

# CINDERBARROW FLYER

The Newsletter  
of  
Lancaster & Morecambe Model Engineering Society

Newsletter 12 December 2016



Perhaps this edition should be called the 'Claud flyer'. More pictures inside.

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## Chairman's chat

As we approach the end of 2016 we can look back on a very busy year at Cinderbarrow. Our negotiations with Lancashire County Council are still awaiting the decision of the senior management and the council members; it now looks as we will have to wait until well into the New Year before we get an answer. Everything points to the society being offered the site, however one can never tell with councils.

At Cinderbarrow a lot has been achieved this year with ten new carriages virtually complete, a new club loco up and running, the steaming bays now have very smart facia, the grass on the park has been well looked after, and last but not least the work on the outer track is nearing completion so should be fully operational for 2017. All of this deserves a big THANK YOU for all the effort put in by the members

The Halloween Night proved to be the best ever, although the weather gods did not smile on us this time. The effort put in by everybody involved never fails to amaze me. I'm sure everybody heard of the ghost signs made by Alan Green that went missing the week before the event. This proved to be the best advertising that we came up with; they were mentioned on two local radio stations, an article in the Westmorland Gazette, plus Facebook and Twitter. I must not forget to mention the Witches who pulled out all the stops in scaring the children and some of the adults too.

It would be nice to see some fresh faces attending Tuesday's working parties, although I appreciate that not everybody is free during the week. The running of Cinderbarrow Railway is our main source of income. On some public running days we only just have enough staff to operate, and so if you can come along and help it takes the pressure off the few who turn up most days.

One new event starting next year is the Engineering Night, the first one being on February 6<sup>th</sup>. The idea behind this is to encourage members to get out into the workshop and start creating; this is not shouting at the better half, but showing your engineering talents. It does not matter if you are just starting out in this wonderful hobby of ours; when attending the meeting you will be expected to bring along whatever you are working on. Size does not matter; it can be the drawings of a new project, or a project that has lain dormant under the bench that you are resurrecting. The meeting starts at 7.30pm and is replacing our normal informal Monday night meeting.

I wish you all a Merry Christmas and a happy New Year.

*Martin Sams*

Chairman

**Last date for submission of articles for the January news sheet is 30<sup>th</sup> December (possibly!)**

Please note Editor's resignation on the following page.

Please note: Any comments or recommendations in this newsletter are not necessarily those of Lancaster and Morecambe MES Ltd management committee.

## Society Notices

### New Logo Competition

A major revision of our standard paperwork, advertising material and recruitment literature is taking place. This is prompted by the need to increase the number of visitors we get to our railway each year. The numbers have been steadily declining for many years. As part of the review a suggestion has been made to change our current Society logo. At the last Committee meeting it was decided to chuck out the challenge to you to design a new logo for our Society. Please send any suggestions, however rough the artwork, to our Secretary by 15<sup>th</sup> January so that they can be considered at the Committee meeting on 23<sup>rd</sup> January. Keeping the existing logo will be considered one of the possible designs assuming somebody puts it forward.



### Website

Our website is receiving a bit of an update. Please visit [www.LMMES.co.uk](http://www.LMMES.co.uk) and let Janet Hirst (email [janet.hirst22@gmail.com](mailto:janet.hirst22@gmail.com)) know what you think of it. Please also send her information and/or pictures for possible inclusion within the website.

If you need any encouragement to look at the site, I recommend looking at the 'about us' and 'History' tab. This leads to a fascinating history of the Society from its time at Steamtown and as well as lots of pictures there is a half hour film at the end of the section that shows how our site at Cinderbarrow has changed over the last 20 years.

### 2017 membership subscriptions

Following discussion at our AGM and then in Committee our membership levels and rates have been reviewed and updated to provide a fairer system for everyone and to encourage more young people to join our Society.

**Full membership £32/year** New full members pay £1 for a share and a £1 joining fee when first joining. Only full members are entitled to vote at the AGM.

**Partner membership £5/year** Full members can nominate their spouse / partner as a partner member at £5/yr. This person does not have voting rights or a Share. They do not pay a joining fee. They can only be a member linked to a Full member. This category has been introduced in recognition of the invaluable service and support many wives and partners provide to the Society while not actually making much use of the track.

**Young person 18 - 25 half the full fee (£16/year)** No voting rights, Share or joining fee.

**Junior member under 18 £5/year** No voting rights, Share or joining fee.

If partner and young person members want to have a share and vote then they may do so by paying the full membership fee. If any member has already paid the wrong fee for 2017 please contact our Membership Secretary who will be able to help resolve the situation.

### Editor's ~~excuses~~ resignation

Rather than yet another "Editor's Excuses" section I am taking note of all the comments and complaints about late publication and insufficient editions of the newsletter. I have decided that it will be some time before I am likely to have time to undertake the Newsletter Editor role to the required standard and therefore I am resigning as editor with effect from this edition. Please will anyone prepared to take it over and produce the required four editions a year contact me or Martin.

If nobody comes forward then as the Editor has become the de-facto distributor of most emails from the Chairman and Secretary I will try to gather all these frequent emails together plus notes from the monthly committee meetings and circulate them all in a news sheet once a month on or soon after the 1<sup>st</sup> of each month. Some members may consider it preferable to have a single monthly communication rather than having infrequent newsletters and lots of emails and reminder emails. What do you think? Please let any member of the Committee know.

Very many thanks to all of you who have contributed articles for this and previous editions. *Tony*

## Members' new engines appearing at Cinderbarrow 2016

by Tony Marshall

This year there have been several new engines in action at Cinderbarrow and those I have pictures of are illustrated here. Apologies to those of you whose engines have been missed in this round-up. Please come again in 2017!

The last update for Mike's Claud was in the January 2015 edition. This year the engine appeared at the GL5 meeting in all its magnificence. It is a beautiful engine and looked and sounded splendid with a line of trucks behind it.



Not content with one engine this year, Peter has been working hard with others to complete our new Society loco and has made a big and very powerful engine for his wife. This was so admired during a trip to the Echills Wood railway that he has been asked to build another. The two engines provided the motive power for the Halloween specials with each one pulling five laden carriages.



Our new Society loco 'Tregoss' seen out in May waiting for various bits to be completed.



Debbie's engine. This wonderful steam engine has electric start!

## North Lancashire Down's Syndrome Group visit 10<sup>th</sup> Sept. 2016

On Saturday 10<sup>th</sup> September the society opened the site for the Down's Syndrome Children. Peter Griffiths ran his Upper Creek Railway loco and Martin Sams ran Cygnet. All our carriages were in use and the railway felt busy. The weather gods smiled on us and, as you will see from the comments from Heather below, a great time was had by all.



"Thank you so much for the super day we had on Saturday at Cinderbarrow with the Down's syndrome group. It is a real favourite for the group and as you could tell all the children (and adults) had a great time. We so appreciate the kindness of you all giving up your time to put the event on for us.

Please do thank everyone for us.

Many thanks

Heather Gooch

(Treasurer NLDSFCG) "

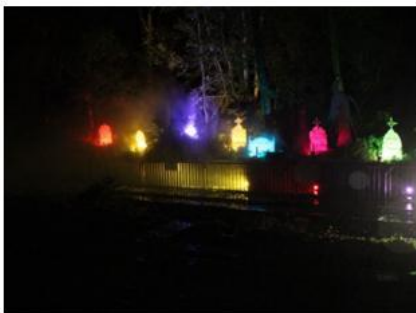
# Halloween 29<sup>th</sup> October 2016

by G. Host



There was a great turnout of members to support this annual fund and fear raising extravaganza. Not even the engine was quite what it appeared to be.

Although the weather was poor the Society benefited from donations of £634 on the night which, after deducting expenses for the event, left a £460 profit. Well done and many thanks to all those who helped on the night in any capacity. Several pictures are on our website and Facebook page.



Next year's event will be on Tuesday 31<sup>st</sup> October. You may see me then.

## My last and final steam loco building project by Ron Strachan Part 5

# Designing and building a 5" L N E R B 16 4-6-0

### Valve Gear design and final frame assembly

#### Designing the Valve Gear

I was very lucky that I was able to access and take pictures of the valve gear layout on the Q 7 at the NRM at Locomotion at Shildon. Without this information it would have been impossible to sort the B 16 valve gear from the GA drawing that I was using. The layout with an inside cylinder and three sets of Stephenson's valve gear was very cramped and consequently the Raven B 16s were unpopular with shed fitters and engine crew.



Inside B E and RH eccentrics





**Lifting links and Pendulum links**



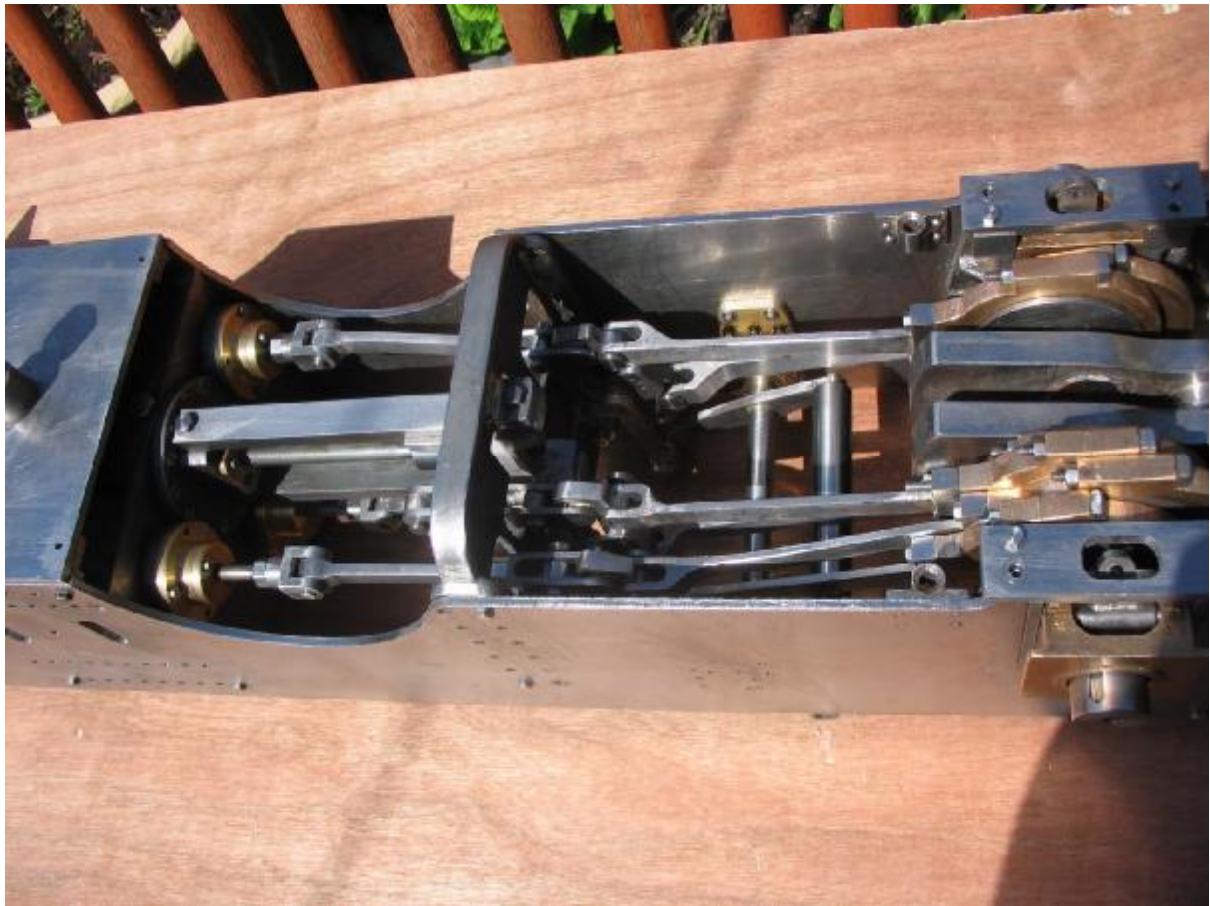
**Inside cylinder rocking arm and intermediate valve rod**

Having viewed the Q 7 I could now start designing the gear of the model, rather than scale the B 16 valve proportions. I decided that the original valve gear had limitations, i.e. short travel valves and outside admission piston valves. The later rebuilds had long travel valves with inside admission and outside Walschearts valve; they were consequently much improved. I decided to use inside admission piston valves and long travel valves, in fact the cylinder and piston valve diameters and stroke were identical with my 5" g V 2. The piston valves have 1/8" lap and 1/2" stroke. Whereas the original loco had only five lifting links with the inside cylinder having only one lifting link, I managed to squeeze in six; these double sided lifting links should reduce maintenance. My G 5 and J 71 have single sided lifting links and soon wear due to the offset weight of the expansion link. The three pendulum levers carrying the intermediate valve rods presented no problems.



**Top View of the Valve gear set-up** (note the six lifting links)

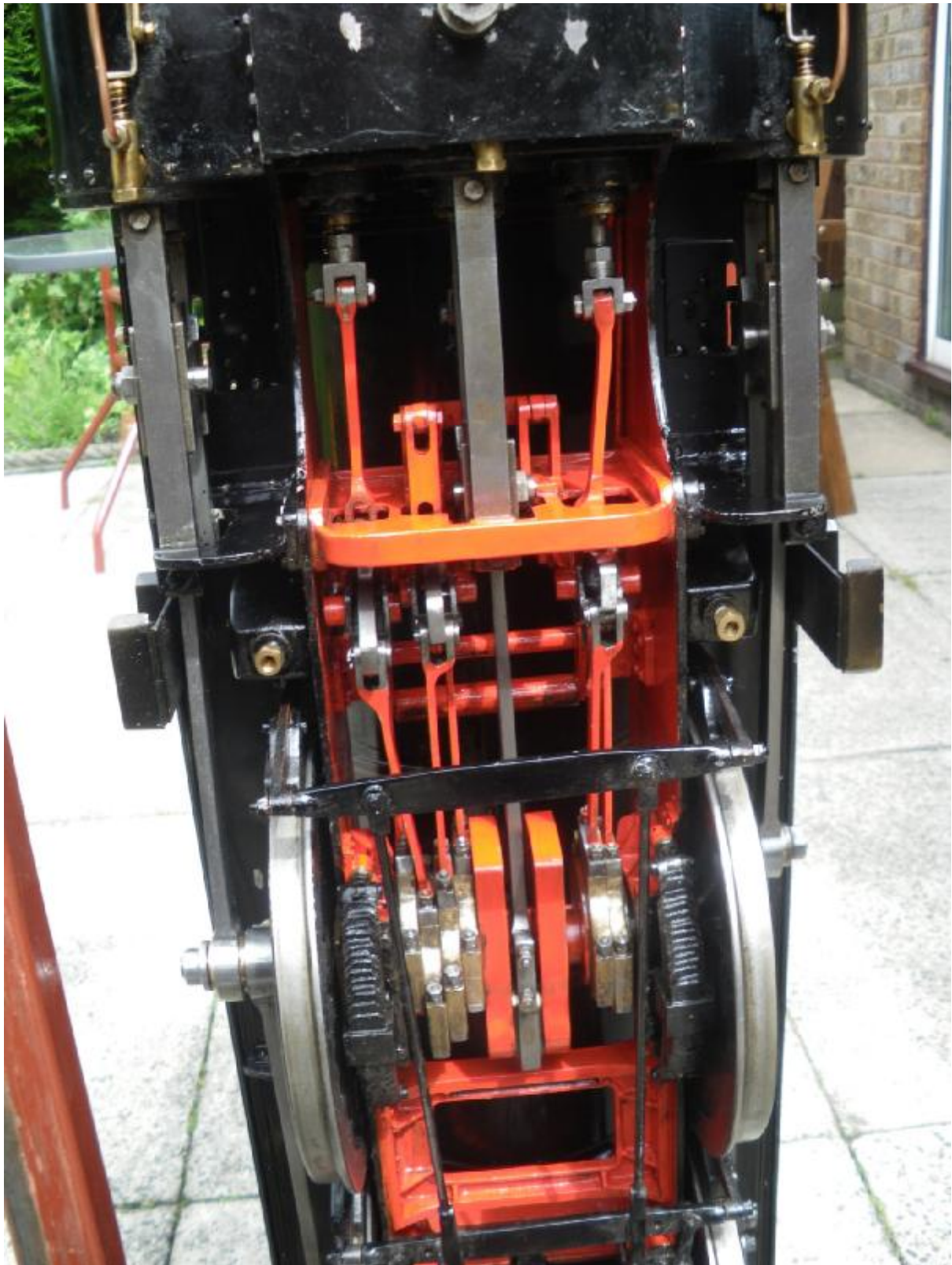
I used Stockdayers V G program off the internet to work out the Eccentric settings and link suspension offsets, and Autocad was used to do the layout and working drawings. The assembly of the valve gear did cause a few headaches especially the fitting of the rods through the the lifting links on the weigh-shaft and the intermediate valve rods. Piston valve adjustment is carried out by removing the front covers and screwing the valve rod in and out of the valve rod clevis as desired. There are no peep holes for the piston valves owing to the design of the cylinder block so valve setting is carried out using the drain cocks.



**View of the valve gear from the under-side showing the intermediate valve rods**

### **Finishing the running gear**

Having made the valve gear components and trial assembly of same and testing on air, I could now press on with finishing the chassis. I decided to use leaf springs; the leaf springs are a mixture of spring steel and Tufnel. The brackets for the brake gear and running boards were steel pre-fabrications and the brake cylinder was also pre-fabricated from brass and is attached under the drag-box. The brake linkage is fully compensated. After making and fitting the Sandboxes the running boards were made and fitted.



**View showing assembled Valve-gear, springs and Brake linkage**

In the concluding part I shall cover the Smoke-box, Boiler and its mountings and final assembly and commissioning.

## Poor Man's Dividing Head

By Tim Cotterell

After years of struggling with all sorts of gismos, I decided to build myself a dividing head. I needed something to give me a start and remembered an old headstock from a Drummond "A" type lathe that I bought for spares for my "M" type. Bad move that, nothing is the same. Lots of milling later to get rid of unnecessary metal and create flat areas for further machining, I didn't machine anything from the base and this allows me to mount up to 7" dia. in the chuck. The backgears were kept and adapted to make a second drive. A new shaft was made and fitted. An off centre bush at the front and an adjustable rear bush on this shaft has virtually eliminated backlash. The end was screw cut to match the main spindle thread. This shaft is geared 3 to 1 to the main spindle. The large gear has 60 teeth and by utilising a locking pin on top of the casting I can do lots of simple dividing without a hole plate. The roller on the second shaft allows me to count teeth as I turn it. The roller can be raised when it's not needed.



All the gears were pinned to the shafts, as was the chuck back plate. I also equipped the main spindle with a brake to lock it in any position. The handle was a spare off my milling machine, gained after I built a variable speed table travel unit, but that's another story.



The spindle has a No.1 Morse taper and takes an ER20 collet chuck with a 6mm drawbar for small items. A bracket was made for holding down, the other is in the main casting.



A new handle made from another bit of lathe along with a new spring loaded locating pin. The plates and handle can be mounted on either shaft depending on the job in hand. The cost, well I had everything apart from the 3 plates and these were kindly given to me by a club member. It took about 8 hours on and off to finish it and I am very happy with the result. I have used it on a number of occasions and it performs very well.

Many thanks to:

Geoff Martell for the use of his lathe to screw cut the shaft and handle bush, and Graham Duffy for the dividing plates.

P.S. I have another old headstock up for grabs if you fancy making one.

[TIMCOTTERELL@talktalk.net](mailto:TIMCOTTERELL@talktalk.net)

## A Distraction part 2

Members may recall the article in the May edition of this newsletter in which Mike Swift told us about the flight simulator that he has built. He included several photographs of different locations that could be used with his simulator. Below are a couple of aerial pictures he included of Cinderbarrow.



Overhead Cinderbarrow



The Cinderbarrow Track

*Mike Swift*



# The Stephenson Memorial Miniature Locomotive Association

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## Report on 2016 Trials held at Hurworth Grange, nr Darlington, 11th September

The South Durham Society of Model Engineers were our hosts for these our 61st trials. We were last here in October 2013 and the track and excellent facilities have changed little in the intervening period. The railway at Hurworth is a slightly irregular oval 718 feet long with a steep down gradient at one side and a steady climb through the end curves and up the station straight. The steepest gradient appears to be a short length just before entering the station and it is here that locomotives short of steam come to a stand as often as not. The down grade is quite scary if the locomotive is not kept in check, but a good run down the hill certainly gives enough impetus to help with the climb up to the station, if the regulator is opened wide at the right spot.

Dr. Robert Ruckley of the home club started the proceedings more or less on time with his newly built and not quite complete (unpainted) 3 1/2" GWR Hawksworth County. His load was made up to 402lbs and the start was reasonable easy. This loco is I believe Robert's first attempt and is a credit to him. He is also not that experienced in operating the engine and he soon came to a stand. Recovery took several minutes and was followed by further stops such that at the end of the twenty minutes allowed the locomotive had not quite done two laps of the track. Given the light load and short distance Robert's score was only good enough to give him tenth place despite the low fuel consumption of 8 ounces. A brave effort all considered. Let's hope we see this competitor again next year with a little more experience under his belt.

Joe Gibbons has now been competing for thirteen years (how time flies) usually with the 3 1/2" GNR atlantic he had today. Joe likes to get a move on and is really only interested in having a good fast continuous run with a challenging load. With a pound short of 600 behind the loco Joe made a good start and soon had the speed up to his usual pace. Unfortunately the the leading bogie axle derailed on his second lap and forced a stop. Off again the run continued in fits and starts with the bogie derailing almost every lap, even after the speed was reduced. At one point the loco was off all wheels and some damage to guard irons resulted. At the end of the run a disappointed Joe had covered over 11 laps with a coal consumption of just 15 ounces. Joe immediately appealed for an examination of the track at the section where the railway opens for access to the centre area, which he had determined was the cause of his derailments. It was discovered there was some mis-alignment of the rails at the joints, the result of some recent relaying of the track. Some quick work by the track marshals soon had the issue resolved and it was agreed that in accordance with the rules Joe could make his run again.

Next up was yours truly with the 3 1/2" gauge A4, hoping for a better effort than last years disaster. With 849lbs behind the engine and sand on the first 15 yards of the railway, the loco made a relatively easy start and began to get into it's stride. After a couple of laps things weren't quite as good as I'd hoped and I took the opportunity to stop at the top of the climb to build fire and water levels. After that the run went quite well although the bright sunlight made it difficult in places to see the water gauges, so I was feeding water in the wrong places for safety's sake and couldn't get the boiler pressure up to the mark. Despite that, the run covered a little over 10 laps for a coal consumption of 18.5 ounces which ultimately gave 6th place.

Wilf McHugh of the host club has been a regular competitor for many years now, usually with the engine he had entered today, a narrow gauge Hunslet saddle tank on 5" gauge. Originally an 0-4-0, Wilf had added leading and trailing pony trucks to improve the locomotive's ride, making it a 2-4-2. This time his load was 1006lbs and after a good start, began lapping at a steady rate. Sadly it wasn't to last and Wilf had to make a stop in the usual place

on the steepest part of the climb into the station. Once pressure had recovered the train got underway again and completed just short of 13 laps in the time allowed. Coal consumption was a fairly hefty 26 ounces putting Wilf into 8th place.

Run No 5 saw Dave Henderson of Tyneside bring his Polly VI to the start line. Dave's first trial was last year at Sunderland and like then he had come to enjoy the experience and improve on his performance. Taking a lesser load by 100lbs than last year at 807 Dave made a steady run, although like almost everyone else this year he had to stop for shortage of steam. Completing just over 13 laps with a fuel usage of 19 ounces, Dave finished in 7th place, very close behind my A4.

Our Chairman Tom Jones, representing West Cumbria GME, came to defend his 5" gauge trophy from last year with his BR Class 2 2-6-0. After some time standing at the start whilst Tom's driving car was adjusted for clearance, Tom set off in good style. Tom found he had a problem with reaching some of the controls, particularly the by-pass and found it necessary to stop to make adjustments as needed. Whilst this rather marred his run, Tom still managed to do more than 14 laps before the end of run klaxon was sounded, and having burnt just 22 ounces of coal for the load of 1012 lbs, managed to secure the Rocket Trophy and fourth place overall.

This year we had more 7 1/4 " gauge entries than we have ever had, and the first of these was Stuart Oliver from West Cumbria, who won the trials last year, and yet another locomotive. This was a GWR Saddle tank No 1366 and Stuart elected to haul 1298 lbs. In the twenty minute running period Stuart completed almost 15 laps, although he needed to stop for recovery of pressure. Coal consumption was, however very low at 16.5 ounces which put Stuart and 1366 into second place overall giving them the TSMEE trophy for the runner up.

Andy Lowes, a regular competitor from the host club, had brought his recently completed Holmside, "Hall Garth", for it's first trials. Andy took a moderate load of 2006lbs and ran at a steady pace, interrupted by a stop to recover steam and water, covering a total of 2690 yards, a little over 11 laps of the railway. Coal burnt was 30 ounces which was frugal enough to return 3rd place overall, an excellent result for a new locomotive.

Alan Bowren of Carlisle has competed in the trials for many years and this time he had entered his Holmside, "Solway", several times a winner. Alan had loaded 2456lbs and after starting ran just a few yards before stopping for lack of steam, which came as a great surprise for those of us who have seen this locomotive perform. The train stood for several minutes without a sign of increasing steam pressure and Alan decided to retire. An unfortunate event for such an experienced competitor.

Our next runner was President Allan Bones' Holmside, "Belmont" once again a regular trials entry and winner. Allan had felt that he couldn't drive this time due to the effects of medication, so his son Andrew had joined us to take the regulator. Andrew has plenty of driving experience with Belmont although he had never handled the loco in a trials situation. Taking almost the same load as Alan Bowron at 2489lbs Andrew started well but soon lost steam and had to stop to recover. Although this did not take long, progress was soon curtailed when the train reached the steepest incline on the station approach. Once steam was raised again the loco failed to start the train and Andrew had to set back to try again. Again the incline caused the loco to stall and Andrew set back much farther this time and successfully restarted. This took a toll on the running time and the final distance was just over 11 laps, and with the largest coal consumption of the day at 52 ounces Andrew ended in 9th place.

Our penultimate runner was Paul Henderson, another first timer, in charge of his dad's Romulus named "Angkor Thom". Don't know why, I should ask, but it's the name of a city in Cambodia and I feel sure there's a deal of history involved. Romulus is a narrow gauge locomotive and comes out quite large on 7 1/4" gauge. I have to say I was a little apprehensive about it running on a raised track, but our host offered no objections and it actually ran very well. Paul wanted a load of over 3000lbs which meant adding three passengers to the deadweight making 3085lbs total. Once underway, Paul kept up a very steady pace which he maintained throughout the run, safety valves just feathering and averaging 6.82 miles per hour. With the highest distance in the competition so far of 4001 yards and a fuel consumption of 40 ounces Paul was placed first overall, took the 7 1/4" trophy, and the President's Shield for the best placed first attempt. Well done!

Last but not least came the second run of Joe Gibbons with No 1418 the 3 1/2" gauge atlantic. For some reason Joe's load was increased to 609lbs from the 599 he took originally, and on two cars rather than one. Often re-runs turn out to be a disappointment after the bigger engines have performed, but this time Joe really put on a spirited show, with the loco being driven all out. There were people saying the the sub minute laps meant he was running at close to 12 mph, but a swift calculation showed a minute a lap was actually 8.16 mph and joe averaged 8.88mph. There was virtually no variation in speed, the loco performing magnificently and covering 5208 yards in the twenty minute run, blasting away just like it's big brothers did on the East Coast Main Line. Understandably the coal consumption suffered at 21.5 ounces, but that was enough to give Joe a final 5th place, just behind Tom Jones and just ahead (Grrrr) of me. He deservedly received the 3 1/2" gauge shield for his efforts.

Once we had gathered competitors, stewards and spectators around the station, Malcolm Proud gave a short address on behalf of our hosts, thanking all involved followed by presentation of trophies by Jane Lowes.

The final placings are attached at the end of this report together with an analysis of the figures for those who are interested.

Trophys were awarded as follows:

**The Stephenson Cup** for the overall winner, the **7 1/4" gauge trophy** for the best placed 7 1/4" locomotive and the **President's Shield** for the highest placed first time competitor to Paul Henderson of Tyneside SMEE.

The **TSMEE trophy** for the runner up to Stuart Oliver of West Cumbria GME.

The **Rocket Trophy** for the best placed 5" gauge locomotive to Tom Jones of West Cumbria GME,

The **3 1/2" Gauge Shield** to Joe Gibbons of Tyneside SMEE.

My thanks to all those who turned up on the day to compete, steward or spectate. I hope that you all enjoyed the event, and hope you will come to join us next year.

My particular thanks to the time keeper and the load and coal stewards whose contribution to the event is supremely important, and without whom the trials just wouldn't happen.

And just as important thanks to the ladies and gentlemen who provided the catering for the day. As ever there were ample supplies of quality food and I hope everyone enjoyed and appreciated their efforts.

Next year the trials will be held on the 10th September all being well. Please make a note in your diaries and in particular, add it to your club events diary to avoid clashes.

Currently I have two offers to host the event. If any other club wishes to be considered please let me know by the end of the year when I will ballot the members for their choice of venue.

And now for the photographs. Thanks to Dondra Newland, Andrew Bones, Mick Stirman, Eddie and Joe Gibbons for their contributions.



Joe Gibbons and GNR Atlantic



Andrew Bones with Holmside (Belmont)



Tom Jones with BR Class 2



Paul Henderson with Romulus (Angkor Thom)



Stuart Oliver with GWR 1366

## The Stephenson Memorial Miniature Locomotive Association

**61st Trials Hosted By:- SDSME Hurworth Grange Nr Darlington 11th September 2016**

No	COMPETITOR	SOCIETY	LOCOMOTIVE	WHEEL ARR'T	GAUGE	LOAD LBS	DISTANCE YDS	COAL OZS	SCORE POINTS	PLACE
11	Paul Henderson	TSMEE	Romulus (Ankor Thom)	0-4-0T	7 1/4	3085	4001.0	40.00	308577	1
7	Stuart Oliver	WCGME	GWR 1366	0-6-0PT	7 1/4	1298	3567.9	16.50	280677	2
8	Andy Lowes	SDSME	Holmside (Hallgarth)	0-6-0PT	7 1/4	2006	2689.5	30.00	179638	3
6	Tom Jones	WCGME	BR Class 2	2-6-0	5	1012	3390.8	22.00	155977	4
12	Joe D Gibbons	TSMEE	GNR Atlantic 1418	4-4-2	3 1/2	609	5208.3	21.75	145832	5
3	Eddie Gibbons	TSMEE	LNER A4 4498	4-6-2	3 1/2	849	2927.3	18.50	134339	6
5	David Henderson	TSMEE	Polly VI	2-6-0	5	807	3154.7	19.00	133992	7
4	Wulf McHugh	SDSME	Hunslet	2-4-2ST	5	1006	3094.5	26.00	119733	8
2	Joe D Gibbons	TSMEE	GNR Atlantic 1418	4-4-2	3 1/2	599	2747.0	15.00	109697	9
10	Andrew Bones	TSMEE	Holmside (Belmont)	0-6-0PT	7 1/4	2489	1966.8	52.00	94142	10
1	Robert Ruckley	SDSME	GWR County	4-6-0	3 1/2	402	456.6	8.00	22944	11
9	Alan Bowron	CDMES	Holmside (Solway)	0-6-0PT	7 1/4	2456			Retired	12

## The Stephenson Memorial Miniature Locomotive Association

**61st Trials Hosted By:- SDSME Hurworth Grange Nr Darlington 11th September 2016**

**ANALYSIS**

No	COMPETITOR	SOCIETY	LOCOMOTIVE	WHEEL ARR'T	GAUGE in	LOAD LBS	DISTANCE YDS	COAL OZS	Average		Estimated Average			Coal lbs/ton mile	Equivalent Scale Load Tons	
									Speed MPH	Drawbar LBS	OBHP	Efficiency	Grate Area ins <sup>2</sup>			Firing rate lbs/in <sup>2</sup> /hr
11	Paul Henderson	TSMEE	Romulus (Ankor Thom)	0-4-0T	7 1/4	3085	4001.0	40.00	6.82	32.00	0.90	1.41	29	0.28	0.80	776
7	Stuart Oliver	WCGME	GWR 1366	0-6-0PT	7 1/4	1298	3567.9	16.50	6.00	13.70	0.22	1.30	29	0.15	0.88	297
8	Andy Lowes	SDSME	Holmside (Hallgarth)	0-6-0PT	7 1/4	2006	2689.5	30.00	4.50	20.00	0.25	0.81	24	0.23	1.37	459
6	Tom Jones	WCGME	BR Class 2	2-6-0	5	1012	3390.8	22.00	5.70	10.00	0.86	0.72	15	0.20	1.58	906
12	Joe D Gibbons	TSMEE	GNR Atlantic 1418	4-4-2	3 1/2	609	5208.3	21.75	8.88	4.81	0.44	0.71	14	0.20	1.80	1114
3	Eddie Gibbons	TSMEE	LNER A4 4498	4-6-2	3 1/2	849	2927.3	18.50	4.90	8.31	0.12	0.81	29	0.17	1.83	1882
5	David Henderson	TSMEE	Polly VI	2-6-0	5	807	3154.7	19.00	5.30	8.42	0.12	0.81	15	0.21	1.84	747
4	Wulf McHugh	SDSME	Hunslet	2-4-2ST	5	1006	3094.5	26.00	3.27	10.48	0.33	0.50	12	0.41	2.06	931
2	Joe D Gibbons	TSMEE	GNR Atlantic 1418	4-4-2	3 1/2	599	2747.0	15.00	4.80	6.19	0.08	0.58	14	0.20	2.25	1095
10	Andrew Bones	TSMEE	Holmside (Belmont)	0-6-0PT	7 1/4	2489	1966.8	52.00	3.35	25.31	0.23	0.42	28	0.41	2.62	580
1	Robert Ruckley	SDSME	GWR County	4-6-0	3 1/2	402	456.6	8.00	9.70	4.02	0.01	0.10	11	0.14	10.74	735
9	Alan Bowron	CDMES	Holmside (Solway)	0-6-0PT	7 1/4	2456			9.50	34.88	0.50	0.50	24	0.50	0.50	681

The above figures are offered for interest and have no bearing on the result of the competition  
 Drawbar pull estimated using train resistance = gross train weight (lbs) x (0.01 + 0.00001E x speed(mph)<sup>2</sup>)  
 Efficiency calculation assumes coal CV = 14000 BTU/lb

This report was supplied by Eddie Gibbons. I apologise for the poor quality of reproduction in this newsletter. If anyone would like a much easier to read copy with photographs of all the engines and drivers entered please let me know and I will email the original information to you.

## Lancaster and Morecambe Model Engineering Society Ltd

### Programme of Events 2017

Issued 10<sup>th</sup> December 2017

The first Monday of most months (except Bank Holidays) will have an “Informal” meeting at Cinderbarrow and the third Monday will normally be a “structured” meeting. All Society evening meetings start at 7.30pm and are held at Cinderbarrow unless stated otherwise. Committee meetings are held in the club house at 7.00pm. Track maintenance days are held every Tuesday weather permitting. Running days start at 10.00am and finish about 4.00pm. If the weather is dubious then you can try ringing site on 01524 781767 to check whether we are running.

<b>Jan 1 Sun</b>	<b>Informal running</b> if the weather and mince pies permit. Some hardy members may welcome in the New Year with a running session. Contact Martin Sams for information or see our website at the end of 2016.
<b>Jan 2 Mon</b>	<b>Informal Evening</b> Informal meetings are held on the first Monday in each most months and are evening meetings for those who wish to chat about virtually anything, even model engineering, over a few brews in the clubhouse.
<b>Jan 16 Mon</b>	<b>LibreCAD part 2</b> Formal meetings are held on the third Monday in most months. There is usually a speaker at these meetings. This time Geoff and Peter have agreed to take further the use of LibreCAD as introduced during meetings in 2016. Please bring the software on your computer or come and watch others having all the fun.
<b>Jan 23 Mon</b>	<b>Committee meeting</b> All members are welcome to attend and contribute.
<b>Jan 27 Fri</b>	<b>Members' Lunch</b> at the Hare and Hounds, Levens. 12.00 for 12.30. Members and their spouses and partners welcome. Menus from and bookings to Janet at <a href="mailto:janet.hirst22@gmail.com">janet.hirst22@gmail.com</a> by 17 Dec.
<b>Feb 6 Mon</b>	<b>Engineering Evening</b> A new venture this year. The first of our nights where you bring a project along. This can be anything you are currently working on including drawings. It does not have to be railway biased. Do not forget <b>No project no meeting</b> . The idea is to discuss various manufacturing processes with a particular emphasis on helping those with limited experience.
<b>Feb 18 - 19 Sat - Sun</b>	<b>Manchester Model Engineering Exhibition</b> at the Queen Elizabeth Hall, Oldham Let's support this Northern Association of Model Engineers event. The hall has 50% more space than last year's venue. More details on <a href="http://www.mmex.co.uk">www.mmex.co.uk</a>
<b>Feb 20 Mon</b>	<b>Auction Night</b> Members provide stuff for other members to buy. Either all proceeds to Society funds or you can elect to pay a commission to the Society for selling your items. “Green, Mulholland & Gavel” Auctioneers will try to keep control of the proceedings.
<b>Feb 27 Mon</b>	<b>Committee meeting</b> All members are welcome to attend and contribute.
<b>March 6 Mon</b>	<b>Informal Evening</b>
<b>March 18 – 19 Sat - Sun</b>	<b>The Midlands Garden Rail Show</b> The show for: O Gauge, G Scale, Gauge 1, 16mm and more. Location: Warwickshire Exhibition Centre. More details on their website <a href="http://www.largescalemodelrail.co.uk">www.largescalemodelrail.co.uk</a>

<b>March 20</b> Mon	<b>Presentation</b> A talk by Martin Griffiths from Southport about “ <b>Car racing on Southport Sands between the wars</b> ”
<b>March 26</b> Sun	<b>Pre-Season Testing Day</b> NO PUBLIC RUNNING. All the operational items are brought into use to check correct function. New members are very welcome to join the action. Boiler testing, hydraulic and steam, is available on site all day. ALL MEMBERS NEEDING CERTIFICATION PLEASE TRY TO COME TODAY.
<b>Mar 27</b> Mon	<b>Committee meeting</b> All members are welcome to attend and contribute.
<b>April 2</b> Sun	<b>First public running day</b> The first public running day of our Summer season: 10-30am until about 3.45pm. Weather permitting. Every Sunday and Bank Holiday from now until the last Sunday in October. Lunch break 12.30-1.15
<b>April 3</b> Mon	<b>Engineering Evening</b> The second of our nights where you bring a project along. This can be anything you are currently working on including drawings. It does not have to be railway biased. Do not forget <b>No project no meeting</b> . The idea is to discuss various manufacturing processes with a particular emphasis on helping those with limited experience.
<b>April 14</b> Fri	<b>Good Friday Public Running Day.</b>
<b>April 16</b> Sun	<b>Easter Sunday Public Running Day.</b>
<b>April 17</b> Mon	<b>Easter Monday Public Running Day.</b> No formal evening meeting.
<b>April 18</b> Tue	<b>Members Running Afternoon</b> The third Tuesday of each month during our running season is reserved for members to use our railway at Cinderbarrow rather than build/maintain it. This is the day of the month specifically reserved for members.
<b>April 24</b> Mon	<b>Committee meeting</b> All members are welcome to attend and contribute.
<b>May 1</b> Mon	<b>Early May Bank Holiday Public Running Day</b> so no informal evening meeting.
<b>May 12 - 14</b> Fri - Sun	<b>Doncaster National Model Engineering Exhibition</b> Details are available on the exhibition’s website at <a href="http://www.thedoncastershow.com">www.thedoncastershow.com</a>
<b>May 15</b> Mon	<b>Presentation</b> Geoff Holme will give an illustrated talk and film about the late <b>Major Hext’s railway at Coniston</b> from virtually the first sod being cut to its dispersal sale.
<b>May 16</b> Tue	<b>Members Running Afternoon</b>
<b>May 22</b> Mon	<b>Committee meeting</b> All members are welcome to attend and contribute.
<b>May 29</b> Mon	<b>Late May Bank Holiday Public Running Day.</b>
<b>June 5</b> Mon	<b>Informal Evening</b>
<b>June 19</b> Mon	<b>Open Day Briefing</b> All “operating members” please attend. We always manage to find some parts of the operation that can be finely tuned during these briefings and we must sort out the all important catering arrangements to match our reputation!!
<b>June 20</b> Tue	<b>Members Running Afternoon</b>
<b>June 26</b> Mon	<b>Committee meeting</b> All members are welcome to attend and contribute.

<b>July 1 Sat</b>	<b>OPEN DAY OPEN DAY</b> Cinderbarrow opens its gates to our neighbouring Northern Societies. Probably one of the busiest days in our calendar. The day is full, demanding, memorable and very satisfying, what else would you want?? Our club room displays a superb table of refreshments for all, with many thanks for the arrangements by members' wives / partners.
<b>July 3 Mon</b>	<b>Informal Evening</b>
<b>July 7 – 9 Fri - Sat</b>	<b>GL5 meeting at Cinderbarrow.</b> Members welcome to come and see the railway running to timetable with 5" gauge engines and rolling stock only
<b>July 17 Mon</b>	<b>Formal meeting</b> Speaker and topic to be advised.
<b>July 18 Tue</b>	<b>Members Running Afternoon</b>
<b>July 24 Mon</b>	<b>Committee meeting</b> All members are welcome to attend and contribute.
<b>Aug 7 Mon</b>	<b>Informal Evening</b>
<b>Aug 15 Tue</b>	<b>Members Running Afternoon</b>
<b>Aug 21 Mon</b>	<b>Formal meeting</b> Speaker and topic to be advised.
<b>Aug 28 Mon</b>	<b>August Bank Holiday. Public Running Day</b> No Committee meeting
<b>Sept 4 Mon</b>	<b>Informal Evening</b>
<b>Sept 18 Mon</b>	<b>Drill and tool sharpening</b> Geoff Martell is going to demystify the art and science behind drill and tool sharpening.
<b>Sept 19 Tue</b>	<b>Members Running Afternoon</b>
<b>Sep 22 – 24 Fri - Sun</b>	<b>7.25" Gauge Society AGM</b> at Thompson Park, Burnley. More information on websites <a href="http://www.sevenandaquarter.org">www.sevenandaquarter.org</a> and <a href="http://www.bpmrs.org.uk">www.bpmrs.org.uk</a>
<b>Sep 24 Sun</b>	<b>Last Public Running Day</b>
<b>Sept 25 Mon</b>	<b>Committee meeting</b> All members are welcome to attend and contribute.
<b>Oct 2 Mon</b>	<b>Informal Evening</b>
<b>Oct 16 Mon</b>	<b>Annual General Meeting</b> Starts at 7.30pm
<b>Oct 19 – 22 Thu - Sun</b>	<b>Midlands Model Engineering Exhibition</b> Venue Warwickshire Exhibition Centre. More details on their website <a href="http://www.midlandsmodeleengineering.co.uk">www.midlandsmodeleengineering.co.uk</a>
<b>Oct 23 Mon</b>	<b>Committee meeting 7pm</b> All members are welcome to attend and contribute.
<b>Oct 31 Tue</b>	<b>Halloween Night Halloween Night</b> Our biggest evening of the year when we are joined by a variety of characters to help make this the most memorable of the year's train journeys. All sorts of help is always needed and it is a great fund raiser for our Society. Help needed to set up from lunchtime.
<b>Nov 6 Mon</b>	<b>Informal Evening</b>
<b>Nov 20 Mon</b>	<b>Formal meeting</b> Speaker and topic to be advised.
<b>Nov 27 Mon</b>	<b>Committee meeting</b> All members are welcome to attend and contribute.
<b>Dec 4 Mon</b>	<b>Informal Evening</b>
<b>Dec 10 Sun</b>	<b>Jacob's Join</b> All wives and partners welcome. Starts at 12.30. A popular end to our year. Please only bring sufficient food to match what you hope to eat.