

NORWICH & DISTRICT SOCIETY OF MODEL ENGINEERS

Founded 1933

Incorporated 1967

eBULLETIN

MAR 2017



PRODUCTION CONTINUES

See inside for more...

DIRECTORS MEETING 1 MARCH– SUMMARY

Present PM, RM, DB, MRh, PK, AS and Company Secretary JM

The portable track has been sold to a member for £650 and it has been collected. The society is not selling the trailer

Santa specials will be put to the membership at the March meeting as there were insufficient members at the Feb.

The treasurer reported that, (1) Our charitable obligations for 2016-2017 have now been settled. (2) The annual insurance demand had arrived. This was subsequently approved. (3) Internet transactions will be subject to a second countersignature (4) the accountants had submitted their bill. This was approved (5) there would be some changes to the way annual accounts are filed and it was decided to adopt the simpler option without revaluation of assets.

The 5" loco *Old Fred* has been recovered. Other options regarding irregular payments are still being considered.

It was decided to encourage our traction engine members to bring their engines for runs in the park on Sundays. Further, other local societies would be invited to attend on *Maxitrak Day*, 10 June.

The society's presence at LOWMEX 2017 in October was confirmed and RM agreed to act as organiser.

Items approved for purchase include two wheelbarrows and a generator for use in the field.

A short report on vandalism in the park was presented. It was decided to withdraw memorial plaques from the field and to display them on the clubhouse.

It was decided to obtain more plastic wood in the new financial year



BOILER TESTING

A service for members – by arrangement.

Contact the Chairman.

IMPORTANT NOTICE

Please note that the NDSMEs insurance policy does NOT cover any members' locos or assets stored at Eaton Park. Members should ensure that their own insurances cover this eventuality, should they wish to store any locos, rolling stock or other items at the Society premises.



Cover story – A new build loco

New member James Horrex is currently building a London, Brighton & South Coast Railway E2 0-6-0 tank engine for 5" gauge. He was unable to find any plans for the E2 in 5 inch so had copies of the original 1914 works drawings for the loco printed to scale. He decided to use the castings for a Martin Evans Jinty, as the two full scale engines are pretty much the same in cylinder bore/length, wheelbase and wheel sizes. For the boiler he is using one that was designed for a Simplex, as it and the E2's scaled boiler are the same size.

So far he has: cut the frames, fabricated around 65-80% of the buffer beams and gained experience on using a lathe.

James said, *"Thanks are due to Roger Montgomery for tutoring me and to the club for letting me use their Myford lathe. I have thus far used this to machine the buffers. I chose these to do first as they aren't essential parts and are fairly straight forward. I still have all of the other castings to machine. The livery I have planned for this engine is a fictional one I created based on those used in the Rev. Awdry's Railway Series."*

Right upper –pic shows the extended side tanks that were characteristic of the second batch of five.

Right lower – a superb copper boiler with superheater tube

The E2s were designed by L.B. Billinton (1882-1954) and built at the Brighton Loco Works. They were mainly used as station pilots, shunters and on short haul

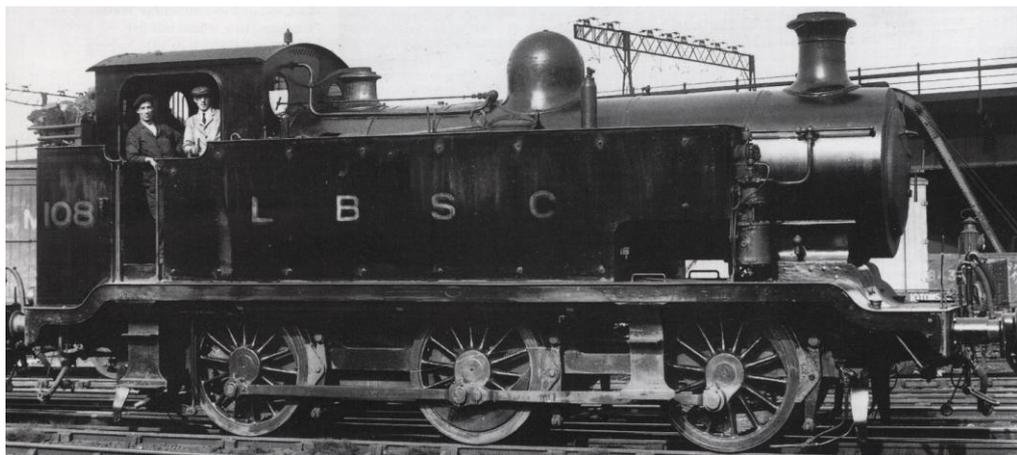
goods trains. They were trialled on push/pull services but were not successful due to their small bunkers. In their later lives a number of them could be found at Southampton docks. It is said they weren't a successful class, but a fireman of the SR held them in high regard, only falling short once when banking a long train up a steep hill when it used water quickly. This was remedied on the second batch of five locos by extending the side tanks. If used on local branches they probably would have fared well as they had a similar fuel



supply and power rating as the GWR 57XXs which were widely used on branch line services. The class survived until withdrawal by BR in the early 1960s. All were scrapped.

Right – loco 108 of the second batch with increased water capacity.

James remarked, “I chose this engine because I've always thought them a handsome class and, sadly, none of them



survived into preservation. Thanks to the NDSME I've been able to overcome one of my main difficulties building the engine, mainly not having a fully equipped workshop but thanks to the club letting me use their lathe I'm managing to make steady progress.”

We all, I'm sure, look forward to seeing this steaming around the 5" circuit at EP before too long.

Pete King's progress

PK has just sent in this pic of the gauge glass valves he has made for his new build...



Very nice too...

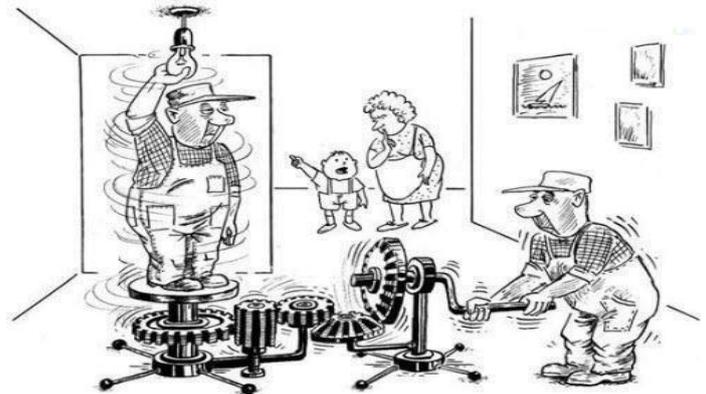


COMEDY CORNER



A man is flying in a hot air balloon and realizes he is lost. He reduces height and spots a man down below. He lowers the balloon further and shouts, "Excuse me, can you tell me where I am?" The man below said, "Yes, you're in a hot air balloon, floating 30 feet above this field." "You must be an engineer," said the balloonist. "I am," replied the man below, "how did you know?" "Well," said the balloonist, "everything you have told me is technically correct, but it's of absolutely no use to anyone." The man below answered, "You must be in management." "I am" replied the balloonist, "but how did you know?" "Well," the man replied, "you don't know where you are, or where you're going, but you expect me to be able to help. You're in the same position you were before we met, but now it's my fault!"

HOW MANY ENGINEERS DOES IT TAKE TO CHANGE A LIGHT BULB?....WELL, NOW YOU KNOW



ARE YOU A MEMBER OF THE MEMBERS AREA?

ALL MEMBERS OF THE NDSME MAY GAIN ACCESS TO THE PRIVATE MEMBERS AREA OF THE NDSME WEBSITE. TO OBTAIN YOUR LOGIN DETAILS, CONTACT webteam@ndsme.co.uk WITH YOUR MEMBERSHIP DETAILS

Spotted on Youtube

From 1978.

[The Model World of Robert Symes pt1](#) If hyperlink is inactive, copy/paste this link

<https://www.youtube.com/watch?v=7rzAD5V45QU>

And [here](#) is a wiki about Bob Symes.

Roundup – a peek into other society journals and onlines

From the 7¼” Soc website,

This special "golden" sleeper was the last of nearly 8000 put into the mainline at Parklands railway Hemsby over the last 5 years.



From the *Canterbury & District MES* website

Some unwelcome news...

During the early hours of Sunday morning 5th February 2017 the miniature railway track of the Canterbury and District Model Engineering Society at Brett Aggregates, Sturry was targeted by a group of callous and determined metal thieves.

The entire 720' circuit was stripped of its aluminium running rails and sleepers and initial estimates suggest around 200' of the total was actually stolen from the site, the remainder being cropped into short lengths apparently ready to be carried to the road.

Chairman Paul Kemp said *“This is very disappointing and demoralising for our members and also impacts on the wider community who come and enjoy rides on the trains, community groups who visit for educational purposes and those who celebrate birthdays with private trains being run for the purpose”*.

“It is impossible to immediately speculate the true cost of repairing the damage and replacing the rails but you have to seriously question the motives and perhaps intelligence of the perpetrators when the scrap value of the rail stolen using the London Metal Exchange rates for Friday amount to around £36, not a terribly lucrative nights work”.



“Sadly even the rail left behind is beyond further use and will need to be renewed which is particularly

unfortunate as we were nearing the end of a rail renewal program and most of the rail stolen or damaged was relatively new. The cost of repairs is still to be properly assessed but when factoring in new rail, sleepers and fixings is likely to run into several thousands of pounds. That is without any labour cost as all our members are volunteers who are now looking at many hours of effort to rebuild the track”.

Very sad news there from Canterbury. We all wish them a “speedy recovery”. NDSME members will be reassured to know that both our tracks are fully insured against such an eventuality.

HSG216 and the NDSME

At the recent EGM, the Society adopted HSG216 as the guidance for all operations involving carrying non-members on the two railways at the park. If you are involved in any way with public operations, you should familiarise yourself with this document. It is currently available online at

<http://www.vulcan.works/media/hsg216.pdf>

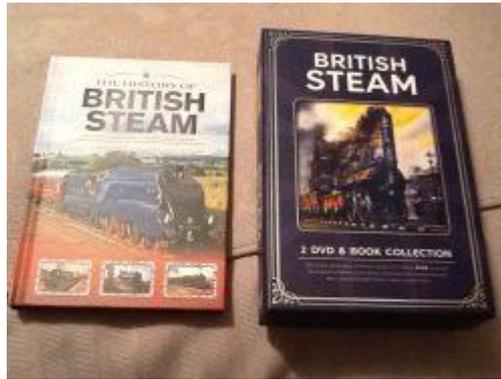
and is also available on the Southern Federation website or in our members area. A copy is also kept at the clubhouse.

Please take the time to read through this important document. Our railways have an excellent public safety record – let’s keep it that way.

SAFETY ISN’T A SLOGAN – IT’S A WAY OF LIFE!

STILL MISSING DVDs

Just before Christmas Pete King borrowed the "British Steam" book & 2DVD set from Ken Bye and took it home for a look. When he opened it up only the book was there, the two DVD's were missing. Ken had no idea that they were missing so it looks like someone else borrowed them and forgot to put them in the case before returning to Ken. If anyone has seen them, borrowed them or knows where they are, please return them to the clubhouse so that Pete can watch and then put the set back together. His guess is that they are lying on someone's DVD player. Photo below is of book and package so just need the two DVDs.



Schedule for 2017 season

A schedule of operations, for those members who are interested in the railway at Eaton Park, has been published in the members area of the website

Forthcoming Events

- | | |
|-------------|---|
| 26 Mar 17 | Pre-season steam day, Eaton Park |
| 02 Apr 17 | Public operations commence |
| 09 Apr 17 | members are invited to Halesworth MES |
| 12 April 17 | <i>Powder Coating for Model Engineers</i> , by Brian Parker. Angel Rd Infants |
| 24 April 17 | Visit to Jarrolds Print Museum. 1:30pm. Contact Mike Fordham for details |
| 10 May 17 | Visit to Ashmanhaugh Light Rly. 7pm. By own transport. |

If you have any suggestions for future meetings, let us know. Remember there is still a vacancy for Meetings Organiser too! Email the chairman if you'd like to help



NDSME and Good Causes

Our charitable commitments for 2016-17 have now been met. Beneficiaries include EACH Nook Appeal, Children in Need, Clare School, Parkside School, Colman School, Harford Manor School, East Anglian Air Ambulance and the Lord Mayor's Charity Fund. A total of £3960 was raised and shared out. Well done to all those NDSME volunteers who gave their time for these good causes.

How unusual is this...

On a recent visit to the Baie de Somme "*Fete de la Vapeur*" in France, Mike Fordham was able to ride in this 1932 built metre gauge railcar, by De Dion Bouton..



Under the bonnet, a petrol engine of simple layout



From the picture you can see there is no need for turntables as the body and chassis can be turned by hand.



Advance Notice! *Maxitrak* Day at EP – Saturday June 10th 2017



NDSME directors (committee) and officers as at March 2017

President	Neville Gower	Company Sec.	Jim McDonell
Chairman	Barry Fane	Membership Sec.	Allan Shirley
Treasurer	Jim McDonell	Publicity	Mark Rhodes

Other directors: Peter King, Dave Beeken, Roger Montgomery, Mike Riches and Philip Moore.

Bulletin distribution, *digital* – Allan Shirley, *hard copy* – Philip Moore. There are a number of other roles, such as meetings organiser, that need filling. Contact Barry Fane if you can help. The email is chairman@ndsme.co.uk



Local news from Children in Need

Each year, our last day is devoted to CiN. The following appeared in local press recently (EEN website, 8 March 2017)

“In its first funding round of 2017, BBC Children in Need has awarded Norwich-based The Hamlet a three-year grant of £70,102 to provide play and social activities for profoundly disabled children and young people in the area.

Through the programme of child-focussed activities the project aims to support the children and young people to develop friendships whilst increasing their communication skills and raising their well-being.

In Gorleston, Shine East Norfolk has been awarded a two-year grant of £27,778 to provide outings and trips for disabled children and young people.

Through the day trips and outings, Shine East Norfolk offers children and young people the chance to enjoy fun and engaging activities that encourage play, learning and go on to raise the children and young people’s confidence and self-esteem.



Belinda Crayston, CEO at Shine East Norfolk, said:

“We are so grateful to BBC Children in Need for this funding. Providing disabled children and young people the opportunity to enjoy everyday outings and trips really does go on to impact their lives. Simply offering young people the opportunity to have fun and play with friends makes an enormous difference. Thank you.”

Melinda Connelly, BBC Children in Need Regional Head of the Central Region, said: “We are delighted to be announcing the first allocation of funding for 2017. All of the projects we fund work to make a real difference to the lives of disadvantaged children and young people, and these recently awarded projects really will go on to change young lives in the area. “

So, next time someone tells you that Children in Need is a waste of time, show them this!

RENEWING YOUR MEMBERSHIP?

Please be sure to use a RENEWAL FORM and not a new membership application form. It does help the membership secretary...

Meeting Report

8 March – Railway Signalling, by Stephen Ashling

Stephen Ashling was, until recently, heavily involved in railway signalling for much of his career. Beginning just after the privatisation of BR, he began as a basic signaller and worked his way up through the then *Railtrack* and into *Network Rail* and work on experimental digital train management systems.



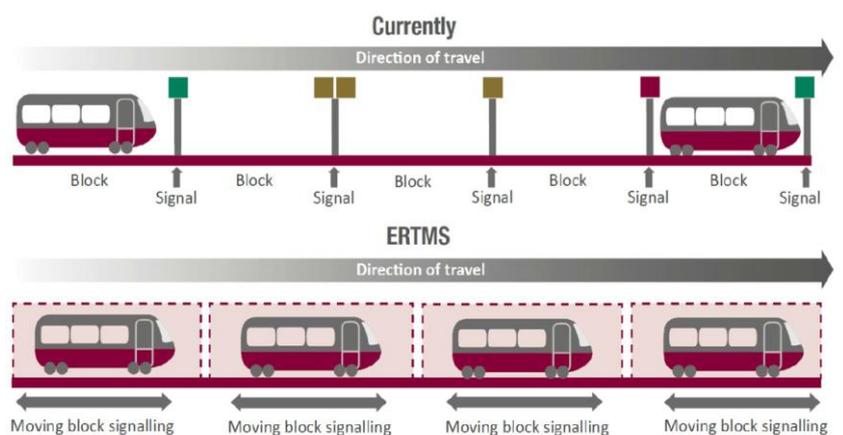
Beginning at the dawn of passenger railways, he illustrated how much had changed but much had also remained the same. Initially, trains were subject to the time-interval system and were permitted to follow each other after a given time period. The early signalmen were in fact railway policemen who were assumed to be the only staff suitable for this responsible position (*left*). From our perspective, we can immediately see the flaw with this but accidents were tolerated on the early railways and it was only after a series of catastrophic accidents, (culminating in the Armagh disaster, *below*) had rendered the time-interval system of working untenable, that the 1889 Regulation of Railways Act imposed fail-safe braking and signalling upon the previously anarchic railways. The



Victorian age is often portrayed as an age of *laissez-faire* but in reality, it was an age when the state came to realise it had to intervene in free markets in the interests of public safety which was, quite understandably, of lesser priority to the private companies than paying dividends. The absolute block system (along with continuous brakes) became mandatory after the Act and is still with us today, the prime directive being that there can only be one train in a section at a time.

This system served the railways well for almost a century, although it was still vulnerable to human error, as in the 1921 Abermule disaster. Technology changed over the years – railway policemen with flags were replaced by semaphore signals on poles which, in turn were displaced by colour lights. Electronic operation replaced manual operation which led to fewer signal boxes. The basic tenet of only one train in a section at a time remained constant. By the 1980s, computerisation was beginning to impinge on railways.

The growth of computerisation, and now digital technology (ETMS or ERTMS), means that the capacity of the railways can be increased and all the analogue infrastructure dispensed with. This is being done already in the EU and is being tested in the UK. In essence, the block sections are modified to allow greater numbers of trains on the same track. Being computer controlled it is theoretically safer as much of the driver function is superseded by on-board computer systems.. A perhaps



undesirable side-effect is that it has the potential to do away with the drivers job completely, as happened on the DLR from inception. We know that the train companies and the DfT are keen to reduce staff on trains but it remains to be seen if the public will be happy to travel at 100mph on an unmanned train!

All in all, this was a fascinating and well presented talk and all of us went away with clear ideas of how crucial signalling is, and, is relevance to our own activities.

A message from the membership secretary...

It is pleasing to receive ever more completed renewal forms dropping on my doormat. The number so far (as of 13th March) is 67 out of a possible 132 on my doubtfully accurate list. I have received a couple of enquiries from members wishing to renew and saying that they cannot find the form anywhere. I would like to take the opportunity to remind everyone that regardless of whether you receive the paper or the e-version of the bulletin a renewal form is on the last page. I would also like to mention that the form is intended to be 'one person per form', a couple of members have included their associate spouses renewal details on the same form. One member passed on a cheque to renew without even filling in a form and I have written to him enclosing a form and asking him to complete and return it. It's still outstanding! I have asked everyone to supply an email address to make distributing the bulletin much easier and as a result one member has written to me taking me to task regarding this matter and I thank him for his thoughts.

Allan



**KEEP
CALM
AND BE AN
EARLY
BIRD**

2017 Renewal Forms are now available to download from the *members area*. Please be sure to use the **RENEWALS form, not the new membership form.**

The end of month deadline is fast approaching – don't leave it too late!

For Sale For Sale For Sale

Pete Otley has lots of model railway stuff for sale as he runs down his shop. These include, Model Railways - OO Gauge & N.Gauge All Construction materials including Scatter materials, Flock, Static Grass, Grass Mats, Hedge Foliage, Tree Foliage, Back scenes, Super quick Buildings, Figures in all Gauges, Dapol Plastic Kits, Knightwing, N Gauge Plastic kits, Model Plants, Various Vinyl Decals, Trackside Decals, Sankey Signs, Plasticard in White & Black, Brick Paper, Grain of wheat Bulbs, Grain of rice Bulbs, Various colour Led's, Brick embossed plastic sheets, PD Marsh Figures & Station Accessories, OO Gauge Canal boat Kits, Glues & Adhesives etc.

Building Materials – Piano Wire, Brass Wire, K&S Metal Extrusions (Brass Copper & Aluminium Rod, Tube, Sheet ect., Plastruct Plastic Extrusions, Balsa wood sheet Strips & Blocks, Mahogany Strip wood, Spruce Strip wood, Obechi Strip wood, Craft Tools, Foam Board

Plus a large range of model Boat & Model Aircraft accessories including Brass propellers, Propshafts etc., and a large range of vinyl Lettering & Decals for all types of models.

Contact Pete on 01692 652960



STOP PRESS STOP PRESS STOP PRESS

A message from Halesworth MES

*On **Sunday 9th April 2017**, Halesworth MES will be celebrating its 40th Anniversary with a Special Steam Up at their Reydon Track starting at 10.00 am and finishing at about 4pm. A buffet lunch will be provided and they would like to cordially invite our club to join them to help celebrate this special occasion. It would greatly assist them if you could advise if you would like to attend by Thursday 30th March to help their catering team's planning for the event. As you probably know they have a raised track of 3 1/2" and 5" gauge and a ground*

level track of 5" and 7 1/4" gauge as well as a traction engine roadway available. They look forward to meeting our members on the day which should be a very enjoyable occasion. For those of us members who are not familiar with the location of the club the address is Reydon Lane, Reydon, Southwold , Suffolk, IP18 6SJ. You early response would be appreciated.

Please contact the secretary if you'd like to attend.

And this just in from Chelmsford

*"Now that spring is officially here it is time to start thinking about Club events for the coming summer and the one event which concerns other clubs is our Invitation Day, which this year will be on June **Saturday 17th June** at our Chelmsford track from 10am onwards.*

Facilities we offer include a 1000ft elevated track catering for 3.5", 5" and smaller 7 1/4" locos as well as a similar length dual gauge ground level track which will accept larger 5" gauge locos as well as 7 1/4" SG and NG locos.

Onsite parking is available for those visitors bringing locomotives or traction engines, for which we have an undercover steaming area and plenty of space for driving them around inside our elevated track. We would ask visitors not bringing locos to park in the adjoining public car park, which is free of charge at the weekend. Unloading facilities include a hydraulic traverser/lifting table as well as a lifting plate unloading ramp for larger engines.

Steaming bays possess running water, 12volt electrical supply and compressed air on the elevated ones. There is more limited steaming bay provision at lower level for the larger locos, but without air or electrical supply.

Anthracite type coal in a variety of sizes will be provided.

So, as above, if you'd like to go, let the secretary know

Steam locomotive and traction engine owners will be expected to present current boiler documentation prior to unloading.

As last year, a buffet lunch will be provide, then late afternoon into the early evening you are welcome to stay for our early summer Club BBQ. Hot and cold drinks will be available throughout the day."

We would appreciate your Club Secretary letting us have numbers of intended visitors by Sat 3rd June.

We look forward to welcoming you all to our lovely railway. "



MEMBERSHIP RENEWAL

(1) Membership categories (please tick as appropriate)

(2) Please indicate your interest/s

Adult (18 and over)	£20.00	<input type="checkbox"/>
Junior (under 16 and subject to supervision by a parent/guardian or other adult, who is a member.)	free	<input type="checkbox"/>
Junior (16 and over and under 18)	£10.00	<input type="checkbox"/>
Senior (only for those qualifying for this status as at 01 April 2016)	£10.00	<input type="checkbox"/>
Associate (spouse or partner)	£2.00	<input type="checkbox"/>

Miniature Railways	<input type="checkbox"/>
Model Railways	<input type="checkbox"/>
Road Engines	<input type="checkbox"/>
Stationary Engines	<input type="checkbox"/>
Clock & Watchmaking	<input type="checkbox"/>
Miniature/model boats or aeroplanes	<input type="checkbox"/>
Other (please specify)	<input type="checkbox"/>

(3) Member details (capital letters please)

Full Name d.o.b.

Address

Postcode email

Phone

I agree to abide by the Rules of the Society (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 membership card. Do not send cash in the post.

(4) Signature..... **Date**.....

DATA PROTECTION ACT (1998) Your personal details will be held securely in compliance with the Data Protection Act (1998) 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 send this form and your remittance to: The Membership Secretary, NDSME, 17 The Ridgeway, Norwich NR1 4ND

Recd by Mem Sec	Date	Receipt sent	Date
Cheque banked	Date	Mem No.	

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