

Founded 1933

Incorporated 1967

EATON PARK MINIATURE RAILWAY

***e*-BULLETIN**

Spring 2022



The Life of Brian

More inside...

Cover story

“He’s not the engine driver. He’s a very naughty boy!” (Who just happened to get a ride on the footplate of the Flying Scotsman!)

If you go down in the Workshop today... by Brian Baker

Last year workshop activity was greater than normal, partly due to Lockdown and since I am getting older, I cannot do as much outside as I used to, never mind.

Work on the A4 continued to the point where the nose is almost complete, although I have to remake the “Cods Mouth” smokebox openings, and the cover piece at the front centre. Just the painting then!

I finished a wagon that I had worked on when my Uncle Peter came to visit us several times a year, sadly he is no longer with us, and I thought it was about time completed it, so it was finished as “Peter’s Dairy”, and joined my Wagon Rake at Parklands. I also sold off a the 16 ton mineral wagons I had, I found them increasing heavy to move about, and look after, and for the same reason My splendid rake of Pullman Cars will also be going at the end of Parklands Week this year, so come & see them before they go off. I have also purchased two second hand Abbots coaches which are at Parklands

Parklands Week this year will be between 28th May and the 3rd of June, with plenty of running, Bacon Rolls in the morning, and Cakes in the afternoon.

Writing of Uncle Peter, I went to see his daughter, Linda, my cousin, who has now moved to the Isle of Wight, and so I managed to visit

Haven Street,
home of the
IOW Railway,
with a view of
viewing
another
possible
project the 0-
4-4 class tank
they have, no
14
“Calbourne”.



I was very
impressed by this railway, beautifully clean & tidy, with fantastically
well restored Southern coaches, and a super S/H bookshop as a bonus.
Go if you get the chance.

I also started work on my next loco project, a doubled up 71/4 gauge
version of Martin Evans 2-6-4 tank which he called “Jubilee”. I have
the frames, and most of the plate work and valve gear laser cut,
doubled up from the 3.5 inch version obtained from Model Engineers
Laser, and castings for most of the rest of the bits, including wheels,
from East Coast, the foundry at Watton, where we had a club visit a
few years ago. I have purchased a big chunk of cast iron square from
which I propose to machine the cylinders for this slide valve version. It
will be 2 cylinder version, although I knew the 3 cylinder variants
better.

I have started to really use the Quorn cutter grinder I recently
purchased, and find it a splendid tool. Another useful tool I have

gained this year is a “Tramming” tool for my Milling machine, used to quickly check that the table is exactly square to the head, very easy and quick to use.

Big job this year was the final completion of my battery powered class 08 shunter which has been a joint project with John Ward, who produced the



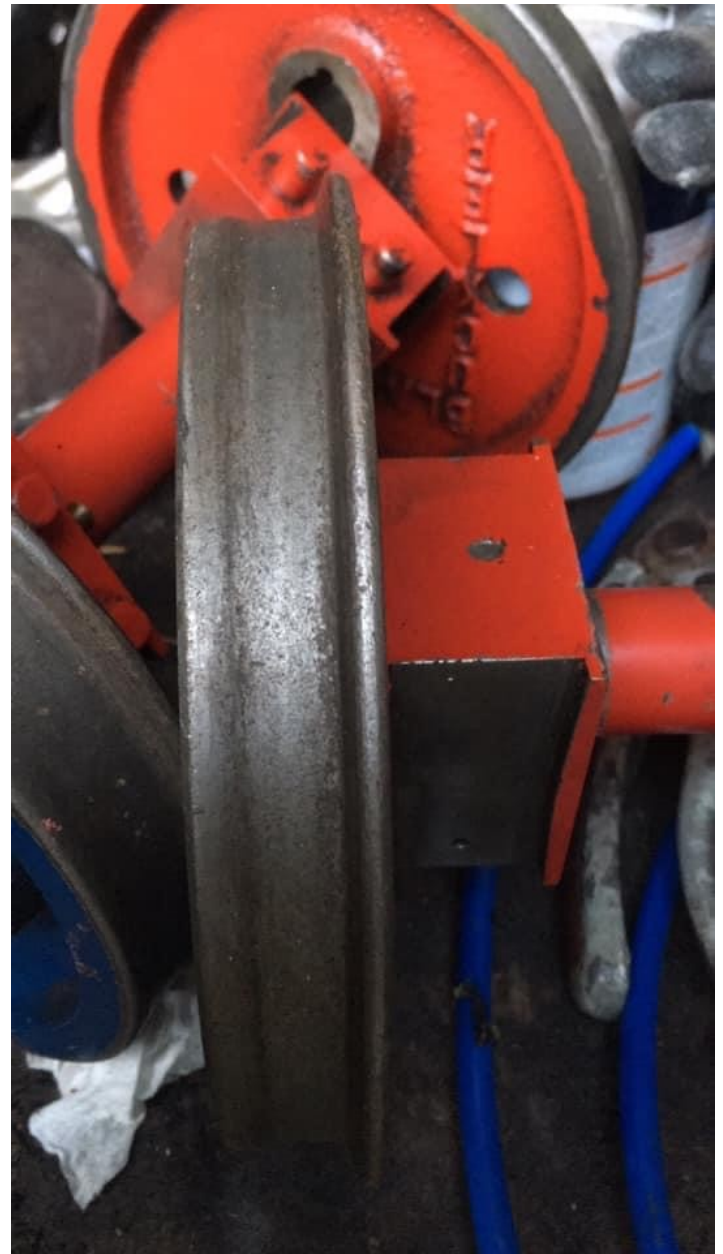
“Works” whilst I did the turning, and did the body. I have written up the full story of this for Model Engineer, so they might publish it together with an article I wrote about a replacement part for an old Penny Arcade machine for a friend.

That’s about it for last year, who knows what this year will bring



A coned wheel is just that, isn't it

One of our members recently took the wheelsets out of his Sweet William loco (pic, right) and they were, after many years well worn and the coned tyre had been lost. A coned tyre is essential to the performance of railways, both full size and miniature. But coned wheels were not designed to facilitate smooth running on steel rails. Andrew Dow comments, *"It is one of the enduring myths of modern understanding of railway track that the wheels are coned deliberately to ensure that the wheel runs centrally down the track, with the flanges rarely contacting the rail. Those who appear to know about these things are prone to*

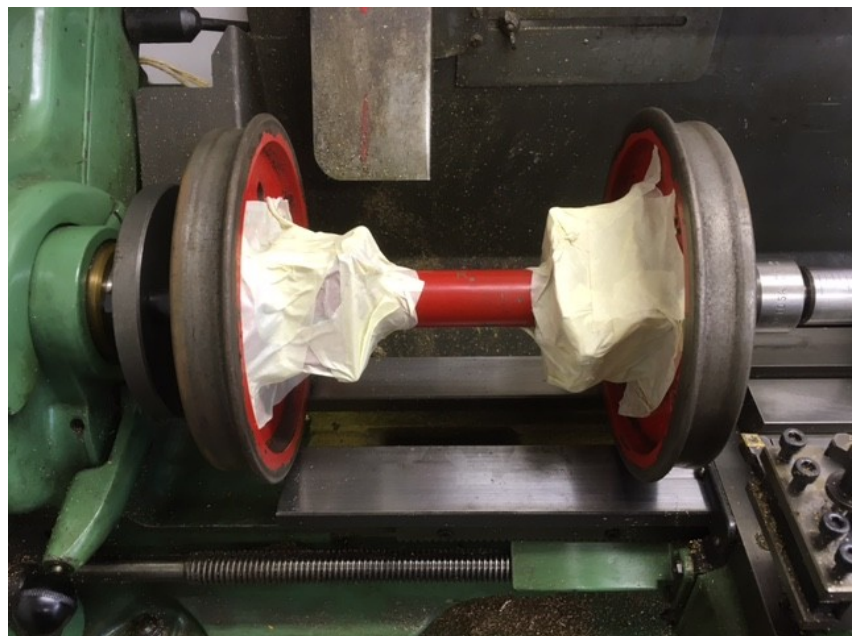


stating that this arrangement was deliberate, elegant and brilliant. There is no evidence to support any such theory about how these things came about." (*The Railway, British Track since 1804*, Pen & Sword, 2014). The truth is somewhat more prosaic.

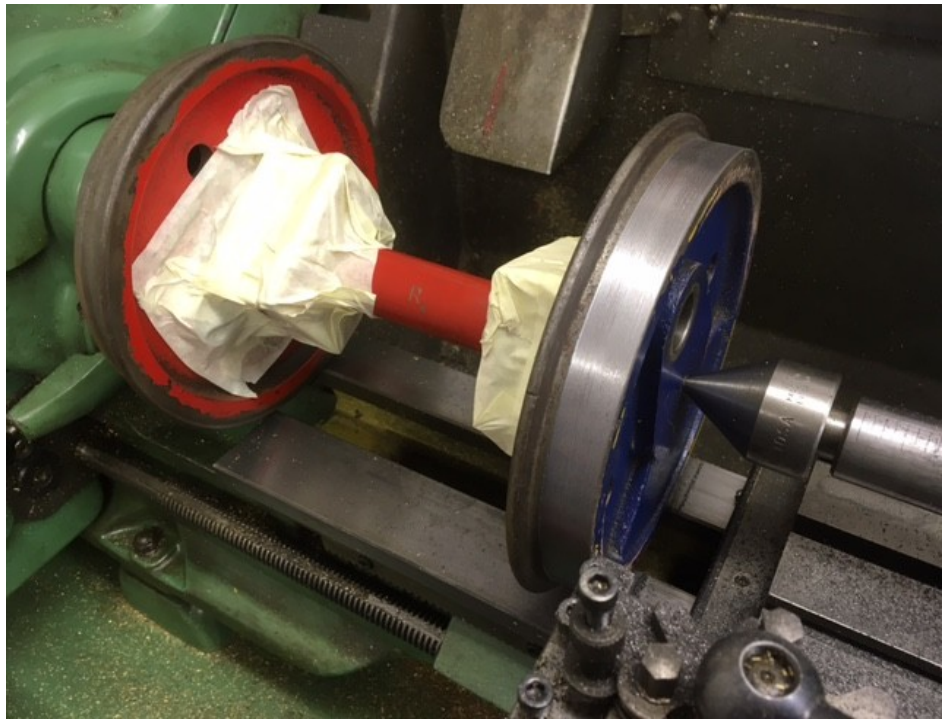
Early plateways may have started with wooden flangeless wheels on L-profile rails but later evolved into wooden flanged wheels, with parallel tyres, on wooden rails. Wooden rails were sometimes strengthened with iron strips on the running surfaces. By 1729, cast iron wheels had begun to appear in industrial areas such as Coalbrookdale and

Whitehaven. Six years later Whitehaven produced amongst the first cast and coned wheels, with a taper of 1in9. This taper, however, was not to improve riding qualities of wheel on rail. Rather these qualities were an accidental by-product of the manufacturing process. Casting in sand was common then and one pattern could be used to produce many hundreds of cast parts. But a pattern had to be capable of being withdrawn from a sand cast without disturbing it, for it to be of any practical use. A well made pattern would not disturb the sand and for this reason a slight taper was made in the pattern enabling it to be removed easily from the mould. This slight taper was known as the drawing allowance and was not confined to wheels. Cast rails also had a similar taper feature to facilitate production. Dow further states that, *"It is believed that the coning of the tread can have had no other origin and no other reason for its existence."* The end result of the accidental evolution of coned treads is fundamental to railways today. Wheelsets self-centre on straight tracks with flanges not in contact with rails. On curves, the tapering acts to enable cornering without wheel slip on inner or outer rails, as the old style parallel treads had done. Modern wheelsets are coned at around 1in20 and rails are tilted to match principally to reduce wear at the gauge corner. This is also replicated even in miniature rail. If you closely look at rail end on you will notice a tilt in the railhead, which should indicate which is the inner and which the outer edge. This doesn't always happen though!

Back to the members wheels, and Pete King has made a splendid job of reprofiling them



The wheels were in a fairly dramatic state of wear. Bar rail, with its raw unprofiled head, can cause wear to accelerate, especially when it is on a curve. Miniature railway curves, being very much sharper than full size, also tend not to benefit from the effects of coning, resulting in extra wear to the tyres as one wheel may be slipping slightly.



The final picture shows the finished product. Since doing this reprofiled job, Pete has found that his own Rom wheels will need retyring, having suffered similar levels of wear after some 700 miles on our predominantly, curved tracks

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.

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.

Mystery Photo (last edition)



This was, of course, Norwich City station. This photo was taken on 2nd March 1959 by ndsme member Mike Fordham who visited on the last day of service

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!

Spotted on YouTube



Tour of a Model Engineers Workshop

In this video Richard Gibbon gives a tour of his workshop and shows his work in progress. Richard also shows his previous four projects including a GWR 14xx , a Booth Ralley Steam Crane, a Kerr Stuart Wrenn, and the Isle of Man engine *Sutherland*.

<https://www.youtube.com/watch?v=UvD5eqiyFhU>

Engineering in Art



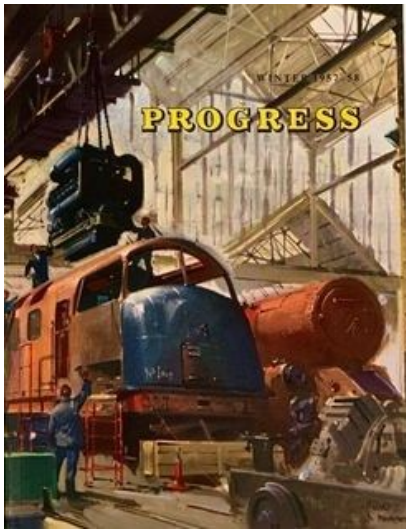
Reprinted by Terence Cuneo for the cover of the Locomotive magazine 'Progress' Winter issue 1957-8

PROGRESS

Every week British Railways Modernisation Plan goes further ahead

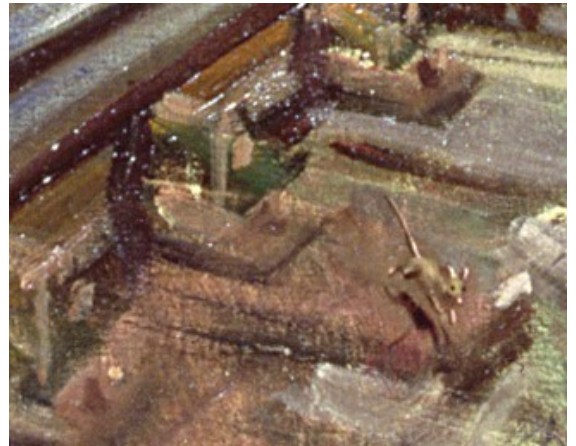
Progress. Terrance Cuneo for British Railways, 1957. **Terence Cuneo** CVO OBE RGI FGRA (1907 –1996) was a prolific English painter noted for his scenes of railways, horses and military actions. He was also the official artist for the Coronation of Queen Elizabeth II in 1953. After study at Chelsea Polytechnic and Slade School of Art he worked as an illustrator in printed media and during WW2 was commissioned to do a number of works of tank and aircraft factories. Further work followed for the Foreign Office, notably anti-Nazi art and cartoons (*right*, Cover illustration for the Victory Issue of the 'Illustrated London News', 12th May 1945 (colour litho), by Terence Cuneo). After the war, Cuneo was commissioned to produce a series of works illustrating railways, bridges and locomotives, of which “*Progress*” is one. The painting was commissioned by British Railways from Terence Cuneo, to be used





for the cover of the Unilever magazine "Progress" winter issue 1957/58 (*left*) as well as for general display. The poster shows the progress being made by British Railways in producing the new "Warship" Diesel Locomotives, seen in a Swindon workshop alongside a number of steam locomotives. It is sub-titled *"Every week British Railways' modernisation plan goes further ahead"* to show how this was the future taking shape. While Cuneo was most famous for his paintings of

engineering subjects, particularly locomotives and the railway as a whole, in fact Cuneo painted a wide range of subjects, from big game in Africa to landscapes. From 1954 his works included a small mouse (*right*), sometimes lifelike, sometimes cartoonish. These became his trademark after 1956. They can be difficult to detect, and many people enjoy scouring his paintings to find one.



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

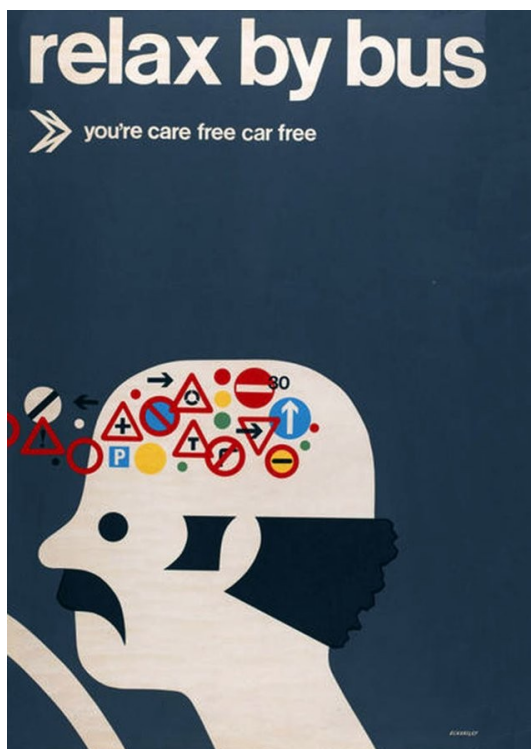


Safety in Art



Condemn Them by Tom Eckersley for RoSPA, 1945. Tom Eckersley (1914-1997) was an English poster artist and teacher of design. Eckersley was one of the foremost poster designers and graphic communicators of the last century, who combined practice with education. In addition to poster making and book illustration he also produced magazine covers (for example for *The Queen*) and logos. His designs often employ an abstract like quality and collage to convey their message but whatever the technique Eckersley's designs have one common factor: they bring

together text and pictures to relate complex messages in a direct way, such as this example (Are there hints at the contemporary Belsen Trial here?) The range of companies who commissioned both the Eckersley-Lomers partnership and Eckersley individually reflects the wide appeal of their/his striking designs: Shell-Mex & BP, BP, the BBC, London Transport, the Ministry of Information (from 1946 the Central Office of Information), the Royal Society for the Prevention of Accidents (RoSPA), Austin Reed, the General Post Office, Gillette, The United Nations Children's Fund, the World Wide Fund for Nature, the National Business Calendar Design Awards, Cooks, British Leprosy Relief Association, National Bus Company, London College of Printing, Guinness the Wildscreen International Wildlife Film and Television Festival, ILEA, City & Guilds of London Institute, Imperial War Museum and advertising agency WS Crawford. Many older members will recall these distinctive images.



Eckersley's other works include for National Bus and Guinness



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From the tea room



Pop-up trains at Eaton Park have proved very popular with both the public and members, who have had new opportunities to operate their locos outside the formal “season”. Like in 2020, we did not operate “Santa Specials” in 2021. These were judged to be unsuitable for Covid-safe operations. Instead we ran Christmassy Trains, through an embryonic *Tunnel of Lights*. This was so successful that we will probably continue with this mode, in an expanded, more sophisticated form, in 2022. In January, patronage exceeded that in August last year proving that the ndsme railway is popular all year round. It cannot be stressed enough how fortunate the society is to have its premises in Norwich’s premier park. The finances are useful to, especially as we are now looking at the acquisition of a “Stafford”

**FREE
BOILER
TESTS**

With three qualified boiler inspectors the society is well-equipped to ensure your model meets the latest standards. Contact a committee member for details of how to get a test.

Covid and ndsme – as you will be aware, infected people are no longer required to isolate. The society must act to protect the interests of its members, many of whom are elderly and thus vulnerable. If you become infected or have symptoms that could be of Covid, please do not attend at Eaton Park.

Improvements at the park – Philip Moore and his team have been busy over recent weeks. The “circle” car park has been floodlit, a light is being installed at the loco lift. This will prove especially useful when members evening meetings return to the clubhouse at some point in the future. Improvements are also planned for the footway from Larch End to Parkside. Here a wheelchair compliant pathway will be constructed meaning there will be continuous access from the Stations to both the clubhouse and the new facilities block. In other works, his estates team have replaced the wooden surface at the signal box end of Parkside satiation platform with weatherproof concrete. The remainder of the platform will have its wooden surface replaced with thicker, better quality wood at some point.



NDSME directors (committee) and officers as at February 2022

Company Sec. J McDonell

Estates officer P Moore

Treasurer C Eve

Publicity M Rhodes

Other directors: , B Fane, P King (G/L 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



Storage Space at EP

The Society is 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 are now investigating the possibility of a raised track storage area behind Larch End station, freeing up the present storage to be used by ground level stock. This will obviously depend on the long term viability of the raised level track.

A touch of humour

Such a Shady Coincidence

A Lawyer and an Engineer were fishing in the British Virgin Islands ...

The Lawyer said: *"You'd never believe it but I'm here because my house burned down. Everything was destroyed by the fire. But my insurance paid for everything."*

"That's quite a coincidence," said the Engineer.

"I'm here because my house and all my belongings were destroyed by a flood, and my insurance company also paid for everything."

The Lawyer looked somewhat confused.

"How do you start a flood?"

New Members

We welcome the following as new members

Peter Davies

Barry Futter

Round and About

Recent goings-on at the park



Mike
Riches
repairs
sunken
track in
early
January

Mike
Fordham
and
Malcolm
Pettitt
check out a
donated
compressor





Liz and Ian continue with the sleeper renewal project

Philip and his team concreting the end of the platform at Parkside





Chris Eve's loco returns after major upgrade works at the manufacturers

In a rare moment the diesel facemask slips from Pete Ottley's face as he has a go on Liz and Ian's Hunslet





Meanwhile,
Liz has a go
on a battery
electric



The third of
the four
points in
the field
being
resleepered
in plastic



Philip Moore
painting the
floodlight pole
destined for the
loco lift

Harvey
Yarham tries
out Pete
Kings
Romulus
during the
New Years
Day private
member
session





A study of one of the Christmassy Trains. These were hugely successful and generated useful revenue for the society.

New member Malcolm Pettitt takes a turn on Ian and Liz's Hunslet in early February



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GWEN WATTS

As many of you will now be aware, Ivan's wife Gwen passed away unexpectedly on the 14th of February. People will recall with fond memories the countless times Gwen helped out at raised track days when Ivan brought his 5" gauge tank engine along and also latterly at ground level days before the pandemic.

Members will wish to join with the Committee in expressing our sympathies and condolences to Ivan and his family.

Mystery pic



What is this, photographed by Mike Fordham in 2017?

Answer next time.

Members Meetings

The next member's meeting is on Wednesday 2nd March at the URC Hall in Ipswich Road. The subject,

New Mills Yard and Trowse Pumping Station.

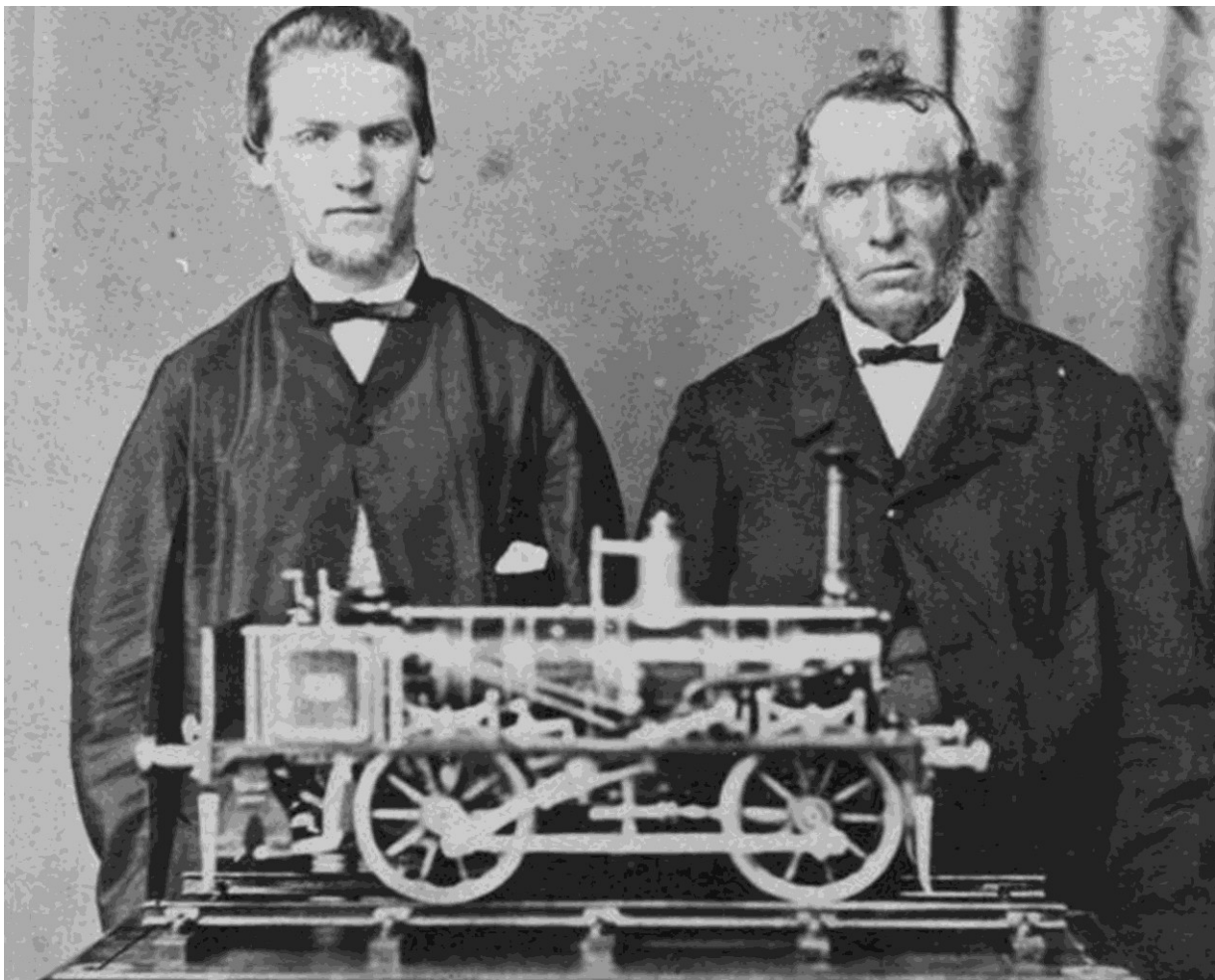
This fascinating item of local history will be presented by Robert Bailey. (Yes, it's Robert Bailey talking about sewage!)



Safety Matters

Members are reminded that any safety equipment provided by the society should not be removed or otherwise tampered with, particularly guards on machines. It may be an inconvenience to operate, eg a lathe, with a chuck guard, but think how much more of an inconvenience life could be without an eye, or with a mutilated hand!

Renewals



Membership renewals are coming in thick and fast now, so many thanks to all those who have renewed early. This is a great help to the membership team as it deflects the avalanche of renewals we would otherwise encounter in late March. The subscription fee has increased this year but is still incredible value at £25 (or less!), thanks largely to a large cross-subsidy from the public railway, which enables fees to be kept low. A renewal form is attached separately for those who haven't downloaded one yet.