

NORWICH & DISTRICT SOCIETY OF MODEL ENGINEERS

Founded 1933

Incorporated 1967

EATON PARK MINIATURE RAILWAY

eBULLETIN

July/Aug 2018



Our longest train?



Cover story.

The 11th of July saw one of the most successful summer BBQ meetings yet. Over 40 members attended, many of whom are pictured on one of the longest trains to operate at EP, disproving the old scare stories that “long trains will wear out the rails!” This, of course, all took place in the heatwave that has (oppressed?) England for what seems ages now. Luckily, no rails buckled!



From the Internet

There is much useful info freely available on the net. A few years ago, Leyland SME member Dave Gregson published a useful guide to traditional loco wheels, ie shod in steel. Here, he explains the process

The steel tyres are machined from solid drawn carbon steel tube. (Available in the north west, at a price, from TI tubes of Bromley Cross, 01204 354911) Machine the diameter one thou per inch less than wheel casting diameter (For example here where the wheel diameter is 7" tyres machined -7 thou.) Note the shoulder left on front face of the ring, this helps to retain the tyre in position and gives a more effective hold on the wheel centre. It also strengthens the wheel face against damage in possible derailments etc.





The wheel casting machined and set up ready for the tyre to be heat treated. This expands the tyre enabling the hub to be fitted. The assembly is allowed to cool naturally and the tyre ring shrinks, thus fixing the assembly together. Note the set-up for heating the tyre in position and the bolt fitted in the sentry of the wheel

casting to allow for easy handling and transfer of the unit in direct line with the tyre when the correct temperature is reached. It is important that the tyre is heated evenly and that the temperature is raised to no more than black heat turning blue, approximately 475F to 535F. If the tyre is heated to a temperature any higher than required the process can have a reverse effect, therefore the tyre when expands it will stay at a larger diameter when cooling takes place. The use of inside callipers can be useful to determining the correct expansion before offering the wheel centre in place.

This view shows the ring shrunk onto the wheel and left to cool down slowly without any assistance. Note the blue colour of the tyre!



The wheel can now be set up in the lathe for the outside tyre to be machined to the desired profile. Note the small piece of newspaper clamped between the wheel and the mandrill, this prevents the work piece moving during the machining operation. Turning the profile is normal engineering practice i.e. slow speeds, fine feeds and plenty of coolant. The forces set up in machining the tyre will prove if the shrinking process has been successfully completed.



This last view shows front and back views of the finished process, clearly showing the tyres shrunk onto the wheel centres.



The online article can be found [here](#).

Their website contains other useful tips.



LETTERBOOKS



Last month Mr Trellis of North Walsham, was conspicuously absent,

Sir

I was sad to learn of the demise of Mr Trellis from his absence from your letter page last month. I was married to him for 61 years and until I missed his letter in your last journal I thought he had just stayed in his workshop rather a long time.

On those occasions when he did come into the house he had some tales to tell! Mr Trellis had views on everything and was not afraid to express them, often at some length, which whilst mind-shatteringly boring was an admirable quality, and I am sure he will be missed.

This letter includes a short resume of his interesting life, most of which was spent in workshops the length and breadth of this fair land (see pages 45 to 76).

On a personal level I shall miss the little curls of swarf which used to lie in wait at the bottom of the bath, and the rust spots will be his eternal memorial, no bleach will ever remove them, and, as I run my trowel through the flower beds the odd splinter of steel will suddenly make me remember those happy times when he used to bring his grinder out into the garden in the summer.

The happy sound of dear Trellis haranguing an innocent passer-by about the state of the world at large and the Nation in particular as he loaded his engine up on a Saturday afternoon will leave a gap in my life forever, but I always knew he was safe and happy with his little friends down at the railway on a Sunday, which was a joy as he didn't seem to fit in much anywhere else

Yours

Mrs Patience Trellis (of North Norfolk)

P.S I hope reports of his death are exaggerated as I used to like his letters.

Is she right? Is Mr Trellis gone, or just temporarily absent? Watch this space. Have you got a letter to send to the eBulletin? (Or an email, pigeon, microdot or whatever)

ON THE MOVE? Be sure to let us know if any of your details change.

Always inform the membership secretary so our records can be updated.

SANTA SPECIALS 2018

Leaflets have now been printed and tickets are also available. It has been decided that members will be able to purchase tickets at a privilege rate this year.

COMEDY CORNER



An engineer, a statistician, and a physicist are out hunting. They spot a buck, and each take turn to try and bag it.

The physicist goes first. He pulls out his lab book and quickly calculates the trajectory of the bullet, assuming it is a perfect sphere in a vacuum. The bullet falls 20m short of the deer.

The engineer goes second. He pulls out his engineering pad and book of projectile assumptions. After a few minutes he's ready. He takes aim and he fires. The bullet lands 20m past the deer.

The statistician triumphantly leaps in the air shouting, "We got it!"

In Australia, a man on the *Spirit of Progress* instructed one of the attendants, "I have to get off at Seymour. I'm a heavy sleeper, but I must get off there. I want you to put me off, whatever I say."

The next morning he woke up at Sydney! He found the attendant and gave him a piece of his mind. After he had left, somebody asked the attendant, "How could you just stand there and take that kind of talk?"

"That's nothing! You should have heard the guy I put off at Seymour!"

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

Spotted on YouTube

Producing Edmondson tickets. There are still a few printers left in Europe and this video focuses on the privatised JHMD Railway in what used to be called Czechoslovakia. Some interesting vehicles too.

<https://www.youtube.com/watch?v=iZwDF3P1uU0>

Mystery Photo

What and where is this?



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.



Forthcoming Events

- 27 August Lord Mayor's Charity fundraiser
- 01 September Raised track day with Allan and Pete
- 12 September Visit to Ashmanhaugh Light Rly.
- 30 September Children in Need
- 06 October Raised track day with Allan and Pete

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...



NDSME directors (committee) and officers as at Aug 2018

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

Other directors: Peter King (PW), Dave Beeken, Pete Ottley, Mike Riches and Philip Moore (Estates).

Other officers. Rolling stock – Roger Montgomery

Bulletin distribution, *digital* – Allan Shirley, *hard copy* – Philip Moore.

There is a number of other roles, such as meetings organiser, that need filling. Contact the Company Secretary if you can help. The email is clubsecretary@ndsme.org



NORWICH AND DISTRICT SOCIETY OF MODEL ENGINEERS LTD.

Abridged Minutes of the 2018 AGM

Meeting held at 7.30pm on Wednesday, 8th October, 2018 at the Society's premises at Eaton Park. There were twenty-nine members, the honorary president, five directors and the company secretary present making a total voting presence of thirty-six. (A full list with signatures was taken)

The company secretary declared the meeting open at 7-30pm and advised that the Mr Fane had resigned as director and chairman on August 1st and that member Brian Baker had agreed to chair the meeting. Mr Baker took the chair and advised the meeting that he had accepted the invitation to be chairman for the evening of the AGM only.

Apologies for absence were received from five members.

The minutes of the previous year's AGM were taken as read and accepted.

The chairman presented the directors' report and invited a vote of thanks to Peter King for his work in organising and installing the new loco lift and this was responded warmly to by the members. The honorary president expressed concerns about the safety of the track in the tunnel and opined that the concrete bed should be replaced. A member stated that he had experience in the provision of toilet facilities and could offer advice on this matter. The chairman stated that the points concerning the tunnel and the toilets would be considered at the next directors' meeting.

Company accounts were presented by the treasurer. Salient points were noted by the meeting including the level of donations and the healthy state of finances. One member asked for a list of the recipients of the donations and the company secretary said he would arrange that a list would be included both on the website under the members' area and in the bulletin.

One new nomination was received for the post of director . The members voted in favour of his appointment.

Sitting directors were reappointed for a further year.

The chairman proposed a vote of thanks to Barry Fane and Roger Montgomery who were standing down as directors. The members responded warmly.

In accordance with the current byelaws and after a vote the sitting company secretary and treasurer was reappointed for a further year.

Members Resolutions

1 Proposed by D. Beeken

To amend the authority for capital expenditure up to £500 by more stringent requirements for the directors to act collectively. (resolution was fully detailed on the AGM Notice)

This was approved.

The company secretary expressed thanks and appreciation on behalf of the members and the directors to Brian Baker for chairing the meeting.

The chairman declared the meeting closed at 8.15pm.

Full approved minutes will be published at a later date.



At the Park – recent activity



Richard II and Richard III and a Royal Scot class



Pete Kings, David Neales and Brian Parkers locos



Who's that driving *Sophie B*?



The impressive class 66



What's happening here?



Recent raised track action (1)



Ivan and the Dyak loco



Raised track action (2). A 5" class 66 from Cromer



Raised track action (3). Dale Buttolph's class 37.

Below, the membership secretary in "comfortable" attire!!





And finally, here's JP enjoying a stint in the booking office!

A message from the Membership Secretary

Since January 1st this year, 20 new members have joined. It is pleasing that people are continuing to want to be part of our organisation. There has been some talk at the clubhouse recently that next year's renewal should include a passport photo affixed to the card. This will need formal discussion before this change can take place. If anyone has any thoughts about this, please contact me and I can then air these views in forthcoming editions.

As Santa's secretary, I can reveal that the first two bookings for this season have been received.

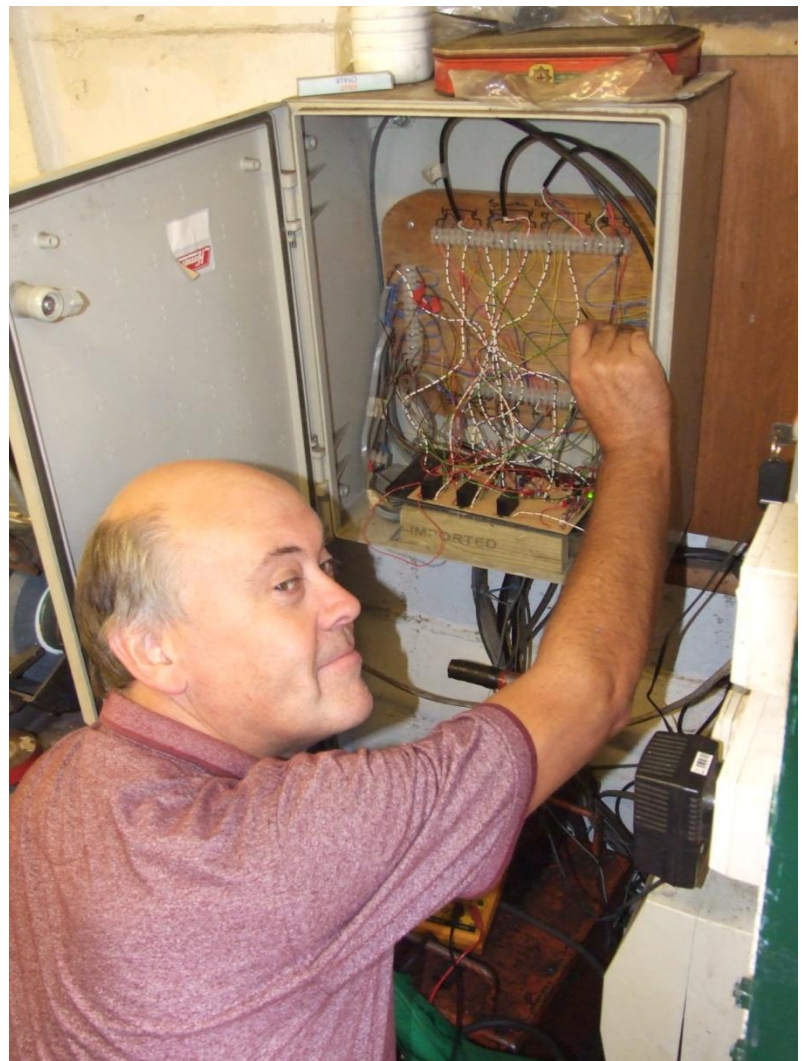
Allan

Many hands make colour lights work!



One Saturday in mid-August, Kevin Laxon and Chris Shingles came along to repair the defective signal lights on the raised track. They weren't summoned – they just appeared!

Turns out that Kevin had worked on this system when it was installed and fairly soon he and Chris had it up and running again. Pete (Ottley) and Allan would like to thank them for the effort they put into restoring the system



Pete Franklin has for sale,

Hornby live steam *Rocket* 3½ “ gauge loco and tender. Comes complete with track, both in original boxes. Spare *Ronson* valve and socket spanner for fuel tank. Model runs on lighter fuel. Personal demo if required, video of loco running available. £250 ovno.

Contact Pete via pef@talktalk.net 01603 749417

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