

Issue No. 837 September 2021

The News Sheet

North London Society
of Model Engineers
September
2021



You can see this News Sheet in
colour by visiting our web site at www.nlsme.co.uk

Contents

Chairman's Comments	Page 3
Tythenhanger Interim rules Rev 4	Page 4
Treasurer's Report	Page 5
Derrick Franklin	Page 7
August at the Lake	Page 8
Bookworm	Page 9
Narrow Gauge Garden Railway	Page 11
Forthcoming General Meetings	Page 13
Butch the repair Pt 1	Page 14
Brean visit to Colney heath	Page 18
Doncaster Races 1931	Page 24
And Finally,	Page 25
Dates for your diary	Page 26
Contacts list	Page 28

Front cover photo

The club loco, Butch on its first run following rebuilding.
 This month we have part 1 of the story behind the rebuilding of the club loco.

Photo by Les

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.

If you see something interesting happening at HQ or Colney Heath take a picture and send it in.

Chairman's Comments

Les



How good it is to see near normal, less public, club activities returning. Thursdays at Tyttenhanger are very busy and HQ sections are returning to evening meetings. There is less running at Tyttenhanger on Sunday afternoons than in the past, whereas Sunday mornings are popular.

Very sadly during August we lost an active and well-respected member, Derrick, to a sudden heart condition. He was with us at Tyttenhanger on a Thursday as normal and in usual fine form, so it was quite a shock to us all to be

informed the next day that he had passed away. He will be missed. Peter has put together an obituary which can be found in this edition.

Work continues apace at Tyttenhanger to maintain the site in good condition and progress with the steaming bay project. The washroom part of this is looking very smart with completion of the internal wall surfaces.

Demolition of the old loco lock up is proving harder than anticipated but nonetheless should be complete by the time you read this.

Next task will be to complete the electrical installation in the washroom, the bothy and lighting for the workshop. We owe considerable thanks to the four members making such a good job of this project.

With Covid in retreat we now have to turn our thoughts to the machine shop, in particular its controlled access. You may or may not recall, it's been a long time, that the membership decided access should be restricted and managed by key holders. The key holders are not there to open up for you but to find out what users intend to do, if they have sufficient knowledge/skill in using the machines, that they have the necessary cutting tools and lastly to check they have cleaned up and signed that the shop is ready for next user. This is not an easy task, to date only two members have offered to undertake this responsibility.



This of course will inevitably restrict access to the shop, so I ask all members with the requisite knowledge to consider offering yourselves as key holders. Please contact me if you feel you can undertake this role. (It may be worth adding a reminder at this time that these restrictions do not apply to the workshop to which all members have open access).

The club 5inch gauge locomotive (Butch) is now complete and subject to some final adjustments and checks, is ready for use. A report on its renovation appears in this news sheet. However, we are in need of a tool kit to go with the engine. In particular a suitable blower, oil cans for cylinder and lubrication oils, flue brushes and a 4BA spanner for the blowdown valve. If anyone has any of these spare and would be prepared to donate them to a good cause, please let me know.

Don't forget that our first meeting at HQ since March 2020 will be the September general meeting comprising a sale of workshop items from Ron and Jim's workshops. Proceeds to the families with a commission to ourselves. So, please come along and support it, there are many useful items of good quality to be had.

In October we hope to welcome another visiting club. Long-time member Bryan who now lives in Cornwall is a member of a newly formed society called Mt. Edgcumbe Railway & Model Society (www.merms.co.uk). They will be travelling from Cornwall to Tyttenhanger on Saturday 16th October to run. The following day they will hopefully join in with the NLSME members before driving back to Cornwall.

See you at track or HQ

TYTTENHANGER INTERIM RULES EFFCTIVE 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
-

Work in Progress from club members workshops.

If you have a project or just a picture or two of your latest projects, please send them to the editor.

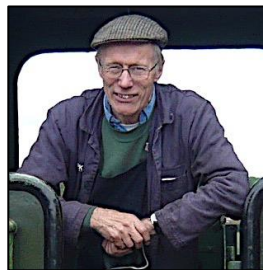
This month I have no reports. Please let me know what you have been building in time for next month's edition.

Treasurer's Report

By Mike

What an achievement, everybody has paid their dues before the final deadline, which leaves me with some summertime to enjoy. Despite our recent sad loss of Derrick Franklin and a number of other members not renewing, the influx of new members has meant that we have a healthy membership of over two hundred people.

At the August Council Meeting we were pleased to accept an application to join from Julian. Among his interests are Locomotives, Traction Engines and General Engineering. We are also pleased to see another old member applying to re-join us after a break of some years, Joe, who many will remember and who is a skilled engineer. Welcome to you both.



With this issue of the News Sheet, you will find a new copy of the Name and Address list giving contact details of one sort or another for all members of the Society. Please remember that this is a confidential document governed by GDPR regulations and the information therein must not be disclosed to any third parties without the agreement of the person concerned. A change to note is that Michael of the North American HO Section has moved address to Buckden, in Cambridgeshire. His new address is in the N&A list.

With some spare time now available after the renewal season, I have made a concentrated effort to

progress my 3 1/2" Gresley V2 to a point where I could get a hydraulic and steam test done and to take her onto the track for the very first time. This milestone was achieved on Sunday 15th August, only 46 years and seven months after starting construction. Now I can move onto the final stages of construction, namely the running boards and the cab. Might be all done in a few years' time...

One final plea, those that know of my interest in the Gresley Society and the N2 Class 0-6-2T engine that they own, might already be aware that she is in the midst of what is becoming a very expensive overhaul.

The number of problems which have come to the surface in this its 100th anniversary year mean that we are having to launch an appeal for further funds to carry forward the work to completion and return to steam. All assistance is much appreciated.

For further details go to the Gresley Society website: - www.gresley.org



Keep safe and keep engineering.

Mike



Derrick Franklin, 1936 - 2021

By Peter

If ever there was a nicer person I have yet to meet them. I first met Derrick many years ago when I took on the job of G. L. Section Leader. The club back then was split as ever over projects and personalities. Derrick somehow always took a pragmatic view and never took sides. Some would say sitting on the fence, I say that behind that enigmatic smile of his he knew exactly what was going on and had a good laugh about the shenanigans that occurred within the club.

He always went out of his way to say good morning to people on site and engage them in the topic of the day before heading for the coach to deposit yet another excellent sponge cake for the lads to devour at teatime. Jo his lovely wife sent a cake along every Thursday and Derrick used to say to those about to indulge "ooh I can't take any home or I will be in trouble." None ever went home.

Derrick was a very keen gardener and along with his lovely wife Jo kept a beautiful front and back garden. Their love of cats was also evident with the two big black cats that they had when I first went to their home. I was employed to fit a bathroom, quite a nice bathroom, and upon installing the plate glass shower cubicle managed to damage one of the sides. This worried me and I showed Derrick the small chip. He was fine about it saying, "don't tell Jo, she won't see it." Such was the generosity of the man.

About this time Derrick was building a five-inch gauge class 37 locomotive and he would take over the dining table to work on it. I used to pull his leg from time to time saying I don't know how you get away with it my wife wouldn't let me do that on our table. He used to laugh and say I just tell her I've nearly finished it.

I am sure I speak for all who knew him when I say it was a pleasure to have had Derrick's acquaintance. His stories about his time working for BA were always entertaining. I am glad that on that fateful Thursday I acknowledged him and waved back as he sat on the benches by the steaming bay not knowing we would never speak again.

He will be greatly missed by all who knew him. Our sincerest condolences to his wife and family.

The funeral service will take place at Garston Crematorium north chapel at 1.20pm on the 7th September. This will be followed by refreshments at the community hall by St Mark's Church, Church Lane, Colney Heath.

Derek's wife has extended an invitation to anyone from the club who can to come and join with the family to the service or the hall afterwards to celebrate his life.

Thursday 8th. August at the lake.

By Roy

Arrived at midday firmly clutching yacht and lunch. Lovely wind actually blowing down the lake towards the carriage / canteen. Having done a few running repairs and increased the capacity of both yacht batteries and the transmitter ones, I was set towards a nice long afternoon sailing. I have been using the lake every week for a while now. The wind has been good, or if not, it is charge up the batteries and go electric.

My little 27" long yacht is 4' 6" from keel to top of mast in its little cotton socks, so picks up the wind nicely. It was easy getting up the lake with just one tack and then running before the wind on the way back. On the last sail on the lake the wind was gusting and actually snapped a bowsie, one of those little plastic things we use to adjust the rigging. So, this time I replaced it with a stronger one, this one does the job of stopping the main sail boom from rising up towards the mast so a wind gybe can put quite a strain on it.



A gybe is when the wind is coming from behind and either the yacht moves a little or the wind shifts and the main sail boom whips across the back of the boat. It can be dodgy full size as I've been there etc.

All held together well and after a quick lunch Martin joined me and I handed over the controls as he is looking for a sailing boat himself, so a bit of a 'deckie learner'. Anyone else interested in sailing a yacht get in contact and I will find a small one to practice on. Derek may be able to help as well.

Of course, eventually it started to rain not a lot but enough, so loaded up the car and nice to get back home with nothing to repair.

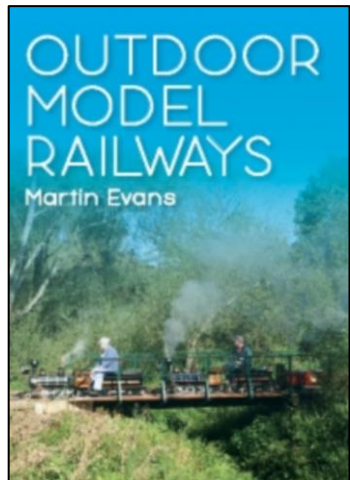
Bookworm Writes – Book Review

One of the great things about having an owner of a certain age. is that wandering along his bookshelves can a bit like visiting a museum (I believe they insist on calling them Heritage centres these days), except in this house it's difficult to know where the history ends and his everyday life starts!

I hadn't intended to do another review until the autumn. But then having recently been invited to share a page or two with a pal on the lower bookshelf I thought well why not? There is still a bit of the summer left for members to sit in their deckchairs and have a good read or better still read and be inspired; for as Mr Evans imparts in Chapter Three of this lovely volume, *October is a good time to get started as there will be less chance of damaging growing plants and things will be beginning to slow down.*

Outdoor Model Railways – Martin Evans

All Model Engineers and especially those of a certain age (...) will know Martin Evans as the designer of many splendid steam locos and one-time Editor of The Model Engineer magazine. What is perhaps less well known is that Mr Evans produced designs for many gauges from 'O' to 7.25", gauges that all lent themselves to outdoor railways. In his Introduction Mr Evans states that the books aim was to fill the gap on the bookshelves by covering planning and construction of outdoor railways including line-side features, a gap he felt at the time was not adequately filled.....he should have looked at my owners shelves in 1970!



So, *what of it*, I hear you say. Well for reasons that will become apparent I have to tell you this book contains surprises that would make its cover price worthwhile without any other reason for you to satisfy your desire to dash into the garden and rip up those plants you don't like but see come up every spring, (tip, best done at dusk so the 'Best Beloved' thinks its animals doing it and that you are just tidying and making things look better)... *"Well I could just put down a small track there my Dearest to hide the gaps in the border"*

At this point I could tell you in detail chapter by chapter what it's all aboutbut I don't think I should spoil the experience for you other than perhaps to say that if soil types, types of foundation, whether to use concrete or wood for your bridges or deciding upon your radius or super-elevation or if transition curves are your

thing, then you will be catered for, and more. Do you know what you would do with two glass tubes, two plastic floats and a piece of hose pipe?well.... you will when you read the relevant chapter.

If I tell you that it's not until chapter 10 that we get to 'Passenger Carrying Railways' - which then proceeds for another four chapters with the *Ins* and the *Outs* - then I hope you will be as impressed as I was with the breadth of the menu on offer. A smashing selection of photographs adds flavour to the mix.

I *will* though reveal that the NLSME was apparently one of several clubs approached to contribute material for inclusion in this fine book. Chapter ten contains information about a project that the then NLSME Clerk of Works (Mr T. Luxford) was superintending, that being the 1971 extension of the track at Colney Heath. Possibly with the ink still drying and fresh from the 'Site Office' wall, a plan showing the new extension with dimensions and gradients all indicated is reproduced – did you know that on leaving the tunnel you travelled over 102 feet of water trough laid for 5" gauge engines? And that the back straight as drawn was actually nearer to 600 feet than 500 feet in length, Or that the (then) bottom loop was 365 feet of 1 in 112 gradient – no a wonder you had pull on the steam handle on that stretch!

Psst – I can also let you into a couple of North London secrets; another fine drawing shows how the concrete hollow blocks and woodwork atop are placed and fixed. Add to that a smattering of those photo flavourings I mentioned - such as the one of a couple of our now senior members looking very young (I am sure I detect a hint of a 'Quiff' being sported by one) and another photo showing how at the time Gentleman of the Club could still sport braces and a tie whilst brazing the track. A small but rare photo of Bill Carters award winning Atlantic on our track and a photo of the late Mr Harold Pill with Geoff Cashmore's smashing 'George V' locomotive - you will be truly satiated!

Oh yes, other Clubs are mentioned as well.

Bookworms Verdict – Whilst a lot of miles of running have taken place since this book was first published and although some building methods and materials suggested would have a modern HSE inspector flinching (I suggest a modern substitute for asbestos board be found and should you still be using a piece of glass tube and a hose for that in 2021?), it remains a splendidly useful volume that will (as my owner does) have you consulting it for many years to come and reminiscing about how Colney Heath looked 50 years ago. A must for the bookshelf (or deckchair).

Outdoor Model Railways – Martin Evans ISBN: 9781857611373

Paperback Facsimile re-print by TEE Publishing 2011 is still available



Narrow Gauge Garden Railway

By John

I'm sure that I won't be the only person in this month's news sheet to mention the sad passing of our friend Derrick Franklin. He was a true gentleman in every sense of the word. Derek entertained us with his wealth of fascinating stories of his time in the aviation industry and I was particularly interested in his knowledge of local history. He was a valuable and loyal club member, indeed just a few weeks ago he was still cutting the grass and painting fence

panels. Goodbye Derek, you'll be greatly missed.

Guy one of our most senior members has kindly donated to the Narrow-gauge Garden railway the 16mm scale buildings from his own garden railway. In his own



words they are in need of a little TLC which is hardly surprising since they have lived outside all their lives. So, amongst us narrow gaugers we'll be giving them a little uplift and installing them on the layout. Many

thanks Guy and to Derek for bringing them up to Colney Heath. Here is a photo of them ready for their face lift.

Due to last month's bumper issue of the news sheet, thanks to all who contributed, there wasn't enough space to publish some of the photos of recent running of trains. But this month there is.



Hope you enjoy seeing them as much as we do running them!



Finally, the restoration of Dingly Dell station is now complete with some fantastic work by John in constructing the name board and the finishing touches. It's now a wonderful excuse to slow down prior to the curve after the long straight to enjoy the station view. I'm sure there will be an article published soon with photos of the finished station once there has been an official opening!!



Don't forget If you are on Instagram see more photos and videos of the narrow gauge and more at my account [the_midland_wyvern](#).

Till next month enjoy your hobby.

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 September 3rd – Workshop Content's Auction at HQ

The September General meeting will be an auction of the contents of Jim and Ron's workshops – excluding machines.

Viewing from 7.00 pm. Auction starts at 7.30pm. Everyone Welcome, especially if you are going to bid for that mystery box full of tools?

Most of the items are very good quality. Included in the auction are:

Compressor

Various hand tools, hammers, punches, pliers, files etc.

Complete boxed tap/dies sets

Complete boxed drill sets

Taper Pin reamers

Various clamps

Measuring equipment

Thousands of BA size screws

Dozens of tobacco tins - some with useful contents

Bench grinder

Trolleys

Woodworking tools

Bar and sheet material

Friday 1st October ...An evening with Geoff . Geoff (Who is a competent Railway Historian especially concerning the Great Central Railway) has kindly volunteered to make use of his digitalised collection of photos to give a talk entitled *Steam in the 60's*. this is a talk not to be missed so make your way to the Headquarters Building for a relaxed but stimulating evening. Starting at eight pm. Tea, Biscuits and raffle supplied.

Friday 5th November. We have no speaker for this meeting. Perhaps one or a couple of members could give short talks about their jobs or hobbies out with the Club? I remember some startling 'my job' talks in the past like the one from Mr Cashmore and one from a member who made wine as a hobby and we all ended up paralytic on the makings. Only Joking.

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

Any questions regarding the meeting contact, Ian

Butch – The repair

Part 1

By Les

Our 5-inch gauge locomotive, Butch, is now back and running, though at time of writing there are some final checks and adjustments required. The work to restore it to good working condition was quite extensive. A host of



problems needed fixing some known others unknown, some due to wear and tear others due to general neglect. The routine four-year hydraulic test had revealed



leaks in the superheater wet header furthermore the chassis had been sitting unevenly due to missing springs from one set of leading wheels. The damaged right-hand steps were bent and hanging loose and the drain cock levers to LH cylinder were also hanging loose. The chassis was seized. The regulator gland also seized onto its spindle and the blowdown valve was in poor condition. Parts of the platemwork were deformed and handrails missing. Few of the wicks in the oil pots remained. These were the known problems.

Given that a new boiler had been fitted as recently as 2017, plus the fact that Butch is a very useful club locomotive, there was

really no choice but to commence a restoration. I also felt that we owed it to the late Arthur Marsh who built it and donated it to the club, now nearly 30 years ago, to give it another overhaul. This involved a number of club members over several weeks. These notes are my attempt to record the work undertaken.

Dismantling was mostly carried out on site by Brian, Derek and myself. Brian had already offered to repair the dry header. This obviously required removal of the superheater assembly and to do that on Butch requires boiler removal as the assembly will not withdraw through the smokebox. To achieve boiler removal all cab platework and both side tanks had also to be removed. With the engine stripped down into its significant components Derek set to cleaning the chassis, which was in dire need of it. Alan wandered over to see what how it was going and was promptly given a job for his trouble, shotblasting the superheater header. This revealed it was in a very bad state, paper thin in places with irreparable holes. The stainless-steel superheater elements however were in good condition. Brian made and silver soldered a completely new dry header onto the elements, using a jig produced by Ron to retain correct alignment of the dry steam pipe connections with respect to the wet header.

Brian decided to give the smokebox a good clean, it had plenty of congealed ash in it, which revealed significant corrosion and three holes right through the side cheeks. Making a new smokebox to fit an existing loco is not a straightforward task so it was decided to plate over smokebox sides thus covering the holes. Brian also opened up the securing tapped holes from 5BA to 4BA as the existing were also rusted. The entire smokebox will need replacing at some point in the future, but the repairs made are adequate for several years yet.

With the boiler and smokebox removed attention turned to the missing springs and the cause of the engine sitting unevenly on the rails was shown to be not only missing springs but both hangers and keep plate from one set of leading wheels. Ron made replacements and with the cleaned chassis upside down on the steaming bays started to fit these only to discover that the original hangers had broken off and parts remained in the axle box. An operating team of Brian, Ron, Derek and now aided by Paul, drilled out the broken part, re tapped and fitted new hangers and springs. The chassis now sat properly on its wheels. Next task was to free the motion.

It was fairly apparent the seizure was in the cylinders, so the RH cover was removed. Judicious hitting on the piston with help of John improvising a hammer and drift from materials found on site, freed the piston and enabled the motion to move freely when the chassis was pushed along a steaming bay. The cylinder bore is in poor condition but repairs to that are left to another time in hope that we can get a few more years use out of them in their present condition.

Brian pressure tested the renovated superheater assembly, fitted it to the boiler and also fitted a replacement blowdown valve. Lamenting the poor paint condition on boiler cladding which flaked off without much effort he removed it all.

It was noted that the LH side tank had been deformed around the cab side opening, Ron straightened that out for us. In meantime the bent steps for RH side were straightened and the running board also repaired where the step fixings had deflected it at the time it was damaged.



Paintwork on the side tanks and cab bunker was looking tired with bare patches in a few places. It became increasingly obvious that a full re paint was inevitable. A full rub down of the side tanks and cab platework to bare metal would a big task. So, it was decided to rub down the existing paint surface to a smooth finish and paint on top of existing. Only areas where the paint had flaked or scraped off was it rubbed down to bare metal. Wanting to keep the colour as close to its original as possible, and to make further re paints easier, it was decided to use a standard colour supplier by the model trade. LMS Crimson Lake being the nearest match found. The boiler cladding was primed with an etch primer as were areas bare of paint on the side tanks. Three top coats were then applied to all surfaces. Etch primer and paints being applied using aerosol cans. The finished

surfaces looked rather plain and so the tanks, boiler bands and running boards were lined as best I could recall Arthur Marsh's original paint scheme. I have since found an old photograph of Butch as Arthur had finished it. The lining bands Arthur painted were much wider than it has now. If anyone feels need for a more accurate restoration the loco is available for you to take away and start again! Derek repainted the smokebox using BBQ matt black and the running boards in gloss black. Re assembly could now commence.

New backnuts had been made for the steam pipes where they project through the smokebox base. These are much longer than the original flat nuts, which considerably improves spanner access to them through the smokebox door. The smokebox was then bolted into place and the steam pipe connections to cylinders and the aforementioned backnuts loosened. This gave a degree of movement to the steam pipes such that when the boiler, with superheater fitted, was pushed into the smokebox it was fairly easy to align the wet header outlets with the steam pipe connections. All connections were then tightened. The boiler firebox foundation ring sits on an in-situ grate. C shaped clamps fixed to the frames either side of the firebox locate onto bronze projections from the firebox wrapper, holding the boiler down and allowing expansion. This is an unusual arrangement but works well.

Derek then fitted the side tanks and pipework. As built, Arthur fitted oil pots on front of each side tank each with three 1/8" pipes supplying oil to the middle and leading axle boxes, pump and lubricator eccentrics. However, it was found extremely difficult to align each oil pipe with its respective destination. This is because, with the side tanks on, it is not possible to see the oil pipe outlets. Arthur had solved the problem by soft soldering the pipes together and onto the axle pump delivery pipe before fitting the tanks. However, that connection had long since been damaged and the pipes are no longer aligned and restrained by that method. After much discussion on how to overcome this, it was decided to retain the oil pipes and feed pots as cosmetic features. Direct application of oil to the boxes and eccentrics is now required to ensure those parts are properly lubricated. This is a conventional way of lubricating model locomotives and does not present any problems on Butch.

Prior to mounting the boiler back on the chassis, it had received and passed its hydraulic test with all fittings installed. Blanking caps had been fitted to the whistle and pressure gauge outlets and both clacks as these are often sources of weeps. The pressure gauge was tested separately. The loco was now ready for first steaming and steam test.

Next issue. Steam test, first run and teething problems

Brean visit to Colney Heath

It's the 7th of August and as you can see from the picture below the summer weather eluded us at the start of the day. But the rain didn't last long and a fine selection of visiting locomotives arrived on what became a very enjoyable day.



George had taken on the job of organising this annual event previously run for many years by Brian Apthorpe.

With assistance from a number of NLSME club members George ensured our visitors were looked after.

There were locomotives large and small and the raised track, cuckoo line and ground level railways had all been in use by the end of the day. The carpark was full and it became a really enjoyable day for our visitors and club members alike.

Most of our visitors were from the Maidstone, Gravesend and Northolt clubs. Undaunted by the

rain Britannia 70049 Solway Firth and driver Keith from Northolt were first onto the line and there they stayed for most of the day steadily completing lap after lap. Soon others joined in and as the sun shone (most of the time) some lovely engines could be seen. In conversation with our visitors, it is clear our railway is well thought of. Several drivers commented that the track both raised and ground level with the gradients curvature and pleasant surroundings makes for an interesting and decent run which they look forward to visiting each year.

There is very little else to say other than roll on next year and thankyou to George and his team for making it all happen. The best way to celebrate the day is in the pictures which follow.



Martin from Maidstone with his Stirling Single which has seen many years good service

Solway Firth coasts into the station



B1 under the control of Jim from Gravesend club had a great day out.



With the sun shining and in unusual late BR livery this re-engineered Jubilee 45608 Gibraltar makes a fine sight departing the station.



The cuckoo line in use by a well-known little 0-4-0 loco called Jack which has been a frequent visitor over the years.



Tom with an apprentice driver sweeps past the steaming bay with his Jinty 47279



Following behind the Jinty came Ray from Northolt with King class 6011 King James I.



The ground level railway was also busy as can be seen from this shot of Orchard Junction station



Those who build, maintain and drive steam locomotives will know that on some day's things don't always go to plan. This 7 ¼ inch gauge loco was brought for its first outing. The loco had only recently been completed by Ray from Northolt who was hoping to have a good day out. Unfortunately, a leaking water level gauge prevented him leaving the steaming bay. Perhaps next year.



Doncaster Races – August 1931

At one time the railways would always see special events as an opportunity to increase revenue. By providing special trains from any part of the country was normal practice and the expected mode of travel for the majority of the population.

Doncaster race week is a good example of the extent of these additional services.

The civil engineers constructed temporary platform to the north and south of the station and provided the necessary ancillary equipment such as lighting, lavatories ticket barriers and tea rooms.

Everything needed to be planned down to the last detail. All departments of the railway working very closely together.

1931 St Ledger Day was the peak of the weeks racing and generated almost 90 trains arriving at Doncaster by 1.30pm of which over 50 were race specials from all over the UK. Approximately 34,000 passengers would pass through the station on the way to the races that day. Most would of course

require a return later in the day and so all the special train stock, locomotives and crews would need to be accommodated and serviced in the Doncaster area. During the whole of race week, the number of passengers passing through the station would exceed 200,000.

But it wasn't just the horse racing that people were coming to see. The week was also a key week in the calendar for Tattersall's horse and bloodstock sales. The



**DONCASTER
RACES**

8th, 9th, 10th & 11th September

Additional
Express Trains
at Ordinary Fares
each day

1st and 3rd Class Restaurant Car
also
1st Class Pullman Car Excursions
on St. Leger Day
to
DONCASTER
(CENTRAL)

LONDON, August, 1931. No. 3713

London & North Eastern Railway

majority of horses came to and from the area by rail. To meet this demand over 1,000 horse boxes were required during the week to convey well over 1,300 animals to and then from the event.

To cope with the additional workload railway staff from across the company were brought in to deliver this additional traffic.

Doncaster races still take place each year as do the sales but the number of people travelling by rail is far less these days. As for the horses well, there isn't a horse box left on the railway. How times have changed.

And finally, By Ian

I don't expect that David Green expected this in June 1983! Thirty-eight years ago, thought of demolishing David's Superloo would be looked as wanton sacrilege. Now time has moved on and the team headed by Graham has almost built a new Superloo, but I doubt that it will have such an interesting plaque attached to it.

I expect that archaeologists in five hundred years' time will find the plaque and ascribe it with some religious veneration! Not a place for the storage of grumpy old men's urine! Which it has done without a whimper for the past 34 years.

Hey Ho it is time for the loo to go and be replaced. The locomotive safe has gone (see page 3). It had been very efficiently disposed of by the expert demolition hands of Terry and loaded into a Bishops skip by no less that our Chairman Les with no funeral rites whatsoever. Soon, no doubt the Supergood will follow. The Superloo will be consigned to our memories and to the fabrications of archaeologists in five hundred years' time when they get very excited about the little plaque that has been found ascribed to David.



His Superloo has stood us all proud.

Dates for your Diary

September	
Fri 3 rd Sept	Model Engineers Auction at HQ. Viewing from 7.00 pm. Lots of fine tooling. Auction starts at 7.30pm. Everyone Welcome, especially if you are going to bid for that mystery box full of tools?
4 th & 5 th Sept	Fetes and fairs at the Shuttleworth Vintage weekend. They will pay us a fixed fee and rides would be given free. Help from members would be appreciated. If you can help, please contact Jim
Sat 11 th Sept	3.5" Gauge Running Day returns. <u>The raised track will be for the exclusive use of 3.5" gauge locomotives from 9:00 till 17:00, be it steam or electric.</u> If you require any further information contact Martin
Tue 14 th Sept	Council meeting to be held at 14.30 (See note below)
Sat 18 th Sept	Southern Federation Rally at Reading SME
Sun 19 th Sept	Open afternoon 130 Wood Street Barnet EN5 4DA 1200 to 1730hrs in aid of the Jubilee Sailing Trust. Lots of entertainment including brick-a-brak, 5" gauge railway, plants, books and bottle tombola.
Thurs 23 rd Sept	Deadline for contributions to October News Sheet
Sat 25 th Sept	Birthday party – Jim – Colney Heath
25 th & 26 th Sept	St Albans MES Exhibition CANCELLED
October	
Fri 1 st Oct	General Meeting 8pm at HQ – Steam in the 60's. An illustrated talk by Geoff
Tue 5 th Oct	Council meeting to be held at 14.30 (See note below)
Sat 16 th Oct	Visiting club; Mt. Edgcumbe Railway & Model Society from Cornwall. Contact Les for more information

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.

Reading Society of Model Engineers

Southern Federation of Model Engineering Societies Rally

Saturday 18th September 2021



The Reading Society of Model Engineers is pleased to invite you and your members to attend the SFMES rally to be hosted by the RSME on Saturday 18th September 2021, subject to any restrictions that may apply.

Our railway consists of 1100ft of 5", 3½" and 2 ½" raised track and 1350ft of 5" and 7 1/4" ground level track in the grounds of Prospect Park Reading. **(A current boiler and insurance certificate will be required).**

All types of locos are welcome.

A limited number of driving trolleys are available.

Refreshments on the day to include lunch.

Camping and car parking available on site.

The Australian Association award will be made at the rally

A presentation will be made to the visitor who travelled the furthest and ran their Locomotive or Traction Engine at the Rally

Our address is

The Reading Society of Model Engineers

**82 Bath Road
Reading
Berkshire
RG30 2BE**



If using the what3words app entrance to our site can be found using

actor.monks.stove

Finally, if you could let us know approximate number of members that would like to visit us so that catering can be organised it would be appreciated.

If you require more information contact Peter Harrison on 07920 833546

or email pjharrison31@btinternet.com

