

***e*-BULLETIN**

Winter 2022-23



A new loco is on the way

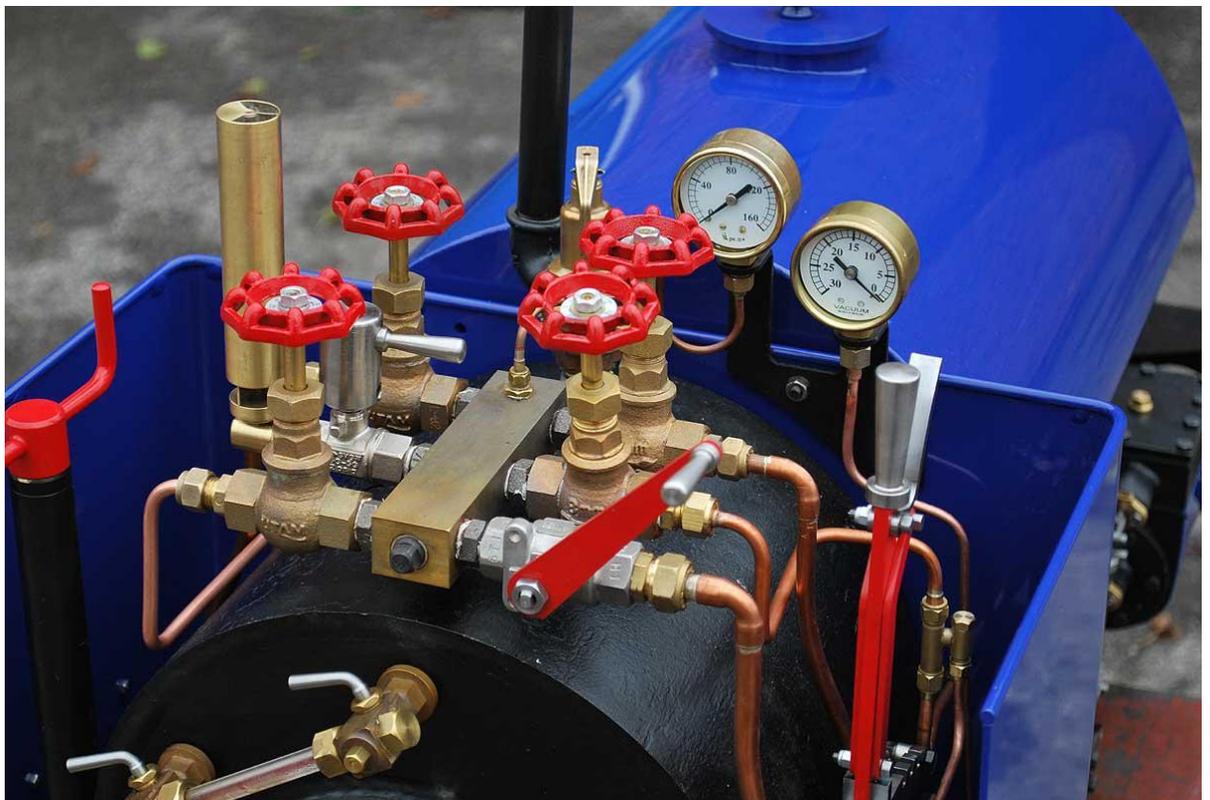
Cover item

At the AGM held in September 2021, the membership instructed the Directors to procure a *Stafford* type loco at the earliest opportunity. This was a project that had first been mooted around 2013/14 but had stalled. Now it is fast becoming a reality and it is expected that our *Stafford* will be complete and delivered to EP by the end of the fiscal year. Fairly rapid progress from a mere idea to finished item in eighteen months.

Now, I can hear the purists choking on their tea. *"It isn't a scale model!"... "It hasn't taken ten years to build!"... "It's not standard gauge!"*

No, it isn't any of those things, and that's not what it's for. This is the Morris Minor or Ford Fiesta that you learnt to drive in. It's not a work of art or beauty and neither does it claim to be. What it is, is a really simple and incredibly robust loco that complete novices can learn to fire, drive and maintain. Simplicity is its middle name, and, as da Vinci noted, *"Simplicity is the ultimate sophistication."*

Consider these controls, big enough for the clumsiest of neophyte hands to grasp without fear of snapping off a fragile, handmade component.



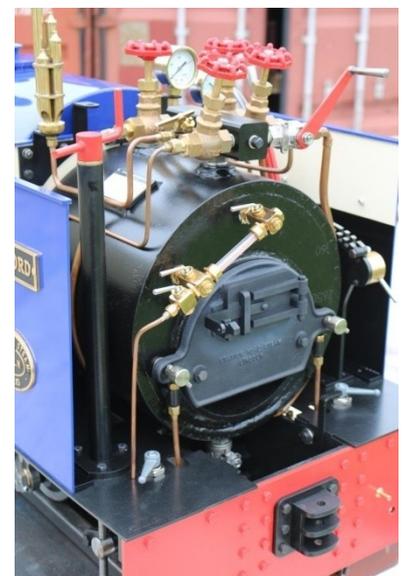
Brian Baker takes up the story of the project...

As you may be aware the club members at a recent AGM voted to direct the management board of NDSME to purchase a Stafford locomotive for use by trained club members. The style of the loco, extras and livery were left to directors. A six wheeled Stafford was ordered, fitted with vacuum brakes and driving trolley. This picture shows the style of the locomotive.



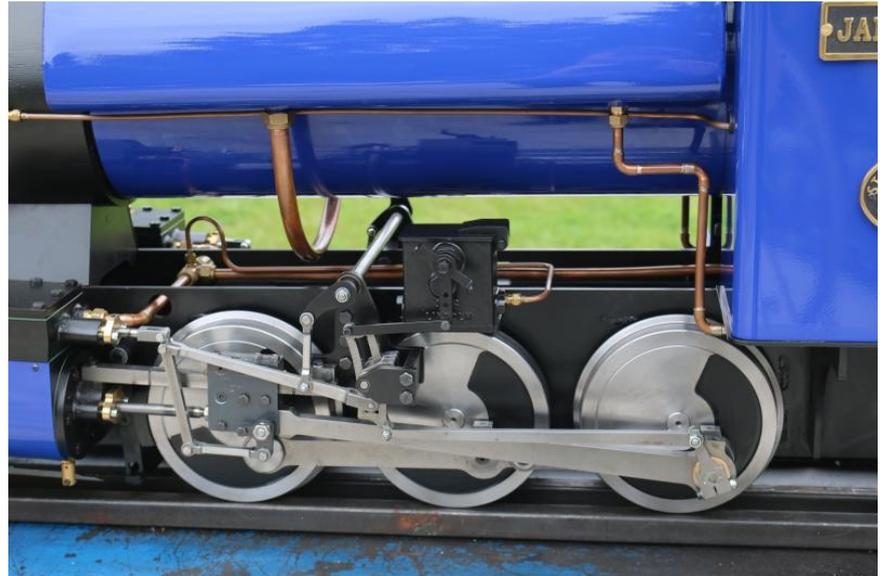
The Stafford must be considered a “basic” steam locomotive, resembling no particular prototype, and as can be seen the valves, cab layout are functional. The Stafford is designed for simple, practical, reliable operation, and will be very useful in our public running activities.

They are fitted with a ball valve regulator, and marine type steel boiler, which requires a different firing technique, but is very easily removed for cleaning and clinker removal whilst in steam. The boiler is much the same as that fitted to the



“Sweet Pea” design, many of which have been built and proved to be fine runners.

The valve gear is Walschaerts outside, which gives good performance and notches up well, and the cylinders are fitted with slide valves.



It is primarily designed for practical operation, with nearly 200 now being

made, with several operating locally, at Top Field, Barton House and Bressingham.

The locomotive may not be operated by anyone who has not completed the training course currently being arranged, and the training will be carried out by instructors. Operating includes cleaning, preparation, simple fault finding as well as driving skills and disposal. We are currently looking for instructors and I have arranged for a demonstration run behind a (4 wheeled) Stafford as a taster for those interested. This will take place at another local track, probably on a Saturday. A Stafford operation manual can be downloaded from the Station Road Steam, the builders, website.

If you are interested in becoming an Instructor, please contact me for further details, initially by email. The club loco is expected to be delivered by Easter, and initial training will start shortly.

Brian Baker

leighsteamer (at) btinternet.com

Pictures in this article are by kind permission of Station Road Steam

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A visit to Leighton Buzzard

Mike Fordham visited the Leighton Buzzard Light Railway Gala Weekend of the 17th and 18th September. He writes...

I visited the 2ft gauge railway on the gala weekend as it was now fully open after being closed to allow realignment of the track and the construction of a short tunnel. This was to give road access to a new development site and the line has been extended to Mundays Hill Quarry. At present passengers cannot leave the train at Mundays Hill.



No 6 *Pedemaura* is entering the new tunnel. This is a 1924 Orenstein & Koppel 0.6.0T and was built for use on coal trains in the Douro Valley, Portugal.



Pedemaura take water at Pages Park station.



Sand quarrying demonstrations at Stonehenge Works (1)



Sand quarrying demonstrations at Stonehenge Works (2)



Peter Pan an 0-4-0ST "Wren" class built 1922 by Kerr Stuart of Stoke, is serviced.



Peter Pan works a demonstration freight train.



On shed at start of day at Pages Park. No11 *P C Allen*, a 1912 Orenstein & Koppel 0-4-0 built for a Spanish chemical works, No 6 *Pedemoura* and No 778 a 2-6-2T one of 495 built in 1916/7 at Philadelphia USA for the British War Department. This loco saw war service in France.



No

778 crosses a train at Leedon.



No 4 *Sezela* 0-4-0T was built by Avonside of Bristol in 1915 for use on the Natal sugar estates.



Two ex-quarry engines work a train of sand hoppers on the Munday Hill passing loop.



Above and below - No 4 *The Doll* a 0-6-0T built by Andrew Barclay in 1919 for use in the Oxfordshire ironstone mines is working a general freight at Stonehenge.



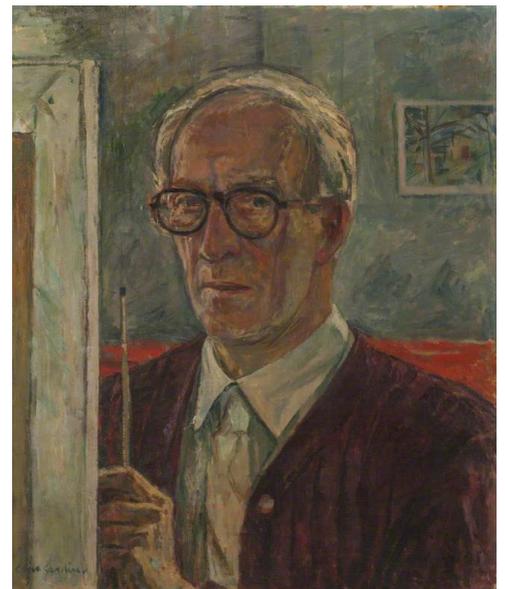
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Engineering in Art



'**Motor Manufacturing**', by Clive Gardiner, for the Empire Marketing Board *Empire Buying Makes Busy Factories* series of posters 1928.

Clive Gardiner (1891-1960), designer, illustrator, printmaker, painter and teacher, was born in Blackburn, Lancashire. His father was the editor of the *Daily News*, A G Gardiner, his wife was the painter Lilian Lancaster, his son the writer and architect Stephen Gardiner. Gardiner was educated at University College School, toyed with journalism, then studied at Slade School of Fine Art, 1909–12, Royal Academy Schools, 1913–14. After World War One duties at the Ministry of Munitions Gardiner took an art teaching course, then taught at Brighton School of Art. Under the influence of



Puvis de Chavannes he had shown for several years at RA and New English Art Club. In 1918 Gardiner became a part-time teacher at Bolt Court School of Art and Goldsmiths' College School of Art. Gardiner began to extend his range, illustrating his father's books, painting portraits and completing posters.

Gardiner produced several works on an engineering theme for the Empire Marketing Board.

A Blast Furnace
(right)



*Making
Electrical
Machinery*
(left)

Depicting industry was an important strand for the Empire Marketing Board, and Clive Gardiner produced some of the most unusual images in this area. As an artist he was interested in Cubism, Futurism and Surrealism and these influences are clear in his poster designs under the title *Empire buying makes busy factories*, depicted above.



Gardiner also produced many posters for London Underground such as *Kew Gardens* (1926) and for London Transport, *Epping Forest* (1934)

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<p>FREE BOILER TESTS</p>	<p>With three qualified boiler inspectors and the latest ultrasound technology, the society is well-equipped to ensure your model meets the latest standards. Contact a committee member for details of how to arrange a test</p>
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In the park – some recent pics



Chris
Shingles and
Mike
Fordham
working on
S&T

Ready for
the off.

Paul
Sherwood
and Mike
Riches



Progress on the raised track.

Messrs Fordham, Futter and Poore replacing wood with plastic



Repairs to the water supply, by *The Two Brians*

Vintage ads from Mike Fordham's collection

THE NEW FORD
Eight

DEVELOPS OVER
23 B.H.P. £6 TAX

Only when you
have tried the New
Ford "Eight" will you ap-
preciate how good it really is.

It's here waiting for you to try—see us to-day!

OUR GREATLY EXTENDED NEW
WORKSHOPS ENABLE US TO GIVE YET
BETTER SERVICE TO ANY MAKE OF CAR

TRY US

BUSSEY & SABBERTON BROS
LTD

"FAMOUS FOR EFFICIENCY"

MAIN  DEALERS

PALACE STREET & TOMBLAND
NORWICH Tel. 1175

TYRESOLE YOUR WORN TYRES
Call in and see them done here 1938

A 1938 ad for the Ford Eight.

The limited company of Bussey & Sabberton Bros Ltd was formed in 1922 and in 1923 Busseys was appointed as a Main Ford Dealer.

The company underwent great expansion during the late 20s-early 30s and the Palace St site was developed including the construction of new workshops and, radical, a covered reception area for (predominantly middle-class) customers. By 1934, the company was selling, servicing and repairing all manner of vehicles including cars trucks and tractors. During wartime, this was extended to work for the Ministry of Supply on

military vehicles.

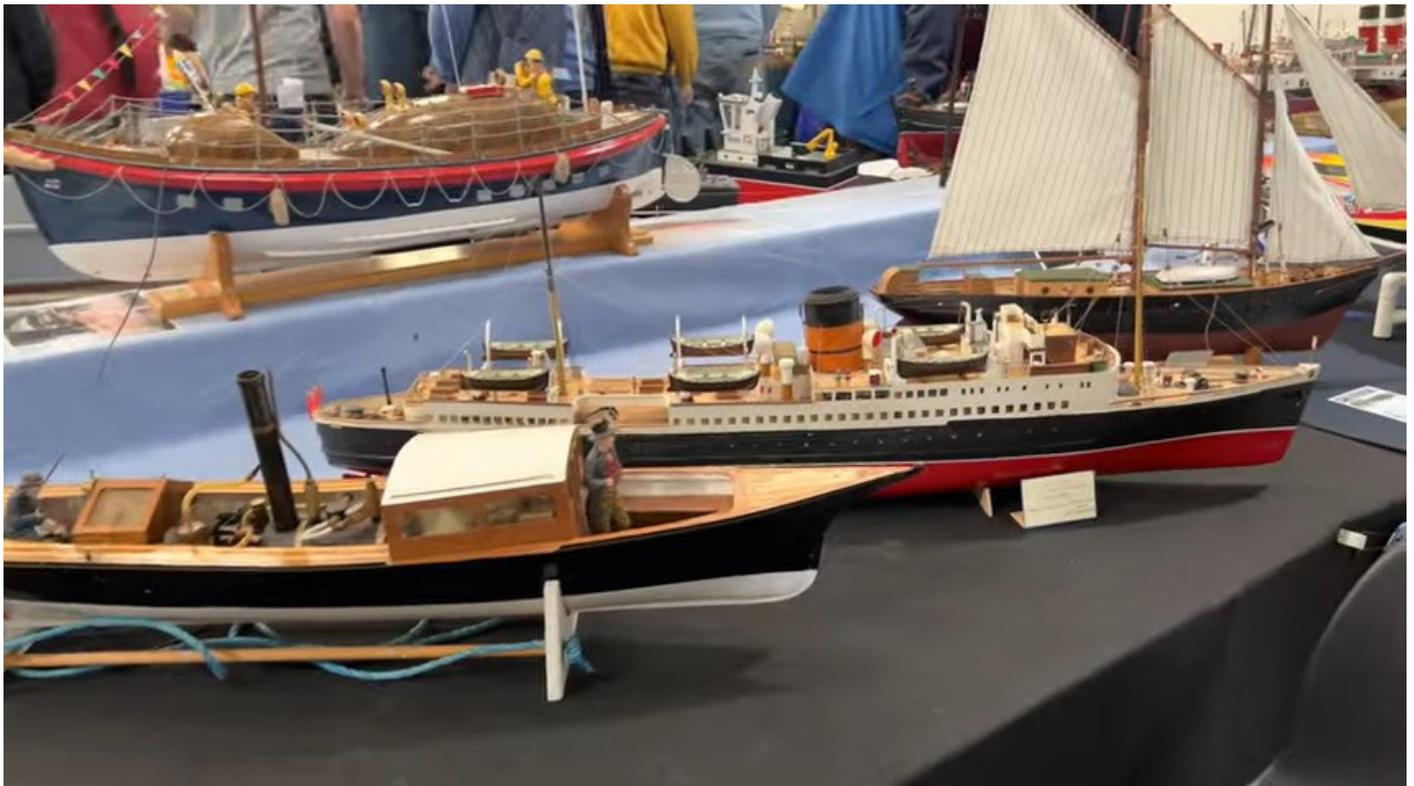
By the mid-90s, Busseys had moved to Whiffler Rd and the Palace St site was redeveloped.

The Ford Eight would have sold for around £100 + £6 tax in 1938 or around £5,500 in today's money

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Spotted on YouTube

Midlands Model Engineering Exhibition 2022



For those who didn't go, a look around the MMEX last month, by PinayNurseUK.

<https://www.youtube.com/watch?v=qQ2c6Sjy2Xk>

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STORAGE OF PRIVATE ROLLING STOCK AT EATON PARK - GUIDELINES

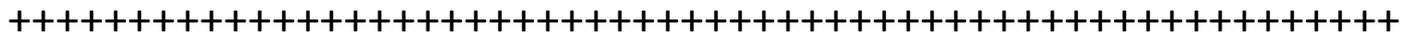
- Limited storage of private owner stock may be offered subject to conditions
- At the discretion of the directors and subject to any availability of space.
- Subject to owner removing stock on demand
- Owner must arrange their own insurance
- Such stock should be available for public carrying during the season
- If you feel you need this facility please contact Chris Eve

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Mystery Photo

What,
where,
when?

Pic by
Mike
Fordham.



WANTED!

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

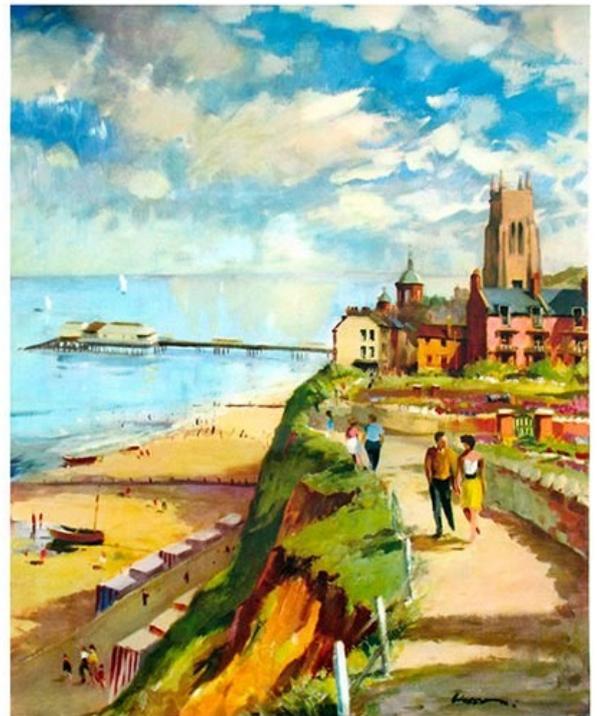
If you can say YES to any of the above then consider writing and submitting an article, text or photos to the ndsme eBulletin. From the serious to the sublime, all articles, texts or pics are welcome

Don't leave it to the few!

Be one of the many!

Contact

ndsmecommunications@gmail.com



CROMER

GEM OF THE NORFOLK COAST

Guide (9d.) from Advertising Association, Dept. R., Cromer, Norfolk

Train services and fares from **BRITISH RAILWAYS** stations, offices and agencies

New Members

Since the last edition, we have welcomed as new members,

Kai Baisley

Andrew Simmons

Margaret Beeken

Lindsey Cooper

And the following were admitted to full member status

Andrew Reed

Zoe Yarham

That makes 13 new members in 2022 so far.

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Workshop safety in art



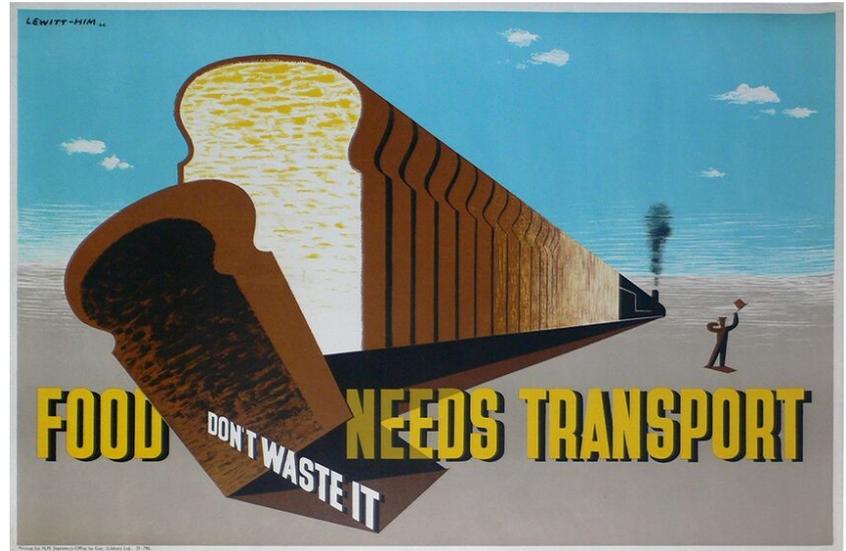
If you can't grow fingers grow careful. Colour lithograph by Lewitt-Him Partnership for a machine tool factory in Welwyn Garden City, 1940s

The Lewitt-Him design partnership was formed in Warsaw in 1933. Jan Le Witt (1907-1991) and George Him (1900-1981) were both graphic designers and poster artists.

The first work that brought the team success was the 1934 graphic presentation of three poems by Julian Tuwim: "Locomotives", "Rzepka" and "Bird radio". This book was reprinted several times and also

appeared in translation to French and English.

Lewitt and Him were invited to London in 1937, where the Lund Humphries publishing company arranged a photo exhibition dedicated to their work. Encouraged by the success of the exhibition, the artists decided to stay in the UK.

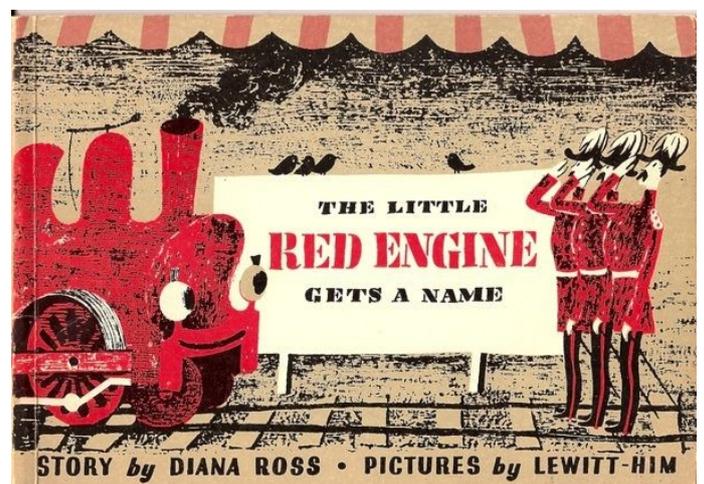


Upon establishing themselves in London, the Lewitt-Him partnership designed advertising posters for London Transport and Imperial Airways. During World War II, the pair created posters for, amongst others, the Ministry of Information, the General Post Office and the Ministry of Food.

They also designed murals for war factory canteens and posters and books for the Polish government in exile and for the Dutch government in exile. They also designed the Guinness Festival clock for the Festival of Britain, held in Battersea Park in 1951 (*above left*)

In 1942, Lewitt-Him produced the design for the classic, Little Red Engine. Letwitt-Him's design work combined visual precision with surrealistic eccentricity.

The partnership was dissolved in 1955.



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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, with suitable adaptors, for a test to take place. Contact Barry Fane, Chris Shingles or Brian Baker for further details or to arrange a test.

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.



Laughs from the net!

The truck

A truck loaded with thousands of copies of Roget's Thesaurus crashed yesterday losing its entire load. Witnesses were stunned, startled, aghast, taken aback, stupefied, confused, shocked, rattled, paralyzed, dazed, bewildered, mixed up, surprised, awed, dumbfounded, nonplussed, flabbergasted, astounded, amazed, confounded, astonished, overwhelmed, horrified, numbed, speechless, and perplexed.

The Flagpole

Bubba and Billy Ray were standing at the base of a flagpole, looking up.

A woman walked by and asked what they were doing.

"We're supposed to find the height of the flagpole," said Bubba, "but we don't have a ladder."

The woman took a wrench from her purse, loosened a few bolts, and laid the pole down. Then she took a tape measure from her pocket, took a measurement and announced, *"Eighteen feet, six inches,"* and walked away.

Billy Ray shook his head and laughed. *"That ain't no good! We ask for the height and she gives us the length!"*

Mystery pic – last edition



This is, of course, the Fairey Rotadyne and it was photographed by Mike Fordham

Advance Notice



Norwich Science Festival has been moved from October half-term (which suited us well) to February half-term – the coldest time of the year! The Society hopes to have a stand here and seeks exhibits to display. Helpers will also be required to cover the day, Monday 13th Feb. If you can help in either respect please contact Philip Moore



From the tea room

Pop-up trains at Eaton Park are, once again, proving very popular with both the public and members, who have new opportunities to operate their locos outside the formal “season”. Like in 2021, we won’t be operating “Santa Specials” and will instead repeat the running of Christmassy Trains, through ` the *Tunnel of Lights*. This was very successful and we are continuing with this mode, in an expanded, more sophisticated form, in 2022. Our railway is popular all year round with both members and park visitors. It cannot be stressed enough how fortuitous it is that the society has its premises in Norwich’s premier park. The finances are useful, both for the society and the charities we

support, especially as we are now looking at the acquisition of a “Stafford”

The redundant plastic fencing, displaced from the raised track station, is being reused at Parkside. Here it is mocked up to see how it will look.



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Ndsme in the Community



On August bank holiday Monday we raised money for the Lord Mayors Civic Charity, Homestart Norfolk. In October, members Fane, Fordham, Battle and Moore were invited to the mayor's parlour at City Hall to present the cheque to a Homestart rep.

Also in October, we put on a special train for Clare School, to tie in with their lessons on wartime evacuation. Clare School is one of the schools we support.



We have further activities planned with Clare School and Catton Grove Primary,

Raised track group

Just a reminder that the first Saturday of each month is allocated specifically to 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 for other functions. Please note that a minimum of two adults must be present. Work is currently underway to renew the raised track. Members interested in assisting are invited to contact Philip Moore who is overseeing the project.

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AGM 2022

Don't forget that the ndsme AGM will be held at the Ipswich Rd URC on Saturday 3rd December, commencing at 1pm sharp. This is the same venue where monthly meetings are held. In the interests of covid safety, the windows will be open and the room ventilated. Please be aware of this if you feel the cold easily. Those attending should also bring their own pen or pencil, in order to complete the ballot papers. There will be three ballot papers for consideration.

NOW WITH ULTRASOUND TECHNOLOGY!

Boiler tests – a service for ndsme members.

Contact Barry Fane, Chris Shingles or Brian Baker to
arrange yours.

Classified

Member Peter Lewis has for sale a 5" gauge braked twin bogie driving truck for steam or electric locos. 3'6" long, spring buffers and couplings, water tank, high and low fitted seats with foot rests and leg guards for ground level or raised tracks.

£250

Contact Peter Lewis on 01508 548273



Tailpiece



There were railways in Eaton Park long before ndsme came along in the late 1950s. At the start of the C20th Norwich Corporation (now Norwich City Council) began to buy land, with a view to developing parks when funding became available. In the case of Eaton Park 80 acres of fields and market gardens were bought for £900, including a former rubbish tip upon which ndsme now sits.

The years following the First World War were a time of unemployment and hardship. Using government grants, the Corporation began to create parks as a means of providing unemployment relief.

The plan at Eaton was to make a sports park. At the time, the National Playing Fields Association recommended local authorities adopt a minimum standard of 5 acres (20,000 m²) of public open space for every 1,000 people, “of which at least 4 acres (16,000 m²) should be set aside for team games, tennis, bowls and children’s playgrounds”.

For three and a half years over a hundred men (*above*) were employed to build the bandstand, pavilions, and model boating and lily ponds. Tennis courts (there were over 40), cricket squares, bowling greens, other sports and leisure areas and gardens were created. In 1928 the Park was officially opened by the then Prince of Wales. The rest is, as they say, history.