

Cinderbarrow **Flyer**



**Lancaster and Morecambe
Model Engineering
Society**

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**Issue 13
March 2017**

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What's with the funny logo at the top? The committee is considering redesigning the logo and would like feedback from members. The one at the top is an example. See more at <http://bit.ly/lmmeslogo>, and let us know what you think.



Chairman's Chat

As we approach the start of our new season we should thank all the members who have worked hard during the winter period to make sure Cinderbarrow railway is up and running. The outer track will be in operation this season so hopefully will make it more enjoyable for the public who come and ride on our railway. This means that we can run more trains which means that more staff will be need to help operate the railway. So try and come along on public running days, if you need training or signing off for any of the duties that make the railway work then contact the Operating Superintendent of the day.

The process of taking over Cinderbarrow from Lancashire CC is moving very slowly,

currently we are waiting for the councillors to accept the take over as planned by the Countryside services department, it is possible that we may know something by the end of March, don't hold your breathe.

As you will see we have a new editor, as always Andrew will be looking for articles so why not have a go at an article for the newsletter, it does not have to be railway orientated, different subjects make for an interesting newsletter, many thanks to Tony Marshall for his work as editor.

Martin Sams
Chairman

From the editor

It is with some trepidation that I agreed to take on the editorship of the Flyer – it's a daunting task, as I've never done anything like this before, so please bear with me if it has some rough edges. First of all I would like to say thank you to Tony Marshall who has done such an excellent job over the past years.

Next I would like to say that the continuation of our newsletter in its current form is dependent on you – the members. I do not have the time or the expertise to produce all the content myself. So, next time you visit an event – please think – could I write a short report on it, and when you're

working on your next project, just think about writing down what you're doing, and most importantly – take lots of photos as you go along! It brings an article to life, and more importantly, it fills up the space!

The deadline for the next issue is end of May, so, get on your computer, tablet, or whatever, and write it down!

Thank you, and if you have any comments (especially good ones!) or ideas of what to include in the next issue, please let me know. My email address is on the front page.

Finally, I can't finish without a big thank you to all who

have contributed to this issue. It would not have been possible without you.

Andrew D

Data Protection Statement

The personal information (addresses, telephone number, email address and age details) which members provide will be made available to committee members and other members with specific responsibilities within the society and used solely for administration and insurance purposes only.

My last and final steam loco building project: Designing and building a 5" LNER B16 4-6-0 Part 6: Conclusion by Ron Strachan

Smokebox

I was lucky to have a friend who was able to roll the barrel out of 1/8" brass and a matching plate for the Smokebox saddle, the saddle base was prefabricated with a plate floor. This was necessary to seal the exhaust ports on the top surface of the inside cylinder block as shown, this method removed the need for any exhaust pipe-work in the Smokebox.

I was able to adopt the Smokebox Door and Ring from the Martin Evans Springbok design which was perfect for the job. I machined a step on the ring to insert it into the barrel to hide the thickness of the 1/8" barrel to make it more prototypical. The Blast-pipe, Petticoat pipe and Chimney were prefabricated from brass and copper. Other fittings attached to the Smokebox were the Blower valve on the LHS, the Vacuum exhaust fitting on the RHS and the Anti-vacuum valve behind the Chimney.

Boiler

At an early stage I discussed the boiler design with the Fylde club boiler inspector who has agreed with me that the Martin Evans 5" gauge "Springbok" design, with slight alterations that would not compromise the original



Steam fittings and Exhaust passages on the inside cylinder block



design, was acceptable. The main design changes were as follows.

1. The Smokebox tube plate was moved further into the boiler, this was necessary to

create space for the Anti-vacuum valve, Wet Header and Super-heater elements.
2. The Tube layout would have three Super-heater Flues instead of the four in

the original design.

3. The Fire-box throat-plate would slope forward to increase the combustion chamber volume and reduce the flue tube lengths.

4. A Back-head layout incorporating two gauge frames and a pair of combined Injector steam valves and clack valves.

Note the rod stays on the firebox crown, a modification to the published "Springbok" design which had girder type stays, this was a suggestion by our boiler inspector which I found agreeable. The Regulator is of the Stanier type with a PTFE valve and a typical NER Bulls horn type regulator handle. The boiler passed its 2 x SWP (100 lbs psi) with ease and has given no problems in service. Three separate stainless steel radiant super-heater elements are fitted which give easy access to the flue tubes for rodding out. Cawool was used for insulation under the brass cladding sheets.



Trial fitting of the back-head cladding before final assembly



Boiler plugged in preparation for its hydraulic test

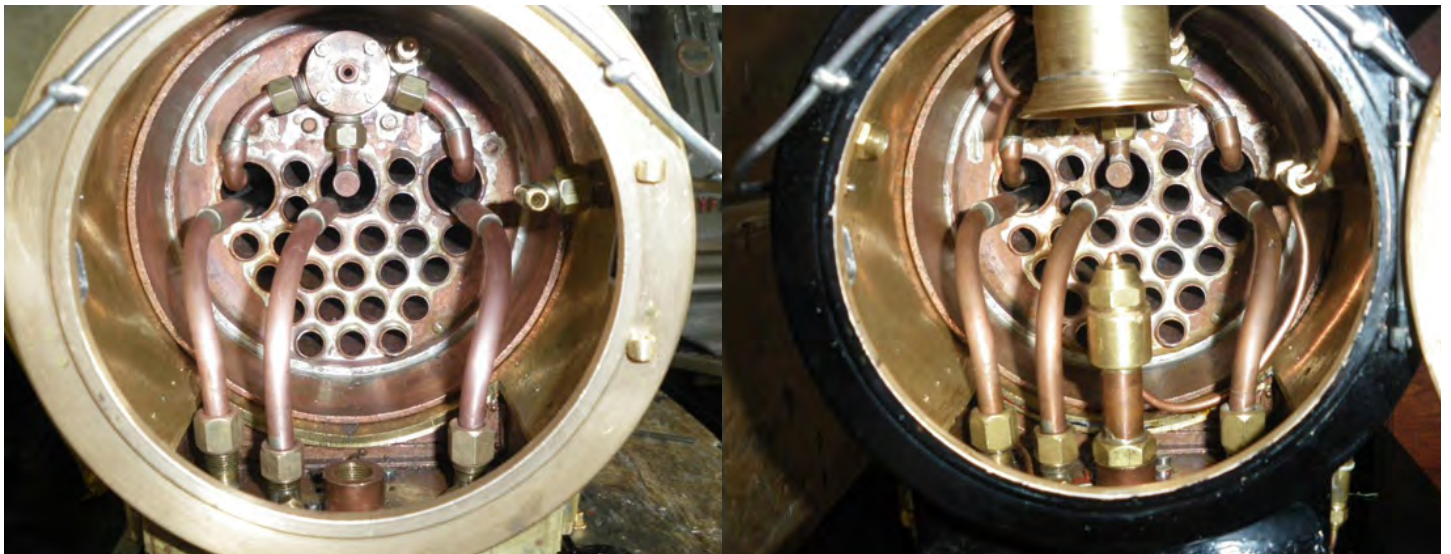


The injector steam bushes are the bottom bushes and the clack bushes above. The internal injector steam pipes are taken up to either side of the manifold bush and forward to ensure dry steam pick up.

The pipe union in the wet header is for the Anti-vacuum pipe and the steam pipe fitting for the Blower valve steam is just above the wet header on the LHS. There is no dry header required in this

layout, I remove the Super-heater elements every 4 year hydraulic test to clean the flues and give clear observation of the tube plate and wet header during the hydraulic test procedure. I also pressure test the Super-heater elements for leaks at 1.5x the SWP of the boiler. For test purposes I have an old tender tank off a Heilan Lassie into which I have fitted a hand pump and pressure gauge. The blower steam pipe is to the front of the valve and the





The final assembly of the Smokebox fittings with the Blast pipe and Petticoat pipe fitted

rear pipe to the blower nozzle which is just visible behind the Blast nozzle. The two N R valves on the Smokebox outside sides low down are the steam lube fittings, the internal lube pipes are connected to the steam unions low down at the base of the steam pipe flange fittings, one pipe to the rear lube fitting can just be seen.

At the same time as the Smokebox and Boiler construction was taking place work progressed on the foot-plate and wheel splashers, sandboxes etc., Note the Blower valve on the side of the Smokebox, this is operated by the handrail through to the Cab. The cylinder steam oil lubrication is by three individual pumps, one for each cylinder, driven off the Crossheads.

I sent Autocad drawings of the Cab plates to Malcolm High Lasers to have the cab spectacle plate and side plates laser cut, he also said he could profile the spectacle window surrounds for me, an excellent job. For some reason the side windows in >



the cab sides are very low, later, the rebuilds had new side sheets with the windows much higher to the relief of the crews. My son Adrian did the waterslide transfers on the engine and tender as supplied by Fox transfers.

The Back head fittings were all pre-fabricated except for the excellent gauge frame blowdown valves supplied by Dave Noble. The dummy G &



The tender frames in progress showing the leaf springs and compensated brake rigging

C Vacuum ejector on the RHS has a single nozzle steam jet and the blower valve is on the LHS of the cab near the pressure gauge. I think I need to make some gauge glass protectors.

After painting the running plates and other frame features the steam oil lubricators, drive linkage and pipework were fitted. The operating mechanism for the poppet valve cylinder drain cocks caused me some head scratching, I had to machine a slot on the LHS of the inside cylinder to get the operating



The tender tank ready for etching and final painting before final assembly. The frames still needed some work at this stage

rod from the cab to the cross-shaft in front of the inside cylinder block. After painting and lining the boiler it was installed in the frames and the back-head was fitted out, plumbed up and the cab fitted.

Tender frames

The tender fitted to the B 16's was scoop fitted and had a water capacity of 4125 gallons with a coal capacity of 5 1/2 tons of coal. It was fitted with a steam brake as well as the usual handbrake. I obtained a G A drawing from the NRM and drew up drawings on Autocad. I had the frames cut at the same time the engine frames were



done. The LBSC "Netta" tender wheels and horns were obtained from Reeves,

the other materials I already had in stock for the frame plates, axles and axle-boxes, buffer beams, leaf springs etc., The Raven tender was a lot easier to build than the previous Black 5 tender I built.

Tender Tank

My friend was able to have the tender brass plates cut for me locally and I had other materials in stock, it was a relatively straight forward assembly to make.

The finished tender lined out in B R Mixed traffic livery, the



front plate with the Toolboxes is removable for ease of driving. The two handles on the front of the tender are the Injector water feed valves.

Commissioning

The engine was put through its first steam test and failed on the accumulation test, the safety valves were modified and it passed its steam test at the next steam test. Problems were encountered with priming initially as expected with a new boiler but it soon settled down after a few runs. It has proved to be very reliable and is a powerful engine. It is shown here at Fylde SME brand spanking new ready for a steam test in 2012. It recently pulled 15 coaches at Gilling mainline rally at



Rydedale SME with ease, a duty usually reserved for the big pacifics. The final picture shows the engine at the Gilling mainline rally with the 12 ton Van driving truck

ready to take its passenger turn. It is a unique engine and I think it could be the only example of this class of loco in 5" gauge, a true N E R thoroughbred.

Classified

This is a new feature that I am introducing to the newsletter. It is an opportunity for members and those of other nearby model engineering societies to list their articles for sale or wanted. I believe this will be a service to our members. There is no charge for entries at present. If you would like to list an item in the newsletter, please sent it to me at editor@lmmes.co.uk.

Articles for sale

Diesel/Hydraulic 7 1/4 gauge
Approx. 6'6" 1g. Requires bodywork. £600.00 ONO.
Please contact Tim Cotterell,
07486 121224 or email:
timcotterell@talktalk.net

For Sale; Colchester Bantam (2-Speed motor model) Excellent clean condition, New 6" 3-Jaw,

8"4- Jaw, New Rear Toolpost. Traveling Steady. Currently 3-Phase and run off a Converter (not included) Could be easily converted to Single Phase. Not a great deal larger footprint wise than a ML7 on a Cabinet but vastly superior and a fraction of the price than a Myford in similar condition brings, 1.125" thro' the Spindle.

Reason for sale I need a larger bore! Not difficult to move via an Engine Lift £30 to hire one in order lift into a Van or Trailer. Can help to load from the Blackpool area. £775 ono Tel. 01253-596936 Eves. 308966 Days. Email for pics; glenn.mcquire@aerolux.co.uk

Articles wanted

Bandsaw 4" - good condition - contact andrew@dunn.eu.com

Distribution of the newsletter

If you are reading this on paper then, then it probably means you didn't receive the email distribution.

Either we don't have your email or the email was not delivered. In either case, please contact the secretary to provide your email address, or check that he has the correct one.

The committee has decided that we will not distribute the newsletter on paper any more, so you will only receive it if we have your correct email address!

Thank you.

– Ed.

Cinderbarrow Engineering Evening

The Society's first Engineering Evening in February was well attended, with 16 members present. Members took it in turn to talk about their projects or any small item they had made. We heard about a wide range of interesting objects, such as

- Drawings of a Black Five loco with Stephenson valve gear
- A standing wave meter for tuning ham radio aerials
- A tool for twisting fencing wire
- A pipe bending jig
- A nicely assembled Meccano tractor and trailer with a clockwork motor
- A very impressive Westinghouse water pump
- a very interesting 0-4-0 loco



with compound cylinders

- 3D printed bell frame and chimney
- and other items of equal interest

It was a very enjoyable evening, and we all look forward to the next one on

Monday, 2 April. So why don't you get something made to bring along. As you can see from the list above anything you are building is acceptable.

– MS/AD

Members Lunch

The first Members Lunch took place in January at the Hare and Hounds in Levens. As you can see from the photos, it was well attended. Good food and a great atmosphere in what is now one of Cumbria's outstanding pubs, after its

recent refurbishment. Martin suggested arranging another lunch in the summer. Watch this space!

– Ed.



– Ed.



Martin gave a few words of welcome



Work programme at Cinderbarrow

Tuesdays are work days at Cinderbarrow. A regular band of dedicated volunteers take on all the tasks that are needed to keep the site running.

I was going to list all of the members who have worked there over the last few months, but when I looked into it, there were far too many to list. It will have to suffice to say a huge thank you to all have put in their efforts.

I will just mention some of the major work programmes that have been underway over the last few months, and I have included a few photos - please don't be offended if I don't mention whatever task you've personally been working on!



A section of the newly laid track

First of all, as you will see from elsewhere, the work to relay the damaged section of the outer track has now been completed and we should be ready to run for the coming season. I'm sure this will greatly enhance all our enjoyment compared to last year, when we were severely limited by a single track.



Malcolm working on the fascia

The new fascia on the canopy has now been completed, and the steaming bays are looking very smart. It will also provide extra protection from the weather for those working below.

The new carriages are now in service and a great improvement on the old ones, which were starting to fall apart. Work is still going on on the bogies, and brakes are in process of being fitted.

A major programme of work is underway to upgrade the signals and provide a completely automatic system on the inside track which will enable up to two trains to operate without the need for a signalman! This will be useful on the



Peter installing new signalling system

occasional days when we are understaffed. In addition, Peter is planning to include a fail-safe system which will prevent a train from being derailed by points being changed while it's passing over. This should help to reduce the already very low number of incidents.

In addition to these major



Stan and Ron fixing the points

projects, there are a myriad of other jobs that dedicated members undertake to keep the site looking spick and span. A big thank you to all who have spent their time on these vital tasks.

– Ed.

Manchester Model Exhibition 2017

Report by Alan Reid

In 2016 the Northern Association of Model Engineers (NAME) organised an exhibition for the first time for many years. This was regarded as a trial and therefore chose a small hall in Middleton, North Manchester. This event was

much better with fewer models on display. When you put too many models on a stand it can make it difficult for observers to see all the models clearly – we as a club have been guilty of that in past times. The photographs

below show a selection of the models on display. AR.

Feb 2017



Finely detailed 7.25" gauge version of BR(WR) 22XX class



History never recorded how much Nelson truly lost?

a success but suffered from too small a hall which meant a very crowded exhibition. Another venue for 2017 was needed and the Queen Elizabeth Hall in Oldham was chosen and this turned out to be a much better place for the event. At all times it was possible to walk round the exhibits without too many people obstructing the view and all the exhibits were in the one place, with a minor exception, unlike last year when the exhibits were split onto two levels. The standard of the models was very high although some club stands would have been



Neat little 3.5" gauge 'Rainhill' locomotive

Reproduced by kind permission of Fylde SME

SCORTON TRACTION ENGINE RALLY 2016

by Ron Strachan

One fine day in July I paid a visit to Scorton to the Traction Engine Rally, my first visit to this event as I knew fellow society member

Ray Blackley was exhibiting his Traction engine. Ray had a minor problem which was soon sorted and Ray I and a family member had an

enjoyable session running around the field. It was a new experience for me as I have never had the privilege off driving such a vehicle before, thank you Ray.

Also there was Peter Walker with his Tarmac steam wagon. I was invited to climb aboard, it was very hot and I found it a bit claustrophobic, not the place I would be in for very long. Unfortunately, I did not take a picture.

There was also a nice Burrell Show-man's Engine on show. >



Ray on his traction engine, the smile says it all



Burrell showman's engine

Membership

There are now four classes of membership. Only full members are entitled to become shareholders and have a vote at meetings.

Full	£32.00
Partner	£5.00
Junior (under 18)	£5.00
Young person (under 25)	£16.00 (half full)

The society now has a total of 76 members, plus 5 junior members and 3 partner members.

We have 2 new student members, R Wardle & J F Knight. Please give them a warm welcome if you see them.

Also please welcome our new partner member, Adele Dunn.

What really caught my eye was the Aveling and Porter Invicta steam roller, it rolled back the years to my childhood when I used to watch fascinated as it was working on Bridge Street in the Lynemouth colliery village where I lived, they were the standard engine used by the then Northumberland C. C. My interest was not the same when they were replaced by Diesel road rollers.

How things have changed, both Ellington and Lynemouth collieries are closed and the steam locomotives that ran through the village are but a distant memory.



Aveling and Porter Steam Roller

My attempt at a 5 inch gauge model of the NER Clerestory Saloon Part 1: Historical background by Mike Glegg

This coach was built by the Stockton & Darlington Railway in 1871 as a 30' six wheel vehicle for 'Party' use. The S & D was amalgamated into the North Eastern Railway in 1876 and it then became the Mechanical Engineer's inspection saloon, coupled for many years to the 2-2-2 Locomotive

Aerolite. (This engine now in the NRM).

In 1904 it was lengthened by 10 feet, placed on a bogie chassis, and provided with an attendant's station to include pantry, kitchen and 'facilities'. The inside of the 'posh' end has to be seen to be believed; Victorian craftsmanship at its best,

armchairs for 14 Officers of the Railway. The Company Car before the expression came into modern use! It was the 'norm' for pre-grouping Railways to provide such luxury travel for their Board members, (but each one was an individual design). Therefore this is unique in UK Railway history. Within the NRM Archives the



coach is listed, but alongside that entry is a note saying 'no drawings available'.

In 1969 BR wanted to get rid; it was bought by a member of the KWVR (I think for the princely sum of £500). Now owned by the son of the original buyer, the vehicle is kept under cover on the KWVR, brought out for use on special occasions, and remembered for its appearance in the film *The Railway Children*.

As I write this (End January '17), the coach is presently in Nemesis Rail, Burton-on-Trent undergoing a 'heavy' repair. The chassis is a composite construction, channel steel sole bars and an impressive amount of oak in between; being the old lady that she is, she is sagging a little at one end, and needs some treatment for damage at the other end caused during loan to the North Yorkshire Moors Railway some time ago. That is expected to take some ten weeks - a bit different to the ten years for *Flying Scotsman*!

The Model

Now where to start? Initially that seemed no problem; I'll make the bogies then the chassis followed by the body. The finished product will come out at 46 inches long, the coach will be able to sit across the car back seats! I plan to make it easily removable from the bogies to enable just that. Slab sided body; that should make construction a bit easier, should have it done in

a year! I then started looking in more detail at the available information on the web; plenty of inside pictures but nothing of its underside.

A visit to see the coach was made during early 2016; Peter Eastham, in charge of

the many photographs I took on that day; it's the one that gets referred to most frequently. I used the expression 'should have it done in a year'; some ten months into the construction I have a rolling chassis that is



the carriage shed at Oxenhope let me crawl under, and he unlocked the coach for me to roam the interior. (At this point I must explain that several years ago, in an unguarded moment, I promised my wife Leslie that I would build this coach in model form for her).

Having crawled all over the coach my initial instinct was to drop the whole idea like a hot potato. But then a promise is a promise, hence this article! During that visit Peter pointed out to me, kept under a sheet of plate glass on one of the tables in the saloon, the only known drawing of the coach; a GA giving side, end and plan on a piece of A4 paper. Only one step up from a glorified thumb nail sketch! Amongst

Storage of Locos

The society is currently considering whether to allow the storage of a small number of members' locos in the container at Cinterbarrow. There is a small amount of space available and some members have expressed a wish to store their locos there so that they could make more use of them on the Society's track.

A condition of storage would be that the loco is used on a regular basis and that the loco is properly insured by the owner.

For more information, please contact the secretary, secretary@lmmes.co.uk

about 90% complete, several bits collected for making the body together with some ideas as to how it will be constructed. It's easy enough to make an oblong box, but then trying to work inside that box presents problems; I suspect I will make the two ends and two

sides that can then be worked on beforehand.

If you wish to see some pictures of how much the NER board Members had to rough it when visiting the length and breadth of their Railway, type "NER coach 21661" into your search engine.

One thing I have discovered to my advantage; having seen the interior and its furnishings, and with no intention of investing in a sewing machine, Doll's House manufacturers in this country predominately use 1/12th scale as their norm!

To be continued.

The relaying of the North West bend on the outer track

by Alan Green

I'll start with the reason for the work. It was on one of my rare Sunday visits last year when on a pre-running inspection of the tracks that I noticed something a bit worrying re the NW bend on the outer track.

On further investigation and measuring I found that the gauge was way out and that the actual rails were leaning in all sorts of wrong directions. I brought this to the attention of Martin who deemed it too dangerous to use, especially for thin wheeled locos. He made the decision, on safety grounds, to forbid the use of the said track.

He asked my advice on what should be done so I told him that it really needed relaying. My first big mistake, I got the job. Various options were open to us for a way forward. Should we change to using flat bottomed rail? Should we go back to using Keruing slotted timber sleepers and flat bar rail or



*Track repair in the inside track
(Sorry - none available of the outside track)*

using flat bar rail with plastic chairs and plastic sleepers? We already had some plastic sleepers and chairs so this was deemed the route to take.

The job started by removing the defective track and it quickly became apparent that the rails were not in a reusable state. Now was the time for a shopping list.

Geoff kindly offered to obtain new flat bar for the rails and also make connecting pieces to include fishplates. He also obtained all the fixing screws etc. It pays to have someone with contacts. New ballast and edging boards were also delivered which just left extra chairs and sleepers.

Work started on removing

>

the old ballast and replacing the edging boards. After a few weeks of Tuesdays we were ready for track construction.

The new bar rail was inspected and found to have a trapezoidal profile. This wasn't the end of the world because it actually lent itself to having a canted running surface.

Ron kindly sorted all the connecting pieces and fishplates so they all continued this profile. That just left me to remember

and forwards prior to welding on the next connection. This was easier than trying to remember my schoolboy geometry and working it out on paper.

All was going well and the first two lengths of track were laid. It was then that I realised we were well short of sleepers. Peter gave me the details of the plastic timber supplier, but how was I to justify a trip to Colne?

It was then that my wife came to the rescue. She fancied a day out and said

Road Closed signs at the next junction. A quick rethink was called for. I was about ½ mile away from the suppliers so if I do a loop I should be right. Guess what, more Road Closed signs at the other end. Another short detour, through a car park, and we arrived at the suppliers.

I told them of my requirements and phone call so we set off into the warehouse to look for some 2" x 1" plastic. We found it at the bottom of a stack and with it being lunchtime, it would be about an hour before I could take it. "That's all right", I said, "we'll go to Boundary Mill for an hour, see you later".

On our return the lengths of plastic were ready. The 3 mtr lengths wouldn't fit in the car but like every boy scout I was prepared, I'd taken a saw. A few saw cuts later we were ready for the off. I did make an attempt to negotiate a discount but like a David Walliams sketch I was told "Computer says no".

At least 3 mtr lengths worked out cheaper than the same quantity in 1.5 mtr lengths. You have to keep the Treasurer happy. I hadn't the cheek to claim expenses for the entrance to Bolton Abbey, the cream tea, the lunch at Boundary Mill and the new winter coat the wife bought whilst we were there.

Anyway back to track relaying. Now with everything on site to finish the job it wasn't too long before the new track was connected up. I did hold a



Alan Green testing the outer track

which way round to weld things together. I think I got it right.

With mine and Dave's past experience from Steamtown days we resurrected the alignment timbers and set out the first section of new track, aligning the curve and the super elevation. It was then that my failing memory kicked in and I realised that on a curve with three rails, each rail follows a different distance. To keep the fishplates in line this meant transporting rails backwards

that she had never been to Bolton Abbey. Eureka! A quick look on Google Maps and the return journey via Colne was planned.

I had rung the supplier and yes they had plenty of the required size in stock. After a nice walk around Bolton Abbey and the requisite cream tea we set off home. I knew the route was into Colne then turn left after Wetherspoons, down the hill then right and almost immediately left. I turned right only to be faced with

personal "Golden Spike" ceremony. I went and had a brew.

The new track still needed final levelling and ballasting. The trouble with doing this job at the end of the year:- LEAVES. I didn't want to put new ballast onto leaves. This caused an unexpected delay but finally the job got done.

You will have seen the picture, on our web site, of me driving Tregoss over the new curve. Please note the "Cheshire Cat" smile. Peter also had a drive, but he did it standing up, which he said

was more sensitive. He also joined the "Cheshire Cat" club.

The final tweak was last Tuesday, 7th Feb, when I ground off the sharp inner edge of the rails.

JOB DONE

Will members please not walk on this section of track, especially the sleeper ends. Thank you.

P.S. The wife says that if we form a Cinderbarrow brass band, I can be lead trumpeter.

Cheeky b****r

IMLEC

Southport MEC have announced that they will be holding the the international model locomotive efficiency competition on the 7th, 8th and 9th of July. The article will be out shortly in model engineer magazine and applications for entries will be available from then. It's a great competition and has a good following. For more see information, see the model engineer magazine.

Lancaster and Morecambe Model Engineering Society Ltd

Programme of Events March - Dec 2017

Mon March 20 Presentation

A talk by Martin Griffiths from Southport about "Car racing on Southport Sands between the wars"

Sun March 26 Pre-Season Testing Day

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.

Mon March 27 Committee meeting

All members are welcome to attend and contribute.

Sun April 2 Public Running

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

Mon April 3 Engineering Evening

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 <No project no meeting>. The idea is to discuss various manufacturing processes with a particular emphasis on helping those with limited experience.

Sun April 9 Training 10am

Start of season training day including public running from 10.30am

Fri April 14	Public Running	Good Friday Public Running Day
Sun April 16	Public Running	Easter Sunday Public Running Day
Mon April 17	Public Running	Easter Monday Public Running Day No formal evening meeting
Tue April 18	Members Running Afternoon	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.
Mon April 24	Committee meeting	All members are welcome to attend and contribute.
Mon May 1	Public Running	Early May Bank Holiday Public Running Day No formal evening meeting
Fri - Sun May 12 - 14	Doncaster National ME Exhibition	Doncaster National Model Engineering Exhibition Details are available on the exhibition's website at http://www.thedoncastershow.com
Mon May 15	Presentation	Geoff Holme will give an illustrated talk and film about the late Major Hext's railway at Coniston from virtually the first sod being cut to its dispersal sale.
Tue May 16	Member Running	Members Running Afternoon
Mon May 22	Committee meeting	All members are welcome to attend and contribute.
Mon May 29	Public Running	Late May Bank Holiday Public Running Day
Mon Jun 5	Informal Evening	An opportunity for members to meet and discuss engineering subjects of interest
Mon June 19	Open Day Briefing	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!!
Tue June 20	Member running	Members Running Afternoon
Mon June 26	Committee meeting	All members are welcome to attend and contribute.
Sat July 1	Open Day	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.
Mon 3 July	Informal Evening	An opportunity for members to meet and discuss engineering subjects of interest

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Fri - Sat July 7-8	GL5 meeting	GL5 meeting at Cinderbarrow. Members welcome to come and see the railway running to timetable with 5" gauge engines and rolling stock only.
Mon Jul 17	Presentation	Fiona Kennaugh is writing a book about the Midland 4F preservation society which saved No. 43924 from Barry and opened the floodgates for 200 plus others. The book is titled "The Men Who Saved Steam". She will talk about the Keighley Worth Valley, the loco and her life.
Tue July 18	Member running	Members Running Afternoon
Mon July 24	Committee meeting	All members are welcome to attend and contribute.
Mon Aug 7	Informal Evening	An opportunity for members to meet and discuss engineering subjects of interest
Tue Aug 15	Member Running	Members Running Afternoon
Mon Aug 21	Presentation	Speaker to be decided.
Mon Aug 28	Public Running	August Bank Holiday Public Running Day No Committee meeting
Mon Sep 4	Informal Evening	An opportunity for members to meet and discuss engineering subjects of interest
Mon Sep 18	Presentation	Drill and tool sharpening Geoff Martell is going to demystify the art and science behind drill and tool sharpening.
Tue Sep 19	Member Running	Members Running Afternoon
Fri-Sun Sep 22 - 24	7.25" Gauge Society AGM	7.25" Gauge Society AGM at Thompson Park, Burnley. More information at http://www.sevenandaquarter.org and http://www.bpmrs.org.uk
Sun Sep 24	Training	Late season training day Last Public Running Day
Mon Sep 25	Committee meeting	All members are welcome to attend and contribute.
Mon Oct 2	Informal Evening	An opportunity for members to meet and discuss engineering subjects of interest
Mon Oct 16 7.30pm	Annual General Meeting	All members are asked to attend. Please come along and make it a good meeting.
Thu - Sun Oct 19-22	Midlands Model Engineering Exhibition	Venue: Warwickshire Exhibition Centre. More details at http://www.midlandsmodeleengineering.co.uk
Mon Oct 23	Committee meeting	All members are welcome to attend and contribute.



Tue Oct 31	Halloween Night	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.
Mon Nov 6	Informal Evening	An opportunity for members to meet and discuss engineering subjects of interest
Mon Nov 20	Presentation	Speaker to be decided.
Mon Nov 27	Committee meeting	All members are welcome to attend and contribute.
Mon Dec 4	Informal Evening	An opportunity for members to meet and discuss engineering subjects of interest Public Running Day
Sun Dec 10	Jacob's Join	All wives and partners are welcome. Starts at 12.30. A popular finish to our year. Please only bring sufficient food to match what you hope to eat.

