

NORWICH & DISTRICT SOCIETY OF MODEL ENGINEERS

Founded 1933

Incorporated 1967

EATON PARK MINIATURE RAILWAY

e-BULLETIN

Oct/Nov 2019



ndsome out and about

Cover picture

During the October half-term the society took a stand to the annual *Science Week* at the Forum in central Norwich. This was the second time we have attended this, following on from the first successful visit back in 2018. Organised very much as a last minute effort we were, nevertheless, able to put on an impressive display to attract and entertain the visitors to the day, which was themed on engineering.

For us, this day began at 7am in the twilight at the park. Member Andrew Burr had very kindly offered to haul the society trailer down to the Forum and without his help this day would not have been possible. Three of us managed to manhandle the heavy tables from the clubhouse into the trailer, followed by a selection of exhibits, together with the compressor which was to power the stationary double cylinder engine.

On arrival at the Forum we very quickly had the display laid out and the compressor sited to provide as little background noise as possible, with the help

of a long air pipe extension. Last year the compressor had been under the table and proved too noisy to run for more than a few minutes at a time. Although this year with the *Dyak* being in pieces and the GWR tank loco being inoperative, we didn't have any locos to display, the stationary engine was just as impressive and attracted admiring glances.

Mid-morning we were joined by other members including Richard Hendrik, Roger Montgomery and Barry Fane, who all staffed the stand while the early birds took a break. The Forum laid on free tea/coffee etc for all the participants and one or two of our people took advantage of this facility.



We were also joined by Robert Bailey who brought along a selection of hand crafted beam engines. He also gave demonstrations with the miniature lathe he had acquired at auction at the clubhouse, this proving particularly popular with younger visitors to whom “engineering” is a term they read about only



in history books, with metalwork having largely vanished from school curricula.

The engineering day, a part of the *Science Week*, is very much promoted as a hands-on event and our display reflected this aspiration. Next year we hope

to have our own rolling road so we can operate a loco under air pressure, so, members, we will be looking for exhibits from you!

Thanks are due to everybody who helped with this venture, including Mike Fordham, Robert Bailey, Andrew Burr, Philip Moore, Richard Hendrik, Roger Montgomery, Barry Fane, Mike Fordham and others, whose names escape me but you know who you are.

An exotic visitor to the park



John Powell's Santa Fe loco at a recent pop-up.

In local media



LEFT: Bill Peters drives R Ward's Royal Scot in an early Eaton Park photo from the NDSME's archives. BELOW: This photo, dating from the early 1970s, is thought to show the re-opening of the track in a new form.



Happy birthday to an Eaton Park treasure

Eaton Park's much-loved miniature railway is celebrating its 60th birthday.

Over the past six decades the attraction, run by the Norwich and District Society of Model Engineers (NDSME), has given pleasure to countless thousands of children and adults, and has raised many thousands of pounds for schools and charities.

The railway had been due to open on Sunday, October 6, in aid of Children in Need but was forced to call off the popular annual event because of torrential rain which flooded the track and caused chaos in many parts of the county.

Now, organisers are crossing their fingers that they will be able to run pop-up trains on the two Sundays straddling the half-term school holiday, on October 20 and 27.

And bookings are already pouring in for the Santa Specials, launched in 2016, and planned this year for December 8. Visit: <https://www.ndsme.org/santa-2019/> for more information.

NDSME was founded in 1933, based in

King Street, Norwich. In 1956 it was offered an area of Eaton Park by the city council for the layout of test track.

Three years and 365 feet of track later, the attraction opened to the public.

On summer Sundays people could ride round for 3d (about 1p) with part of the proceeds going to good causes.

In the early 1970s the track was extended to 955 feet.

Soon after the start of the new millennium, Norwich City Council made more land at Eaton Park available to the NDSME so that it could build more secure storage accommodation and a new and more extensive miniature railway track of dual 7.25" and 5" gauges.

A new NDSME club house on the site was officially opened by the mayor on June 3, 2004. Track-laying had already started and was completed in time for the public to enjoy train rides on Easter Sunday and Monday 2006.

Since then trains for the public have been



EARLY DAYS: Looks of wonder from young members of the Norwich and District Model Engineers Society, pictured in their King Street premises in 1939. The lad in the middle is Ken Bye, now in his 90s, who is still a member today.

offered every Sunday during the season and added amenities have included a station canopy, a tunnel, and a new signal box.

Visiting engines are welcomed and some are used to haul passenger trains.

We are often featured in *Just Eaton & Cringleford*, a monthly local magazine and a month or so back they ran this piece on our 60th anniversary of trains in the park

**60 years of ndsme
trains in Eaton Park
1959-2019**



A new face at the helm

You will have seen in the last edition of the E-newsletter, and announced at the AGM, that a new Treasurer has taken over at the NDSME, so who is this “Chris Eve” character that we have read about? Here he illuminates...



I have been a full member of the NDSME since February 2019. I was originally introduced to the society via Eaton Park Miniature Railway in May 2016, but as so often happens, other things got in the way of attending again, such as a tour of Australia, a business trip to India, and pursuing my main photography hobby, which covers the full size railways, motorsport, wildlife, aviation and anything else that moves or provides a backdrop!

It took a pop-up day in February, and persuasion from a couple of other current members who I have met through the big railway to entice me back to Eaton Park for a play, and finally the bug hit! I signed up as a full member there and then, and before I knew it I was a trained guard, driver and general dogs-body around the railway and club-house. Only 5 months later I was asked if I wanted to take on the role as Treasurer, following the announcement of Jim McDonnell's resignation.

Aside from the photography side, I have spent 22 years - my whole working life - in the commercial insurance industry. All but three months of that has been with Marsh McLennan (formerly Sedgwick Bland Payne) where I joined in December 1997, based in the office opposite the bus station in Queens Road, Norwich - which by pure coincidence sits on the site of the former Victoria Railway Station.

Due to my wealth of experience with spreadsheets, databases and general insurance regulations knowledge, I guess it was only natural

that I would be nominated for the Treasury role – one I was happy to accept. My first visit to Jim’s farm prior to the AGM announcement, and seeing the wall of NDSME files made me think briefly “what have I let myself in for here??” However Jim’s guidance and the warmth of the NDSME club soon put me at ease. The first few months in the role has certainly been a learning curve, but as each day passes it is now becoming more apparent that I made the right decision to become involved in the role with a great club.

12 months ago it hadn’t even crossed my mind that I would become a fan of the world of miniature railways and engineering, but now I am completely hooked!

You will find me at Eaton Park most Sundays – look for the EWS hi-viz vest. Pop by and say hello. I am not great at remembering names to begin with, but will always recognise faces. I put it down to age, having hit the big 4-0 in June!

All the best
Chris Eve
Treasurer
NDSME

STORAGE OF PRIVATE ROLLING STOCK AT EATON PARK - GUIDELINES

- Limited storage of private owner stock may be offered subject to conditions
- At the discretion of the directors and subject to any availability of space.
- Subject to owner removing stock on demand
- Owner must arrange their own insurance
- Such stock must be available for public carrying during the season

A source of concern

This communication from the News & Features writer for *Steam Railway* magazine has been circulated by Brian Baker,

Not sure if you read traction talk forum....but this backs up your thoughts about coal use.....

May I throw my hat into the ring?

I am the News & Features Writer for Steam Railway magazine, and have been covering this topic extensively over the last few months. Some of you (I hope!) may have seen the features I have written on coal this year, tackling this very delicate subject.

DEFRA wants to introduce a ban on the sale of smoky coal for domestic, household use in England only (this is a devolved issue, so doesn't affect Wales, Scotland or Northern Ireland, though of course there is a similar coal ban being implemented in the RoI). It is not seeking to ban heritage coal burners - i.e.: railways, traction engines, steam ships, heritage museums etc - from burning coal, and it has assured our magazine, the NTET and the HRA that heritage coal burners will be exempt from any ban.

Although we should be exempt from any legislation arising from the proposed coal ban, the problem is that the household market is the single biggest user of sized, lumped coal in the UK - i.e.: the same size and variety of coal used by steam-powered vehicles. If coal merchants are banned from supplying such coal to this market, then it is uneconomical for them to carrying on supplying sized, lumped coal to the heritage market, which works off the back of the household coal market and burns approximately 40-45,000 tonnes of coal per annum. As far as coal mines and suppliers are concerned, we are a drop in the ocean.

Coal in the UK is already treading a very fine tightrope. Come 2025, we will no longer burn coal for electricity generation, so coal merchants will lose their single biggest customer. We have already gone for a whole week without burning coal for power. While a significant amount of coal will still be required for the steelmaking and cement industries in particular, this is granulated/pulverised coal, completely unsuited to traction engine and locomotive fireboxes. That notwithstanding, recent news reports suggest that steelmaking in the UK is living in borrowed time, so that market likely has a limited shelf life.

If the dominant market for sized, lumped coal goes, then the fear is that the screening and distribution facilities and network necessary for sorting and transporting that coal will also disappear, so even if we can still source coal from abroad, without such screening/distribution facilities, actually getting the coal into the country - let alone to where it is needed - will become very difficult, if not impossible.

Add in to that the likelihood that coal costs will increase (the HRA estimates this could be up to 400% over current prices), then even if we can still import it, screen it and transport it etc, we might not be able to afford it - at least not in the quantities to which we have become accustomed.

It would be all too easy to dismiss this as scaremongering, but having met Therese Coffey - who's responsible for this DEFRA proposal - a ban is 99% likely, and if it happens, regardless of whether heritage coal burners get an exemption, things are going to be very challenging.

We do have champions on our side trying to combat this threat. The HRA is doing sterling work in outlining the issues to DEFRA, as is the NTET - and thanks must go to David Smith for his tireless efforts to highlight this issue to NTET's membership and the government. We also have the newly formed Heritage Fuels Alliance, which is similarly lobbying government to protect our right to buy and burn coal.

All hope is not lost. However, the challenges are significant and we must work together if we're to find a way forward. The most difficult thing at the moment is that, until DEFRA formally announces its plans, no one knows what form a ban will take nor how it will come into effect. The cards are very much up in the air, but we must be prepared for when they fall.

So, this is something we must all be aware of and it's happening soon! What should ndsme do? Buy up as much coal stacks as possible while we still can? Convert engines to gas-fired? What do you think? Is there a solution to this oncoming problem at all?

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

Spotted on YouTube

Making A Bronze Cannon Replica, Start To Finish by FarmCraft10

<https://www.youtube.com/watch?v=9kJxOn9NU9w>

From scrap copper, tin, and cartridge brass to scaled down replica. Trial and error in casting a canon barrel.

Engineering in Art

Power, by E McKnight Kauffer (1890-1954)

Kauffer is probably best known for the 140 posters that he produced for London Underground, and later London Transport. The posters span many styles: many show abstract influences, including futurism, cubism, and vorticism; others evoke impressionist influences such as Japanese woodcuts.

He also created posters for, *inter alia*, Shell Oil, the Great Western Railway, American Airlines and other commercial clients, and also illustrated books and book covers.



A recent visit

by David Beeken

The September members meeting took place in the afternoon at *East Coast Castings* in Watton. Originally we were going to have a talk at the club house, but were offered a factory visit by Chris Isbell of East Coast Castings and this was accepted.

A week before the visit I gave the number of visitors that had contacted me and was informed that the Brandon Model engineers had contacted him and was this OK with us for a joint visit. I said I was fine with this and on the day we had approx 20 members and friends present and a further 12 from Brandon. On arrival we were offered



refreshments and were shown the main building with all the patterns and where the metal is melted and poured. We also were shown the metal and sand store. The company uses approximately 200 tons of sand a

week of which some is recycled. The dirty part was seeing the fettling shop where all the unwanted spurs and tags are cut off and the surfaces are ground smooth where required. Concluding we were showed the pouring of a number of castings.

I felt that the visit was a great success as more than normal numbers of members attended and gave a vote of thanks.



Photos by Mike Fordham

At the Park



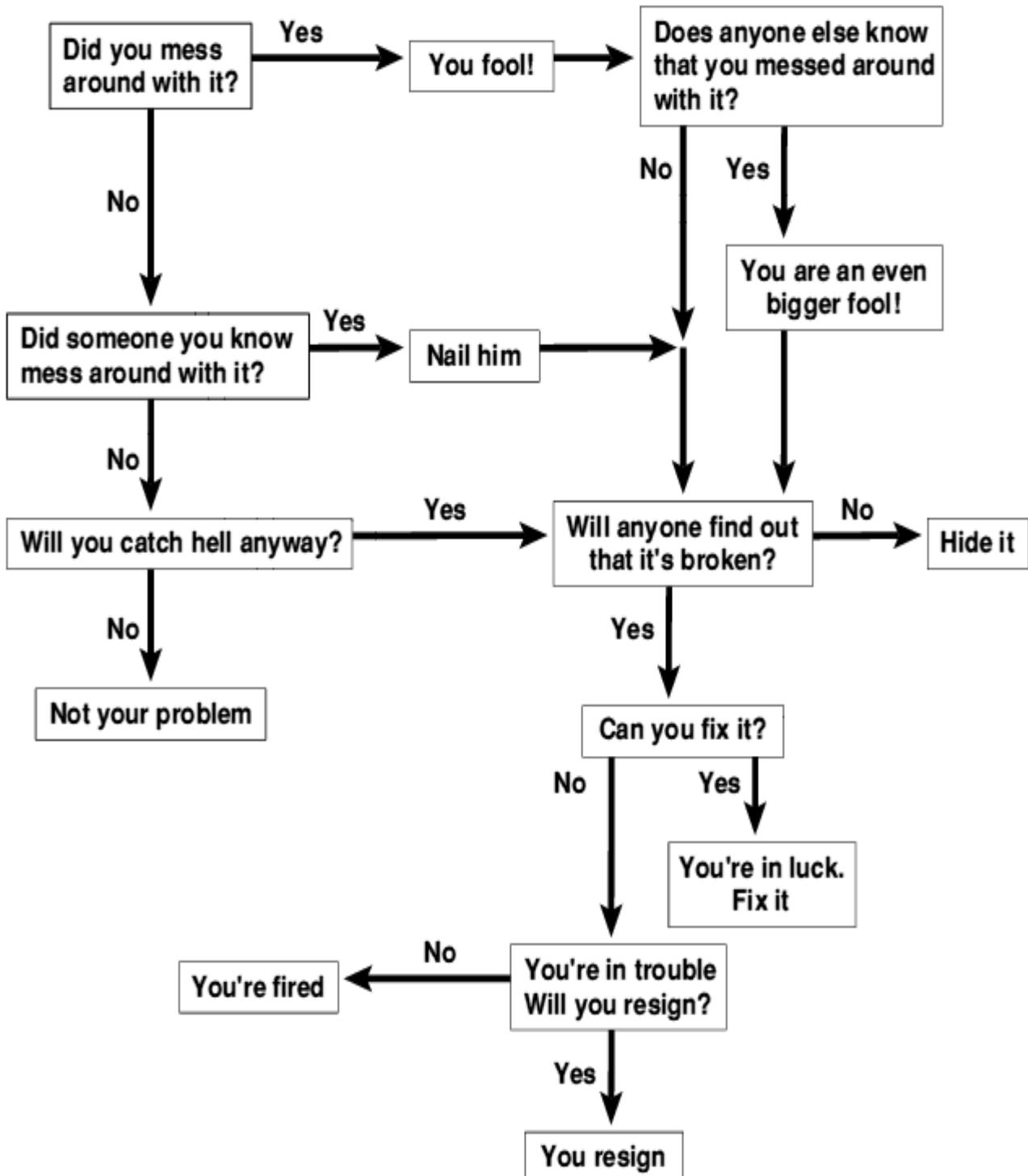
Our *Children in Need* Day was abandoned due to torrential rain. The track was flooded in places!



COMEDY CORNER



Something broken at work? Follow this easy flow chart.



LETTERBOOKS



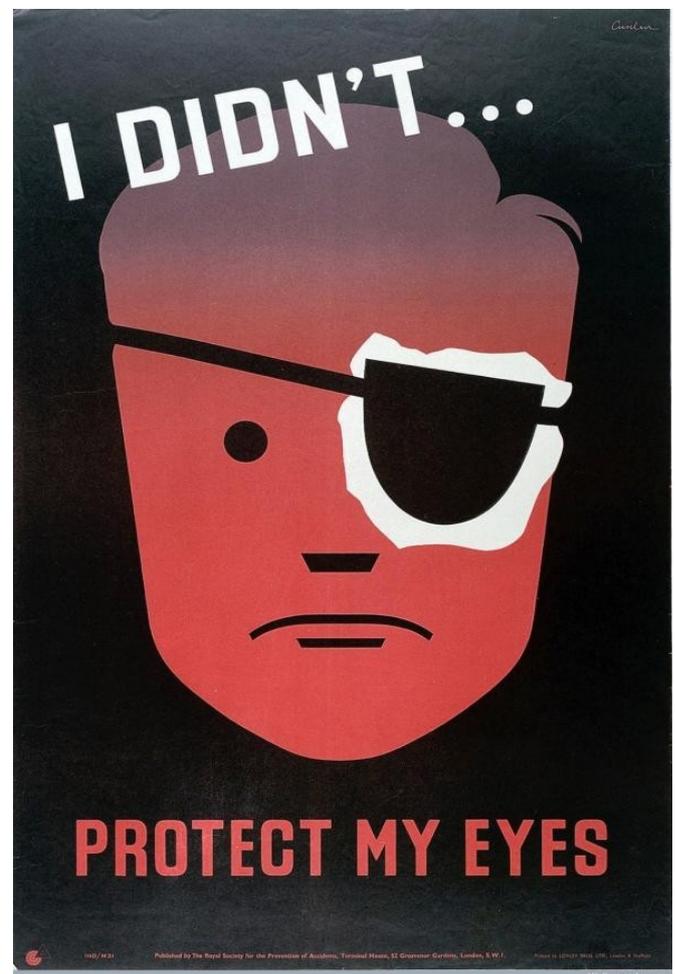
Mr Trellis is considering the election...

Now, I'm right in a pickle as to who to vote for. There's that Boris and also that Jezzer fellow. I don't know what models either of them has made, or, indeed, what clubs they belong to. All I do know is that one of them can make models in Latin, and the other uses home-made jam. Probably. I try to imagine each of them as a thread form, but who would be BSF and who would be UNC? I'm really confused so I guess I will vote for the (contd. P76)

What on earth does he mean? maybe we'll never know!

SAFETY

Another poster by Leonard Cusden for RoSPA. First issued in 1950 but the message is still the same!



From the committee

Amongst items discussed recently were...

A change to the membership application process. New joiners will first join as a Potential Member. After a minimum of twelve months satisfactory membership this will, at the society's discretion, be converted to full membership of the company.

The society is to attend more model railway exhibitions.

The 5" *Dyak* loco is to have a new boiler manufactured as the old is beyond repair.

Improvements are being made, by a team under Philip Moore, to public access to the raised track station.

The society will introduce a more formal and accountable of testing members involved in railway operations. This is in line with the new ethos post HSG216. A scheme exists already for testing drivers and guards and member C. Riches has qualified as the first driver under the new, competence based assessment. This scheme will be extended to all operational roles and, in time, "*grandfather rights*" staff will be invited to complete the new assessment.

A visit is being arranged to Riverside Min. Rly., St. Neots, for August 2020.

The society's new accessible carriage has been delivered and it will, after a period of testing and staff training, be commissioned into service at Easter 2020. This has been financed mainly by donations, with additions from dedicated pop-up train days.

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.

Nostalgia Corner

An undated image, possibly from the 1990s, or is it 1980s? Shows the original raised track station before the canopy and clubhouse were built in the 2000s. Can you date this photo? Who were the members depicted?



Forthcoming Events

- 08 Dec Santa Specials – help invited. From 0730
- 13 Dec *Father Christmas, Myths and mistletoe* NB this is a Friday and is at the Ipswich Rd URC venue.
- 01 Jan New Years day – members day. From 1000
- 08 Jan Monthly meeting. *Old toys*
- 17-19 Jan London exhibition. Coach to be arranged
- 12 Feb Monthly Meeting – *Resuscitation*

For other events, see ndsme.org

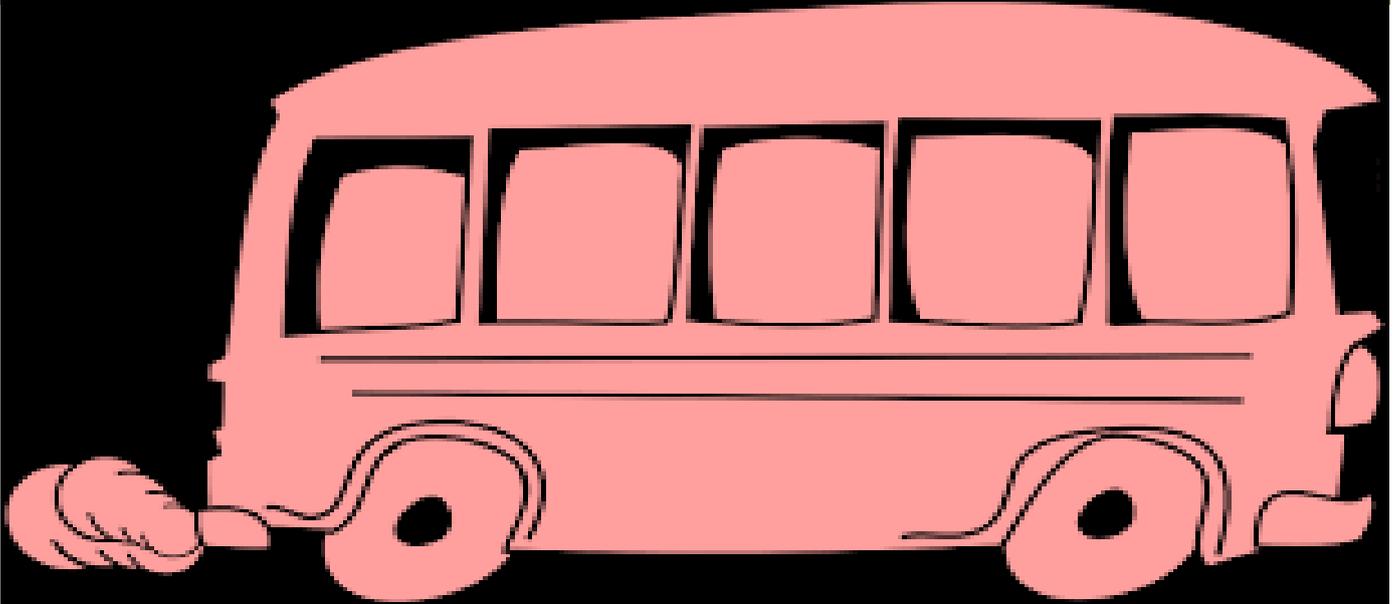


ndsme Tours...

Alexandra Palace Exhibition Sat 18 January 2020

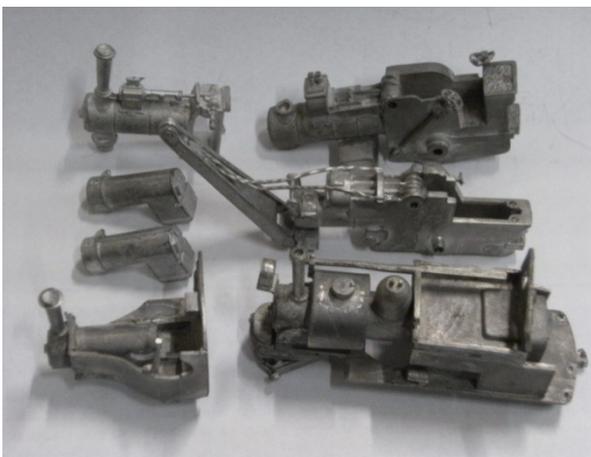
Coach to the exhibition - £23. Departs 0800

Contact Barry Fane or Roger Montgomery



White metal items for disposal

The society has been donated a tray of mixed parts for white metal models. There are boiler castings for possibly seven models although it is not known if every part for every model is present in the tray. There is also a *Lesney* showman's engine that will require "restoration".



If you'd like either of these, we are open to offers

of a donation. Best bid secures. Contact any committee member to register your interest.



Raised Track Group

There is a thriving 5”/3½” raised track group, meeting on the first Saturday of each month, plus other Saturdays too.



NDSME directors (committee) and officers as at Nov 2019

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

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

Other officers. Rolling stock – Roger Montgomery. Meetings organiser vacant. H&S – Andrew Shirley

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



SANTA SPECIALS – SUN 8 DECEMBER 2019

Assistance from members required, starting from 0730 and opening for first trains at 1100. Bacon butties/tea will be provided for the early crew! Also required, operational staff and customer service staff (elves, catering and grotto hands etc!)

Early morning assistance is especially vital as we must get everything set up in three hours. Contact Mike Fordham or Philip Moore, or just turn up on the day.