

Founded 1933

Incorporated 1967

EATON PARK MINIATURE RAILWAY

e-BULLETIN

Winter 2021



Our members get everywhere!

More inside...

Cover story

A visit to Echills Wood Railway for the 7.25" Gauge Society AGM September 2021, by Pete King

Finally after a 2 year delay we were able to load *Sophie B* and head up to Tamworth and the wonderful Echills Wood Railway and the 7.25" AGM. This event is normally run each year in September at different miniature railway society tracks around the UK with the occasional trip into Europe.

For those of you that have never been to Echills Wood, it is situated in a corner of Kingsbury water park just off the M42 near Tamworth and is well worth a visit if you are in the area. The track is 1.25 miles long and has two stations, the main one being Harvesters and at the furthest point, Far Leys. It runs through woodland with occasional views of the huge lakes which allow sailing, speedboats, paddle boarding, fishing etc.

The track itself is made from very heavy rail which, of course, gives smooth running at all times and is signalled throughout. The station yard at Harvesters has to be seen to be believed with a large turntable around 6 metres long and seemingly endless tracks for storage of locos on one side and steaming bays on the other, including two fire drop bays.

On arrival the team in the unloading were slick to say the least and I was unloaded and my trailer taken away for safe storage in a matter of minutes. Around 60 locos were booked to arrive over the weekend, all of which could be stored under cover. All shapes and sizes were present, steam, battery, petrol and even a powered slate wagon, made by Brian Remnant, which ran beautifully. No public running was scheduled until 11:00 am on Sunday so 7.25" Society members were free to run virtually the whole weekend and because of the long track there were no restrictions as to the number of locos on track at any one time. A lap of the track was taking about 20 minutes and *Sophie B* clocked up about 18 miles over the two days in lovely weather.

The AGM itself was held on site in a large marquee at 16:00 Saturday afternoon and then a superb hog roast with all the trimmings in the evening. On Sunday morning I decided that after two long days of driving it was time to load up and head for home so after saying our goodbyes and a couple of last trips around as passengers we headed home to Norfolk.

Next September the AGM is planned to be in Brussels, but I guess that will depend on Covid and possibly the hassle of post-Brexit customs. Any takers???

If anyone would like to see the railway on film then search YouTube for Echills Wood Railway and take your pick, the videos are endless. *[Think you mean numerous rather than endless!]*



Unloaded and ready for action

Huge turntable and just some of the undercover storage area





Undercover steaming bays with locos large and small

A GM F7 battery loco, similar to ndsme member John Powell's but this is a sit-behind, not sit-in. Behind can be seen the Railways own storage sheds and behind the loco to the left is the large traverser.



Part of the railway's impressive yard with the flying slate wagon waiting to go.

A4 on the turntable ready to go, shows the size of the turntable well.



Below – uncropped cover pic shows the delightful station setting



It looks a pretty impressive place. We await, with eager anticipation, Pete's report back from Brussels when he is in Belgium next year!

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Safety



Protect Your Eyes, by Leonard Cusden, 1950s. Published by the Royal Society for the Prevention of Accidents, this simple artwork depicts a pair of industrial goggles and a mechanical mill causing sparks and other debris to fly up, the warning text in red above "*Protect Your Eyes*" and the machine cutting the text "*Bits Fly*" below.

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 committee 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
- **Please note that there is no further space available for long-term storage**

Engineering in Art (1)



Southern Electric – Five Years of Progress, by C Ward for the Southern Railway, 1939. Featuring a new 2-HAL unit and a 4-COR Portsmouth express EMU, then state of the art. At the time this *Five Years of Progress* railway poster was created, the Southern Railway was the world's largest electrified main line railway system. "Southern" was a name synonymous for rail innovation and efficiency. The Southern was a byword for train innovation and efficiency and were amongst the first railways to introduce colour light signals, the four aspect signal and state-of -the-art maps in signal boxes to track the progress of trains.

Security at the Park

Would members please remember that our access code only works on the YELLOW padlock on the sliding gate. The blue is for park contractors only. Sometimes we find that a member has input the code on the blue padlock and, having found it does not work, has then tried the yellow padlock but leaving the code still visible on the blue lock. Please remember to scramble the padlocks whenever you have used them for access.

Science Week 2021

Or, Didn't We Have a Lovely Time the Day we Went to The Forum

After an absence last year due to the Pandemic, the Science Week took place at the Forum during half-term week in October. Tuesday 26th was devoted to



The members with the newly set-up stands. Ivan is wearing a particularly bold bow tie!

engineering and NDSME were approached with a view to offering us a place. Naturally, we said yes and began making our plans earlier in the year. Philip Moore offered to organise this and eventually got together a small team of helpers together with numerous exhibits. Robert Bailey and Brian Baker each were kind enough to bring part of their collections and occupied a table each. Ivan brought his superb Showmans engine (that took some lifting!). Brian Sayer

organised a display of Gauge One locos and stock, one of which was in steam on a special display stand allowing the motion to cycle. At one point we had four items in motion. Besides Brian's SR Schools loco, Robert Bailey's freelance engine ran on an air supply he provided. The Society's twin cylinder stationary engine ran powered (only just!) by the compressor (noisy!) and the society also provided a working Sterling engine.



Robert Bailey's table of plenty

It is fair to say that our display was busy for most of the day, helped by our position outside the entrance so we were the first stand people saw as they entered. Over a hundred business cards and leaflets were given out. Maybe we will see some new members as a result.

Experience showed some things we can improve on for the next time. The foldable tables we took were not really suitable for working models and we may investigate replacement rigid tables. The compressor was, as before, noisy and we could consider acquiring a quieter model which would be useful for other exhibitions, not just the Science Week. We will also investigate fitting air

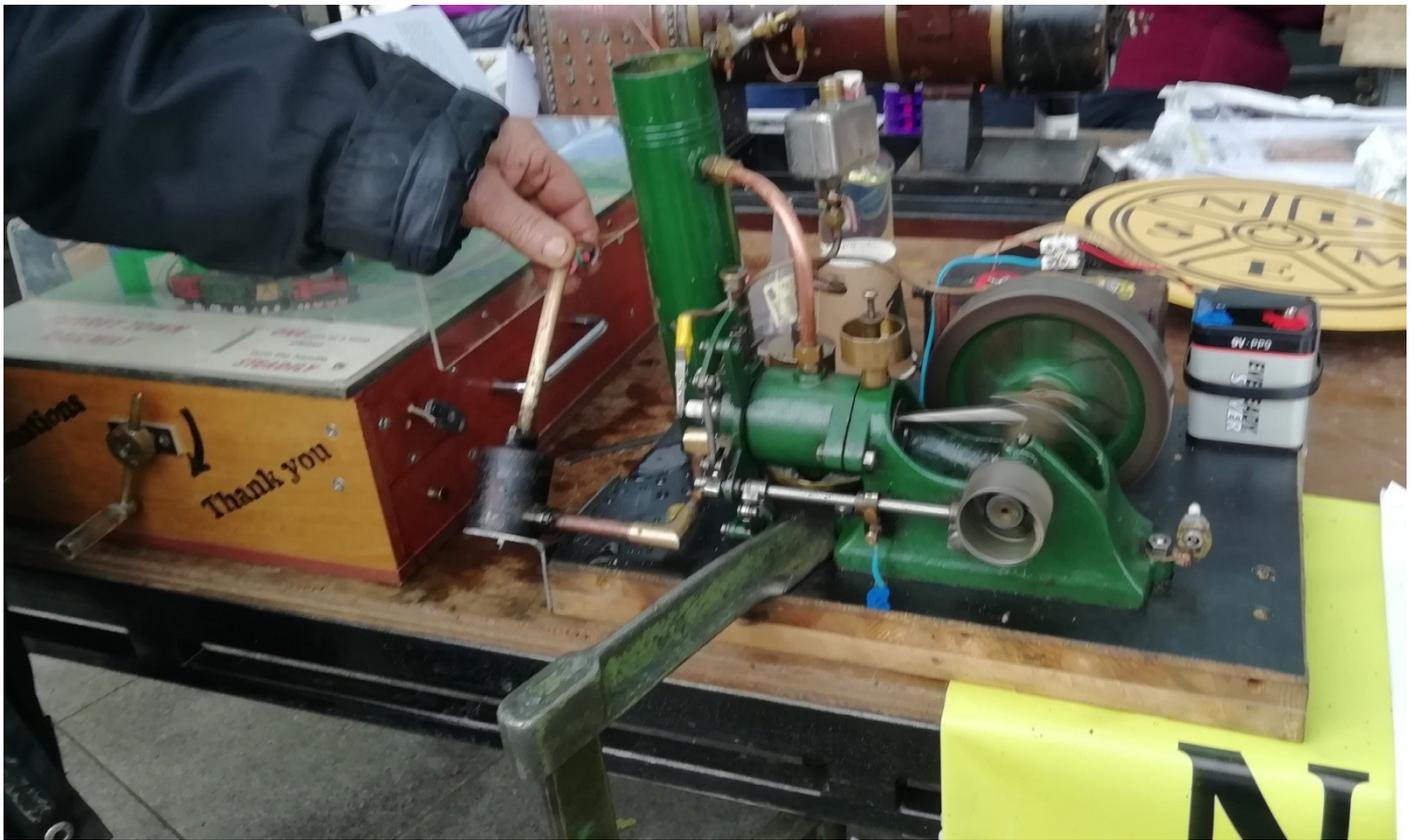
adaptors to other models so we can run them pneumatically. Ivan's showmans engine might be a possible contender here.



Ivan and his impressive showman's engine



Brian Sayer tending to his Gauge One Southern loco



The society's small vintage petrol engine, tended by Robert Bailey



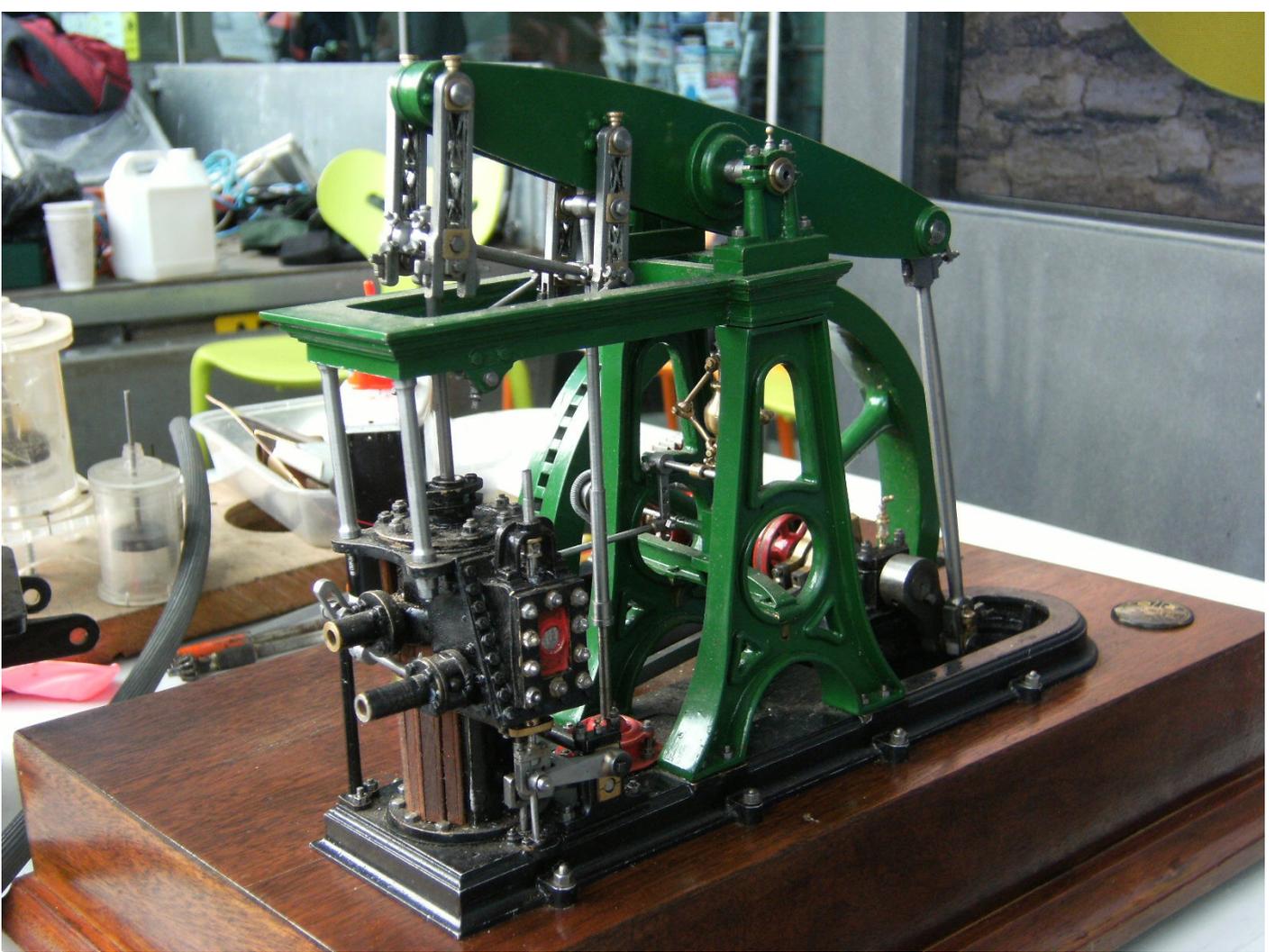
Brian Sayer entrancing young visitors with tales of past glories on the footplate!



Mike Fordham overseeing the double stationary engine...



...which soon attracted curious admirers.



One of Robert Bailey's engines



The crowds came most of the day.



Thanks are due to all the members who made this happen - those who organised packing on the Monday, those who transported and set up/dismantled on the Tuesday, and to the members who brought along exhibits for display. Special thanks are due to Jim McDonell and Brian Baker who provided the heavy haulage on the day, without which none of this would have been possible

From our roving reporter

Flying Scotsman at Dereham

The world-famous Flying Scotsman visited the Mid-Norfolk Railway recently. Mike Fordham went to take a look...

During three weeks in October, the Mid-Norfolk Railway was home to

A3 4-6-2 60103 (4472) The Flying Scotsman. This visit gave thousands the opportunity to inspect it or ride behind it. You were also able to cab the engine or walk through the corridor tender for a fee.

For the journey between Dereham and near to Kimberley Park the eight coach train was top & tailed by BR Standard class 4MT 2-6-4T 80078



and the Scotsman. But you did not experience running at high speed on the journey. In 1934 Flying Scotsman was the first engine to be officially time running at 100mph.



In the yard at Dereham

Unlike our own club A3, the Flying Scotsman is now fitted with German type smoke deflectors.





Those who saw this spectacle will remember it forever – Flying Scotsman passes over the newly refurbished Yaxham Rd. crossing at Dereham

A touch of humour

1} The engineer's wife

A wife asks her husband, an engineer, "*Darling, can you please go to the shop buy one pint of milk and if they have eggs, get a dozen!*"

Off he goes. Half an hour later the husband returns with 12 pints of milk.

His wife stares at him and asks, "*Why on earth did you get 12 pints of milk?*"

"*Well... they had eggs*" he replied.

2} A uniform beam walks into a bar...

A uniform beam walks into a bar. The barman asks, "*What would you like, good sir?*"

The beam replies "*Ummm... just give me a moment.*"



Ndsme in the community

In October, we hosted a party from *Vision Norfolk* (formerly Norwich & Norfolk Association for the Blind). They had chosen Eaton Park as a subject for their photography group and asked



if they could shoot some of our engines. Naturally we were pleased to say yes to this request and laid on a steamer and a battery loco for them to photograph.

The group works by taking pictures digitally and then blowing them up hugely so people who have restricted vision can see them, the equivalent of large print books.



It is important that ndsme plays its part in park life and visits such as this give us an opportunity to do so and have a bit of train fun in the process.

Storage Space at EP

The Society is currently reviewing the use of the underfloor storage by members for their private rolling stock. We are not, for the time being anyway, accepting any more items for storage. Chris Eve has offered to assess the situation and to report back to the committee shortly.

We will almost certainly have to create extra space sometime in the future, possibly by making separate accommodation for the raised track stock currently in tracks 1 and 2.

Engineering in Art (2)



London Midland Electrification, BR poster, 1963, by John Greene, commissioned by British Railways to publicise the electrification of the north-western mainline from Euston. Greene was active in the late 1950s to mid 1960s, notably providing artworks to publicise destinations accessible by rail.

An Encounter with Steam Cars

Mike Fordham reports for the eBulletin

At Bressingham's recent 60th Anniversary Gala these two Stanley Steam cars were on display, built by The Stanley Motor Carriage Co, Newton, Massachusetts, USA.

The Model 740B 20HP California Hard Top was built in 1921 and Model 70 20HP in 1910. Both cars run on Kerosene and Water.

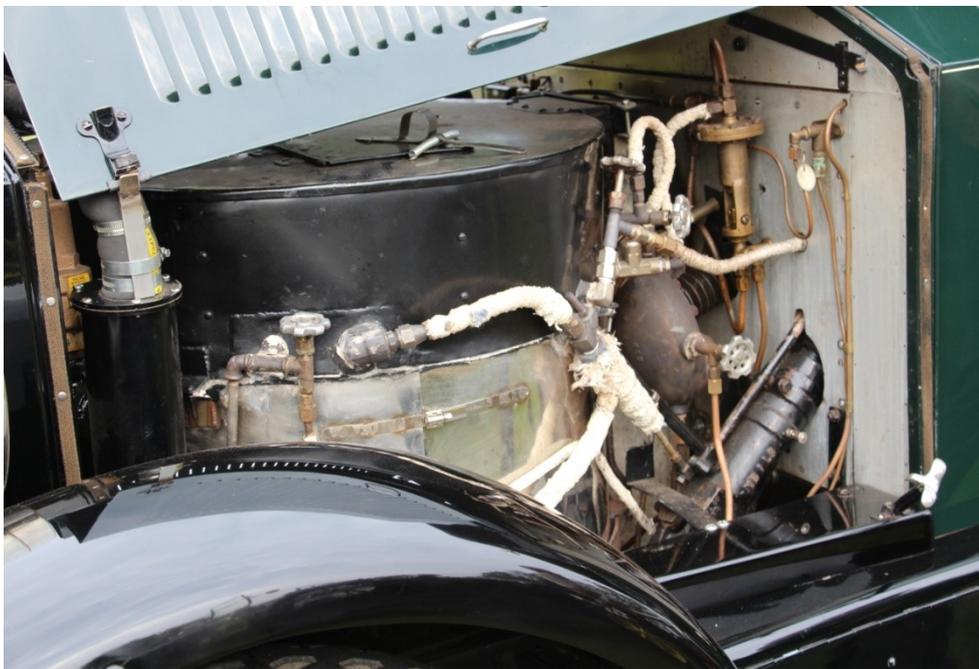
The Model 70 has a fuel capacity of 15gals and returns 10mpg. The water tank capacity is 18gals and uses 1gallon per mile. Has a Max speed of 60mph with a working boiler pressure of 600psi.



The Model 740B has a fuel capacity of 15gals and returns 8mpg. The water capacity is only 15gals but with condensing it returns an economy of 3mpg which is still not far between top ups. But a max speed of 55mph is possible with this 2 ton car.

With the poor fuel and water consumption they were not very practical and the internal combustion engined cars with electric starter motors soon caused them to be abandoned. But these two models found their way to the UK where the first class restoration was carried out.





*Further
detail*

*Further
detail*



*Model
740B*

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 days are also general members days for running locos on either of the two tracks unless otherwise required by the society. Please note that a minimum of two adults must be present. Subject to coronavirus rules!

WANTED!

*Can you write? Inform?
Describe? Educate?
Entertain? Photograph?
Portray? Depict?*

If you can say YES to any of the above then consider writing and submitting an article, text or photos to the ndsme eBulletin. From the serious to the sublime, all articles, texts or pics are welcome

Don't leave it to the few!

Be one of the many!

Contact
ndsmecommunications@gmail.com



NDSME directors (committee) and officers as at November 2021

Company Sec. J McDonell P Moore Estates officer

Treasurer C Eve Publicity M Rhodes

Other directors: , B Fane, P King (PW) R Hendrick, B. Fraser, R. Wells, B Sayer,

Other officers: R Montgomery (Rolling stock), H&S, tbc, Meetings organiser
M Fordham (*pro tem*) A3 Support Group J Horrex coordinator

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



Boiler tests

These are offered as a benefit of society membership and can be booked for Tuesdays or on Sundays for members who are unable to attend on a Tuesday. There is normally just one slot free on a Sunday. All tests must be pre-booked and engines must be presented in a suitable condition for a test to take place. Contact Barry Fane, Chris Shingles or Brian Baker for further details or to arrange a test.



From the Archive



Back to 2010 and this pic shows the original 2006 track layout after the curve at the far end was added. Much has changed since this pic was taken. What happened to the diamond crossing, does anybody know?

Mystery Photo

What, when, where and who?



A Model Makers Delight





One of three 5" gauge Mk1 KF coaches member Pete Ottley has made. This one is a Corridor First in early 1950s crimson lake and cream livery. It is superbly detailed inside.



New Members

We welcome the following as new Prospective Members

Allan Berry

Pete Ottley

Jacob Watcham

Zoe Yarham

Malcolm Pettit

Andrew Reed

Keith Howard

So far, in 2021 we have added 22 new prospective members, junior members or associates of members.

Members Meetings

After a gap of some eighteen months, members meetings have resumed, but at a different location and with different dates. Because ventilation is essential to reduce the spread of CV19 (which hasn't gone away!), the clubhouse has been judged unsuitable for large gatherings. Meetings will instead take place in the Blake Room at the United Reform Church Hall in Ipswich Road. The dates have changed from the second Wednesday to the first Wednesday of each month. The Jan meeting will be different and will take the form of a member's day at the park on Saturday 1st Jan 2022. Bring your engines along for a run on rail or road. Mike Fordham is currently organising a roster of speakers. If you know of anyone suitable please let him know.

For more up to date info consult the events page of ndsme.org

Track update

Pete King's team have been busy working on the g/l track in recent weeks. Special thanks are due to Ian Carter and Steve who have been working on the outbound track in the former heather beds (*right*). This section is now almost finished, all the wooden sleepers having been removed



TAILPIECE

Buy him a Train!

*Special Demonstration of
Electric and Clockwork Trains*

See them run
before you buy

MECCANO SETS ... 3/6, 5/-, 8/6, 15/-, 22/6, 40/-
ELECTRIC TRAINS, per set ... 22/6 to 110/-
HORNBY TRAIN SETS, per set ... 7/6 to 60/-
CLOCKWORK TRAINS from per set ... 1/11

Motor Cars, Fairy Cycles, Scooters,
Cinematographs & Magic Lanterns

XMAS PRESENTS for the SPORTSMAN

R.G. Pilch
SPORTS HOUSE

TEL 3 & 5, Brigg St., Norwich TEL
1928

But Him a Train, 1928. RG Pilch had their main shop in Brigg Street before being absorbed, by Jarrolds, moving to their London Street store. Pilch is a name from Norfolk's sporting past; Fuller Pilch (1804-1870) was well-regarded nationally as the pre-eminent cricketer in the first half of the C19th. The shop was on the corner of Brigg Street and Orford Place, selling all manner of sports equipment. In Surrey Street they had another branch that sold nothing but toys including OO gauge *Tri-ang* railway stock and track. These came in red boxes with yellow writing (or *vice-versa*) that many members will remember. You might even have got a glimpse of a Pacific locomotive – the tenders were sold separately. This ad is from local press in 1928