

# NORWICH & DISTRICT SOCIETY OF MODEL ENGINEERS

Founded 1933

Incorporated 1967

EATON PARK MINIATURE RAILWAY

## E-BULLETIN

### DEC 2018



*Almost there...*

## Cover story - James Horrex's new build

The loco on the front cover is most definitely not Thomas. It may be something like "Rodney" or "Sir Smokealot". James hasn't decided yet. It is, however approaching completion and James hopes to have this running next season. He has made rapid progress since his last report. Here, he continues the story...

*Apparently, it's time for another rip roaring update on my 5" gauge loco, a London, Brighton & South Coast Railway E2.*

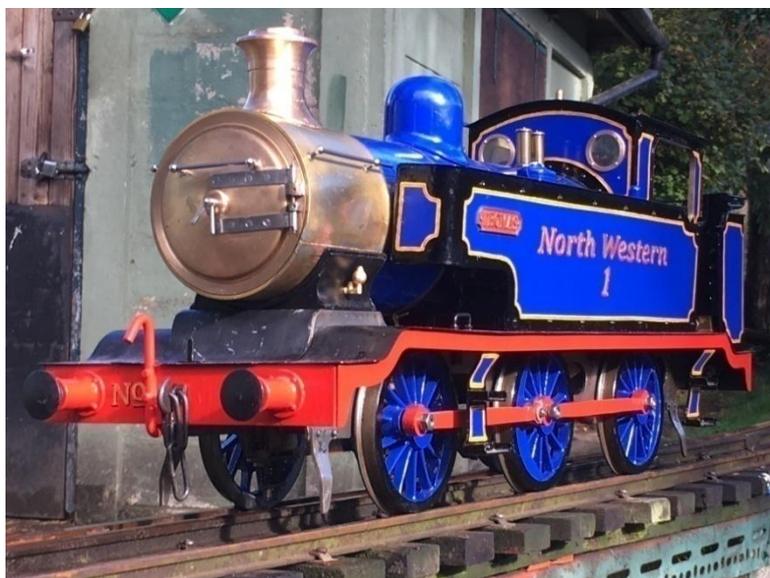
*Work has been progressing steadily in the right direction... that was until a crack in one of my cylinder blocks forced a restart on them, a blessing in disguise which I'll go into later on in the article.*

*Besides that though work has been moving forward across the loco, including but not limited to; the crossheads, these have been designed and mostly fabricated out of gunmetal, only needing their oiling points drilling, the oil cups making and fitting. When the club took its trip to the Midlands Exhibition I took the chance to buy a number of my remaining needed components, including the boiler cladding and piston rings, along with other bits and pieces.*

*The cladding has already been rolled and had its initial layers of paint applied, three out of five boiler bands made to hold it tightly around the lagging, with enough of the thin brass left to make a clean backhead for the cab to hold the rest of the cladding tight against the firebox's shape. With the cladding done, this allowed me to finally fit the tanks to the running plate, which had one problem during the process, the drill bit snapped in the right hand side running plate and after trying this and that the*



*only way to free it was with the liberal application of a hammer which needless to say, bent it slightly, leading to a noticeable outward lean on the right hand tank. The next time the boards are removed they will hopefully be straightened which should fix the lean.*



*The loco's three water tanks have been completed with the between connections complete and the initial joiners for the boiler clacks machined with the copper piping needed to join them all together properly. The loco will have three separate water feeds when finished: a live steam*

*injector, a hand pump with a  $\frac{5}{8}$ " ram and a crosshead pump. When trialling the pump handle, the pump emptied the tank in which it's fitted in about a minute.*

*On to the cylinder block... originally I was going to be using the casting that came with my Jinty casting set, but the milling machine had other plans, so I designed one that would need as little milling work as possible most work being done on the lathe. On the advice of another member I decided to make the entire block out of cast iron as it would work just as well and has other useful qualities. The formation chosen is an outside admission piston valve system, allowing the loco to still use conventional timing that would be found on a slide valve set up with a main steam passage in the centre. But easier to manufacture the valve sleeve and spindle in the lathe than attempt to machine a pair of slide valves on the mill.*

*The crack on the block occurred when I was trying to press fit the piston valve sleeves, the first went in perfectly, the second started alright but then as it went further in it seemed to get tighter until finally a hairline crack appeared with a snap which stretched from front to back,*

*crossing over the exhaust port. I mentioned that the cracked first version was a blessing in disguise; this was because on the original design I had neglected to allow enough metal under the main bore for the drain cocks so in having to start again it saved me having to bodge it. Needless to say the new block has its drain cock holes drilled and tapped for the valves. The cylinders themselves are 2½" long with a 1⅜" bore, so the loco should have a good bit of power in him, the piston valves having a ½" bore.*

*All four of the caps have been machined with the gland fittings for the main piston rod ready for PTFE paste and graphite yarn to make them steam tight, the piston valve sleeves have had their timing slots machined in and the four caps made, although they still need the gland fittings. The stainless steel spindles are ready for use.*

### *Update 8/11/18*

*Having been hard at work on my new cylinder block over the last couple of weeks I have now been able to press the new liners into the blocks, with a little trepidation but they went in fairly smoothly after freezing the liners overnight and heating the blocks. This has let me move forward with the caps and glands, I have now made the slide bars which have been fitted to the caps, being slotted in at that end then bolted to the motion plate, which has almost been finished. I will hopefully be taking the chassis apart soon so as to drill the holes for the plate and blocks to be bolted on.*

*On to the part of the update where you'll want to change channels...*

*It isn't widely known, but when the Rev. W. Awdry created his Railway Series he created the entire Island of Sodor's railway infrastructure, it's history going back to the Saxons and well known persons (kings, dukes, railway controllers, etc). The island's name coming from a real title of the church, The Bishop of Man and Sodor. The Island of Man exists but*

*not Sodor, this gave the Reverend the place he wanted to create his stories where steam would be allowed to thrive under BR's rule as the railway was officially known as the North Western Region after nationalisation (the North Western Railway before and after). Due to its remoteness it was largely left to its own devices besides the odd diesel trial.*

*Thomas came to the Island from the LB&SCR during the great war after being accidentally written off the company's books in 1915 as "lost on war service" and rather than going to the trouble of altering them he was sold to the North Western Railway for a fee small for the period which was in dire need of loco power.*

*I have a theory that he was involved in an accident with an munitions train which is why in the stories his back end is completely different from other locos of his class. The Rev. Awdry was famous for making his stories as realistic as possible (despite the sentient locomotives) with each engine having a real life loco basis and a good number of stories being based on events that actually happened, such as down the mine (although the real loco wasn't recovered) and super rescue (which involved a steam loco rescuing a diesel, a common sight in the 1960s)*



### **Spotted on YouTube**

The JET Bicycle - The most dangerous unsafe bike EVER.

By Colin Furze. A *Raleigh Shopper* small wheeled bike, built for shopping, turned into a bomb inspired safety hazard via the simplicity of a pulse jet motor. No helmet! No elbow or knee protection! But he is wearing his safety tie! Don't try this at home

<https://www.youtube.com/watch?v=bKHz7wOjb9w>

## The next monthly meeting...

Wednesday 12<sup>th</sup> December

Monthly meeting. A nostalgic look at children's toys and games with Angela Bishop, venue is the Ipswich Road URC Church, Eaton Rise, NR4 6QR 7:30pm

### LETTERBOCKS



Mr Trellis takes a seasonal tone...

*I understand that the society is running Santa Special. Now, it seems that the children will be given chocolate selection boxes as a gift from Santa. I believe it's time for a change, and one that would benefit future generations. Instead of the dreaded chocolate, we should be giving nuts as a gift. But not the nuts you might think, Brazils, hazelnuts, chestnuts etc. Oh no! We should be giving presents that have an educational function, so I propose that in future they should be given engineering nuts, in all possible pitches and forms. Imagine a child's delight when they find they've got a packet of 6-32 UNC, or maybe 10BA. The possibilities are endless... And another thing, I firmly believe that... (contd. P78)*

Has he got a point? Or is this meaningless ramble? 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.

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

## COMEDY CORNER



Lakota tribal wisdom says that when you discover you are riding a dead horse, the best strategy is to dismount.

However, in business we often try other strategies with dead horses, including the following:

1. Buying a stronger whip.
2. Changing riders.
3. Saying things like "This is the way we always have ridden this horse."
4. Appointing a committee to study the horse.
5. Arranging to visit other sites to see how they ride dead horses.
6. Increasing the standards to ride dead horses.
7. Appointing a tiger team to revive the dead horse.
8. Creating a training session to increase our riding ability.
9. Comparing the state of dead horses in today's environment.
10. Change the requirements declaring that "This horse is not dead."
11. Hire contractors to ride the dead horse.
12. Harnessing several dead horses together for increased speed.
13. Declaring that "No horse is too dead to beat."
14. Providing additional funding to increase the horse's

**There are 10 types of people: those who understand binary and those who don't.**

performance.

- 15. Do a CA Study to see if contractors can ride it cheaper.
- 16. Purchase a product to make dead horses run faster.
- 17. Declare the horse is "better, faster and cheaper" dead.
- 18. Form a quality circle to find uses for dead horses.
- 19. Revisit the performance requirements for horses.
- 20. Say this horse was procured with cost as an independent variable.
- 21. Promote the dead horse to a supervisory position

**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**

- 02 December      First Santa Specials. From 8am
- 09 December      Second Santa Specials. From 8am
- 12 December      Monthly Meeting *A nostalgic look at children's toys and games*  
With Angela Bishop. Ipswich Rd URC NR4 6QR 7.30pm
- 01 January 19      New Years members Day 10am onwards
- 09 January 19      Home videos. Bring along your pics and videos for everyone to see.
- 19 January          London Model Engineering Exhibition coach trip. 8am at EP

For other events, see the ndsme website



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

## **Saturday 19th Jan 2019 - Coach to Alexandra Palace, departs Eaton Park at 0800**



The ndsme is organising a coach to the 2019 London Model Engineering Exhibition. Come along and see the full spectrum of modelling from traditional model engineering, steam locomotives and traction engines through to the more modern gadgets including trucks, boats, aeroplanes and helicopters.

Over 50 clubs and societies will be present displaying their members work and competing to win the prestigious Society Shield. In total nearly 2,000 models will be on display. All of the leading suppliers will also be present giving hobbyists an excellent opportunity to see and compare products under one roof. You will be able to purchase virtually anything you need for your next model or project or to get you started in a hobby.

It's the South's major showcase of modelling and is not to be missed!

Previous visitors have commented,

*"I had a great time and came back with loads of stuff!"*

*"I nearly missed the coach home"*

*"Now both my sheds are full up!"*

*"I was going down West Ham but got on the wrong coach!"*

*"Where have I been?"*

The Coach departs Eaton Park at the reasonable time of 0800. The fare is £23 for the coach only, visitors pay their own admission.

For those who would care to indulge in retail therapy, explore museums or just go trainspotting (you know who you are!), the coach will set down and pick up at a nearby tube station (to be advised).

Further details on the LME X website [here](#).

Coach bookings via Barry Fane (07427872778) or Roger Montgomery please. Admission ticket booking details can be found [here](#)

### Nostalgia Corner



A group of sinister CIA operatives? No, its pre-war members outside Gothic House, the then ndsme HQ in King St., circa 1939

l-r, Front - unknown, J Wyatt, J Powell. Rear - HO Clarke, A skipper, F Lovick, Mr Cross

Again, full marks for shirt and tie but it is noticeable that the two younger members are not wearing hats!

# **DEREHAM**

## **2019**

### **Model Railway Exhibition**

**Saturday**

**23<sup>rd</sup> February**

**10am to 4pm**

**Memorial Hall**

**Norwich Street**

**NR19 1AD**

*And also at*

*Dereham Station*

**Admission £5**

**Children free**

**Trains running on the MNR**

**More info from [ukmodelshops.co.uk](http://ukmodelshops.co.uk)**

**01362 697628**



## NDSME directors (committee) and officers as at Nov 2018

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

Other directors: James Horrex, Andrew Shirley, Peter King (PW), , Pete Ottley, Mike Riches and Philip Moore (Estates).

Other officers. Rolling stock – Roger Montgomery. Meetings organiser D Beeken

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

There is a number of other roles, that need filling. Contact the Company Secretary if you can help. The email is [clubsecretary@ndsme.org](mailto:clubsecretary@ndsme.org)



### *From the Clubhouse...*

#### **Salient points from the November meeting.**

*New toilet* is on hold as previous project leader has now resigned. It is still agreed that the new toilet should be an enlarged / disabled toilet on site of present toilet. David Beeken will be consulted to check any progress.

*5" Britannia.* Jim McDonell has been unable to contact the owner of the Britannia, Tony Cross, so no progress as yet.

Ballasting of ground level track has not been restarted due to total lack of interest of members.

*Santa Specials.* 300 Chocolate boxes are being purchased.

*Clubhouse tidyup* is ongoing and the power saw and pillar drill will be re-located to the workshop. Club house will then be a place for assembly only, no grinding or welding etc.

*Mobile phone.* As previously mentioned the new PAYG phone will be for members only NOT the general public.

*Finances* healthy and accurate figure will be available after Santa Specials have taken place at which time we will decide on payments to which charities and amounts to honour our 20% commitment.

*Southern Federation* - Discussion was held and decision made on which positions needed to be notified and Jim McDonnell will advise SFMES.

*Articles of Association.* - Committee agreed that these should be put on should be put on website in PDF format so that any club members are free to read and make comments.

*David Beeken* has agreed to take on the position of Wednesday meeting organiser

*Foliage.* After much discussion it was agreed that Phillip Moore and Jim McDonnell would bring to Eaton Park a manual saw on a pole and a cordless polesaw respectively. Richard Crook and others concerned would then decide which to purchase.

*Spare Edmondson* type slugs would be acquired

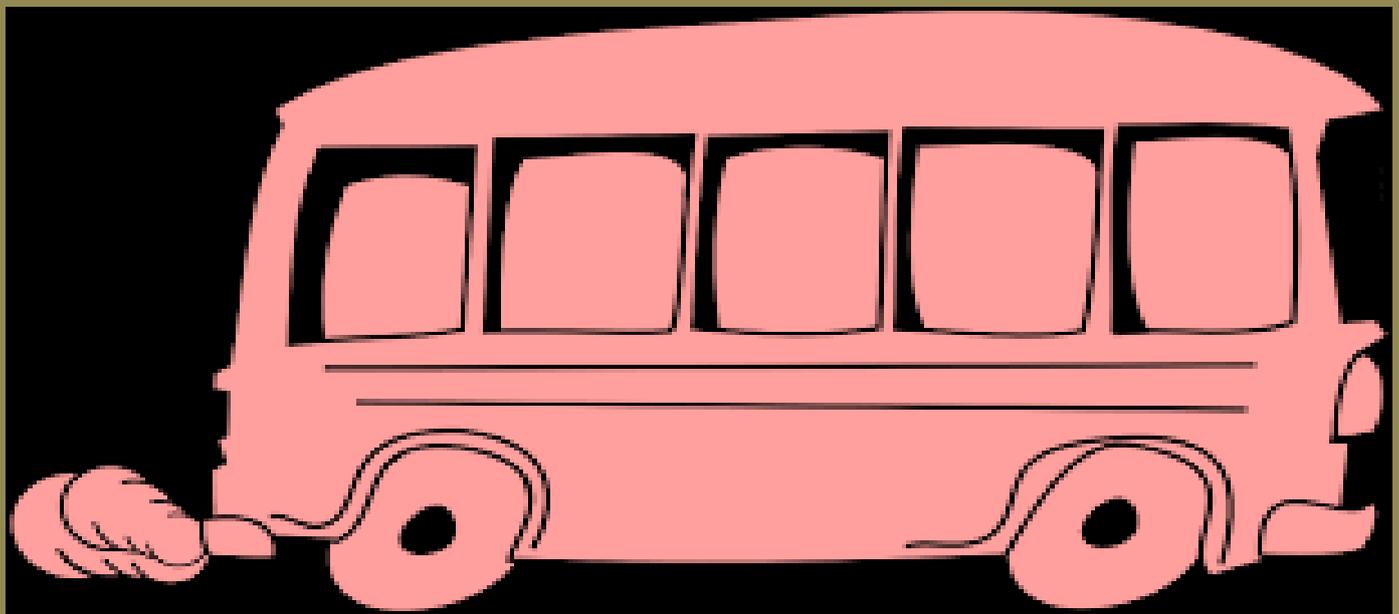
*Turntable* for raised track steaming bays -James Horrex put forward a proposal to build a turntable and associated steaming bays & sidings. This was discussed at length and it was agreed to chalk the plans on to the concrete area to confirm that the layout would work and that necessary clearances would be obtained before a final go ahead is given.

*First Aid Cover.* It is thought that we should ask for volunteers to become first aiders both for Sunday running and Tuesday working days. St.John Ambulance will be contacted to see what courses are available. Location and use of a defibrillator will also be investigated.

*Pete Ottley* will give a presentation about re-sleepering the raised level track in plastic at a Wednesday club meeting. Members not present will be given the chance to comment on the club website.

*Fencing repairs.* Mark Rhodes will email the Council regarding replacement of some areas of chain link fencing in the outer field to see if they are responsible or if we need to repair it.

*Society steam loco.* The purchase of a simple off-the-shelf 7.25" steam engine for club use was once again brought up and the membership will be canvassed to see if there is sufficient interest and commitment particularly with regard to maintenance.



## ***ndsme Tours presents...***

A coach trip to the London Model Engineering Exhibition

Sat 19 Jan 2019, d. Eaton Park @ 0800.

Places now available. £23 coach only fare.

Contact Barry Fane or Roger Montgomery

## *From the Membership Secretary*

*Three more members have joined recently and there's still more interest shown by others who are still considering joining. I think the event at The Forum recently raised our profile in the eyes of the public and this probably is why people are interested. Eaton Park is a nice place to be because it has a lot facilities to offer the people of Norwich .*

*Allan*

## **Raised Track Group.**

**There is a thriving 5"/3½" raised track group, meeting on the first Saturday of each month, plus other Saturdays too. Contact Pete Ottley via email for further details or see the members page on the website for updates.**

### **SMALL ADS**

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](mailto:pef@talktalk.net) 01603 749417

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