

NORWICH & DISTRICT SOCIETY OF MODEL ENGINEERS

Founded 1933

Incorporated 1967

EATON PARK MINIATURE RAILWAY

e-BULLETIN

Aug - Oct 2020



The A3 – what is its future?

Cover story

The A3 at a crossroads.

As the society reviews its rolling stock, the spotlight has fallen on the A3 locomotive *Enterprise*. The origins of this loco are shrouded in mystery. It is believed to date to the inter-war period and may have operated commercially somewhere, but nobody really knows. Those that may have known are sadly no longer with us. However, what is more important is the loco now, regardless of history, which remains to be filled in by future researchers. The loco has only ever operated sporadically over the last decade or so. It was partially overhauled by a member two years ago and problems of valve timing (it is a rare three-cylinder model) have largely been overcome. The elephant in the room though is the boiler. All copper of course, as was the custom when it was built, it was fabricated using soft solder which is fine while it lasts but when a joint eventually goes will be very hard to resolder without causing further solder melts. Because of this the boiler is vulnerable to a test fail at any time, potentially. Thus the questions arise,

- 1) Why do we retain this loco which is not a reliable runner?
- 2) If we want to retain it, what do we do with it?

This is, without doubt, an iconic and historic model. Iconic because it is a fellow of the famous A3 *Flying Scotsman*. Historic because it may well



have been a contemporary of the real A3 locos. It has been described, to interested visitors, as a loco “like the famous *Flying Scotsman*”. Investigations were made as to whether it might be possible to rename it as such but the *Flying Scotsman* name is now copyright of YRM and not available for use commercially.

So, a boiler replacement then. Definitely, or maybe. If we are to retain this loco long term then an eventual boiler replacement is inevitable at some point. Present estimates for a modern copper welded boiler are presently around £8k, so a substantial investment will; be required. This would then open up two scenarios. Firstly, we would have a powerful and iconic loco to use for public

operations. Secondly we would have converted a rather down-at-heel loco of around £10k-£12k to one that could potentially justify a value of £30k+.

In tip-top condition, this loco would be a racehorse compared to a shire-horse of a more prosaic model. It requires a certain skill level to drive and fire too. Not all would have those skills readily available. Member James Horrex (illustrated below) is one of very few members to have successfully driven this loco in recent years, having brought his skills and experience gained on full size locos and applied them to this racehorse.



This engine really need a group of members dedicated to operating and maintain the loco. It can be no casual acquaintance. There are murmurings of interest from some members. But for this to be successful the loco would need to be reliable. For it to be reliable long term it

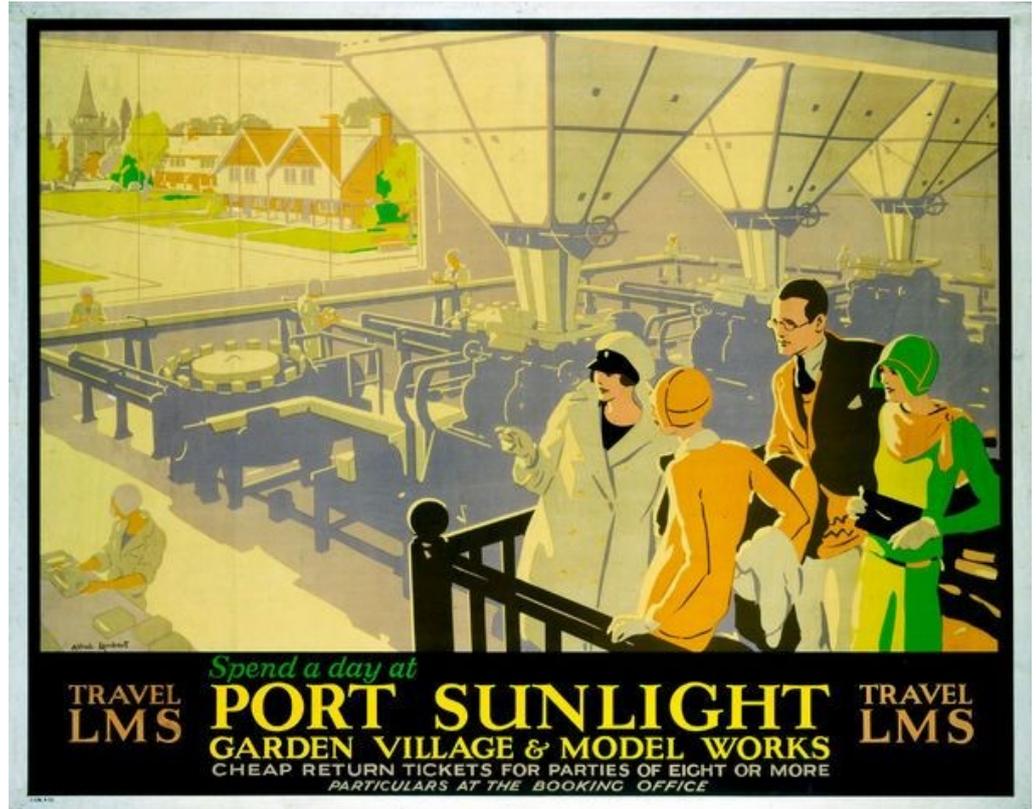
will require investment. And you can see the conundrum, one made especially worse by the sudden and dramatic effects of the SARS-Cov2 pandemic which has seen the society's income slashed dramatically. Investment in a new boiler has receded to the distant horizon, for the time being at least. Pre pandemic, the immense revenue generating ability of our railway in the park could have provided for the cost of this over two seasons, or maybe even one! But that can't happen now for a few years.

So, what do the wider membership think? Keep as is effectively in mothballs? Invest circa £8k now? Later? Whenever? Refurbish and keep? Refurbish and sell in favour of something else less complicated? Some other option? This is just a discussion at present and no decisions will be made until all have contributed their views.

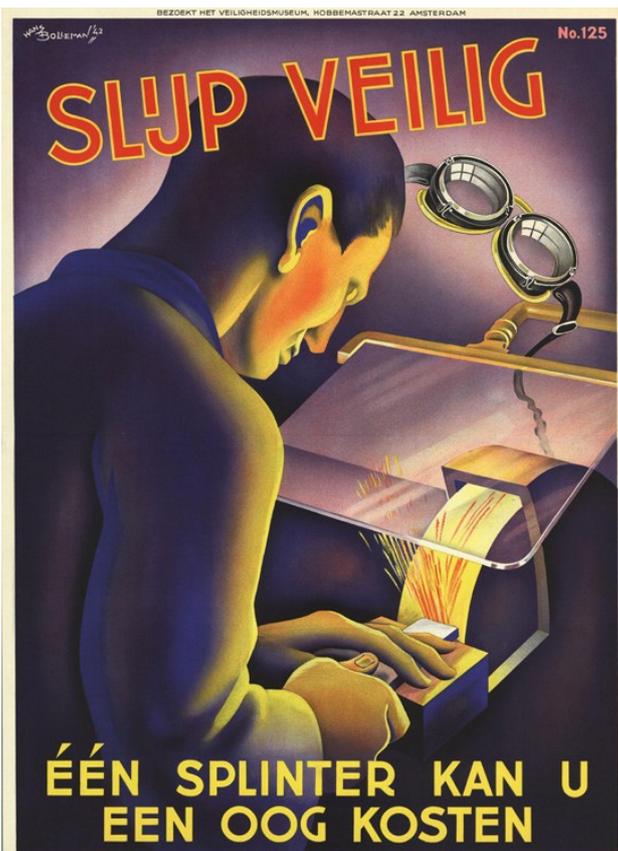
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Engineering in Art

Spend a Day at Port Sunlight, LMS poster, c 1930s by Alfred Lambart (1902-1970) illustrating a group of visitors at the Port Sunlight soap factory. A vignette shows a glimpse of the Port Sunlight model village. Port Sunlight was built by [Lever Brothers](#) to accommodate workers in its soap factory (now part of [Unilever](#)); work commenced in 1888 and was largely



complete by 1914. The name is derived from Lever Brothers' most popular brand of cleaning agent, [Sunlight](#). In more recent times, Port Sunlight has featured as a filming location for the TV series *Peaky Blinders*, simulating early C20th Birmingham.



Sharpen safely – a splinter can cost you an eye. A 1942 poster by Dutch artist Hans Bolleman (Johannes Hendrikus Bolleman 1923-1968). Dutch safety posters had a character of their own, employing some of the leading artists of the day and could be quite graphic. This one is relatively subdued but hints at the disaster that could await as the worker sharpens a tool having disregarded his safety goggles. Although there is a screen it does not give total protection. Even devoid of the caption the message would be clear. It is a message that still resonates today.

The Early Days of Model Railways,

By Chris Poore

Just after the Second World War a number of groups were setting up railways in local parks and other public places. Trying to do this with all the restrictions and rationing at the time must have been quite a challenge not least of all getting to and from the site.

In 1948 the Chingford club which had been given permission by the local council to build and run a railway in Ridgeway Park decided to build a petrol club loco for passenger hauling, which I understand was very successful.

However, problems did occur with transport of equipment to and from the railway to enable them to run on the allotted days, and those with cars were reluctant to use their own petrol allowance for club use.

It was therefore decided that the club should apply to the relevant authorities for its own petrol allowance; this was duly done and below are copies of the letters that were sent at the time.

I thought younger members might be interested to see how difficult things were at that time and it will no doubt bring back memories to the more senior members of the ndsme club.



CHINGFORD AND DISTRICT MODEL ENGINEERING CLUB

Affiliated to the S. M. E. E.

President : His Worship the Mayor of Chingford

Treasurer
E. J. SMITH
78 Heathcote Grove,
Chingford. E.4

Chairman
F. KISTLER
12 Moreland Way,
Chingford. E.4

All communications to

Secretary
F. W. JOHNSON
63 Bromley Road,
Leyton. E.10

COPY CERTIFICATE.

This is to certify that the Chingford & District Model Engineering Club undertake in conjunction with the Chingford Borough Council the operation of a model railway in Ridgeway Park, Chingford and in order that the model railway can operate for the benefit of the public visiting this Park, it is essential that an allowance of petrol should be granted to the Club to enable members to convey their miniature locomotives from their homes to the Park.

(Signed) Francis J. O'Dowd.

TOWN CLERK.

Town Hall,
CHINGFORD. E.4.

The letter applying for the petrol coupons and a supporting letter from the council.





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Correspondence, please, to Secretary:—
A. SENCHELL,
95, ROBERTS ROAD,
LONDON, E.17 (L.R. 6685)

The Director,
Regional Petroleum Office,
Ministry of Fuel & Power,
Bromyard Avenue. ACTON. W.3

August 6th 1948.

Sir,

Could you assist me in a rather unusual type of petrol application? The facts are as follows -

The above Club operates a miniature railway at Ridgeway Park, Chingford on behalf of the Local Council, for the benefit of children using the Park. The locomotives are supplied by members of the Club and, as some of these models weigh from one to two hundredweight, it is impossible to use public transport to carry them.

In the past, it has been the practice of members who own cars, to collect and deliver the models to their respective owner's homes. Since the re-introduction of the basic petrol ration we find it very difficult to get the car owners to collect the locomotives, as they say their petrol allocation does not allow it.

Would it be possible to have a petrol allocation of say three gallons of private petrol and two gallons of commercial petrol per month, the above Club to be responsible for the issue of the private petrol to any of our car owner members who carries out transport on our behalf.

The allocation of commercial petrol is for a 125cc petrol driven model locomotive which is at present under construction and will be ready in about a month's time.

I enclose a copy of a certificate issue to us by Chingford Borough Council to endorse our application, and, needless to say, the Club will take any precautions you may think fit, and will guarantee against any mis-use of the allocation, if granted.

Yours faithfully,

CHINGFORD & DISTRICT
MODEL ENGINEERING CLUB.

HON. SEC.

A. Sencell

Letter to Regional Petroleum Office the Ministry of Fuel and Power

Spotted on YouTube

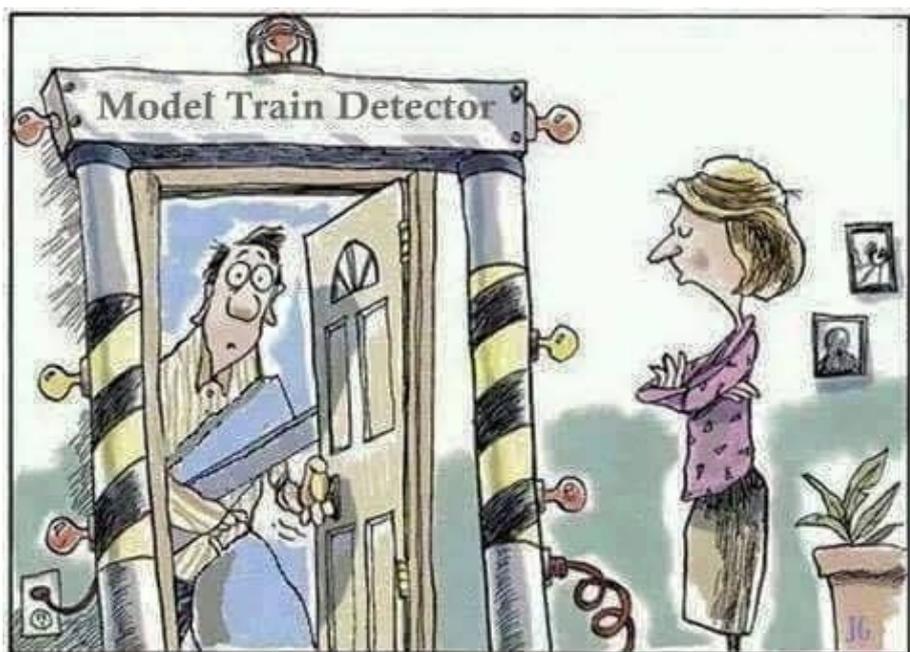
MINIATURE STEAM HACKS - PART #50 - COMMON OPERATIONS
IN MODEL ENGINEERING *by Keith Appleton*

https://www.youtube.com/watch?v=Lr_4jOcWxZs

In model engineering, which often takes place in very small home workshops, there are many different ways to approach the job. Here are a collection of very useful tips for beginners to this fascinating hobby. Just one of a number of fascinating and informative videos by Mr Appleton.



Fun on the Net



Is this Philip?

Or, is this?

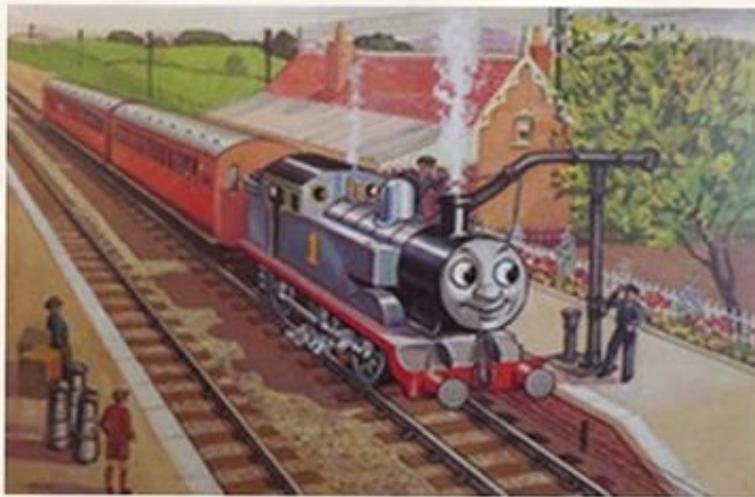


Thomas the Tank Engine

reimagined for the C21st!

“Why have you only got two carriages attached?” asked the boy on the other platform.

“Because it’s rush hour,” laughed Thomas.



You should have received your new membership cards by now, if you included an sae. If it hasn't arrived, contact the membership secretary.

NDSME directors (committee) and officers as at Sep 2020

Company Sec.	J McDonell	Chair	vacant
Treasurer	C Eve	Publicity	M Rhodes

Other directors: M Riches, B Fane, P Moore (estates), J Horrex, P King (PW) R Hendrick

Other officers: R Montgomery (Rolling stock), H&S A Shirley, Meetings organiser M Fordham (*pro tem*)

Hard copy bulletin distribution: - P Moore

There are other roles that need filling. Contact the Company Secretary if you are interested. Email clubsecretary@ndsme.org



Forthcoming Events

-PLEASE NOTE THAT ALL MONTHLY MEETINGS HAVE BEEN SUSPENDED UNTIL FURTHER NOTICE, IN ACCORDANCE WITH HM GOVT DIRECTIVES



ndsme Tours...

PLEASE NOTE ALL TRIPS TO EVENTS HAVE BEEN SUSPENDED FOR THE TIME BEING.

RAISED TRACK GROUP

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

NOTICE – ACCESS CODE FOR THE MAIN SLIDING GATE HAS CHANGED. THIS NEW ACCESS CODE IS ON YOUR 2020-21 MEMBERSHIP CARD

THE ACCESS CODE FOR THE MAIN BUILDING HAS NOT CHANGED AND REMAINS THE SAME AS 2019-20

Where is this?



Italianate? Art Deco? So where is this classic piece of railway architecture?

Origins

A newly opened Eaton Park in 1928. Notice the conspicuous lack of anything nearby! But lots of grass tennis courts – the Lawn Tennis Association used to host tournaments here in its heyday



Covid Diaries (Part 1)

or “Things to do when I get around to it”

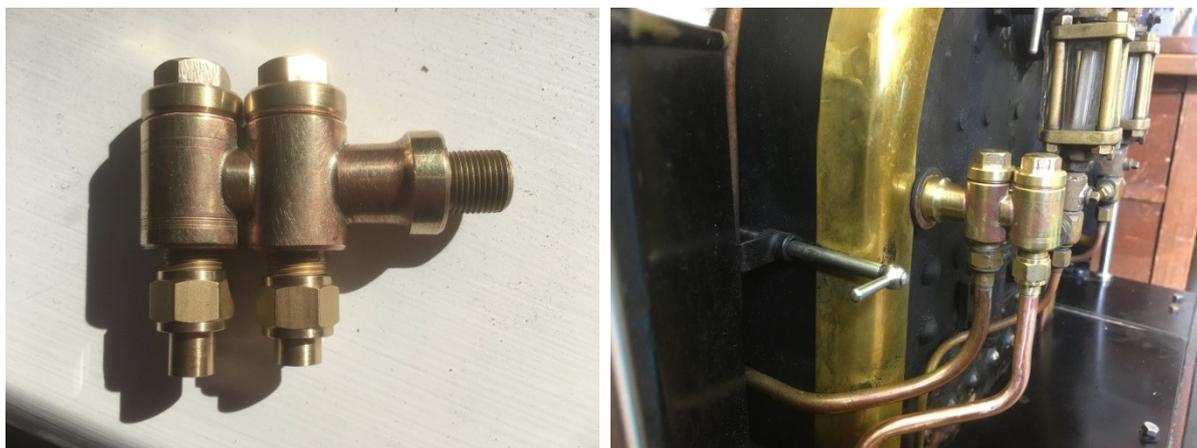
by Pete King

Through the winter of 2019-2020 I put all my efforts into stripping and re-bushing my Hunslet *Elidir* and part of the refurbishment was a rebuild and re-spray of the driving truck. The driving truck had been neglected whilst being used with my Romulus *Sophie B* before a new custom built unit was made for that loco so it was time to reunite *Elidir* with her shiny much modified truck.

I started by fitting new wheel bearings. When I designed the truck I used SKF 6002 ball bearings which should have been fine but my design of the axle-boxes meant that there was a lot of twist on the bearings and they had not worn at all well. This time around I decided to bore

the axle-boxes deeper to take a second bearing, still 6002, and this should take all the twist out and put vertical forces only on them.

The superstructure was all stripped and the water tank properly fitted to give a separate compartment for the battery and toolbox. The high pressure emergency water pump was fitted properly after the temporary job done in a rush for the Romulus. I fitted it just behind the front buffer beam very handy for the connection to *Elidir*. As I had never fitted an electric pump when using the truck on the Hunslet before, I now had to make provision for another clack valve and the simplest way was to fashion a double clack on the backhead. This worked perfectly and doesn't look out of place.



I designed and fitted a handbrake for use whilst loading/unloading from the trailer. I had been meaning to do this since the truck rolled off the end of my service trolley in about 2007 and ended up upside down on my driveway. I re-upholstered the seat and the truck was re-sprayed and re-lined.

New bushes were fitted in the con rods and coupling rods but the valve gear seemed OK so was not touched. Not bad after 1400 miles. I then cleaned up and painted the rods but to my annoyance the colour I had was the wrong shade of red/orange so had to be stripped to bare metal again and the correct shade proved difficult to find.

Only other job was to make a new ash-pan which was very much the worse for wear as you can see here.



I was working to a deadline which was Charlie Riches 16th birthday in October. Charlie gets a lot of pleasure from driving the Hunslet and I really wanted him to be able to drive it on his first drive pulling the public so painting the rods had to wait.



Charlie seen here driving just after his birthday and *Elidir* with shiny steel rods.

And so this became the first job during lockdown. Remove the rods again and prepare for painting having managed to get the correct shade of paint.



Here you see the finished job sitting in my workshop and all ready to steam. I'm sure some will say the colour is still not quite correct but it's about 15 years since she was first painted so I think it's the old paint that has faded.



Another loco

By Ben Fraser

One day, I decided that I needed another loco that was easy to lift in and out of my car and, at first, I was tempted with a few. *Lion* from the Titfield Thunderbolt has always been high on my list, but it's finding a good one that's been looked after. Then a 3½" Stanier tank had come up for sale, with a fair amount of detail and a hydraulic test and for a reasonable price for a holiday abroad (which won't be happening this year). All it needed was a lick of paint, however this is a steam engine.



The loco arrived and I was able to place it in the living room, pride of place, however management decided otherwise and soon it was

removed and stripped down to bare metal. I removed the boiler and stripped the cladding, regardless of a ticket or not, having worked on engines most of my working life things aren't always as they seem. On removal of the firebox cladding, I discovered the firebox cladding was screwed into the outer wrapper and through to the water space (a regular practice along time ago and not used now), also the firebox was covered in solder. To a boiler tester this doesn't look good as the solder could be covering up any previous issues. I decided that another boiler would be required for peace of mind. A new boiler would set me back £2300, thankfully a second hand one was on the market, professional made in 2015 but never been used. The original boiler had the holes filled in and a shell test carried out, which was then traded for the newer boiler.

At the moment, the new boiler has arrived and I've had some stainless steel elements to be made.

Unfortunately the rest of the loco will have to wait, for despite this virus I haven't stopped working.



Raised Track Rejuvenation Effort

Since the easing of the lockdown, work has started to take place on the raised (*Heritage*) track.

Last year the project was started with the painting of Larch End station, the raised track loco shed and workshop (which may soon be fashioned to look like a signal box named Larch End Junction).

Parts which needed re-gauging have been done by Ben Fraser and a couple of other members

Since July 21st the project has been jump started with the renovation of the steaming bays, which had the greenery dug away, weed inhibiting membrane put down and filled with shingle. As of July 30th four



bays have been finished with two to go, plus the length of the station. Also in the station area the rails are being repainted a dark green with the stanchions being painted cream.

The hope is that at some point we can upgrade the raised track's traverser to be a bit more user friendly and quicker to use.

Another hope for the future, this one a bit further away probably, is to relocate the Raised Track's coaches to somewhere closer and easier to access. The two possibilities discussed so far are a shed behind the station, or one placed up near the top corner of the circuit, both of which need to be discussed with the membership for financial approval. This will also free up extrastorage space for ground level stock



The last part of this project currently underway is the digging out of the back straight (to be extended to the entire length of the line) the effort so far has reached (relatively speaking) the front end of the club house.

If you'd like to come along and help out with the project in any way, feel free to come along on the regular Tuesday works day or on a members Saturday (official day 1st Saturday of the month although usually most weeks) so long as two members are present. Hoping to see more members soon at Eaton Park as the lockdown eases.

James Horrex (Officer i/c Raised Track Restoration Effort)

From One of our Beneficiaries



The Care For Clare Appeal

Registered Charity Number: 1014963

Chairman: Neil Mitchell Hon Treasurer: Simon Cox ACA Hon Secretary: Sarah Melton

10th July 2020

F.A.O. Chris Eve
Norwich & District Society of Model Engineers Ltd
6 The Fallows
Taverham
Norwich
NR8 6GD

Dear Chris

Further to your email I would like to thank you on behalf of all the staff and pupils at the Clare School for your very kind donation of £300.

Once again, our sincere thanks for collecting on our behalf.

Yours sincerely

A handwritten signature in black ink, appearing to read 'S. Adam', written over a thin horizontal line.

For and on behalf of
The Care for Clare Committee

News from the Clubhouse

Ken Bye, believed to be our longest continuous member, has been granted honorary membership. A membership application for Trevor Crossman was approved.

New membership cards are being designed. In the interim new prospective members will receive a Certificate of Membership. A new administrative procedure for renewals and new applications is being tried out on an experimental basis.

The new *Superloo* installation has now been paid for. It still requires connection of utilities. Decking is currently being laid outside.

The treasurer reports that society finances are, despite the lockdown, in reasonably good order. However, it is not expected that any grand projects will be financeable within the next two years or so due to reduced weekly income from the railway operation.

The society has received a refund of corporation tax paid in 2018-19.

New wheelsets for the four remaining passenger cars have been ordered. The old wheelsets will be reprofiled for use elsewhere.

Limited passenger carrying operations resumed in August in compliance with Covid safety procedures agreed with Norwich City Council. It does mean the society income is reduced to between a quarter and a half of what would normally be expected, due to reduced seating capacity. All charity days and Santa Specials have been abandoned for 2020-21. Our 20% obligation to local charities remains undisturbed however.

The new Dyak boiler is now awaiting final machining and fitting in the loco. The old boiler will be sectioned as an educational aid.

A card reader for contactless payments will be trialled on the railway.

The suggestion box was found to contain no sensible suggestions

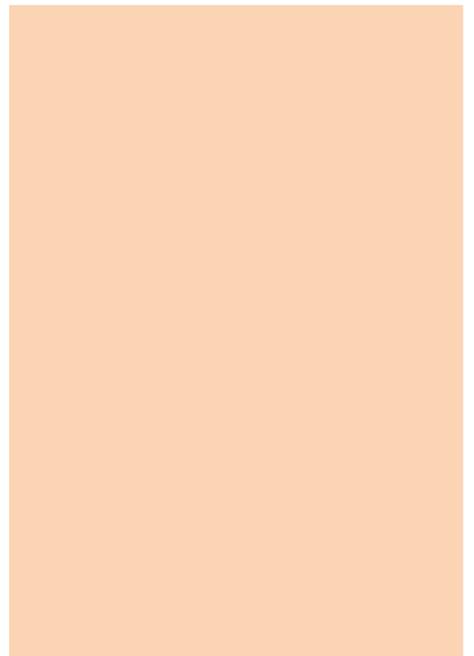
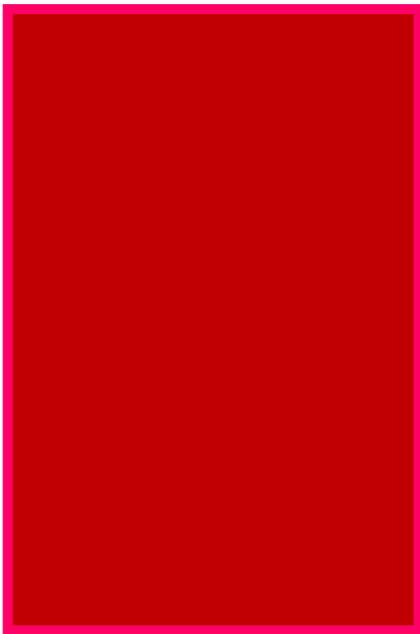
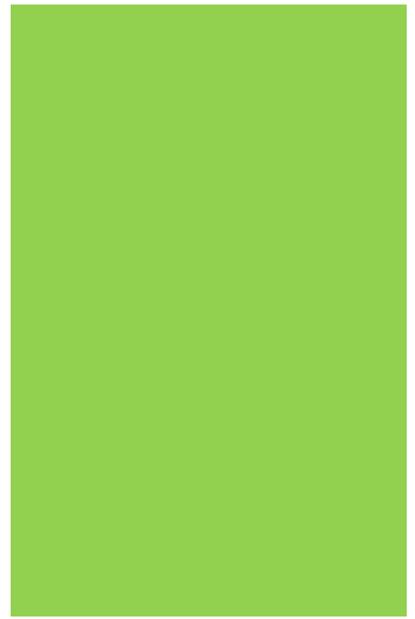
Mike's Adventures

My first socially distanced Train Ride by Mike Fordham

On Thursday 16th July the time had come for Ann and myself to venture out into the world after three months of isolation. The *Wells and Walsingham Light Railway* had just reopened and were offering a short out and back ride for £5. We arrived in time to catch the 11.00am train, the large car park was almost empty. The whole train and station was covid-secure and we enjoyed a completely safe time, the toilet was spotless. We were escorted to our seats which had been hygienically cleaned and we were socially distanced (the train was not very full around 12 passengers) The train was topped and tailed by *Garratt Norfolk Heroine Edith Cavell* and a replica Wisbech & Upwell tram. The return trip to Wighton Halt took just over thirty minutes. In the workshop was a large kit of parts which turned out to be the *Norfolk Hero* undergoing a overhaul. As Wells was very full we made use of the station car park to have our picnic.

The first picture was taken at Wells of the 11.00 train, the rest (below) were of the 12.00 train which only had 4 passengers at Wareham crossing.





New Facility at EP

In accordance with the memberships wishes at the 20016 AGM, this has now been installed and is awaiting finishing



The contractor's crane had huge reach!



CORONAVIRUS EMERGENCY

The DIRECTORS (COMMITTEE) HAVE SANCTIONED LIMITED USE OF THE EP SITE WHILST CONFORMING WITH DIRECTIVES FROM H.M. GOVERNMENT. MEMBERS SHOULD CURRENTLY ONLY ATTEND EATON PARK IN ACCORDANCE WITH GUIDANCE ISSUED BY THE COMMITTEE AND BY H.M. GOVERNMENT

Monthly members meetings have been suspended until further notice and we are currently considering how the AGM may be held. Limited public trains are operating on Sundays. Check ndsme.org for any updates

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 should be available for public carrying during the season