

Issue No. 838

October 2021

# The News Sheet

North London Society  
of Model Engineers  
October 2021



You can see this News Sheet in  
colour by visiting our web site at [www.nlsme.co.uk](http://www.nlsme.co.uk)

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### **Front cover photo; -**

Romney Hythe and Dymchurch railway locomotive Green Goddess.

This is a 4-6-2 Pacific Locomotive was designed by Henry Greenly and built by Davey Paxman & Co in 1925.

The photo was taken this summer by Michael whilst on a family holiday camping beside the line. John gives a brief history of the R.H&DR in his article this month. (Page 17)

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Your editor is very grateful to all those who have contributed to this edition. Your efforts are much appreciated by all the members of NLSME. This News Sheet would not be possible without you.

Articles long or short on any subject which would be of interest to members of NLSME will be gratefully received for inclusion in future editions. If you don't want to put pen to paper but have a suggestion for a topic which is of interest let the editor know and we will do the rest.



## Chairman's Comments

Les

The 3.5" gauge day on September 11<sup>th</sup> was a great success. A wonderful event with many locos and members on site. This followed a highly successful return to HQ on 3<sup>rd</sup> September. That event was an auction which provided both entertainment for members, funds for the donors (Ron Thoroughgood and Jim Robson) plus a sale commission for the club. Importantly, to my mind, the auction enabled tools of high quality to be recycled to club members.

Further upcoming events are worthy of similar support. Firstly, on Tuesday 9<sup>th</sup> November we have been invited to an exclusive guided tour of Bentley Priory, the home of fighter command during the Battle of Britain. This is being arranged for us by tour guide and ex-member, Dick and his wife Sarah. Many will also remember Dick's father Jack, a member for many years. Full details are elsewhere in this news sheet. The significance of this arrangement is that we will be the only persons present on that day, so come along. If the story of the Battle of Britain is not your thing you can still enjoy the 18<sup>th</sup> Century Priory - and its nuclear bunker.

Next year will be the 60<sup>th</sup> since we were granted access to Tyttenhanger. It will also be two years since we had a normal season on the site. Consequently, it has therefore been decided to start the season with a club event, both to celebrate 60 years occupancy and to kick off the 2022 running season. Bank holiday Monday 2<sup>nd</sup> May will accordingly be a member's day, at which we hope to have a special guest locomotive. The inaugural run of first train in 1964 was a commemorative special headed by Ted and George Moon's locomotive, Susie M. She was also the loco chosen to open the first extension in 1971. George has kindly agreed to make Susie M available, and we plan to run her on the day. Furthermore, we will take the opportunity to formally inaugurate Dingly Dell station, so well restored and improved this year.

Projects at Tyttenhanger continue, along with the considerable on-going maintenance of the site. The Bothy now has power, running water and drainage - how posh is that! Next in line for project completion is the washroom, the urinal and wash basins are in process of fitting. Next task is to equip the dirty workshop, now equipped with LED lighting. Regretfully my request last month for machine shop key holders has not to date generated any response. Inevitably, in consequence, there will be very limited access into it.

See you at track or HQ

## **TYTTENHANGER INTERIM RULES EFFECTIVE 19th July 2021 UNTIL FURTHER NOTICE OR AS MAY BE AMENDED FROM TIME TO TIME**

**(Issue: Rev 4)**

- Members only, their families and invited guests allowed on site
- Site is closed to the public
- Gate to remain closed at all times

### **Forthcoming General Meetings**

In the past our members have been as good if not better than the imported variety of speaker. So, if you know of a member who would be willing to talk for an evening or even half an evening shared with another member; then that would be excellent. Please let me know. The Programme at the moment reads thus: -

#### **Friday 1<sup>st</sup> October. An illustrated evening talk with Geoff**

His topic will be the "End of Steam on British Railways". Geoff is no mean photographer and has an enormous collection of digitised material. Come and relax for the evening and experience times now long past from this Railway Historian. Teas and Raffle as usual.

**Friday 5<sup>th</sup> November. Work In Progress.** This is an evening where the membership can explain what they have been up to during the Lock Down. Even if it was just 'day dreams' it will be of interest to the membership. In other words, all work in progress is valid but I dare say many of you have done rather more than just dreamt. This is always a fascinating evening so please come along and contribute, even if it is just a plan for the future.

**Friday 3<sup>rd</sup> December. A festive gathering.** A chance to meet folk from other sections of the Club. Light refreshments will be provided and a backdrop of films from the past glories of the track will provide interludes to 'glue' the evening together.

**Friday 7<sup>th</sup> January 2022.** This was usually an evening which took place during the ME Exhibition at Alexandra Palace where members could chat to others who had also been to the Exhibition and purchased items not seen by other members at a fraction of the expected price! This year it will be **an opportunity to have a cuppa** and a chat whether there is an exhibition or not. Anyone want to show his collection of slides, a short film?

Please be reminded that our assigned parking at HQ is to the left of the site alongside and beyond the end of our building.

## Club visit to Fighter Command at Bentley Priory



NLSME Members are invited to an exclusive tour, including a light lunch, of Bentley Priory Museum, a grade 11 listed house and base for fighter command.

Date November 9<sup>th</sup> 10.30am for 11am start.

Situated in Stanmore, north west London, HA7 3HT the museum is housed on two of the floors of a Grade II listed mansion, which dates from the second half of the 18<sup>th</sup> century (although the overall estate has a history going back to the 12<sup>th</sup> century).

While the museum has displays covering this background, it is probably best known as the Spiritual Home of Fighter Command – that part of the RAF which defended this country during the Second World War. Of particular significance, and that which forms the greater part of the museum's story, is its role during the Battle of Britain.



The museum is relatively small and, as a consequence, it concentrates on what became known as the Dowding System (which was used to detect and intercept incoming raids) and the personnel who made it all happen (notably, The Few)."

After the tour lunch would be around 12.30ish, leaving time in the afternoon for individual browsing of the museum and gardens. Museum will be closing at 4pm.

Costs would be £7.00 per person for admission plus £5.80 for lunch (sandwich and hot drink). The cafeteria will be open for throughout the day for other purchases. Please advise any dietary requirements.

Please let Les know if you intend to attend this not to be missed tour opportunity.

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## Jim celebrates

Towards the end of September Jim celebrated a significant birthday in fine style at Tyttenhanger with a hog roast, bar and plenty of cake and ice cream.

Well over a hundred members of his family and invited guests attended the event and as can be seen even the band got to ride the line.



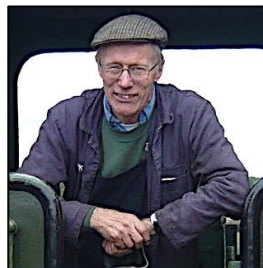


The day went by all too quickly and Jim would like to thank all who helped make it such a memorable occasion.



## Treasurer's Report

By Mike



I would like to offer an apology to all those whose eyesight is not perfect 20/20 vision, as owing to insufficient instructions being sent to our printers you received one sheet of paper with the new Name and Address list thereon, in microprint, instead of the customary four sides of paper. Some may even think that this is in too small a font. The proper sized version is enclosed with this News Sheet.

In my report for October 2020, I mentioned that the loco bunker in the concrete workshop was going to be demolished as part of the planned re-invigoration of the whole Steaming Bay area. I'm pleased to report that after much grinding and cutting of stubborn corrugated iron sheeting and concrete walls, it was built to last after all, the job is done thanks to the efforts of Terry and his assistants. Work is still progressing towards the great day when we will be able to spend a 'penny' and wash our hands in regale comfort in the new Washroom. The gang of three are progressing well with their efforts, thank you Grahame, Mick and Jonathan.

The four new passenger cars for the Raised Track Railway have now been delivered and await painting and signwriting.

When we are operating to the public, the coal used by engines is provided by the Society, but I would remind members that at other times supplies of coal need to be purchased for private running. To that end we have just taken delivery of a new supply of coal in three sizes, Anthracite beans (5" & 3 1/2") and grains (3 1/2" or very small fire-hole doors), also a quantity Welsh Dry Steam Coal, this latter coming in bigger lumps that would require breaking up to suit whatever engine you run. Further details are shown elsewhere in this issue.

The first proper General Meeting at HQ, since Covid-19 on the 3rd September was the long-awaited sale of tools and materials from Ron Thorood's workshop. My thanks to our auctioneer Mike, Geoff on figures, Mick and Jonathan on running about organising the items and to all those who attended and dug into their pockets to the tune of over £700 to achieve their life ambition of owning a mystery tobacco tin!

Keep modelling and keep safe.

Mike



## A new supply of bags of coal has been delivered to the Colney Heath site.

Anthracite Beans in 25kg bags

The size most used on our locos. £12.00 a bag.

Anthracite Grains in 20kg bags,

Suitable for 3 1/2" gauge or those with very small fire-hole doors. £10.00 a bag.

Welsh Dry Steam Coal in 25kg bags

In larger lumps, which would require breaking up to use.

Contact the Treasurer

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## FOR SALE – 3.5-inch scale Juliet - £600 ono

This locomotive is complete and runs on compressed air. Offered for sale by the builder.

The boiler can be considered to be in sound condition and little work (nothing major) is required to get the loco into steam.



For further information or to arrange to see the engine please contact;

Geoff

## Model Engineers Auction

The Great Day had arrived on the Society's calendar. For the first time in more than a year, members were invited to the refurbished Head Quarters to meet in person and to compete with one another for those mystery boxes of Tools.



The hall looked splendid with a new coat of paint, cleaned carpets and the library rearranged. On the left side of the hall were placed items for sale from Enfield and on the right items from St Albans. For such an event no less than Mike had been asked if he would be the Auctioneer on this auspicious occasion. He willingly accepted the job and also obliged by wearing his father's black bowler hat; which had been a specific request of the Scribe.

Father and son, Mick and Jonathan had been very busy transporting the equipment to HQ assisted Mike and Jim. The mind boggled at the quantity and range of equipment to be auctioned.

All the safety notices had been given and the team were ready. Mick would feed Auctioneer with desirable objects for auction including mystery boxes with Mike ready to parry cries of "what size is it?" with "What size would you

Like?”. Jonathan was waiting on the other side of the rostrum to take each item to the lucky winner. At the same time Geoff recorded the sale on his computer, identifying the buyer by recording the card number displayed when the bidding battle was won. Very smart and Smooth. And so, it went on sale after sale of items from a pound up to about twenty pounds.

As the evening progressed it became fairly obvious that our auctioneer and the supporting crowd were getting near exhaustion. The scribe had indicated that he could take over the auctioneer’s role (but not nearly as fluently) nonetheless there were no stand-ins for the crowd; so, it was time to call it ‘a day’ and the sale halted about two thirds complete.

A queue formed at the feet of Geoff to ascertain how much was owed for those boxes of surprise tools. Fees were paid to Mike who announced later that over seven hundred pounds had been taken.

What should happen to the remaining mystery boxes will have to be dealt with another day.

With our thanks to the team headed by Mike and aided and abetted by Geoff, Mike, Mick and Jonathan and the supporting cast of at least thirty members who braved the rigours of Covid 19 to complete a thoroughly enjoyable evening. Thank you All.

PS There were even cardboard boxes supplied by Jonathan so that the spoils of the evening could be carried away without hindrance.

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## New member joins the ground’s maintenance team.

Spotted by Peter whilst walking around the track on September 23<sup>rd</sup> helping with the never-ending job of keeping the grass cut.

It’s a good job Nigel didn’t see our friend, otherwise all hell would have broken out!!



## Gauge 1 Group – October

By Geoff

Welcome to the Gauge 1 section.

We have been fortunate that with the summer weather we have been able to hold our regular weekly meetings with many of the usual attendees enjoying themselves.

We are thankful to Grahame along with Mick & Jonathan for the installation and connection of water & electrical lighting and sockets to the Bothy. Our team have connected the sink and outside tap and put the installation to good use.

So, what to report? Well, here are a couple of new projects that have graced our track- Malcolm has been building a rake of Bullied coaches and these are progressing at a speedy rate.



We had a visit from Bowande who wished to trial a possible development of a Meths fired boiler locomotive compared to their usual gas fired productions. Here is a Meths boiler fitted to a 4-cylinder Duchess Chassis. I would say it worked as the loco circulated for nearly an hour with a rake of 6 coaches.



The Bowande engineer also brought along his own loco under construction- A Rhodesian railways 3'6" gauge Garrett. This seems somewhat large against our standard gauge 1 stock but still impressive. The loco will be coal fired and features some novel details in the steam and exhaust connections from the Boiler unit to the powered bogies.



It's good to see some engineering in progress and hopefully we will see this running. It will fit on our track hopefully it will not conflict with our loading gauge.

## Bookworm Writes

Here on the cusp of early autumn my thoughts are starting to turn toward those long happy days ahead within the warm pages of the workshop numbers of the ME back catalogue. This month however I was genuinely stuck for something tell you about until I was inspired the other morning upon seeing my owner at his desk wrapped in a cats-cradle of glue strings. Having dropped his favourite mug (the one with all the locos on it), he was attempting to glue the bits back together. I said to myself ah! Glue, now there *is* something he wouldn't entertain in the workshop.....and I was right, but might he use Adhesive?

Pondering what the difference is between a glue and an adhesive I asked the lads in the Oxford English Dictionary (2002 edition) for help. Do you know what they told me? The two entries say pretty much the same thing, something about context i.e., being used as a noun adjective or verb (whatever they are).

You could also say one man's adhesive is another man's glue, only posher. As my owner does, do you put gravy on your dinner or add a little *Ju*?

Anyway, let's get stuck in... (*I see what you did there .... Ed*) Post Second World War model engineers occasionally put their hand to a newly available glue called Araldite (other alternative brands may not have existed then) to secure that bit here, or bob there. Hence forth and until the new breed of engineering adhesives (that is, glue) arrived, there were model engineers who *did*, and there were those who definitely *did-not*. Those in the 1950's and 60's that *did* said "why solder and push fit everything together? "Bah!" Said those that didn't (my owner included), "that's not proper engineering" – cue anecdote told by my owner of raised eyebrows at Colney Heath steaming bays when an engine was spotted with that tell-tale seam of off-white material around some component or other, and if seen on a wheel centre, *well* two eyebrows would be raised!! - Even those much-respected members and visitors (champion cup winners amongst them) spoke in hushed tones when describing 'caulking' their tender tanks with the said sticky stuff.

First time I tasted Araldite (...) was back in October 1948 when ME printed a piece about its versatility and how in tests a cracked car cylinder block was repaired using the powdered version and a blowlamp to cure it – cure as in 'set it', not make it feel better.

**Source: ME 1948 28 Oct p463**

The contact strength of the aforementioned bonding agent (is that still a glue or an adhesive?) was again described - with photo - in 1957 showing a 4 ½ ton lorry being held up in the air by a crane with a shear\_plate drawbar stuck together ....and holding. Don't think I would have stood underneath it for long.

**Source: ME 1957 17 Jan p91**

One or two of the 'Brothers' in this heady atmosphere may have got carried away with all this talk of metal-to-metal bonding – perhaps more so when the modern well known 'Engineering Adhesives' appeared - as a replacement for solder, as more than one boiler has been found sporting the *odd dab* in parts of the boiler that perhaps shouldn't have tasted it.

Leap forward to the 1980's and if you did not attach your wheels and other parts with the new, now very well known 'engineering adhesive' (glue) then you were definitely not doing things the modern way.

When in the 1970's the (then new) substance became known to Model Engineer readers as a modern replacement for said sticky-stuff, one or two 'brave souls' still bearing the scars of having admitted to using the aforementioned 1940's bonding agent put their head above the proverbial steaming bay once more and told other readers of the Model Engineer about how they had used it successfully; and posed the question why not use it instead of solder? – Heads still at the ready to duck behind said steaming bay.

**Source: ME 1976 3-16Sept p867**

It is possible that those wavering (should I or shouldn't I?) felt more emboldened to *give it go* when leading contributors of ME suggested its use and that some of the tried and tested ways of doing things might not be offering quite the fixing that hitherto had been taken for granted. One such comment made in an article in 1985 suggested that a push-fit might be offering at best only 25% surface contact, thus allowing moisture then rust to find a home in the rest of the space.

**Source: ME 1985 6-19 Dec p616**

One or two of the *true* followers of the new way even suggested in the pages of ME its use for affixing certain parts of the boiler that would have caused the Club boiler inspector to raise both eye-brows ...along with his blood pressure. One brave soul went as far as to suggest trying it in place of silver soldered joints by suggesting (hypothetically) a riveted and glued joint approach instead.....don't think we have heard much from him in recent times...

**Inspirational sources: ME 1977 Dec 2 p1363 / ME 1981 3 July p843**

So, there you have it, you will not come unstuck if you do things the proper way and use the right joint in the right place. In the 21<sup>st</sup> century Adhesives are a workshop *must have* and will also get you out of many a sticky situation when used wisely but will definitely get you into one if used inappropriately.

As for my owner he would choke on his Weetabix if he had tasted of some of the literature, I have describing how modern Industry is using 'Engineering Adhesives' to hold parts together (in some cases vital parts) of his beloved full sized planes trains and automobiles that he uses.

Might the Araldite users of the past actually have been the pathfinders or trail-blazers for the modern age - Stick to the good things in life say I.



## Narrow Gauge Garden Railway

By John

Autumnal greetings everyone and welcome to the latest narrow-gauge ramblings.



Recently fellow narrow gauger Michael promised his family that after the lockdown restrictions as a welcome break he would take them away for a seaside holiday. So off they go for their well-earned holiday, however on their arrival at their destination imagine their surprise when they realise, they are staying adjacent to the Romney Hythe and Dymchurch railway! What were the chances!! Its many years since I last visited the railway and after seeing Michael's photos, a couple of which are reproduced here, I intend to revisit soon, this time with the grandchildren, their railway education must be continued! I'm sure most if not all of the NLSME membership have at some point visited the railway, but I thought it would be of interest to pen a few notes on probably the world's greatest "garden railway".

In truth it is probably the ultimate rich man's toy Captain John Howey and his friend Count Louis Zborowski both racing car drivers agreed to pool their resources and build a railway the Count donating his rolling stock etc from his already built estate railway in Kent. It was while they were looking for a suitable site which included aborted attempts to buy the Ravenglass and Eskdale, the Selsey Tramway and a greenfield site on the Somerset coast that sadly the Count died in a racing accident at Monza in 1924. However, Captain Howey continued with the project and it was Henry Greenly who was amongst the foremost



miniature railway engineers of the 20th century, who suggested the New Romney to Hythe route.

In 1926 official approval was given for the line and building commenced and it was opened a year later, it was while the initial 8 ¼ mile was being built those plans were put in place to extend the line another 5 ½ miles to Dungeness. So, it



was in 1928 that the 15" gauge fully double tracked railway (single track from New Romney to Dungeness since WW2) was opened as not just a tourist and day tripper excursion but also as a local amenity. Incidentally it has been remarked that as the line was laid straight onto the shingle at Dungeness it's probably the cheapest built railway ever!

Of course, it would take a book to cover a full history of the line, but a few of the interesting events that have occurred are worth mentioning. During WW2 it was taken over by the MOD and a travelling armoured train was built which housed anti-tank rifles and Lewis Guns, however the line was also used to assist in the creation of PLUTO the pipe line under the ocean which delivered fuel to the French coast post D-day and considerable damage was done to the line. By 1947 the line was repaired and a grand reopening was carried out by Laurel and Hardy and is open and running to this day. One of the remarkable facts is that the lines original 10 locos which are mostly miniature versions of main line locos are still running to this day proving the longevity of steam engines!

This is obviously a very brief look at a most wonderful railway, so the next time you're in the beautiful part of the world that is the west Kent coast have a trip on the world's greatest miniature railway! In the meantime, enjoy the photographs.

*(There was a club visit in times past see page 37.....Ed)*

## G.L.R. News October 2021

By Peter

Four months ago, George was quite unwell and had to be admitted to hospital, we feared the worst! But now he is back after making what can only be described as a miraculous recovery well done George, we were so pleased to see you at the track with your family basking in the sunshine at Smallford Station, a tribute to your determination to get better and back to the old routine of playing trains. Your grandson Freddie will now step up to the plate and do the heavy lifting for you as was evident when he took the batteries out of his loco Dolly to recharge at home ready for the next run (just as well he is a big lad) Thanks to mum Geraldine and daughter Leigh for bringing George up to the track we hope to see more of you soon.



I had invited my two boys and their children and some G1 members to come along on the day as well as the regular crew, it was good to see that most made an appearance and rode the track on Maid Marion (MM) including Graham who in front of his wife and daughter has promised to bring his now completed G.L. loco along for a steam test and drive (hard to get out of that one now Graham) the crew will be most obliged to help in any way we can and look forward to the day.

Thanks to Ian for taking some lovely pictures on the day and was duly rewarded with a couple of circuits of our blooming track (or is that track in bloom) anyway Ian drove MM impeccably learning the controls easily, returning with a full head of steam and a full boiler blowing off, I think he has done this before? Thanks also to the G1 plumber who gave me some tape for a temporary fix to a water feed pipe that someone had run over when turning MM around causing a leak mea culpa, (*That's Latin for; through my fault...Ed*) it did not stop the leak but looked good!

Some of the more observant members amongst us have noticed that I am starting to clad the cab in timber, I prefer to call it a shed and the more timber I put on framework the more shed like it becomes! The timber I am using is Iroko that comes from west coast of Africa and is said to be a substitute for Teak, and upon ageing takes on a grey bloom to its surface I may oil the surface to stop this happening. You can just see some cladding in the picture above that I have started to fit and when sitting in the driving seat is starting to feel a bit claustrophobic, I may have to paint the inside a light colour to offset this?



Thanks to Michael and son for entertaining my son and his three girls, are we looking at the next generation of youngsters to join the club?

My apologies to George for not spending more time with you but I had to look after my loco and look forward to seeing you all again soon.

As ever in the muck Peter. G.L.R. Section Leader.

## Hello from New Zealand

By Barrie

We are still under level 2 lockdown here apart from Auckland which is still at level 4, government will be advising if the lockdown levels will change, but I can't see it happening as there are now 3 cases outside of Auckland. Under level 2 we're able to run at the club for members only which is quite nice not worrying about the public. My Goose is running great now she is electric, looks a lot better too, without the big ugly box I had on her. I've attached two photos of my Goose, how it was when Mike visited in 2017 and after I made her electric last year, its Rob our loco foreman driving her, before I made adjustments to the speed controller, she did 24kmph with two passenger trolleys (just a wee bit too fast)

I'm slowly getting dads 3 1/2" loco back up and running. (*His Dad was a NLSME member in the 60's at Arkley and TYT Picture page 38...Ed*). One of our club members is giving me a hand to make a new nipple for the injector as I don't have a lathe yet, once I have that on, I'll be able to put one of the water tanks on for a steam up at home to check for any leaks, if all goes well hopefully, I'll get a boiler certificate for our three-day event in November, also we are holding the New Zealand model engineer's convention here in January which is over five days so she will get a good running. Hope you are all keeping safe and well, Keep Calm and Steam On.

Barrie



## Burscough Bridge Rail Disaster January 1880.

By Ian

I attended as a pupil Bolton School. I was not one of the most diligent pupils. The most interesting parts of school day were the lunch time Societies and my favourite was the Railway Society on Fridays. Usually, we had an illustrated talk and on one occasion I gave a railway quiz. One Friday our classics master Butch Ingram, gave a talk about the Burscough Bridge Disaster. I could not make head nor tail of his un-illustrated talk! And was not surprised many years later to hear that Butch's wife had murdered him!

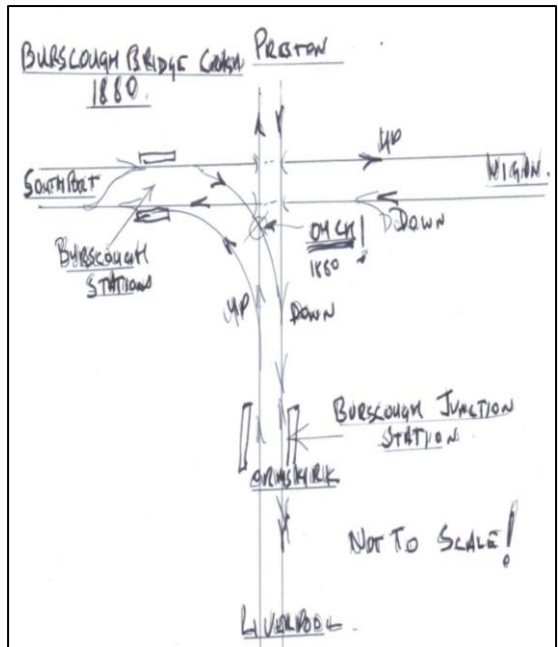
I can't find any reference to Butch's murder in the papers but his eccentricity is illustrated in this cutting from the Bolton Evening News: -

*" One of the L&Y's regular 'commuters' from 1940 was Clifford Hardiker Ingram, commonly known as 'Butch', the Classics master at Bolton School and an avid railway enthusiast. He travelled each day from home near Kenyon Junction to Bolton, riding on the footplate and quite often doing the driving! At Great Moor Street he would jump on his bike, which he kept by arrangement with the station master at Great Moor Street station and would set off with his academic gown flowing in the wind."*

A few days ago, a Lancashire and Yorkshire Railway magazine dropped on my doorstep. In the magazine was an article about the Burscough Bridge Disaster. I read the article and yet again I could not make head not tail of it!

So, I resolved to sort out the mess and get the facts in order and present them to the worthy readers of this fine gazette.

The Burscough Junction Station Crash occurred on 15<sup>th</sup> January 1880 near Burscough Junction railway station on the Liverpool to Preston railway line. The line was operated by the Lancashire and Yorkshire Railway company at



the time. There were nine people killed in the accident and more than fifty people were injured.

Burscough junction is a quite complicated one. The Wigan to Southport Railway crossed under the Liverpool to Preston railway and they were both double tracked and express lines!

The cause of the accident was a combination of human error, a defective and inadequate signalling system and an inadequate track layout which could not cope with complex train movements. The Liverpool to Preston line is carried over the Southport to Wigan Line by a bridge shortly after leaving Burscough Junction Station heading towards Preston, the lines crossing almost at 90 degrees. Two spur lines had been built to connect the Liverpool to Preston railway line to the Wigan to Southport railway line, these spur lines being known as the 'Burscough Curves'. This meant that complicated train movements were being made between the two express railway lines. Both lines were double tracked. Trains from Southport to Ormskirk, which used the more southerly of the spurs, had first to cross the Wigan to Southport track and then on leaving the spur cross the northbound line from Liverpool to Preston in order to reach the southbound Preston to Liverpool track leading to Ormskirk.

At approximately 6:05 pm a southbound train left the station heading for Ormskirk having been turned onto the downline by the signaller on duty at Burscough. 200 yards south of the station, adjacent to the Brickfield siding, the train collided with the Liverpool to Preston train on the junction which had left Liverpool at 5:30 pm. This train was an express heading for Heysham to catch the Boat Train.

The first two carriages of both trains were completely shattered and the passengers thrown about in all directions. Those who could, scrambled out of the wreckage to be met by railway officials who had heard the collision and were making their way toward the site of the crash. "A number of medical gentlemen arrived by special train and rendered very valuable services". The injured were taken to Preston Infirmary by special train at 10:00pm. The pointsman, Anthony Melia, from Burscough Junction station was taken into custody and appeared at the subsequent inquiry. Anthony Melia was eventually found not guilty, by the inquiry, of criminal negligence.

In the inquiry it was discovered that Melia had arrived late for his tour of duty; this was because the train that he was to catch to get to Burscough was late. The signal man that Melia was to relieve recorded the movements in pencil on a piece of paper for Melia to copy into the logbook his own handwriting when he arrived. (According to railway historian Gerald Ackroyd this practice of recording movements in rough for a late man to copy in was a common, but illegal practice in the L&Y at that time.). So, it was proven Mr Melia was not guilty of an offence that could have provoked the disaster. The system of signalling was however

found to be inadequate and as a result two small signal boxes were erected and points modernised so that trains could be shunted away from the main lines.

All went well until 1969 when Beeching had a hand in reorganising Britain's rail system and the Burscough curves were removed. Now in 2021 there is a move afoot to restore one curve so that passengers can travel without disruption from Preston to Southport. Instead of making the tortuous journey with changes. So, the wheel has almost turned a full circle. But with modern signals it is almost impossible to have a crash similar to the one in 1880.

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 This poster was published by British Rail to advertise the new luxury service being introduced between London St Pancras and Manchester. The service operated during the period when the west coast main line was being electrified and major upgrading of the track and signalling required speed restrictions and a reduction in the capacity on the route.



# The New MIDLAND PULLMAN

First Class de luxe travel — Supplementary fares

8.50 am 9.04 am 12.03 pm	Manchester Central Cheadle Heath ↓ St. Pancras	↑ 9.21 pm 9.07 pm 6.10 pm	Mondays to Fridays from 4th July	12.45 pm ↓ 2.10 pm	St. Pancras Leicester London Road	↑ 4.00 pm 2.33 pm
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The Midland Main Line became a vital alternative to meet demand for luxury and speedy travel to and from the north.

## 3½" gauge running day at Colney Heath

By Martin

On the 11th of September the raised track at our Colney Heath site was reserved for the use of 3½ inch gauge locomotives. The weather was fine and during the day we had a total 14 locomotives out on track plus 2 more on display. Another was being test steamed on a rolling road and a problem which had been difficult to pin down was identified to the delight of the loco's owner.

At one point we were struggling for space in the steaming bay, not a bad position to be in. Brian had travelled up from Cornwall to take part, that's dedication for you. Mike ran two of his locos, not at the same time obviously.



This is the 3<sup>rd</sup> time we have held this event and the number of locos taking part has increased each year, long may this upward trend continue. I would just like



to thank the members that brought the locos along and the members that turned up to support this very successful event.

The pictures that follow (taken by Owen) show just how popular the event was.















There were more pictures than space allowed. But hopefully you get the idea. A great range of locomotives and a good time had by all.

## Construction 4472

By Peter

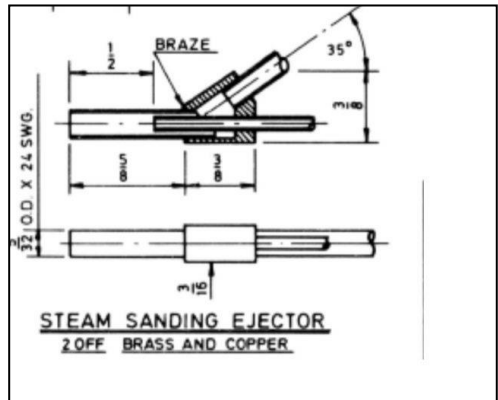
Steam ejectors.



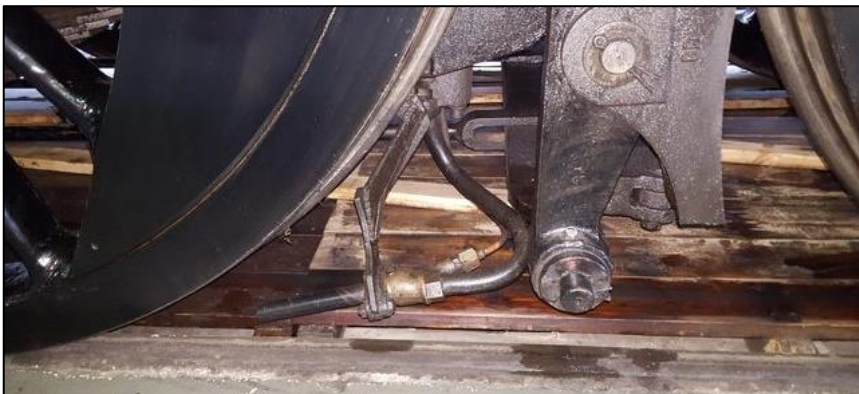
Before detailing these, I must point out an error on my part here, the info below describes how I made the ejectors, that's fine, the error was I copied the shape as fitted to FS today which was wrong. Thanks to my small army of reference guys who either worked on or are currently working on the loco it was pointed out to

me that I had in fact made air ejectors, not steam. The workings for the model are the same, I just had to change the shape, the shape which Don had already correctly drawn. You live and learn.

Ok, so onto the ejectors, Don states that his ejectors not only work but work very well, I, therefore, do not need to change the basic principle, but changes I have made in both manufacturer and look in my aim to make them look as close to the prototype as practical and be easier to maintain. To begin, here's Don's drawing...



And here's a picture of the full-size main driver sanding ejector that I took in 2016, the steam sanding gear used today is different to that of the '30s but the principle and general layout are the same.







I began with the ejector nozzle and as can be seen in this picture.

I intend to have the ejector removable as with the full-size rather than braze it all up as Don has drawn, this is both for being able to service it if required and also to make it look more like the prototype.

The picture shows that I have turned down some suitable brass hex to accept a 3/16 x 40 union and ferrule. I played around with the depth of the spigot and the depth of the cone until I was happy with the look.

The part was then drilled to accept the 1/16 pipe that will be used for the steam supply and also to make the nozzle jet.

I took this picture to give some idea of the ejector internals. The 1/16 pipe has been pulled up higher than it will be when finished just so that I can show what's going on inside.

This short section of 1/16 pipe will be swaged and held in place by the cone fitted the steam pipe of the same size, hope that makes sense?



This picture shows the two ejector nozzles and the sand pipes attached to their flanges and having been polished ready for silver soldering on the ferrule when I have decided on the pipe length and of course not forgetting to include the union nut.



The next part to make is the sand feed, again I will have this with the union/nut as seen on the prototype which will be slightly larger at 1/4 x 40 and needs to fit on to the nozzle at the 35-degree angle that Don has drawn.

Continuing with the ejectors, I now needed to make the sand feed that will need to be silver soldered to the nozzle.

As with the nozzle I have followed the prototype and included a nut and union for joining the sand pipe to the ejector. This was basically the same method as with the nozzle but now with a larger diameter body. In fact, I have made the body from much wider material than required, I'll cover the reason why shortly.

The picture shows that I have turned down to a 1/4" spigot which was then threaded 1/4 x 40 TPI, the length of which was determined by testing how close I could get the nut to the body and adjusting accordingly





After parting off, I moved onto the tilting vice and machined an angle, Don states 35-degrees, (55 from this position) but I needed to allow for clearance for the union nuts and thus settled for 45-degrees.

The flat edge on the front is to butt up against the bracket flange, both bracket and flange being extras to what Don has drawn.

This gives us the pile of bits ready for assembly.

Note that the bracket flanges have also joined the gang.

I have drilled this offset as the photo looks like there is more to



the flange on the top face than bottom, it could just be a trick of the camera but this will work, right or wrong.

It was then time to silver solder the nozzle to the sand feed body.

I think the picture shows my method for doing this, you can also see why I machined a small part off the front of the sand body to give it a better location against the bracket flange.

I'm sure that in real life this flange will be separate but I have silver soldered them

to the ejector as it should help hold the ejector in its correct position, i.e., less chance of the ejector moving in service.

As can be seen, I have used a short length of copper tube to hold the two body parts in line for heating, luckily this worked well. BTW, in the real size photo, it can be seen that the flange and bracket are joined by two bolts and nuts, for ease I have threaded the flange 10 BA so that I don't need to have the nut on it's back which would be a little tight with the angle used between the two body's.

With those parts now joined I began to form the shape and before I got too far I remembered that I hadn't yet drilled through the sand feed body into the nozzle. For this, I played safe and inserted two drills that were a good sliding fit into the nozzle from both ends and drilled through the sand feed body until I could see the top drill move.

I then took the ejector out of the lathe, removed both drills and continued drilling the hole by hand to avoid damaging the inside or worse still going right through.

It took me some time to shape the



ejectors to how I wanted and having now looked at this closeup picture I can see that I still have a little left to do but they aren't that far off.

I have blended the parts into each other to make it look like a single casting, this was the reason for making the sand feed much larger than required so that I could grind, file and sand it to blend into the nozzle. I will leave the ejector unpainted except for the nozzle outlet as per prototype.

There's nothing much to add other than to say after a lot of fettling and a few changes I managed to get the ejectors looking about right.



The ejector isn't sitting in its correct position yet. This will be done once the model is sitting on rail where the end of the nozzle could be brought down close to the wheel rim. As can be seen the ejector is easy to remove, what can't be seen is that I have made the nozzle to be adjustable so that I can play around with it if required to get a higher feed rate.



RH&DR  
12<sup>th</sup> May  
1963

As a postscript to the article on page 16 Mike Foreman sent in this picture taken on the clubs visit in 1963.

The loco is Winston Churchill at Hythe with;

Jack Calderbank, Tom Luxford and Charlie Doublesin plus one other.



Any ideas who the other person is? We would like to find out.

## And finally

### Adlestrop

A poem by Edward Thomas

Philip Edward Thomas (3 March 1878 – 9 April 1917) was a British poet, essayist, and novelist. He is considered a war poet, although few of his poems deal directly with his war experiences, and his career in poetry only came after he had already been a successful writer and literary critic.

In 1915, he enlisted in the British Army to fight in the First World War and was killed in action during the Battle of Arras in 1917, soon after he arrived in France. A study centre dedicated to Thomas is located at Petersfield Museum in Hampshire.

"Adlestrop" is a poem by Edward Thomas based on a railway journey he took on 24 June 1914, during which his train briefly stopped at the now-closed station in the Gloucestershire village of Adlestrop.

Yes. I remember Adlestrop  
The name, because one afternoon  
Of heat the express-train drew up there  
Unwontedly. It was late June.

The steam hissed. Someone cleared his throat.  
No one left and no one came  
On the bare platform. What I saw  
Was Adlestrop—only the name

And willows, willow-herb, and grass,  
And meadowsweet, and haycocks dry,  
No whit less still and lonely fair  
Than the high cloudlets in the sky.

And for that minute a blackbird sang  
Close by, and round him, mistier,  
Farther and farther, all the birds  
Of Oxfordshire and Gloucestershire.

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## Dates for your Diary

<b>October</b>	
Fri 1 <sup>st</sup> Oct	General Meeting 8pm at HQ – Steam in the 60's. An illustrated talk by Geoff
Tue 5 <sup>th</sup> Oct	Start at 13.30 to allow Presentation of proposed WC/Kitchen alterations at HQ prior to; Council meeting at 14.30 (See note below)
Sat 16 <sup>th</sup> Oct	Visiting club – Mount Edgcumbe Railway & Model Engineering Society – Sponsor Mike
Sat 23 <sup>rd</sup> Oct	Provisional date for Keech Hospice family visit by invitation only. Times yet to be confirmed Sponsor Keith
<b>November</b>	
Tue 2 <sup>nd</sup> Nov	Council meeting to be held at 14.30 (See note below)
Fri 5 <sup>th</sup> Nov	Work In Progress. Meeting 8pm at HQ This is an evening where the membership can explain what they have been up to during the Lock Down.
Sun 7 <sup>th</sup> Nov	Working Party 9.00 – 12.30 Colney Heath
Tue 9 <sup>th</sup> Nov	NLSME Members are invited to an exclusive tour, including a light lunch, of Bentley Priory Museum, a grade 11 listed house and base for fighter command. 10.30am for 11am start. See page 5 for details
Sun 14 <sup>h</sup> Nov	Working Party 9.00 – 12.30 Colney Heath
Sun 21 <sup>st</sup> Nov	Working Party 9.00 – 12.30 Colney Heath
Sun 28 <sup>th</sup> Nov	Working Party 9.00 – 12.30 Colney Heath
Ground Level Rly Working party at Colney Heath every Thursday & Saturday	

A Non-council member, representing a section or committee, can, on request to the Secretary, attend the council meetings as an observer or to submit proposals as set out in the club's constitution. If attendance is agreed then the secretary will advise the member concerned.