

NORWICH & DISTRICT SOCIETY OF MODEL ENGINEERS

Founded 1933

Incorporated 1967

EATON PARK MINIATURE RAILWAY

e-BULLETIN

June/July 2019



Neville Gower

1940-2019

Neville Gower 1940-2019

This edition carries the sad news of the passing of Neville Gower, Society President, former Chairman, Director and the driving force behind much of what you see today at the ndsme site in Eaton Park. Neville had become increasingly frail in recent months and was recovering from a broken hip when nature conspired to take him from us. Although relatively unknown to many of our newer members, the older generation will have many fond memories of Neville. The clubhouse and the ground level track were built under his stewardship and his most recent project was the tunnel, a joint enterprise with the late Raymond Snelling. One is almost tempted to re-purpose the epitaph of Christopher Wren – *Si monumentum requiris, circumspice*, “If you seek my monument, look around”

Brian Baker, a close friend, recounts,

Neville, our Society President, was born in January 1940, and lived in Ludham, with his mother & father, at that time, an Army Chef. His first job was working for a market gardener, mainly with a greenhouse tomato crop, and he soon left to become a mechanic at a local garage, but he went to work with his father raising and fattening livestock, mainly pigs, and continued this business when his father died. Neville was a pioneer in meat traceability, now compulsory in the UK.

His soon to be wife, Ann, appeared on the scene, and Neville told me how he would push her, on her pushbike, home from the station, he on his motorbike, after a Saturday night out in Yarmouth. Neville was working on restoring that BSA Bantam until recently. The couple first lived in a thatched cottage in Catfield, moving to a more modern house in the village, as their family expanded. They kept a donkey, as a pet, for many years

He started Model Engineering in 1994, and has built a Pansy, Sweet Pea, Holmside, and a Burrell traction Engine, and had almost finished a Clayton Steam lorry. He built a 5 inch gauge railway round his garden.

During his time as Chairman of NDSME, he was heavily involved in the construction of the clubhouse, and did much of the heavy work on that project, even in snow. He was awarded the Civic Award for Voluntary Service in 2009. His last big project was the ground level tunnel at Eaton Park in 2013.

Declining health, forced him to reduce his workload, and he stepped back from the management of the club he was so proud of. He will be much missed by those who knew him.

Now for something completely different – Southern 412

By Ben Fraser



This loco was originally constructed by Lloyd Williams and Sid Rowlands. Sid and Lloyd were joint owners of a shop called Steam Age, based in Urmston Road, London.

Lloyd Williams and Sid Rowlands, designed and built many locos, many of their original adverts are still available to be seen in old copies of the model engineers' magazines.

This loco was designed on the Ajax loco, but with adaptation of extended frames, Lloyd Williams was apparently after an Ajax for himself, but more stable when running, however I'm not sure if this is the precise loco, as the information I have have isn't completely clear.

The loco has passed through a few owners since its original build, and on this journey has won a number of competitions for the efficiency of its running.

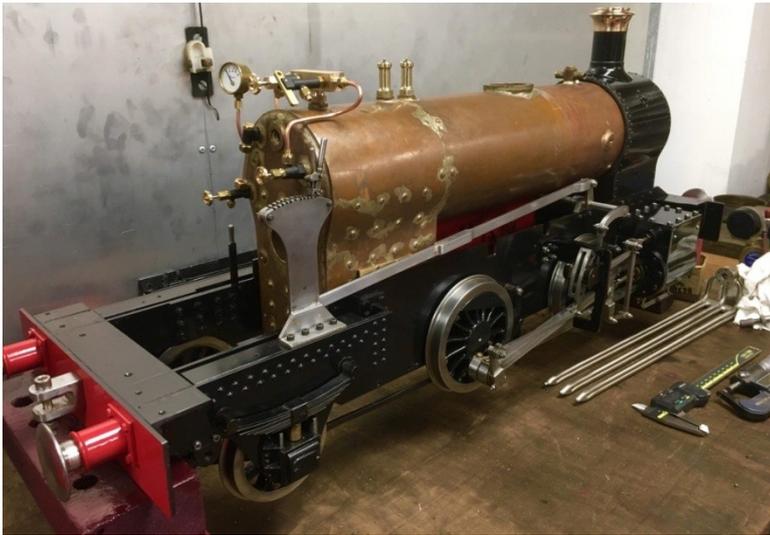
My late friend Alex Scott bought the loco, Alec's life story is worth writing about on its own.

Alec, a LMS fireman and driver, was the last person known to work on Turbo motive, Alec was a driver during the Second World War.

Prior to the onset of dementia, Alec was interviewed by the BBC. Fortunately, the interviews recording many interesting aspects of his life are still available on the Internet.

Sadly, Alex passed away in 2017. and kindly left me the loco in his will. As a consequence of the passing of time the loco needed some restoration.

The restoration including a hydraulic test, established a crack in the Firehole door.



Unfortunately with all the paperwork relating to the boiler having long since gone, and an estimation of the boiler being to be at least 30 years old, it was decided a new one was needed.

Thankfully my prayers were answered, and a second hand, yet unused boiler became available for sale, however as most know, an Ajax boiler has side feeds, but due to the long tanks on this loco a top feed was required, and after a trip to Kent to have the boiler

modified and stainless steel superheater elements made and fitted, it was back to the loco itself.

Unfortunately, having neither the facilities nor the time to get the loco back to operational condition quickly, I commissioned Norfolk Loco Works to complete the necessary work and undertake a complete strip down and rebuild; and I'm pleased to say they accomplished this in less than four months.

The loco was found to be in good mechanical condition, however as a result of the mechanical lubricator being hidden between the frames under the boiler and thereby totally inaccessible a few changes ensured the cab was less messy with less steam pipes clogging up the available space.



I'm pleased to say the loco is now finally finished, and made its passenger carrying debut at the 60th anniversary day at Eaton Park on the 7th July, where it performed faultlessly and attracted many admiring comments..

60 Years of Trains in Eaton Park 1959-2019

The original raised track carried its first fare-paying passengers during the summer of 1959. It was decided to commemorate this momentous anniversary on Sunday the 7th July.

It was decided that this special day would be a little different to a regular Sunday. Firstly, we were offered two visiting steamers to provide the mainstay on the raised track, LMS27019 and Southern 412. These engines being supplied by member Ben Fraser and John Bicknell, who came all the way from Chelmsford specially



for us. These locos were supplemented by Richard Wells Cl.66 diesel at very busy times. It was unfortunate the both of the ndsme 5" steamers were out of commission or it could have been all-steam! There are, however, tentative plans for an all-steam event next year in which they can participate.



As a further commemoration, we offered a fare of three pennies back in 1959. Over 500 rides were taken, the raised track has not seen such numbers for a while!

To supplement the raised track, we also took the first ever opportunity to operate the ground level track alongside the raised track. This is possible because of the trackwork laid in 2015-16 which allows for out-and back operation of the ground level, in the way it was first run before the clubhouse curve was put in which enabled through working. This was a novel experience for both visitors and ndsme volunteers and sent trains over a short length of track that had never seen passenger trains.

Just this one train also carried over 400 visitors, enjoying the unique experience of leaving the station in the wrong direction!



Complex shunting and turntable movements were employed to enable two rail-trucks to provide the service, operated by Mike and Charlie Riches. A great success it was too and it paves the way for more special two-track days next year. Ideas start with a "Steam Gala" and will only be limited by our imagination!

The third component of the day was a display of models on tables outside the public entrance to the raised level.



Besides our own models, ,
Ivan Watts displayed his
traction engine "Princess"



Mark Howes brought
along his 3½" gauge
LNER A1

And Robert Bailey brought his collection
of beam engines and also this interesting
i.c. engine which he had running. The
clubs twin-cylinder stationary engine
was running from a compressor, but his
was very noisy and restricted its
capabilities somewhat





Overall, this was a highly successful day and a great advert for the society, even featuring on a BBC website. Many thanks to all the members who answered the call to come and help set up, run and then dismantle the day

60 years of ndsme trains in Eaton Park 1959-2019



Spotted on YouTube

M.E. THREADS EXPLAINED - MODEL ENGINEERING FOR BEGINNERS –

<https://www.youtube.com/watch?v=a1VdZJNjCAU>

M.E. Threads Explained - Model Engineering For Beginners - Part #19 - Common M.E. Thread sizes found in model steam engines & equipment and how to identify what size and pitch they are....

The tree!

The tree that for so long has caused problems with low branches, including damage to vehicles, finally keeled over during a particularly wet sequence of days in June when the ground became waterlogged. Whilst it is always sad to see a tree go, there are mixed blessings here. Now there is more space and the risk to



cars and people has gone. We knew this would happen soon, as the tree had been visibly dropping for a couple of months, as measured at a datum point.

Riverside Miniature Railway (RMR)

Readers will recall reading about the construction of RMR in an earlier ebulletin. Sad news now is that the railway has been extensively damaged by vandals

The Riverside Miniature Railway, in Eaton Ford, Cambridgeshire, has announced that the railway has been victim to serious criminal damage in early July this year. The vandalism has included the destruction of a security camera, damage to a third party's equipment and damage to the railway, which meant the track was unusable.

Volunteers are working very hard to try and fix some of the damage so that the Railway can open as soon as possible. We wish them luck and a speedy recovery! We hope to invite them to EP next year

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

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.

In the enthusiast press



Narrow water-tube boiler was the very different Gresley 4-6-4 No. 10000, the 'Hush-Hush', built for the LNER in 1929. PICTURE: PETER NICHOLSON



Contrasting locos debut at Norwich club track

THE Norwich & District Society of Model Engineers' (RM March) 'club' loco – 7¼in-gauge LNER 'A3' 4-6-2 No. 4480 *Enterprise* – made its first appearance for at least a decade at the Eaton Park Miniature Railway Norwich on April 7.

The builder is unknown, but it is possibly of pre-Second World War origin.

It is seen above (left), alongside a brand-new Lister-type 4wD. This is a scale model of a 2ft-gauge loco and dwarfs the Gresley Pacific.

It was built by club member

Mike Riches and is powered by an exposed, transverse-mounted 600cc Petter AC1zs low-speed diesel engine.

Transmission is via a mechanical clutch and a car gearbox from a 1960's Reliant Regal three-wheeler.

Final drive to both axles is by chains.

This is the second example of the type Mike has built, but this one follows the original design more closely.

PICTURE: ANDY MARRISON

In a recent edition of Railway Magazine, Mike Riches Rail-Truck and the A3 together

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LETTERBOOKS



Mr Trellis wonders about possibilities...

Dear Humpf,

*I see that the society operated a successful two-track day in July. Now, I am wondering if there is the possibility of constructing dual gauge stock to run from the ground track directly on to the raised track, via a gauge conversion, as happens on full size when standard meets a wider or narrower gauge. I believe this sort of thing happens in Russia or Spain. Furthermore I believe that children would be better behaved if we...
(contd p74)*

What on earth is he talking about? Is this the ramblings of a madman?

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.

COMEDY CORNER



TCP Protocol

"Can I tell you a TCP Joke?"

"Yes, Please tell me a TCP Joke."

"Ok, I'll tell you a TCP Joke."



An architect, artist, and engineer were discussing whether it was better to spend time with their wives or mistresses. The architect said, "I like spending time with my wife building a firm foundation of a marriage." The artist said, "I enjoy the time I spend with my mistress because of all the passion and energy." The engineer said "I enjoy both. If you have a wife and a mistress, both women think you are with the other so you can go to work and get more done..."



Forthcoming Events

- | | |
|---------|--|
| 18 Aug | AGM |
| 11 Sept | Visit to East Coast Castings, Watton |
| 06 Oct | <i>Children in Need</i> day at EP |
| 9 Oct | <i>Tools and Trades Historical Society</i> , with Tony Waldis |
| 13 Oct | Private members day, with food! 1030 onwards |
| 13 Nov | Bits and Pieces |
| 13 Dec | <i>Father Christmas, Myths and mistletoe</i> NB this is a Friday |

For other events, see the ndsme.org



At the park



Guess who had a birthday? And went to Germany...

Next Year...

Membership numbers will reflect year of joining. Do you know when you first joined/ We have no records and would like to fill the gaps. Contact the membership Secretary...

Nostalgia Corner



The original raised track – can anybody date this photo? We are guessing at late 60s/early 70s.

The tree near the motorcycle give a clue as to location

DRILL SAFETY

It's so easy to do but please don't do this!



News from the Clubhouse

Maximum size of proposed new ticket office to be 2.4 metres x 1.5 metres. This will ensure ticket office is clear of station yellow line when retracted and give maximum space inside

It was decided to make spark arrestors mandatory on all steam engines whether or not giving public rides.

Neville Gower. The committee agreed that a donation of £500 be made to Neville's chosen charity ~ British Heart Foundation. This figure would be set against our charitable donations.

It was confirmed again that opening/closing times be continued as 1 to 5 pm and early closing would only be in the case of inclement weather and not lack of passengers.

Nelson (battery electric) would have a new battery. Rear couplings to be fitted to all remaining guard's trucks to allow them to be used for driving trucks if necessary.

Malcolm Jay's bequeathed loco to be commissioned ready for public running.

After looking at an independent report on the finances and the general running of the Railway all was reported as good.

Statutory registers were put into the safe and will be kept up to date as necessary.

It has become evident that some committee members were sharing email addresses with their wives/partners. Due to the confidential nature of some subjects discussed at committee meetings it was thought necessary for all Directors to have confidential email addresses that only they have access to. *{Those that do not will have to have hard copy only, ed.}*

Health & Safety and Risk Assessments -Andy Brown is taking on this task and will look at the current files and update as necessary.

Membership ~ applications for new members

Adrian Fordham – Accepted

Alan Harper – Bourne – Accepted

Oliver Foster – Accepted

Andrew Burr – Accepted

Proposed Station Fencing - Barry Fane reported that planning permission was not necessary and therefore the job could go ahead.

Plans for the new *Superloo* are now up in clubroom for all members to see and it will be discussed at AGM

Treasurer reported that 50% of wheelchair coach money had been paid to the maker Cromar White. We now have all the money to pay for this coach which has all been as a result of the fundraising by Mike Fordham and team. Fantastic achievement.

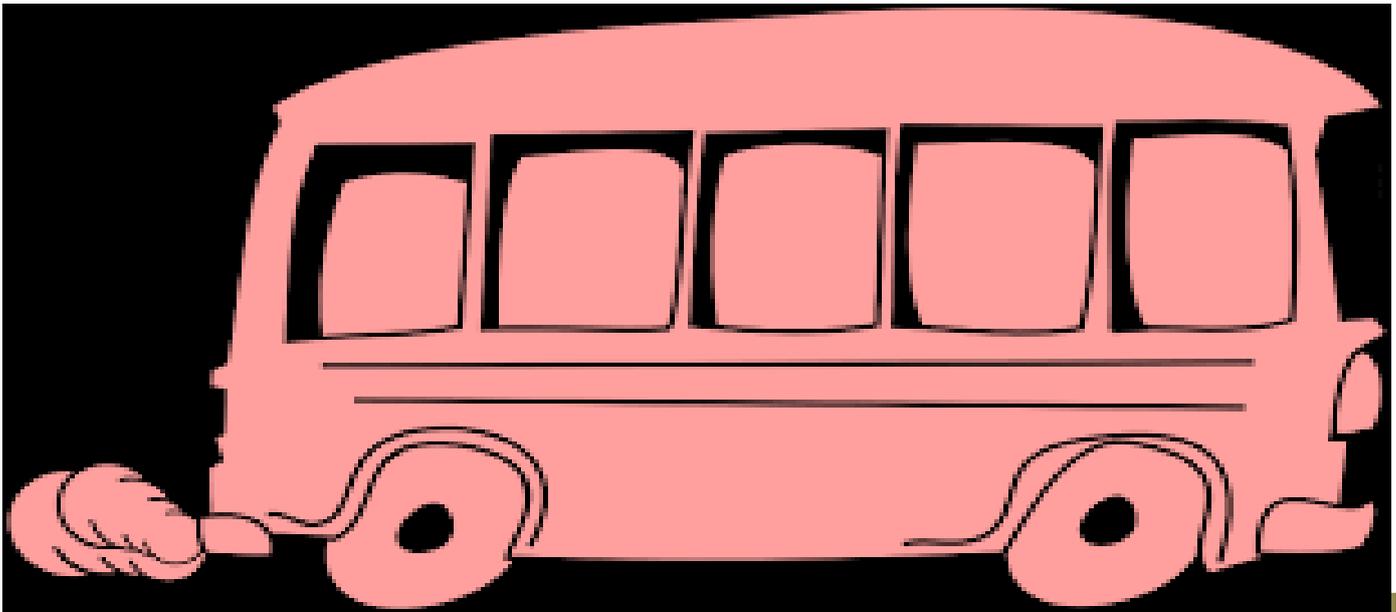
Last people to use the ground level lift unit to put on the covers and lock the control cabinet.

Stop board at field exit to be made permanent and mandatory.

Philip Moore asked for funds to build retaining wall and fence to complement the slabs outside the container.

Jim McDonnell tendered his resignation which will take effect on 23rd.August. stating that the two jobs were taking up too much of his time.

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...



ndsme Tours...

Following the recent popular Doncaster trip, have you any suggestions where we could visit next?

Contact Barry Fane or Roger Montgomery

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 Andy Brown via email for



further details or see the members page on the website for updates.

Open Weekend at Rugby Model Engineering Society 25th & 26th. May 2019

By Pete King, photos by Brian Parker

Wendy & I made the journey across to Rugby for the weekend and were not disappointed. The Rugby site is located to the south of the town and we received a warm welcome on arrival. *Sophie B* was unloaded very quickly using their hydraulic lift unit. They have plans for a new unit next year which, like ours, will have side movement rails. After pushing to the steaming bays, signing in and a mug of tea it was time to light up and get into steam.

Brian Parker from Peterborough was just going onto the track when we arrived and two other friends from Northampton were also visiting. Dennis Billington, who has run at Eaton Park with



his *Feldbahn*, is now a member of Rugby and was stewarding for the weekend so we had a head start.

We steamed up very quickly and were then directed to the carriage shed where we picked up a coach for the day and off onto the track with Dennis as a guide. The ground level track has been extended recently to give a one mile circuit with a new, unfinished, three road station at the far end of the site. It is a challenging track to drive with a long climb of about 1/100 for nearly half a mile and, of course, various 1/100 downhill sections. With only one coach it was not a problem but I would love a go at one of their Public Running days.

The track has three circuit options which are selectable by the driver at the side of the track, you stop, press the button on the signal pole for the route you want and the points are set for your route with protection by colour light signals. It's a good system and worked really well. If you pick



your routes correctly you can run for about 1.6 miles before going back into the present station, wonderful.

The club are also doubling the length of their raised track 5" 3.5" and 2.5" to 800 metres which should make it quite a challenge for the 2.5" locos.



Another project currently under construction is a truck for carrying wheelchairs (*photo, left*). This is a very heavy well wagon which will have a turntable mounted in the centre so that a wheelchair can be pushed up the ramp

and then turned to face forward motion. This truck is being sponsored by the Rugby Lions.



(left, detail of the pivot on the accessible carriage currently under construction)

The club has a large number of passenger trucks, the newer style are sit astride (*see photo*) and are much heavier than the trucks we use.

They have full vacuum braking and the footboards are channels to keep feet in the correct place. The fact that they are heavier means they are almost impossible to tip, in fact I did stand on one side to test it and it barely moved.



This is certainly a very go-ahead club with so many projects on the go at the same time. They have just over 100 members and their chairman told me that around 40 are very active, hence all the simultaneous projects.

Thanks to Pete King for this article. If you have made any similar visits, please do send in details for the eBulletin. Next edition will have a report by Mike Fordham of a visit to Quainton.



NDSME directors (committee) and officers as at July 2019

President	vacant	Company Sec.	Jim McDonell
Chairman	vacant	Membership Sec.	Andrew Shirley
Treasurer	Jim McDonell	Publicity	Mark Rhodes

Other directors: James Horrex, Barry Fane, Peter King (PW), Mike Riches and Philip Moore (Estates), Andy Brown. R Hendrik

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

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

There are other roles, that need filling. Contact the Company Secretary if you can help. The email is clubsecretary@ndsme.org



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