

***e*-BULLETIN**

Autumn 2022



What's cooking?

Cover item

Looking very much some sort of nice savoury biscuits, these are in fact tea bags being recycled, but not in the usual way. These are the product of the fertile imagination of member Brian Parker, inventor extraordinaire.

Brian's tea bags are not destined for composting but are a source of lighting up fuel for his engines. Collected tea bags are first dried in an oven. When all moisture is removed, they are then immersed in paraffin. Once they have had a good soaking, they are then fished out and stored in an airtight container ready for use. These are then used for lighting up in his Romulus+, of which more later



The finished "biscuits" are then stored in Brian's lighting up accessories container, along with gas, spirit and other ancillary items.

Brian believes these tea bag fire starters are a better medium than conventional kindling because they hold more paraffin.

The Ingenuity of Brian (a Monty Python film perhaps?) extends far further than mere tea bags, however, and much of this was the subject of a recent members meeting talk at Eaton Park in August.





Brian delivering his lecture

Several key modifications have been made to his Romulus "Maid Marion" during the seven years he has been operating this loco, often at Eaton Park

This view shows two key modifications



Underneath the smokebox door is what appears to be a ducks beak.

To prevent ash building up in the smoke box when running for several hours, this device below the smoke box door was fitted. When operated steam is used to blow out the ash through the opening. The process creates spectacular clouds of steam. This enables the loco to keep its smokebox relatively free of ash and has enabled the loco to run for a full five hours at EP. When not in use, the natural vacuum in the smokebox shuts the device off with a rubber flap, visible beneath the brass “upper beak”

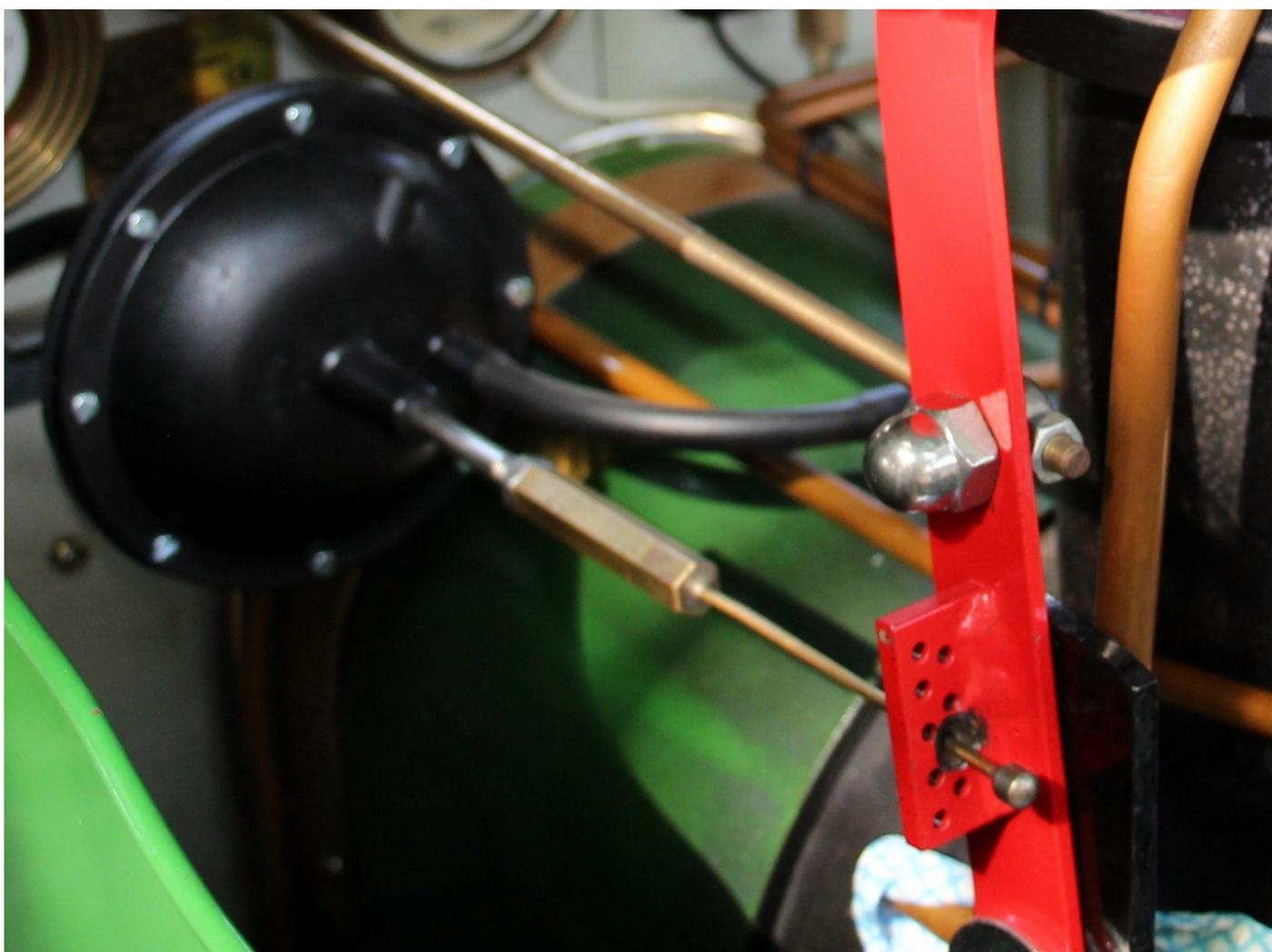
The large copper boiler on the left makes use of waste steam from the vacuum ejector to preheat water which is then fed directly into the boiler. This is possible because an injector, which needs to be kept cool, is not used. This facility means the driver has no need to use the injectors because the boiler is constantly trickle fed a top-up.



Cab view showing regulator vacuum actuator

The next modification is both innovative and an advance in safety, Brian experienced a frightening experience when a guard stopped his train dead by applying the guards emergency brake, (the carriage brakes were very good he noted) and the resultant and sudden stop nearly derailed his engine. He

designed this vacuum actuator system which closes the regulator when the train brakes are applied either by the guard, or for any other reason without the drivers assistance. A vacuum actuator can be seen mounted on the cab body

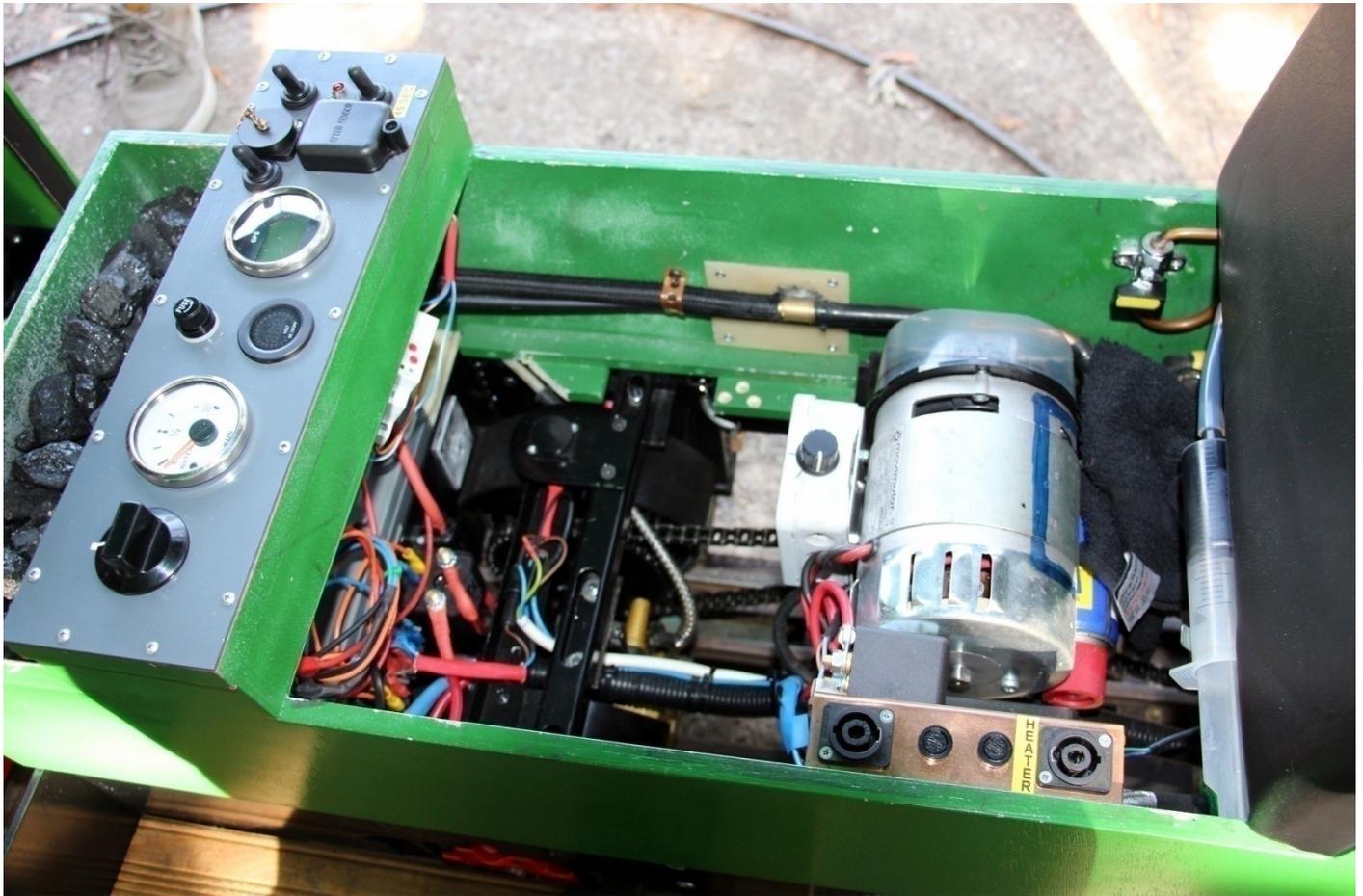


and it is linked to the regulator. When the guard applies the brake in an emergency situation, the actuator rod will instantly shut the steam off.

The close up view shows how the regulator can operate within its normal range of movement but is subject to “instant recall” when the train brake activates the mechanism. It is a great safety innovation and takes pressure off the driver to constantly be monitoring the vacuum gauge for signs of brake application.

Now, those that have seen this loco in operation may often have wondered how the loco is able to accelerate away from our station so easily, considering it enters a gradient and a curve together, Well, the answer is rather simple. Brian describes his engine as not a true 0-4-0 but as an 0-8-0. Or should that be a 0-4-4-0? The driving trailer contains an electric motor which can drive the four trailer wheels. This can be used to give the engine a boost to increase traction

when short of steam or on a steep gradient with a large load. The motor chain drives the axles via a clutch bearing. A clutch bearing is a one way freewheel clutch that turns in a single direction., a bit like the freewheel on a bicycle. Two batteries are hidden away in the truck, powering the motor and also other electrical controls.

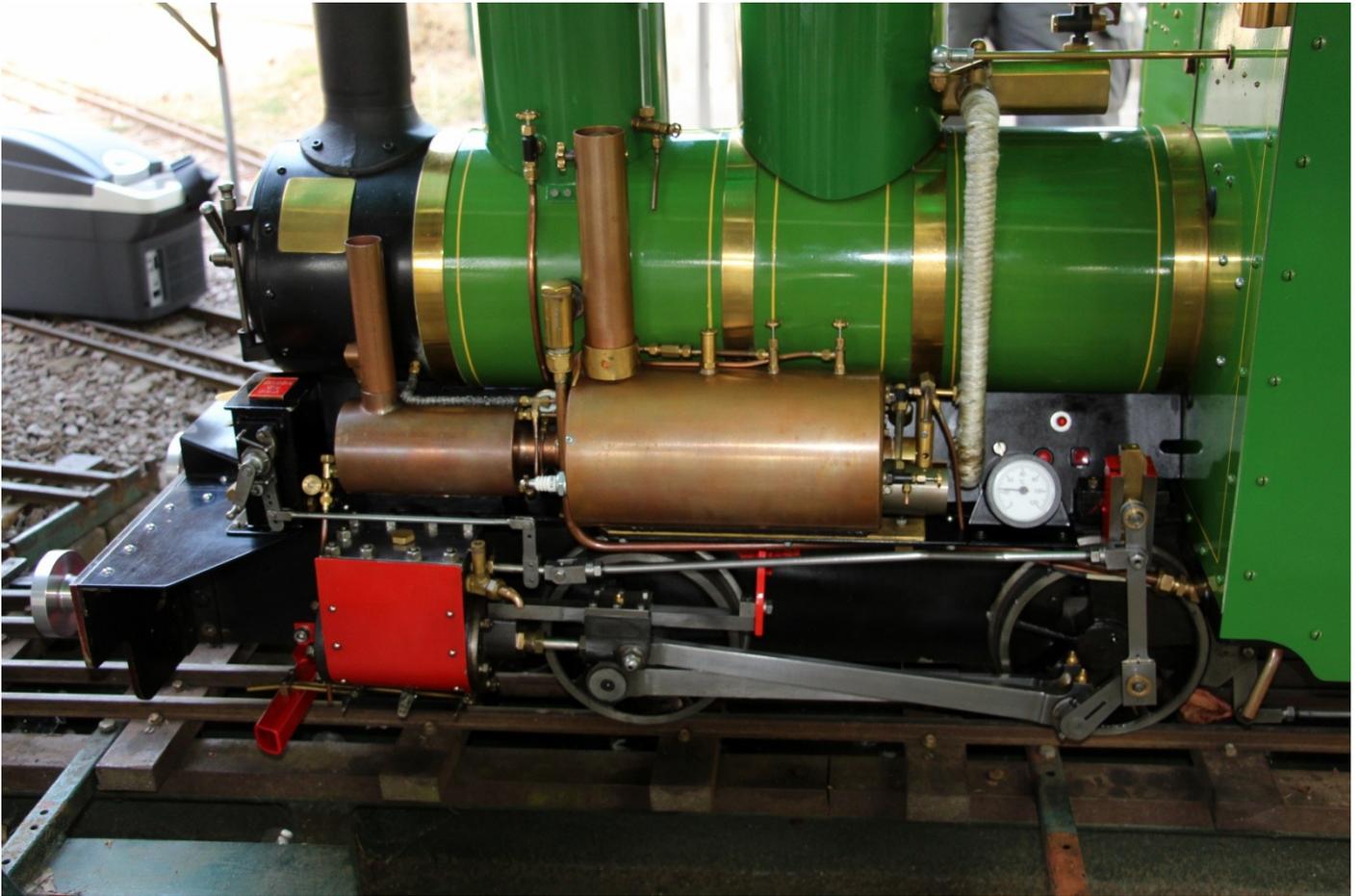


Underneath the driver's seat

A water gauge on the dashboard gives level readings and there is also an audible level alarm for use when filling the boiler. A GPS speedometer is also fitted.

Looking now at the other side of the engine, we find what, at first glance, appear to be two small boilers in copper. This shows a start up system devised by Brian after several attempts. It is used to improve the boiler draught in the chimney when first lighting up instead of the usual fan on the chimney. It uses a diesel heater plug to fire up the gas, the tank on the boiler behind the chimney contains the water supply for this arrangement. This has, however not been without its idiosyncrasies. The spark plug method of ignition of the gas burners

is now not often used as, Brian reports, it creates a massive bang, somewhat akin to a shotgun blast. Instead, a hand held propane burner, like a blowtorch,



is directed into the combustion chamber where it ignites the two gas jets. This has to be done in an exact manner as otherwise one jet igniting can extinguish the other.

Finally, when asked how he kept the engine running gear spotless he explained on returning from a day out be sprayed it with paraffin and then just blew it off with air pressure.

All in all, this was a fascinating talk on this interesting *Romulus Plus*, which we hope to see in operation again at EP pretty soon.

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A visit to Bressingham

Mike Fordham has been out and about again, and recently visited Bressingham for a railway gala.



Resident ex Penrhyn Quarry Loco Hunslet "Port" class 0-4-0ST *Gwynedd* built 1883, sets out on the Fen Railway which is a one and half mile round trip.

Also on the Fen Railway is *Fernilee* a privately owned 0-4-0VB-T.

This vertical boilered engine is the newest built engine at Bressingham, built in 2015 by Roger Lees.



Kerr Stuart "Wren" class 0-4-0T no 2 *Roger* is a Gala visitor, built in 1918 for The National Smelting Co, Avonmouth.



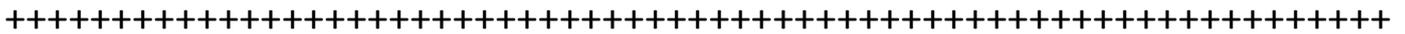
Another visitor Avonside 0-4-0T no 2066 "*Ogwen*". This loco was also built for the Penrhyn Quarry.



Working on the 15" gauge Waveney Valley Railway is engine 0-4-0ST Alan Bloom. This was built in the Bressingham Workshop in 1995.



Many traction engines, of various forms, were also present for the gala



Engineering in Art



Pouring Residue Bronze into the Chill Moulds in the Brass Foundry, Dominion Engineering Works, Lachine. 1942, by Frederick B Taylor (1906-1987)

Frederick Bouchier Taylor was active in Quebec, Ontario, Mexico and Canada. He is best known for portrait and landscape painting, printmaking, sculpture and teaching. His older brother E.P.Taylor, became one of Canada's leading industrialists.

The Taylors resided in both England and Canada while Fred Taylor was a young boy. He moved to Montreal in the late 1910s. During his years at McGill, he was highly involved in university life; he was the winner of boxing titles as well as a founding member of the Red Birds Ski Club. Taylor graduated as an architect from the McGill School of Architecture in 1930. While Taylor displayed great talent and potential as an architect, (he was awarded both a scholarship to the Sorbonne as well as the Governor General's award for highest academic standing, he also produced highly-accomplished drawings, sketches and prints while at school and after), Taylor ventured into fine arts and soon found this to be his calling.



Frederick Taylor

In 1942-43, Taylor executed a series of works at Dominion Engineering Works in Lachine, resulting in, among other fine compositions, this piece, *Pouring Residue Bronze into Chill Moulds in the Brass Foundry, Dominion Engineering Works Lachine, 1942.*

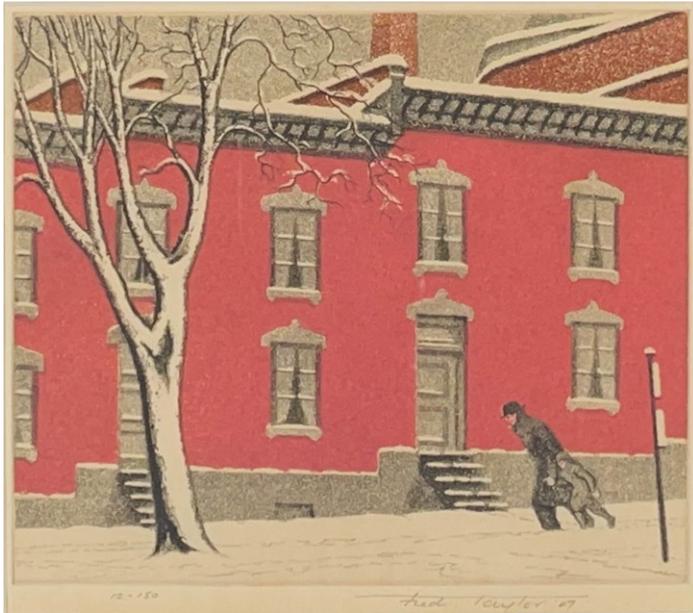
While the Canadian government had sent artists overseas as War Artists there was no programme to encourage artists at home. In Sophie Girouard's *Frederick B. Taylor, Graveur Réaliste Radical*, (1996) she underlines that while Canada's contribution to the war effort was most certainly the military support in personnel but also through the unprecedented industrial expansion building tanks, ships, guns, aircraft and armaments of various kinds. Taylor was a pioneer, entering the factories to paint and thereby celebrate Canadian workers, both male and female who were working to support the war effort.

Empire Builders
(1930) Frederick
Taylor for the
Empire Marketing
Board



From 1942 until 1945, Taylor sketched at the Fairchild Aircraft Plant in Longueuil where Bolingbroke Bombers were being built, at the Dominion Engineering Works plant in Lachine where "pom pom guns" were being produced for corvettes and also at other plants where

Canadian workers were providing armaments for the war effort. The work produced by Taylor in the city of Montreal, in his own words, *“emphasises the immense historical importance of the war and war-time production in Canada”* and were a testament to the period of time in which *“Canada grew from an industrial nation of small importance to one of truly great importance”* (Autobiographical notes, p.34). In addition to having documented the wartime effort, Taylor’s social-realist portraits also served to encourage the labour movement in Quebec.



Early Winter 1947, an aquatint by Frederick B Taylor.

Barry Lord’s *The History of Painting in Canada: Toward a People’s Art* (1974) and the autobiographical notes of the artist himself, both provide important insight as to their importance. According to Lord, *“Taylor wanted to go into the factories that were producing armaments and other war materials, and paint the heroic portraits of workers with outstanding production records, as well as pictures of highly productive work teams in action. These he suggested could be used as posters and otherwise exhibited in factories and union halls to encourage an all-out effort to increase war production to defeat fascism”*.

Pouring Residue Bronze into Chill Moulds in the Brass Foundry, Dominion Engineering Works, Lachine, 1942 is a fine example of this important body of work, championing the working class and their contributions to Canada’s achievements in World War II.

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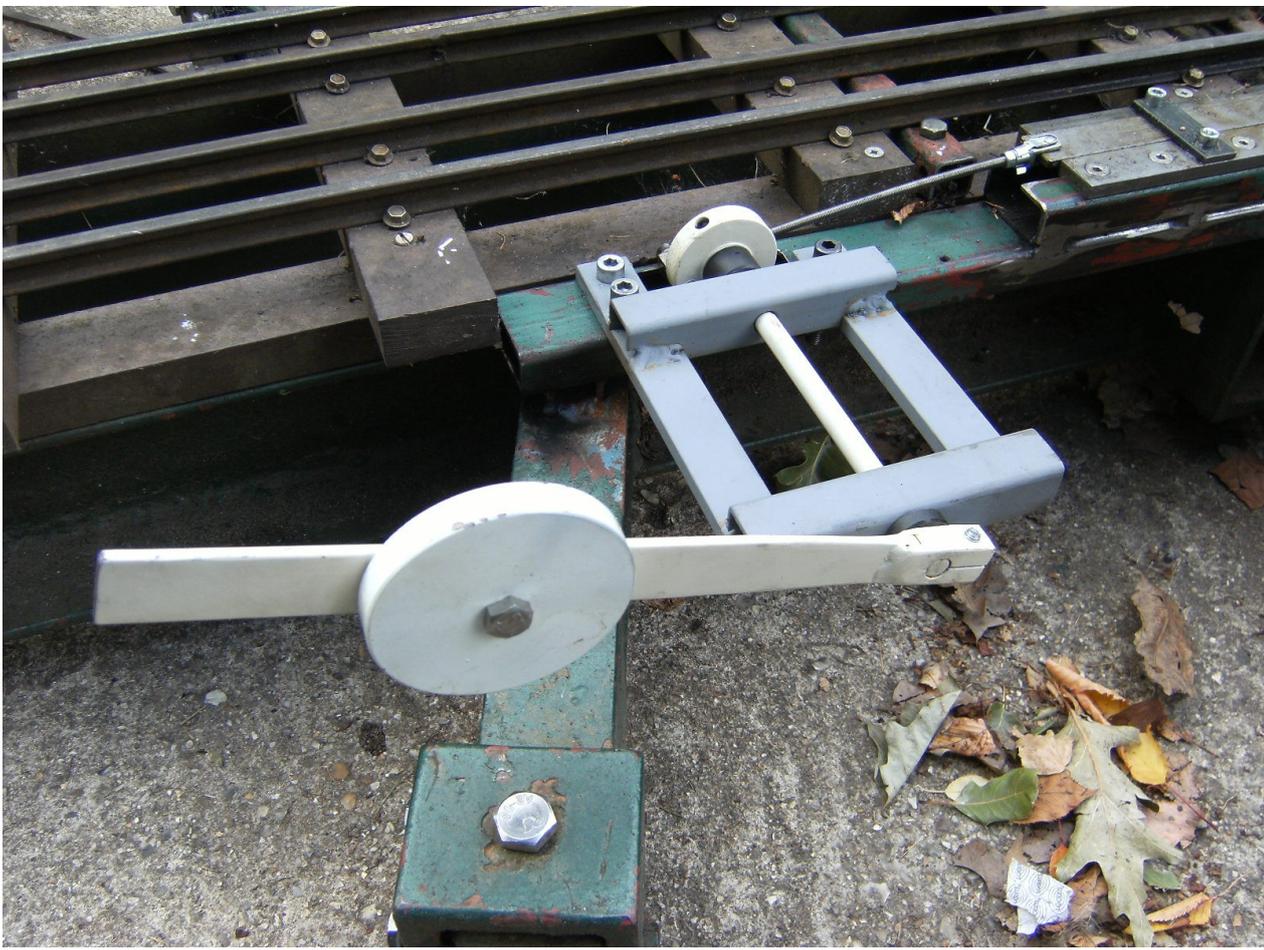
In the park – some recent pics



BR
Blue
Day,
July
16th

BR (S)
class 70
loco, by
James
Cole





New turntable lock mechanism, by Pete King



Peter Davies undertaking routine maintenance, July 2022



A line up of Cl,66 locos in different liveries



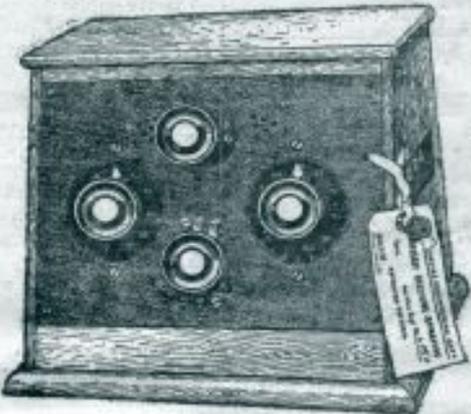
Malcolm Pettitt with his GER T26 2-4-0 loco no 490. The original is preserved by the Science Museum Group.

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Vintage ads from Mike Fordham's collection

BY WIRELESS

The London Theatres
The Best of Music
Daily News



Are now available to every country dweller at a cost of a cheap gramophone. For

£8:15:0

(or including B.B.C. tariff, valve, batteries, pair of headphones, £13 : 15 : 0 complete) all the pleasures of listening in are at your command. This is made possible by the latest wireless invention, the marvellous

MECOPHONE
ONE VALVE B.B.C. RECEIVER

more powerful and purer in tone than any two-valve set on the market. Perfectly simple: a child can work it. Beautifully finished in mahogany and nickel plate. Every B.B.C. station comes in loud and clear. Avoid delay by ordering early from

MANN EGERTON
& Co LTD

1923 21/23, King Street, Norwich.
Phone 217 Norwich.

LONDON, IPSWICH. BURY ST. EDMUND'S

plaints of vibration from the buses made by a resident beyond the tram terminus. Marshall A. Norton, tubacconist, said it would be inconvenient if buses were directed

A 1923 ad for the *Mecophone* One Valve BBC Receiver. These were popular in the 1920s but only for the frightfully well off. £8 15/- would be around £380 in today's money. This was, essentially, a well made crystal set and, if you wanted headphones, batteries etc thrown in, the cost would be nearer £600.

Mecophone was a brand owned by Mann, Egerton & Co. Ltd., based at 5 Prince of Wales Rd., Norwich.

Mann Egerton used to stand on this site in Prince of Wales Rd., In the 90s this was redeveloped into offices. Older readers will recall the showroom that once stood here.



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Spotted on YouTube

MODEL ENGINEERING FOR BEGINNERS - M.E. THREADS EXPLAINED



Another in the Appleton series of informal talks. Common M.E. Thread sizes found in model steam engines & equipment and how to identify what size and pitch they are....

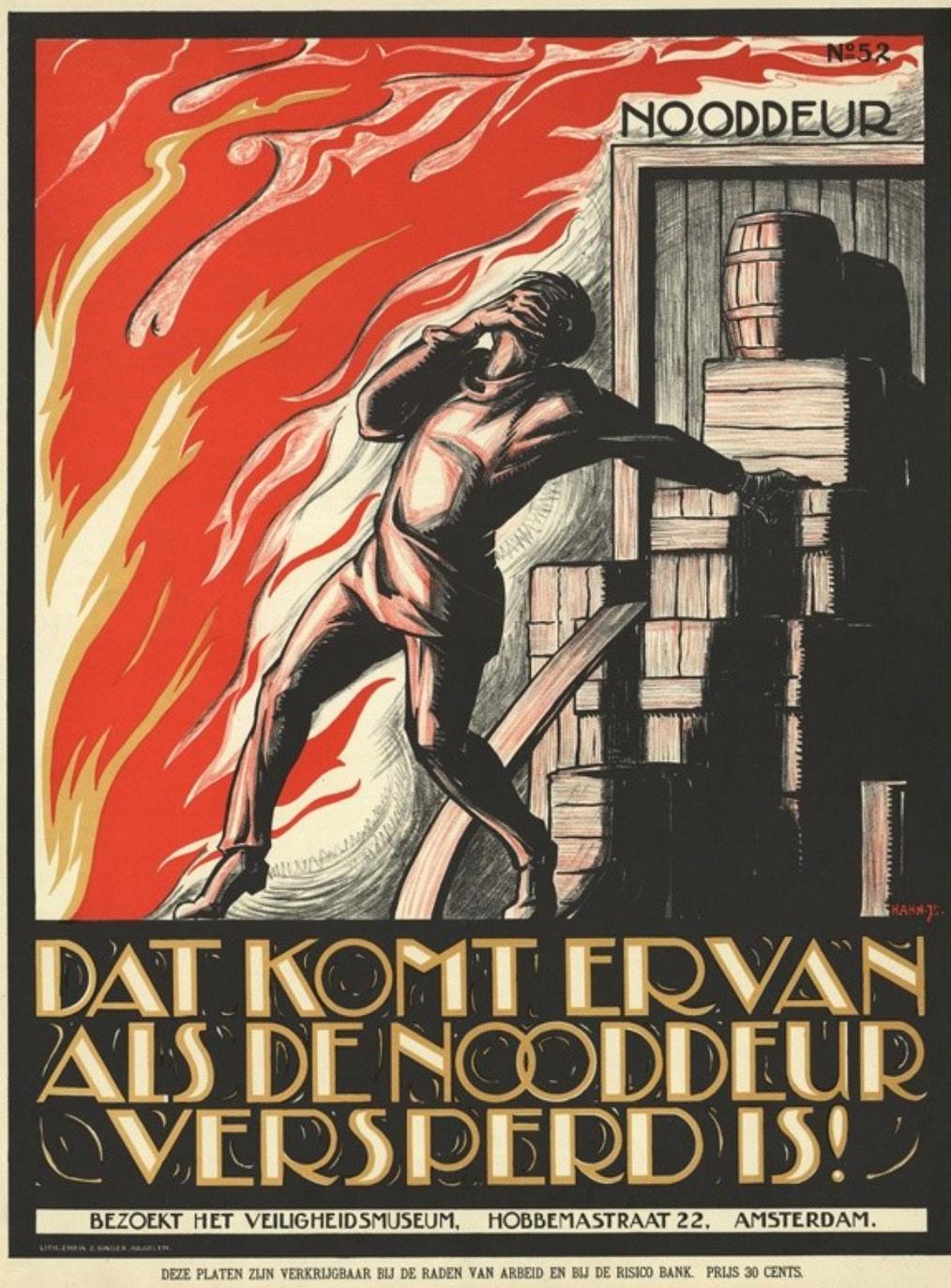
<https://www.youtube.com/watch?v=a1VdZJNjCAU&t=94s>

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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

Workshop safety in art

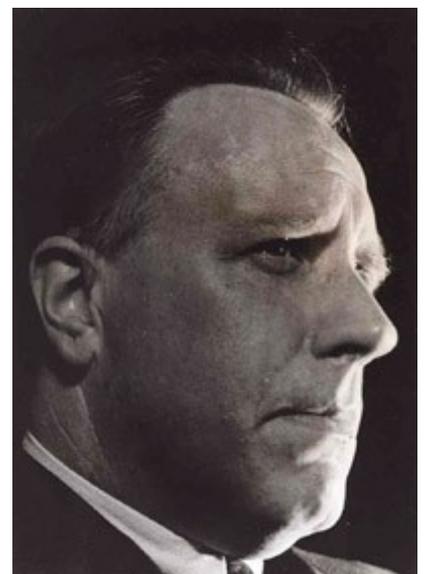


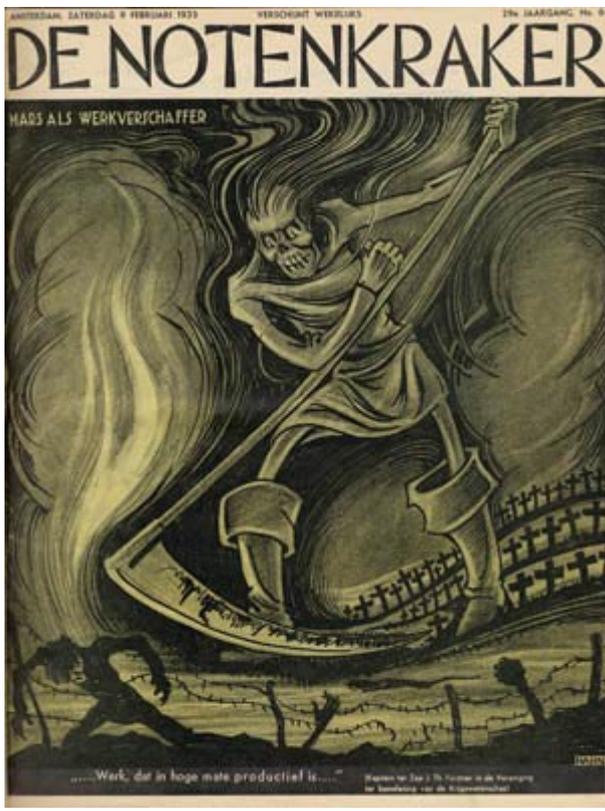
That comes from the emergency door being blocked.
c1926

Albert Hahn Jr. (1894-1953) for the Dutch Safety Institute.

The original Safety Institute opened at Hobbemastraat 22 in Amsterdam in 1914. The founders of the argued for better occupational safety and more hygiene in the workplace. To this end, safe practices were exhibited and

photos showed the consequences of improper handling of toxic substances such as lead. Albert Hahn Jr. was born in 1894 in Amsterdam as Albert Pieter Dijkman. Albert Pieter showed early artistic talent, and got his education at the Quellinus Arts and Crafts School. He obtained the Secondary Education Certificate in decorative drawing (1914) and linear drawing (1916). His stepfather was also an important influence.





Hahn Jr. helped him out with his many assignments for the satirical weekly *De Notenkraker* and his propaganda work for the social-democrats, like his political puppet theatre. He became a member of the socialist party SDAP himself on 15 September 1912. By 1915 he published his first solo drawings in both *De Nieuwe Amsterdammer* and *De Notenkraker*, which he signed "A. Poussin". "Poussin" is the French

word for "chick", which referred to his stepfather's name ("Haan" is the Dutch word for "rooster"). He later mostly signed with "Hahn Jr."

Between 1914 and 1948, Hahn Jr. worked as a drawing teacher for the MULO school and the Industrial School of the Society for the Working Class. In his spare time he illustrated books for publisher Jacob van Campen. After the death of Albert Hahn Sr. in 1918, Hahn Jr. became a staff artist with *De Notenkraker*, which he remained until the final issue in 1936. The magazine never recovered from the death of its prime artist, Funke Küpper.

Strongly disillusioned after World War II, Albert Pieter Dijkman's final years were troubled by failing eyesight and mental illness. He passed away on 23 January 1953.

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Midlands Exhibition Sat 15th October.

A coach is running from EP. Fare £25

Contact Barry Fane to book a place.

Ndsme in the Community

On Friday 22nd July we were pleased to put on special trains for Bluebell Primary and for Colman Junior PTA.



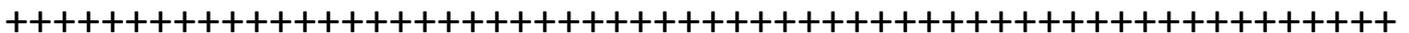
This fixture had last run in 2019 and we are happy to resume these end of term specials once more..

Mystery Photo



What, where,
when?

Pic by Mike
Fordham.



WANTED!

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

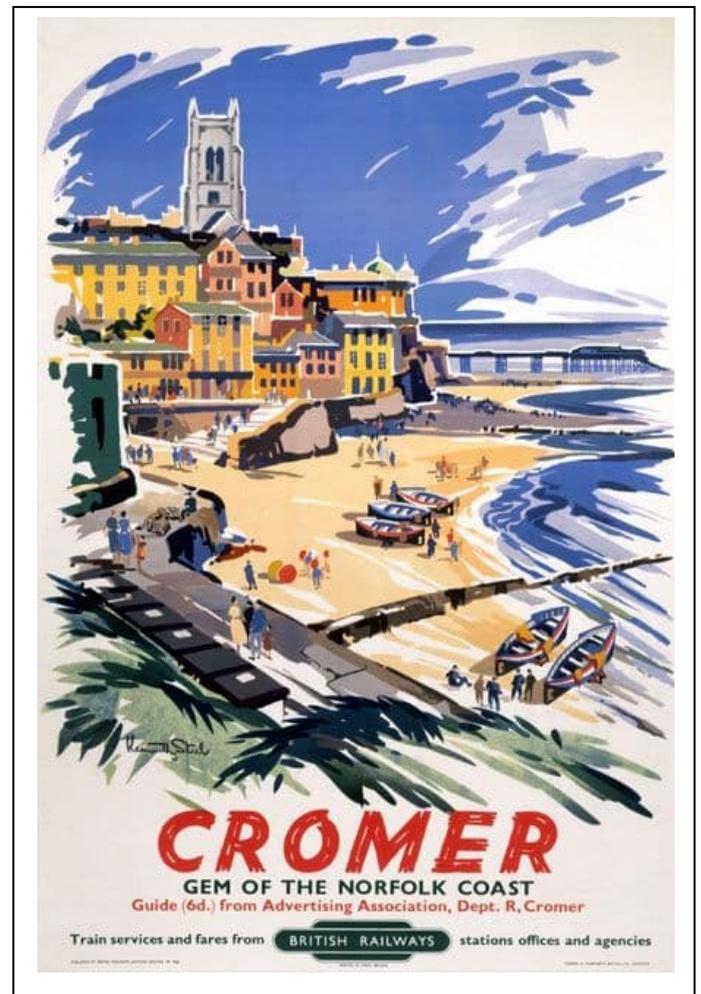
If you can say YES to any of the above then consider writing and submitting an article, text or photos to the ndsme eBulletin. From the serious to the sublime, all articles, texts or pics are welcome

Don't leave it to the few!

Be one of the many!

Contact

ndsmecommunications@gmail.com



New Members

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

Neil Harrison

Andrew Pettitt

Steven Adams

Malcolm Wade

Jacob Watcham

That makes nine new members in 2022 so far.

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

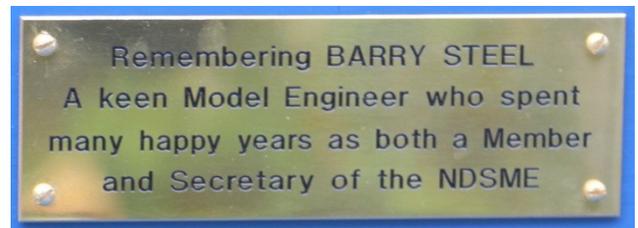
Security at the Park

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.

From the tea room



At the recent BBQ, Barry Steel's memorial bench was officially commissioned by Janet Steel, seen here with her family.



The Warship loco has been out of action due to electrical faults for much of the summer. Together with the steam moratorium due to hot weather, it has meant we have been struggling to run a normal Sunday service at times. Once the Stafford has been purchased we may then think about a second bat-elec loco suitable for intense haulage work.

A new CCTV system has now been installed. Cameras have been repositioned to give better vistas and for the first time the station and signal box areas are covered. It is a considerable improvement on the legacy system, this being no longer fit for purpose.

Turntable modifications have been carried out by Pete King. Both ends are now lockable and the problematic spring and cable locking system has been replaced with individual locks at each end.

John Peterson's memorial plaque has been manufactured and is awaiting fixing in a suitable location. It is approaching three years now since we lost John.



Raised track renewal is expected to commence shortly, with around £4000 being spent on recycled plastic wood and associated fixing. Philip Moore and Brian Sayer will be the overall coordinators.

The BBQ, held in early July, was judged to be a great success. This was the first time for many years that it was done in-house and it will be repeated next year, with suitable modifications in the light of experience. Philip's bar was especially popular and we may expand this next year. Our thanks are due to Philip and Maureen Moore, the Hendricks and all others who helped out.

The Narrow Gauge Railway Society visited us in early July as a part of their tour of narrow gauge installations in the Norwich area. A good time was had by all and members laid on their narrow gauge models for them. Next year we expect a visit from the *Branch Line Society*

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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.

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Mystery pic – last edition

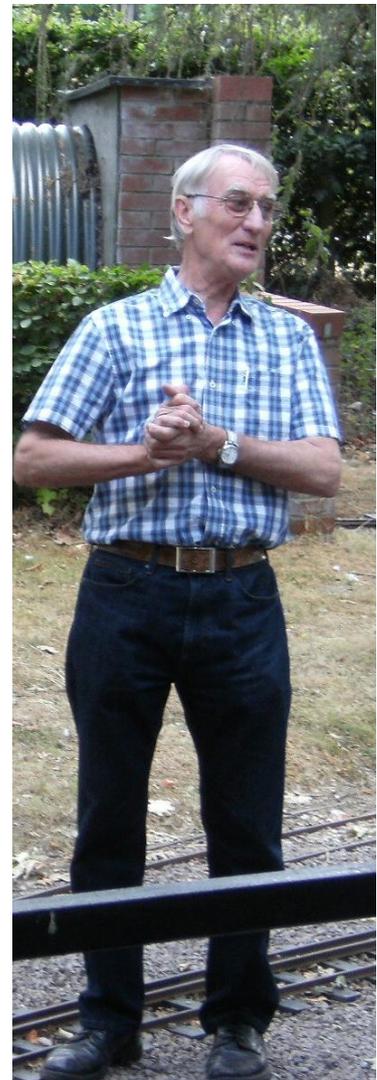
This was, in fact, a pic of the mid-1960s combo the *Fen Five*. The drummer may have looked vaguely familiar.



It was, of course, our member Brian Parker.

The *Fen Five* were especially popular in the Cambridgeshire area,

Brian comments, *“The Fen Five was in action in the mid sixties when music was produced by musicians not computers!! On Friday night’s and Sundays I sang in a church choir, Wednesdays was band practice and we played gigs as and when required mainly in dance halls but sometimes at large outdoor events. The poster (right) is from 1962. Practice was spoiled one night when someone was sent out for refreshments and found couple’s outside listening to the music having a right good time. From then on practice at that venue was kept to numbers we already knew, and learned new songs at a more private place. We covered bands like the Beatles, Stones, Dave Clark Five,*



and so on. Sadly it all came to an end when three members moved away leaving only the lead guitarist and me on drums. If they had stayed in Peterborough I think the group would have progressed and played on for many years. The photo was taken by a journalist photographer backstage at a gig that's why I only have one drum which was hastily removed from my kit."

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Classified

Member Peter Lewis has for sale,

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.

£400

Contact Peter Lewis on 01508 548273



Members Meetings

Coming up...

8th Sept - *Bits and Pieces*. Bring along things you have made/ found/ or just find interesting to show to us at this meeting. This can include toys.

13th October - Simon Cole presents *Miniature Railways Over Time* video show

10th November - Neophyte James shows us what he has learnt.

8th December - *Arthur Barrett entertains*. Christmas meeting with Christmas fare. Member's wives and partners welcome.

All at the Ipswich Rd URC NB these are now on Thursdays

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Tailpiece

The scorched Eaton Park and environs (photo ©Andy Wright)

The recent heatwave, which has lasted over five weeks now, has caused a degree of disruption to some train operations. We have suspended the use of steam engines since



mid July and, during the absence of the society Warship loco, have had to rely on member's private locos to operate. This has caused some headaches!

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