

# NORWICH & DISTRICT SOCIETY OF MODEL ENGINEERS

Founded 1933

Incorporated 1967

## EATON PARK MINIATURE RAILWAY

# e-BULLETIN

## - Spring (Feb-Mar 2021)



***It's a brake Jim, but not as we know it!***

**The new Guards trucks**

## **Cover story**

The last ebulletin briefly mentioned the two new guards truck being fabricated for our railway in the park. Here, Pete King explains in greater detail

### **Two new G/L Guards Trucks**

For several years now we have been hearing how some members are going to make new guards trucks for the Ground Level track, and Raised Level come to think about it, but nothing has ever happened. When the passenger trucks had their brake mechanism redesigned and four new heavy duty bogies made it meant that the club had four bogies spare, two of which were earmarked for a flat wagon to carry two wheelbarrows making track ballasting in the field an easier task and also to be used to recover dead engines if ever needed. The flat wagon chassis and body were made and simple assembly meant that it could be assembled and used when necessary but it also meant that we had four bogies in storage which were rarely used.

With the onset of Coronavirus last year Barry Fane and Pete King put to the committee the possibility of them building two guards trucks utilising these bogies to make the life for our guards much more comfortable.

The brief was to make them longer and more comfortable, less prone to derailing should the guard lean too far back, be step in rather than sit astride and allow the guard to sit higher thus giving him/her a better view of the passengers. They should also be fitted with all the necessary vacuum braking equipment to give the guard the possibility to stop the train in an emergency. It was also decided to fit a simple handbrake/parking brake as the trucks, when disconnected, would be heavier than previously and could easily roll away.

Pete took on the metalwork and Barry the wooden bodywork. The framework is very basic, being made from 25 x 25 x 3mm square tubing welded together with 6mm thick stretchers and buffer beams, a coupling at each end, and painted black.



Because the old trucks had been prone to derailing it was decided to arrange the rear bogie so that it was outside the bodywork thus giving it more stability.

This also allowed for the rear bogie to be fitted with the parking brake. This mechanism uses the same components as those fitted to the passenger trucks but with manual operation rather than vacuum.



The actuator for these brakes is a simple on/off cam arrangement, the first photo below shows the brakes off and the second with them on.



As can be seen in the photos, some of the wheels are very worn. These are in the process of being replaced with new wheel sets from 17D on the passenger trucks and when that operation is complete we will use the best of the old wheel sets on the guards trucks.

The photo below shows the assembled prototype which was put on the rails and tested before Lockdown 3. The second body is in the process of being built and will include some refinements both cosmetic and functional, learned from experience with the first build.



In the next edition, Barry Fane talks about the bodywork

## Engineering in Art



### **Ruby Loftus Screwing a Breech-ring**

This is a 1943 painting by the British artist **Laura Knight DBE RA RWS** (1877-1970). Knight was an English artist who worked in oils, watercolours, etching, engraving and drypoint. Knight was a painter in the figurative, realist tradition, who embraced English Impressionism. In her long career and was among the most successful and popular painters in Britain. Her success in the male-dominated British art establishment paved the way for greater status and recognition for women artists.

In 1929 she was created a Dame, and in 1936 became the first woman elected to full membership of the Royal Academy. Her large retrospective exhibition at the Royal Academy in 1965 was the first for a woman. Knight was known for painting amidst the world of the theatre and ballet in London, and for being a war artist during the Second World War. She was also greatly interested in, and inspired by, marginalised communities and individuals, including Gypsies and circus performers

The painting depicts a young woman, **Ruby Loftus** working at an industrial lathe cutting the screw of a breech-ring for a Bofors anti-aircraft gun. The painting was commissioned by the War Artists' Advisory Committee as part of the British war effort in the Second World War.

The painting is in the realist style. The cultural historian Gillian Whiteley considers the painting resembles the works of the Soviet socialist realists, and provides "an authoritative, optimistic, heroic and popular inspirational image"

Loftus was a 21-year-old woman who had quickly become an expert in the production of breech rings—in seven months, rather than the several years it normally took. The painting was commissioned to promote women's work in factories; women dominate the picture, and only one man is visible, in the background. When unveiled at the 1943 Royal Academy Summer Exhibition, the painting was extremely popular, and was voted the picture of the exhibition. The image was reproduced in a large-scale poster version by the WAAC for display in factories across the country. Loftus died in June 2004 at the age of 83. In 2015 Loftus Garden Village, a housing development named after her, was built on the site of ROF Newport

## **The Early Days of Railways**



Opened in 1911 , the, now, Lakeside Min Rly in Southport is the oldest continuously running 15-inch gauge railway in the world



**Handles Protect Hands**, by Pat Keely, 1941. A wartime poster produced by RoSPA for the Ministry of Labour and National Service.

Patrick Cokayne Keely (d.1970) was a designer of posters, press advertisements and trade matter, producing work for London Transport, Southern Railway and the Post Office before the Second World War.

During the war, Keely produced posters for Ministry of Information targeting the Ministry of Labour and National Service campaigns including accident prevention.

His work at the time was notable for its use of few objects or symbols together with rich colours making a bold visual message. This, allied with his design style to deliver the message in shorthand, ensured it was comprehensible to everybody and resulted in some of the most striking wartime posters.

Keely also designed the British 4d *World Scout Jubilee Jamboree* stamp of 1957 and the 1s3d stamp from the 1958 *Sixth British Empire and Commonwealth Games Cardiff* set .



**ndsme Tours...**

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

## **Spotted on YouTube**

### **Re-tyring a loco**



**Q - In Victorian London Residents Enjoyed Up To A Dozen Deliveries Of What Per Day?**

**Answer is on a later page.**

A brief look at how to re-tyre driving wheels on the BHLR at Pecorama

[https://www.youtube.com/watch?v=DUkh\\_5tHM9s&list=PLj6rADI\\_xVgQrUKkYbn7Rx2FOZDdTQcmJ](https://www.youtube.com/watch?v=DUkh_5tHM9s&list=PLj6rADI_xVgQrUKkYbn7Rx2FOZDdTQcmJ)

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**Membership rates for 2021-22,** were due to have been increased following suggestions from members. In the light of the restricted activities available to members for the past year (and possibly longer) it was decided not to increase fees at this time and they remain at 2020 levels. When compared with other SMEs these rates still represent excellent value, thanks to the contribution made by the railway to society funds.

## Fun on the Net

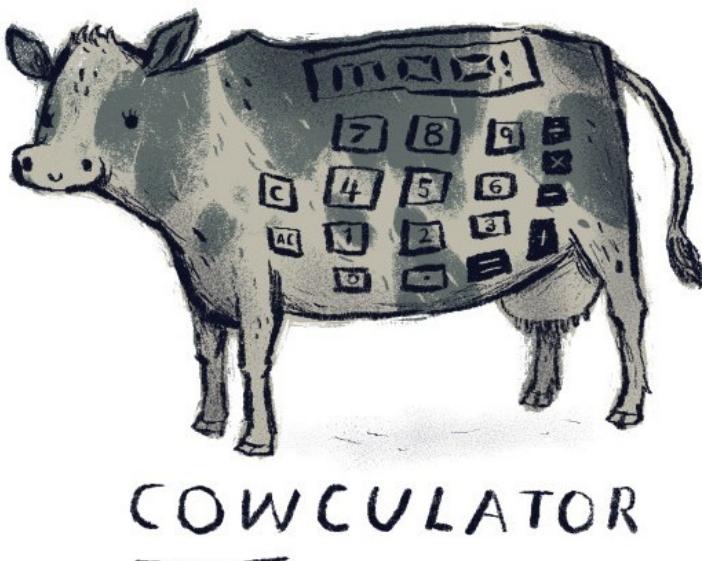


"Ok, last night you washed dishes,  
today you are folding laundry.  
You bought more trains, didn't you?"

Anybody we know? (Left)

**Q. How many railway modellers does it take to change a light bulb**

The answer is 100. One who actually changes the light bulb. Ninety who complain about the price of light bulbs, how light bulb manufacturers are price gouging everybody and how they're not going to play the light bulb manufacturers' game anymore. Five who claim that you can make light bulbs from common household materials for cheap. Three who go off on a tangent and rail against



MTH light bulbs because they're not all that compatible with everybody else's light bulb. And finally, one who claims he knows everything there is to know about light bulbs, their history, their eventual demise and who insists the golden age of light bulbs ended with the second world war!

## **Tools Explained – a view from the USA**

**DRILL PRESS** : A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

**WIRE WHEEL** : Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh\*t'

**DROP SAW** : A portable cutting tool used to make studs too short.

**PLIERS** : Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

**BELT SANDER** : An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

**HACKSAW** : One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

**VISE-GRIPS** : Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

**OXYACETYLENE TORCH** : Used almost entirely for lighting on fire various flammable objects in your shop. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race..

**TABLE SAW** : A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

**HYDRAULIC FLOOR JACK** : Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

**BAND SAW** : A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

**TWO-TON ENGINE HOIST** : A tool for testing the maximum tensile strength of everything you forgot to disconnect.

**PHILLIPS SCREWDRIVER** : Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

**STRAIGHT SCREWDRIVER** : A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

**PRY BAR** : A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

**HOSE CUTTER** : A tool used to make hoses too short.

**HAMMER** : Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

**UTILITY KNIFE** : Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

*Found and submitted by Brian Baker*

### **NDSME directors (committee) and officers as at March 2021**

Company Sec.	J McDonell	Chair	vacant
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Treasurer	C Eve	Publicity	M Rhodes
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Other directors: , B Fane, P Moore (estates), J Horrex, P King (PW) R Hendrick, B. Fraser, R. Wells

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@ndsm.org](mailto:clubsecretary@ndsm.org)

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### **Forthcoming Events**

-PLEASE NOTE THAT ALL MONTHLY MEETINGS HAVE BEEN TEMPORARILY SUSPENDED UNTIL FURTHER NOTICE, IN ACCORDANCE WITH HM GOVT DIRECTIVES. WE ARE INVESTIGATING WAYS THESE COULD BE HELD OUTDOORS LATER THIS SEASON

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## Raised track group

Just a reminder that the first Saturday of each month is allocated specifically to 5" and 3.5" locos on the raised track. Other Saturdays are also general members days for running locos privately on either of the two tracks. Subject to lockdown rules!

## Peters Dairy

Brian Baker and his Uncle Peter have been constructing a 7.25" gauge six-plank goods wagon. It is now finished and ready to enter service on Brian's goods train at Parklands



Apparently, a few toffee tins that had spent time in Brian's loft were involved in this. I'm sure you will agree, this is an excellent replica and we can all look forward to seeing this running when better times come

### NOTICE – ACCESS TO THE EATON PARK SITE

THE ACCESS CODE FOR THE MAIN SLIDING GATE HAS CHANGED. THIS NEW ACCESS CODE IS AVAILABLE ON AN "AS REQUIRED" BASIS. FOR URGENT ACCESS PLEASE CONTACT A COMMITTEE PERSON

THE ACCESS CODE FOR THE MAIN BUILDING WILL ALSO CHANGE

## For the Geeks amongst us

### – and there are some!

#### **Where Did the Numeric Keypads on PC Keyboards Come From?**

If you've ever wondered, follow this link,

<https://www.howtogeek.com/712635/where-did-the-numeric-keypads-on-pc-keyboards-come-from/>

for a fascinating online story by Benj Edwards, published on the howtogeek.com website. The clue is that a numeric keypad on a keyboard is different to that on a telephone!

## Who & When?

This photo was recently found by one of our members, but with no accompanying details. We know the driver is the late Ray Snelling but does anybody recognise anybody else, particularly the “man in the brown coat”? And, when was this pic taken? Email if you can shed any light on this...



## **News from the Clubhouse**

As you can no doubt imagine, there is very little happening at Eaton Park as the site has been shut down since the end of December last year. Prudent financial management by the Treasurer and his Financial Assistant has meant that the society enters the next financial year in a relatively healthy state. We have also repaid the interest free government backed loan that was taken out last year just in case it was required. It wasn't as it happens, thanks to being able to generate some income of our own through pop-up trains in between the lockdowns. 2021 is just as uncertain as 2020 was but we do expect some activity to be possible maybe in July onwards. If we can do anything before we certainly will.

Membership renewals are now well under way and thanks are due to the many who have renewed early, which prevents a mass build-up of forms towards mid/late March. You will notice the membership card has been redesigned and is somewhat more colourful in traditional local colours of green and yellow. We hope you like these. You will also now have meaningful membership numbers, rather than the randomly generated number of last year. The first two digits represent the year you joined, actual or approximate. We have also made Ken Bye an Honorary Member. He joined before the war. Not the Gulf War or the Falklands War but WW2! In a previous edition you will have seen a picture of him as a young lad in 1938 in the King St premises, which were destroyed in the Blitz.

Thanks to Pete King (frames) and Barry Fane (bodywork) we now have two brand new sit-in guards trucks. These are awaiting final trimming and paint/decals and have replaced two of the sit-astride guards trolleys dating from 2006, these latter will be repurposed. The new vehicles look just the ticket and have proved popular with guards in limited trials.

The site suffered some vandalism recently, with a large hole being made on the South Park Avenue chain link fence. It was quickly repaired by the parks contractor within a few days. These disturbances are usually caused by youths seeking a short cut into the main park, although in this case they will have "gone equipped" We will review our perimeter security when normal activities resume, together with the possibility of CCTV to protect that end of the site.

The signal box, which has effectively been out of use since December 2019, is suffering from a proliferation of mold/mildew inside. A permanent remedy to

this will be investigated, whether by creating ventilation or by trickle heating in the cold months.

We are investigating the possibility of holding some members monthly meetings outdoors later this year. This will obviously depend on relaxation of the social distancing and group size requirement. We await further developments.

### **From the Archive**



This is a photo of the contractors creating the park in the mid-1920s. You will see there are several light-weight contractors 2' gauge railways in use to ship spoil – all by hand! A couple of pieces of this rail survive as fence post supports on the original raised track station fencing. Note the fishplate holes.



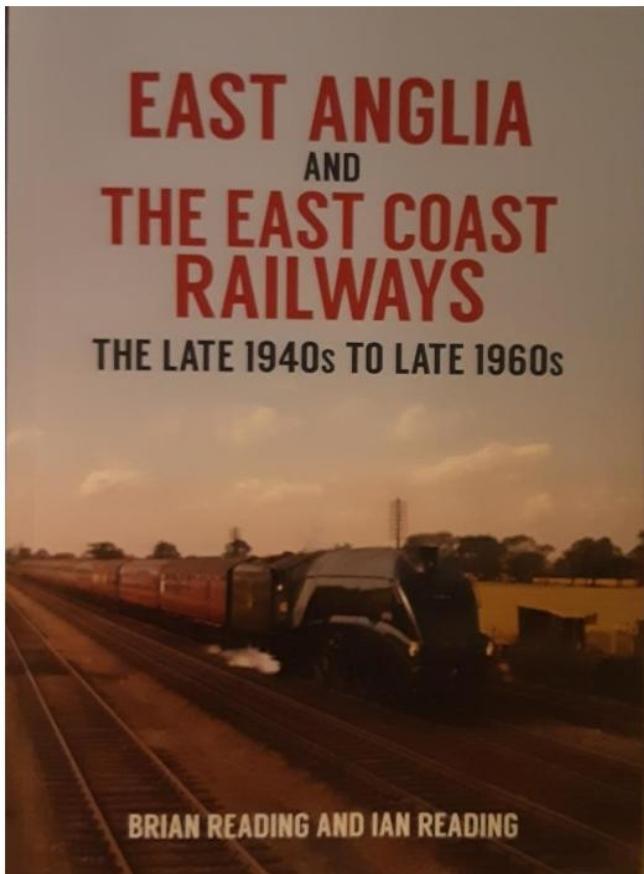
## A Decade ago!

Late 2010/early 2011 saw the concrete base being laid to carry the loop line through Parkside station. In this shot we see David Beeken, Clint Ballard and Philip "Pies" Moore hard at work. The loop has proved invaluable since it was laid and as patronage has increased. The original pioneers would be astounded at the progress made since 2006 when it opened.



### **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



# NEW BOOK BY NDSME MEMBER BRIAN READING

## *East Anglia and the East Coast Railways -The Late 1940s to Late 1960s* by Brian Reading

in the 1940s 50s and 60s Brian was a prolific railway photographer and he has just published the first of four books of his photographs of steam locomotives of the steam era in East Anglia and on the East Coast main line as far as York.

All photos have never been published before and are first class quality thanks to the tech ability of his son, The 1950s and 1960s was a time of profound cultural and technological transformation. With images and vivid recollections, we journey back to post-war East Anglia and the East Coast Main Line with many locations changed beyond recognition. Trackside, at busy stations, and in and around depots, an evolving mood is revealed in pictures

People, machines and landscapes are crystallized on film for future generations; reawakening memories for those who lived through this time of change and offering a fascinating insight for those who are too young to have been trackside during this intriguing period of railway history.

This is a brilliant nostalgic book and captures a very different era of the big railway to what we have now.

Available direct from [www.amberley-books.com](http://www.amberley-books.com) or bookshops.

ISBN 978-1-4456-9966-0 £14.99

## Answer to the earlier question –

Letters! The postmen of Victorian London really knew how to hustle: at the peak of its popularity, the mail delivery system in London ran nearly all day, six days a week. Monday to Saturday the postmen would make a *dozen* stops at each home per day. Not a dozen deliveries between major post offices, a dozen pickups and deliveries to each home on their route.

In fact the post service in the 1880s was so speedy that the residents of London used it much like we use email or text messaging today. Although we now think of letters in terms of days (as in “I’ll mail this letter to my grandmother and it will arrive in three days”), back then you could send a letter after breakfast, receive a reply at lunch, and send out another response before dinner. Brief written correspondence was a perfectly useful way to plan an evening and the total postage expended by all parties in planning the evening would amount to only a few pennies.

## Mystery item

What is this and where would it be found? What is its function?



# **CORONAVIRUS EMERGENCY**

**The Eaton Park site is currently closed to members with the exception of for urgent repairs and security checks only**

**Monthly members meetings have been suspended until further notice and we are currently considering how they may be held next year. Limited public trains may operate on Sundays. Check [ndsme.org](http://ndsme.org) for any updates.**

## **Membership renewals**

It's that time again. There are two forms attached. One is for all Full members and Associates of a member. The other is for members who are currently Prospective members.

You may pay by bank transfer, either online or at your local bank (if you still have one!), or you can send a cheque. Whichever method you use please be sure to post the hard copy form to us together with an sae. Where an sae is not submitted the membership card will be retained in the society safe at EP for eventual personal collection. The card is a new design this year and features a meaningful membership number, rather than the randomly generated number used before.

**MEMBERSHIP RENEWAL 2021-22****IF YOU ARE CURRENTLY A PROSPECTIVE MEMBER PLEASE THE OTHER FORM****(1) Membership categories** (please tick as appropriate)

<b>Adult</b> (18 and over)	£20.00	
<b>Adult</b> (75 and over)	£10.00	
<b>Junior</b> (under 16 and subject to supervision by a parent/guardian or other adult, who is a member)	free	
<b>Junior</b> (16 and over and under 18)	free	
<b>Associate of a Member</b> (spouse or partner)	£2.00	

**(2) Please indicate your interest/s**

Miniature Railways 7½"	
Miniature Railways 3½" or 5"	
Model Railways	
Road Engines and vehicles	
Stationary Engines	
Clock & Watchmaking	
Miniature/model boats or aeroplanes	
Other (please specify)	

**(3) Member details** (capital letters please) **PLEASE USE A SEPARATE FORM FOR EACH MEMBER**

Full Name	<input type="text"/>	Age at 01APR21	<input type="text"/>
Address	<input type="text"/>		
Postcode	<input type="text"/>	email	<input type="text"/>
Phone	<input type="text"/>		
In (approx) what year did you join NDSME?	<input type="text"/>		

I agree to abide by the Rules and Byelaws of the Society  [ ]I enclose my cheque to the value of  £ made payable to *Norwich & District Society of Model Engineers*. Please include an SAE for return of receipt and membership card. Do not send cash in the post.You may also pay by bank transfer to Norwich & District Society of Model Engineers Ltd., sort code 40-35-09 a/c 11349422. Please use the society name in full and give your name as the reference. Return the renewal form in the usual way to address below. Please indicate you are doing this.  (tick here) [ ]**(4) Signature..... Date.....****General Data Protection Regulations (2018)** Your personal details will be held securely in compliance with UK Data Protection legislation and not passed to anyone other than relevant society officers. If you wish your contact details to be put on a membership list that will be circulated to other members, please tick this box [ ]**Please return to** , NDSME (Membership), Clapgate Farm, Morley Lane, Wymondham. NR18 9BTFor office use only

v8.3 01/21

Recd by Mem Sec	Date	Receipt sent	Date
Cheque banked or Bank transfer recd.	<input type="text"/>	<input type="text"/>	<input type="text"/>

# MEMBERSHIP RENEWAL – RENEWAL AS A PROSPECTIVE MEMBER

**PLEASE USE A SEPARATE FORM FOR EACH PERSON**

**(1) Membership categories** (please tick as appropriate)

Prospective member - Adult	£25.00	
Prospective member – Junior age 14-18	free	

**(2) Please indicate your interest/s**

Miniature Railways 7½"	
Miniature Railways 3½" or 5"	
Model Railways	
Road Engines and vehicles	
Stationary Engines	
Clock & Watchmaking	
Miniature/model boats or aeroplanes	
Other (please specify)	
Helping run the railway in Eaton Park	

**(3) Prospective Member details** (capital letters please)

Full Name		Age at renewal	
Address			
Postcode		email	
Telephone			

**(4) Declaration** I agree to abide by the Rules of the Society as they apply to me (tick box) [ ] I further understand that the directors may cancel a prospective membership at any time within the prospective membership period and in which case the fee paid is refundable in full (tick box) [ ]

I enclose my cheque to the value of £  made payable to *Norwich & District Society of Model Engineers*. Please include an SAE for return of receipt and/or membership card. Please do not send cash in the post.

**Signature..... Date.....**

**General Data Protection Regulations (2018)** Your personal details will be held securely in compliance with data protection legislation and not passed to anyone other than relevant society officers. If you wish your contact details to be put on a membership list that will be circulated to other members, please tick this box [ ] **Please return this form, with an s.a.e. to, ndsme, Clapgate Farm, Morley Lane, Wymondham, Norfolk, NR18 9BT**

For office use only

Recd by Mem Sec	Chq. banked	Receipt sent	Card sent	Mem. No.
Date	Date	Date	Date	

## **Paying by bank transfer**

1. Please be sure to fill in society details exactly as they appear on the renewal form. If they do not match the bank may reject the payment.
2. Make sure to use your name as the reference when you make the payment online. This is so we can confirm your payment has been made.
3. The completed renewal form must then be returned to the address indicated on the form. Write at the foot of the form “Paid by bank transfer”

The other methods of payment are by cheque and in person with cash. The latter will not be possible while lockdown or tier four are in force.

###