastic kits, Model Plants, Various Vinyl Decals, Trackside Decals, Sankey Signs, Plasticard in White & Black, Brick Paper, Grain of wheat Bulbs, Grain of rice Bulbs, Various colour Led's, Brick embossed plastic sheets, PD Marsh Figures & Station Accessories, OO Gauge Canal boat Kits, Glues & Adhesives etc.

Building Materials – Piano Wire, Brass Wire, K&S Metal Extrusions (Brass Copper & Aluminium Rod, Tube, Sheet etc., Plastruct Plastic Extrusions, Balsa wood sheet Strips & Blocks, Mahogany Strip wood, Spruce Strip wood, Obechi Strip wood, Craft Tools, Foam Board

Plus a large range of model Boat & Model Aircraft accessories including Brass propellers, Propshafts etc., and a large range of vinyl Lettering & Decals for all types of models.

Contact Pete on 01692 652960



STOP PRESS STOP PRESS STOP PRESS

Brian Baker advises he has some extra items for disposal

An almost complete set of *Holmside* 7½ gauge 0-6-0 casting, including wheels, cylinders stretchers chimney smokebox etc. All untouched. £400 to club members (check Blackgates or Reeves prices)

.A set of 7½ Lion, (Titfield Thunderbolt) Wheels and 2 off cylinder castings, with LBSC drawings. the old loco committee have 7½ drawings £300



A working 5" gauge "*Canterbury Lamb*", a Canterbury & Whitstable Invicta class loco, with current hydraulic certificate, but needs a steam ticket. The loco needs tidying, and perhaps repainting (see photos) £1500



I also have the main wheel castings for a 5" Stirling single, price to be confirmed.

A part finished Stuart Double 10, with parts & drawings to complete £200

Rob Roy, with boiler certificate, which is more or less complete, except for the tanks & cab and has been dismantled for painting. Nicely built, by an old friend, the loco has run on air. With drawings. £900

Lastly, a set of Stuart Turner casting for their Triple Expansion engine, with drawings, £500. Also, a full set of castings for a 1.5 in scale *Alchin* traction engine, including drawings, cut gears, ready cut spokes and a boiler kit, £1600.