

# Cinderbarrow **Flyer**



**Issue 14**  
**August 2017**

**Lancaster and Morecambe  
Model Engineering  
Society**

## Your Committee

**Chairman:** Geoff Martell  
chairman@lmmes.co.uk

**Vice Chairman:** Mike Hirst  
vice.chairman@lmmes.co.uk

**Secretary:** David Wilson  
secretary@lmmes.co.uk

**Treasurer:** Bevis Mulholland  
treasurer@lmmes.co.uk

**Ordinary committee members:**

Adrian Dixon  
Alec Escolme  
Tony Marshall  
Martin Sams  
Peter Webster

**and Editor:**  
Andrew Dunn  
editor@lmmes.co.uk

**President:** Ken Hodgson

**Website:**  
<http://www.lmmes.co.uk>

**Facebook:**  
<https://www.facebook.com/LMMESLTD/>

**Subscriptions:**

**Membership Secretary:**  
Ken Hodgson  
membership@lmmes.co.uk

## Contents

<b>Chairman's Chat</b> Geoff Martell	<b>2</b>
<b>From the Editor</b>	<b>2</b>
<b>Open Day 2017</b>	<b>3</b>
<b>A Visit to the Swiss Vapeur Parc</b> David Wilson	<b>4</b>
<b>NER Clerestory Saloon</b> Mike Glegg	<b>6</b>
<b>GL5 Rally at LMMES</b> Ron Strachan	<b>8</b>
<b>Inglewood Church Men's Group</b> David Wilson	<b>9</b>
<b>Cinderbarrow Engineering Evening</b>	<b>10</b>
<b>St. Matthews Light Railway</b> Adrian Dixon	<b>11</b>
<b>Programme of Events, August - Dec 2017</b>	<b>15</b>

# Chairman's Chat

Unfortunately in May this year Martin reluctantly had to stand down as chairman due to domestic problems. The committee decided two choices were available, have an AGM to elect a new chairman or persuade an existing committee member to take over. This I agreed to do until the A.G.M. in October.

This year to date has been very busy with the open day and the GL5 on consecutive weekends. Both proved popular and were well attended by visitors and club members. Prior and persistent advertising helped increase visitor attendance.

Sunday running and birthday parties continue bringing in much needed revenue. Here I must make my usual appeal for more volunteers to help run the railway.

As many members are aware the LCC wish to dispose of the Cinderbarrow picnic site and to this end two meetings have been held on site to discuss the options. Currently copies of our accounts together

with the club rules are being prepared for the LCC. Hopefully a further meeting together with proposals will follow. How long this will take is unknown, in the meantime the grass cutting and routine site maintenance is being done by members. I'm sure club members and visitors alike appreciate the continued neat appearance of the site.

The most likely scenario would seem to be a club take-over on a leasehold basis with a 125 year lease. In this case we would be required to keep the site open as it is at present and would be expected to maintain it at its current level. The rent would be zero. However any major repairs would remain the responsibility of the LCC. When we know more all members will be informed and prior to any final decision being made the committee will ask for members opinions.

Geoff Martell  
Chairman

---

## From the editor

### Engineering Evening: 4 Sept

The next engineering evening, where you bring along a project, will be held on Monday 4 Sept 2017. Please support this event and bring with you anything you are currently working on, including drawings. It does not have to be railway based, in fact it's great to see different types of projects as well. 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.

Well I finally managed to cajole enough members into providing me with material for another newsletter.

I would like to thank all of you who have contributed. You have given us some outstanding articles and I'm sure our members will enjoy them.

In this issue, we have the next instalment of Mike's construction of the luxurious saloon which was operated by the NER. As a result of his article in the last newsletter, Mike is now in contact with the current owner of the original saloon and I'm sure they have had some interesting

discussions.

We also have some fabulous pictures from David's trip to Switzerland, which I'm sure will make us all jealous. Plus Adrian's excellent story about the construction of his multi-gauge railway in his garden.

I know some of you have some really fascinating experiences inside you just waiting to get out and put down on paper so that we can all share them! So please waste no time in getting your fingers on those keyboards so we can make the next newsletter a reality!

– Ed.



# Open Day 2017



*Berkshire 2-8-4 (New York Chicago St Louis Railroad) - Nigel & Mark Potter - West Cumbria Guild of M.E.*



*Dock shunter  
Keith Goulder - Lockerby*



*Marshall 3" scale  
Andrew Thomson - LMMES*

Another successful open day was held at Cinderbarrow on 1 July, when the society welcomed members from other nearby societies to visit us, bring their locos and run them on our track. We had a total of 11 locos from various local societies. They all said how much they enjoyed coming to Cinderbarrow – many had visited us several times before. An outstanding buffet lunch was provided by our lady members and I'm sure we would all like to say a big thank you to them for their hard work. Thanks also to the members who operated the railway and made it an enjoyable experience for our visitors. On this page are photos of many of the visitors with brief details about them.

– Ed.



*Gresley V1  
Richard Stoddard - Wigan MES*



*Abbots Model Engineering  
Daniel Crisp - RSME East Gilling*



*Abbots Model Engineering Jupiter 2  
Philip Crisp - RSME East Gilling*



*Quarry Hunslet (Elidir)  
Geoff Baxendale - Leyland SME*



*T07 shunter D2994 - Mick Garside  
Marsh Mill / Fylde SME*



*Thomson B1 (Springbok)  
Lin Bisgrove - RSME East Gilling*



*Sweet William  
Dave Croft - Southport & Leyland*



*Class 33 Diesel Electric 33 035  
David Wood - Leeds SMEE*



# A Visit to the Swiss Vapeur Parc by David Wilson

While visiting friends in Switzerland we all spent a day at the 7 ¼" railway at Le Bouveret near Montreux at the eastern end of Lac Lemman.

In the 25 years or so since my last visit the railway has really developed with several superb bridges, a walk through village, artificial lake and 18,000 m<sup>2</sup> of trees and greenery. Take a look at their web site [swissvapeur.ch](http://swissvapeur.ch) and have a look at the track plan it contains. How they get it all in and still leave room for large numbers of people to wander freely is astonishing.

Steam and electric powered trains abound with many gradients and some fascinating track work to see and appreciate. Where ever you look there's something moving. >





My French is practically none existent and the English of train crews matched my french. From what I gleaned the crews are volunteers in the main and they said it was operated by a model engineering society and I was very briefly introduced to the President before he took out a train. The operation though appears to be to commercial for a society like we know them with 7 day a week operation from mid March until early November. They sell day tickets at SF15 which give full access to the parc and unlimited train rides. A really good deal but where do they get all the volunteers!!

If you do visit Switzerland you must visit this railway and, if our group are anything to go by, you will have no complaints from the 'not interested' members of your family. ■





# NER Clerestory Saloon - part 2

## by Mike Glegg

Continued from Issue 13

### Bogies & underframe

Having made several 5 inch timber framed wagons relatively recently is an advantage regarding the construction of this coach underframe/chassis. With the vehicle being modified and lengthened in 1904, a lot of its underframe had similarities to what became known as the 1923 RCH Standard, with differences allowing for its greater length and composite nature. [By composite I mean the use of timber & metal].

Being aware that the best critic in the land is probably going to read this; by that I mean the 'full-size' coach owner (Chris Lawson), I must admit to the first compromise, moving away from an accurate replica; the bogies are actually Doug Hewson kits of BR Mark 1 riveted construction. Knowing that I would fit 'NER' box covers, and the bogies had full length steps on the service end bogie, and half-length steps on the 'saloon' end, gave me what I considered sufficient 'disguise' to use those kits.

April 2016, a large box of goodies arrived from Mike Hewson to get construction under way. I had the best intentions to keep count of the rivets; suffice to say there are an awful lot of them! Gave up counting when the plastic bag of rivets seemed to stay the same after a



month. I always enjoy turning cast iron wheels, and making working leaf springs. Are all of you aware that the self-ignition temperature of second hand chip pan fat is the ideal level of [indirect] heat for tempering springs prior to quenching? My own 'NER' modifications had to be added, and I will be the first to admit that the proof [or lack of] will be in the eye of the beholder. I am sure the body of the coach is such that it's going to draw the eye from any other inaccuracies!

Underframes; now let me admit to the second 'compromise' and then I can relax! On the full size vehicle the buffer springs lie athwartships with their leaf spring ends bearing behind buffer spindle pads and linked to the draw-bar arrangement. I have a wagon incorporating this set up; to achieve it

requires quite a considerable cutting away within the timbers behind the headstocks. In model size I think we can compromise to reach a stronger finish. My buffers therefore have internal spiral springs within the stocks, and the draw-bar arrangement uses a spring cage. A clever use of mechanics to ensure the vehicle is always 'pushed' from the rear whenever it is underway, and thus keeping its timber chassis members in compression; Victorian engineering!

The timber in the underframe, like the 12" version is oak. The little bits I needed came from my local timber yard, and the photograph shows the guts of the chassis. The 2 heavy cross members over the bogies and the longitudinal beams form the heart of the

underframe and are joined by simple registers and glue [I use evo-stik weatherproof]. Being old-fashioned, I also think it helps if this part of the structure is 'square' and flat! The sole bars, channel steel, are bolted to the cross beams with angle riveted to the channel. The sole bars also have 2 tie-bars projecting at each end, riveted, which hold the head stocks to the channel. The smaller section timbers between the heavy cross members and the head stocks are positioned and held by registers and long tie bars running from the coupling hook bearing plate to inside the cross members. Basically this means that the 'ends' can come off when necessary, useful when adding items at a later stage.

The undersides of the cross members carry a central steel plate for mounting the bogie pivot pin and steel lined recess to slide on the bogie saddle pads. The oak taps nicely to take 6BA and 8BA bolts to secure these plates.

Further details include more steps fixed to the sole bars, matching the steps on the bogies. Small brackets formed and riveted to the channel sole bars, 10 BA nuts and bolts to hold the timber steps. Under the chassis, between the bogies is fairly full up! A massive wooden battery box is very prominent on one side, the other side supports a metal cabinet to house the propane bottles for the galley cooker. My battery box is wood and the propane container brass

riveted. I did consider for a while making a working belt driven dynamo, but then recovered and opted for the resin moulding look-alike! I am pleased with the lamp irons, I had some square steel 550 thou, an odd size and I don't know where from; all 4 irons cut out of the solid. I am



sure you will have noticed Chris that they are bolted to the top of the headstocks, rather than the lower part of the coach body ends. I decided that would be a stronger fixing point; compromise No. 3!

I think that about covers the underframe; next time the coach body. I am always aware when writing an article like this of the balance between the 'Editor', looking for maximum column inches,

and those who are going to read it, serious model engineers, who don't need repetitive detail.

To be continued.

*An observation from one of Mike's career colleagues:*

I expect you know already, but on the NER, the gold standard for 'chip pan fat' was of course, pure beef dripping. Beware of impostors such as lard, or rendered pork belly originating from the scratchings factories of the Black Country, both of which have significantly lower flash points...!!

*Ed: I'm looking forward to tasting your chips, Mike!*

#### For Sale

- Maxitrak Planet1 Battery Electric Locomotive.

- 'ex works' condition: hauled for approximately 15 hours

Full spec on Maxitrak web site. Complete with high end sound card, control box on flying lead, battery with charger both fitted with protected clip on leads, boxed maintenance kit and manuals.

- Four PNP track panels

(approx. 30'), alloy rails with plastic sleepers, fish plates and key.

- Rode-on-Rlys 2 axle riding truck with blake and both ground level and raised running boards. (adapted to match loco)

Please contact secretary@lmmes.co.uk or phone 0772 102 0489



# GL5 Rally at LMMES - 7-8th July 2017

## by Ron Strachan

Our annual invitation to the GL5 mainline group was moved from October to July this year and we had a better response with a good attendance and fortunately decent weather. Some regular visitors such as Eddie Gibbons and son Joe with his Adams 4-4-2 tank loco. Bill Sharp with his K 1 2-6-0 62005, travelled across from Durham. Dave Consella from Rochdale MES brought his Brush Class 4 Co-Co diesel outline on the Friday. Dave Noble from Derby brought his 0-4-0 Diesel outline loco which was used as Up yard shunter. Graham and Elizabeth Cooling from Doncaster also came with rolling stock. Andy Garside and his son Yeadon ran their G W Speedy 0-6-0 tank loco, I think Yeadon is possibly the youngest driver to run on our track, he was very competent. Mike Glegg brought his new Claud Hamilton 4-4-0 for a run on the Saturday. I was privileged to have a drive and was very impressed with its performance, well done

Mike. Several first time visitors came with their loco's and rolling stock. Steve Whittaker from Stockport brought his M E, B 1 4-6-0 on the Saturday, he did a spell as Up yard pilot and then ran in reverse with a freight train, no problem to GL5 members. Ben Lyons from Bedford brought his Standard Class 2, 2-6-0 and rolling stock for both days and thoroughly enjoyed his visit, he said he will be back next year. Richard Wills from the Ryedale MES ran his GER 2-4-0 loco. There is a fine selection of pictures in the Flyer Gallery of the event by Tony Marshall, definitely worth a viewing. Many thanks to the Club members who came to help with tasks such as manning the Signal box, Level crossing

and the steaming bays, some also entered the GL5 culture acting as yard masters making up the various trains.



*Ben Lyons with his Standard 2-6-0*



*Dave Consella's Brush 4*

Stan Jackson organised an excellent Barbeque on the Saturday, Fiona Priestley did the ground work assisted by Liz Sharp and Susan Lyons, which went down well with the visitors and club members. ■



*Radio controlled Up yard shunting loco*



*Eddie and Joe Gibbons*



# Inglewood Church Men's Group by David Wilson

The evening of the 14th June we opened the railway to a group of gentlemen from the Inglewood Church in

for trips around the railway while Geoff manned the signal box under the watchful eyes of some of our guests.

leave the fun to a few.

The photographs were provided by the gentlemen of Inglewood Church. ■



Garstang. Being almost mid summer the evening was light and warm and we started the evening over a cup of tea and biscuits while Geoff Martell gave a short talk describing how a steam locomotive works. Judging by the number of questions the group asked they obviously found it of interest.

Mike Hirst steamed Phantom and he was much in demand

Later in the evening we got Tregoss out for a bit of exercise in the capable hands of Adrian Dixon which added variety to the evening for us all.

The evening was enjoyed by us all, guests and members alike and I'm sure that if more members volunteered for similar events they would enjoy themselves. Come on guys give it a go and don't

## New member

Please welcome our new member, Adrian Newman from Silverdale. If you see him, please give him a warm welcome.

### Membership rates:

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



# Second Cinderbarrow Engineering Evening

On the 4 April 2017, the society's second Engineering Evening was held. The evening was well attended and members showed a wide range of interesting items and projects. The photos show just some of the items on display. It was a very enjoyable evening and the next one will be held on

Monday 4 September. Please come along and bring any small item along with

you, or photos if it's too big! It's sure to be an interesting evening. – Ed.



*An enjoyable evening*



*Tony Rigby: War Dept Field telephone - morse code*



*Mike Hirst: Romulus castings*



*Dave Clews: Cab of Paddington 0-6-0. All hand made*



*Martin Sams: Stuart Turner 10V*



*Richard Robinson: Guide for sharpening tools*



*Bob Sumner: Rotary table (M.E. 1980s)*



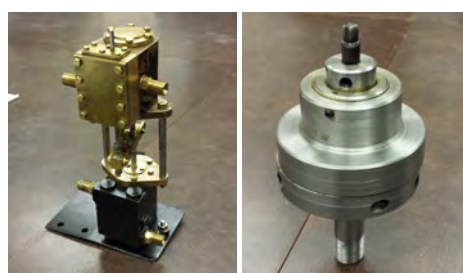
*Alec Escolme: Frame and smoke box for Denver Rio Grand C25 Conversion for garden railway (45mm)*



*Geoff Martell: 2 cylinder marine engine - 5 days work so far!*



*Mike Glegg: NER Clerestory (see article in this issue)*



*Jon Allen: Power supply*



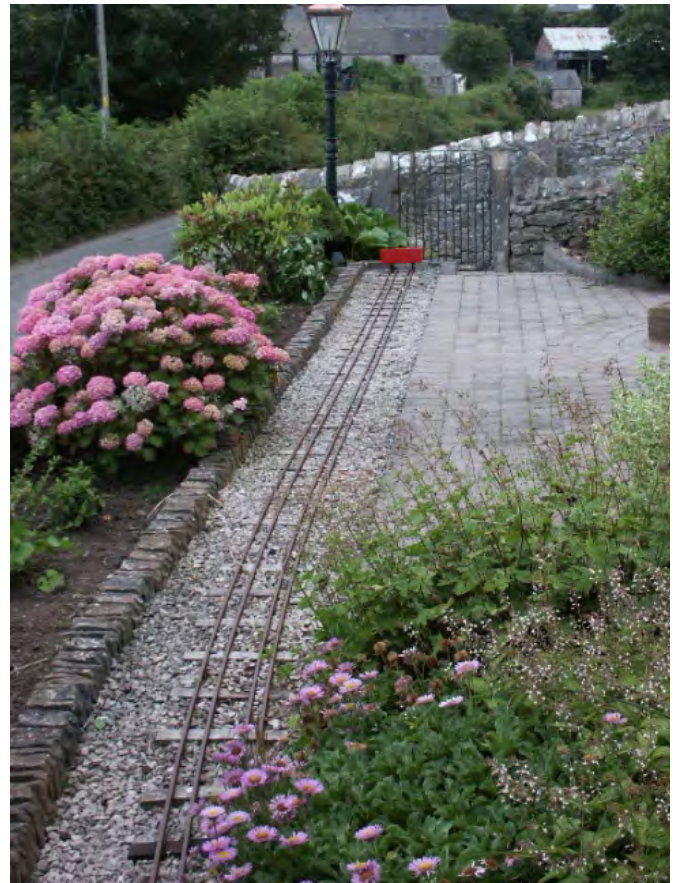
# St. Matthews Light Railway by Adrian Dixon

The journey started in the late summer of 2006 when having had an offer accepted on our current house the suggestion was made that it would be possible to put a track in the garden. I expressed some doubts over this but as the current owners had moved out and the house was empty I made a visit and did a quick visual survey of the garden. The result was that the seed was sown ....

Once we had moved the first priority was to build the new workshop as a majority of the contents of the previous one were shoe-horned into the smaller of the two garages – which it turned out was far from dry so there developed a degree of urgency. Once the new workshop was up and running in the summer of 2007 attention moved back to the house and numerous 'diy' type jobs which I could now give full attention to in the

knowledge I could access the necessary tools. In the spring of 2008 the decision was made to remodel the garden to the front of the house and replace the sloping gravel path to the front door with something a little more practical than the strip of shingle beach that gravitated down towards the gate as one attempted the challenge of reaching the front door (a bed of ball bearings comes to mind). If a track was indeed to be built it was at this point some sort of decision would need to be made.

The garden is roughly triangular with the house on the widest part and the majority of the garden extending to the right with a long frontage onto the lane. It is far from level (the orange lines on the plan approximating to contours of maybe a couple of feet each. The most viable option from my early survey



*The house end of the line*

was to run a track along the inside of the hedgerow following the line of the lane, which was at least fairly level, albeit at the top of a bank/retaining wall some 6 feet above road level. Along the length it rose two feet in the approximately 250 foot length which would add some interest without having silly gradients. Further assessment confirmed this and so the new paving in front of the house was laid with what must have seemed to the postman and casual visitors a strange and out of place strip of crusher along the front edge of the nice new paving. As the garden was developed the track bed was extended and wound its



*The turntable – note the additional steelwork to switch sides when turning 5" and 3-1/2" gauge locos. The spur to the carriage shed is to the right and the embryo 'loading line' to load or offload to a trailer is to the left.*



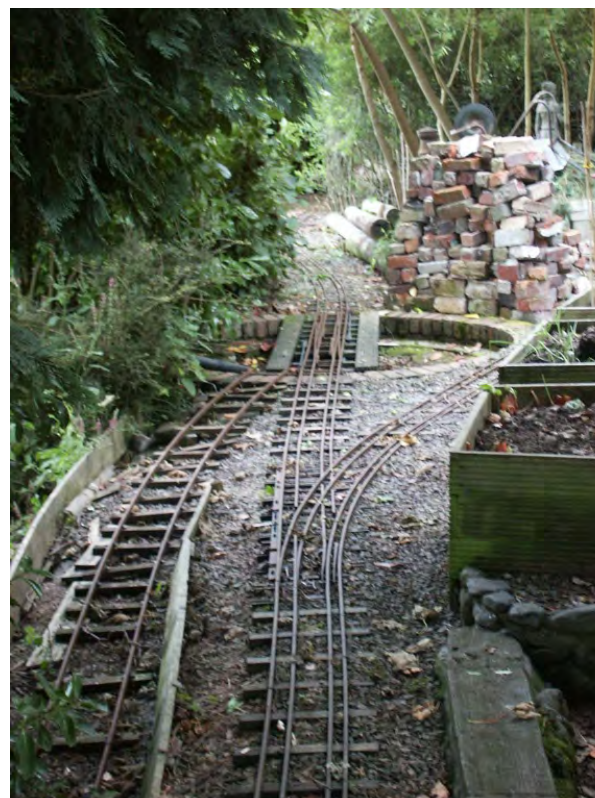
way towards the far end, initially recycling path edgings then when they ran out with timber to contain the crusher. I am not sure when the turntable well went in, just short of the far terminus (in my mind 'Septic Tank Halt' for reasons that should be obvious!) but a brick well of 7'-6" diameter was built, probably sometime in late 2008/ early 2009. And there it rested as just a winding path.

About February 2010 the bullet was finally bitten and a price sought for steel ..... £17+ per length! I pointed out this seemed a bit expensive and asked what was their best price, they then got more sensible and came up with £7.28 – what a difference! The next issue was sleepers and in order to progress with minimum delay and also being excessively mean (!) I opted to use tantalised 50 x 25mm slate batten. Tests confirmed that 10mm flat bar was a good press fit in slots formed with a 3/8" (9.55mm) router bit and a wooden jig was made to fit the router table and the fun commenced. Four slots per sleeper were required as I 'needed' 3-1/2", 5" and 7-1/4" gauges to suit the locos I had or have under construction. The resultant sleepers were also soaked in a creosote substitute for good measure before being pressed on. Despite my original intent to rig a press up, all the sleepers top date have been pressed on with heavy duty G clamps, partially due to the impending urgency that

developed to get the track up and running.....

By Easter 2010 there was maybe 70 feet laid and sleepers with 50 or so ballasted when our daughter Jane turned up and announced as we had a railway in the garden we could host the grandson's birthday party! A quick assessment suggested it was feasible if not without challenges:

- Only 3 months to his birthday
  - Nearly 200 feet of track to lay
  - There was a turntable well in the way (but NO turntable!)
  - There were no passenger trucks
  - Motive power was somewhat scant – my only running loco was not up to the job, but at least help could be sought.
- The well was bridged by welding up the frame of a turntable out of 40x40 box section and sitting it in place with wooden blocks and wedges (no time or necessity to get it actually working for the party) and laying the track straight over the top of it (cut the relevant bit of track out later). The track reached the far end of the line with about a week to spare!
- A consensus was taken and the definite preference was for sit ins rather than sit astrides. The old drawings (modifications of earlier



*Looking back towards the house from near the far end. The second hand bricks await recycling, probably as a retaining wall to replace the rather ramshackle boards by the loading line.*

designs from elsewhere) I had prepared for the four sit ins at Cinderbarrow back in about 1999 were dusted off and with the help of the son-in-law's heavyweight table saw three sheets of 3/8" ply were reduced to a kit of parts for the trucks. Progress was rapid (it had to be!) and by the day even the paint was dry, complete with lettering SMLR – St Matthews Light Railway was born. I had a spare bogie to hand and a further two were built to make up an articulated set, again to drawings I had prepared back in 1999 or thereabouts. On the day all went smoothly, the two club locos from Ulverston were borrowed for the first party, an 'Achilles' (0-6-0) and a Ride-on-Railways 'Hercules' >



Bo-Bo electric, both 5" gauge. The Hercules with its four 150W motors proved well up to the task, I have never tried the 'Achilles on its own, always provided assistance in the rear with the electric, but I suspect whilst it would shift a light train the incline would defeat it loaded as the initial climb is only feet from the standing start. On one occasion (perhaps not the first party) the record of 15 passengers were accommodated on a single train of the 2 x 8 foot carriages, adult at each end and 13 four or five year olds in between. At that age they do as they are told and are small enough to sit side-by-side and even back to back sharing the seats! One thing that did prove essential though was the orange barrier fencing (also loaned) that was erected along the edge of the lawn to keep the 'guests' off the track! They may sit still on the train but they have little self-control when they are off it! After the party a crude roller was made and a 'ring' rolled and fitted and the turntable fitted with its centre pivot and wheels, etc. Thought turned to the track on the turntable with a view to something better than juggling the gauges when the table is turned and the 3-1/2" and 5" rails don't line up. I worked out the loco could be made to change sides with the use of a couple of blades and some check rails. I actually got it wrong and have a spare blade in the

workshop – only need one! I have never seen one of these 'contraptions' so I worked it out myself, knowing it could be done (and work) as I remember Henry Holder talking about it 20+ years ago and am aware there are one or two about on balloon



*The dog kennel for a Dachshund! Or maybe the carriage shed with cobble outer wall and slate roof.*

loops. The winter of 2010/11 found the two 8 foot trucks stored in the workshop, even stood on end they made their presence felt and in the spring a start was made on the carriage shed. The exact location and design evolved and what materialised was a double track width block building 20 feet or so long and about 5 feet high to the apex of the roof, which was finished in slate. The intent was to clad the outside with stone but to date only the side facing the road has been so done and that only after about 4 years. It also to date still lacks doors, but at least the trucks are under cover and out of the workshop. A branch was added from the 'mainline' into the carriage shed which entailed the

construction of a point. Given the length of the spur and the possible desirability to store other than 7-1/4" gauge stock in the shed it was decided to make the point multi-gauge and so it was duly built to a design not unduly dissimilar to the original Steamtown points. Given the limited usage this seemed reasonable but stops were fitted where possible and the original rather feeble 8mm operating rod along the length of the point was replaced with a more rigid flat bar with slots at strategic points for the operating linkages.

Since 2010 and boosted by two more grandsons several further parties and the like have been held, some with outside assistance and some without. Martin Sams brought his Simplex a couple of years back and bravely attempted to haul the train on his own. The thought that the Achilles wasn't up to the task came to mind and ultimately assistance was provided in the rear! Something a little larger would cope but the difficulty at the time was access to get a heavier loco onto the track. On another occasion Jon Allen brought his little electric along and we 'top & tailed' the train, which would have been fine if I'd remembered about the extra 6 foot on the back of the train and not shunted him into the buffer!





Currently a new point and spur are under construction to enable 'railed' access into the workshop. It won't be a practical running line as it is on a quite tight curve and climbs quite steeply but will



*The first party in 2010 – the trucks were still in grey primer.*

suffice for the purpose. A removable bridging piece will join span the gap between the end of the track and the workshop, crossing the carriage shed spur and a path. Another unfinished work is finalising the loading line so that locos can be moved in and out of the garden, currently in place but not fully ballasted and will need tweaking in conjunction with rebuilding the front wall which is ongoing but nearly finished after four years. Given the availability of motive power (or lack of) which at the time comprised a 3-1/2" 2-6-4T (running but in need of overhaul), a half built 5" Midland Compound and similarly half built 7-1/4" Caledonia (Dubs - IoM) and a small electric mainly for the grandchildren, there was a need for something else. There were thoughts at one stage to buy a 5" RoR 'Hercules' but there was a preference for 7-1/4" and besides by this time R-R had

made the retrograde step of changing the motors from the Lemac(?) ones to car radiator fan motors, which I was not happy with. Plans were therefore drawn up for an electric with a fairly quick

build time and to give something ready to run for visitors and also as a workhorse for moving building materials up and down the garden. The main criteria were to be sit in

(max adhesive weight), low C of G (foot well to keep driver low down), maximise battery space for future and keep overall length short. The latter was with the intent it could if needs be fit in an estate car, though in the end it ended up rather heavier than anticipated. The result was a Bo-Bo with just enough separation between the bogies to accommodate the foot well with a rather crude industrial shunter styling. It is powered by two 1000W 36V motors powered from three 063 car batteries sourced from the scrapyards (for 'testing' purposes!). There is plenty of room to fit much larger batteries at a later date. Currently the loco is still in primer but am hoping it will be painted over the summer along with final embellishments. Originally the controller was to be a 4QD DN10 but

after a friend visited Cinderbarrow with his Peak fitted with 6 120W motors and managed to blow his controller I contacted 4QD and they took the DN10 I had bought (but not yet fitted) back and I upgraded to a Pro150. To date have had no problems but have hardly tested it to the limit.

The track stood up fairly well over time. The timber edging has suffered over time and is being progressively being replaced with second hand bricks bedded on concrete strip foundation. The track has only given trouble in a few localised places where sleepers come adrift. In a one place where there was an old tree stump under the track bed the ballast dropped and a handful of sleepers needed pressing back on or replacing. >



*Party Time. Martin Sams heads up the line with his Simplex (and a little assistance in the rear!)*



The 3-1/2" rail has lifted on a curve where it is closest to the lane and I suspect a contributing factor has been the rebuilding of the retaining wall and consequent removal of the hedgerow which changed the local environment from shade to full sunlight! On the loading line timber sleepers with PNP chairs have been used, these have not seen any real use but where they are 'floating' and the track is not yet properly ballasted they have tended to 'drop

off'! Maybe this is due to the chairs bedding into the soft timber sleepers and the screws not applying a proper grip on the flat bar rail. I do have some plastic and intended to experiment with that (hence little different to the re-laid section of the outer track at Cinderbarrow) but have another more radical idea in mind. Once I've tooled up for it, made and assessed it I may report back in the future.....

To be continued.

## 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.

## Lancaster and Morecambe Model Engineering Society Ltd Programme of Events August - Dec 2017

<b>Mon Aug 7</b>	<b>Informal Evening</b>	An opportunity for members to meet and discuss engineering subjects of interest
<b>Tue Aug 15</b>	<b>Member Running</b>	Members Running Afternoon
<b>Mon Aug 21</b>	<b>Presentation</b>	A talk on gauge 1 garden railways by a local enthusiast
<b>Mon Aug 28</b>	<b>Public Running</b>	August Bank Holiday Public Running Day No Committee meeting
<b>Mon Sep 4</b>	<b>Engineering Evening</b>	The third 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.
<b>Mon Sep 18</b>	<b>Presentation</b>	Drill and tool sharpening Geoff Martell is going to demystify the art and science behind drill and tool sharpening.
<b>Tue Sep 19</b>	<b>Member Running</b>	Members Running Afternoon
<b>Fri-Sun Sep 22 - 24</b>	<b>7.25" Gauge Society AGM</b>	7.25" Gauge Society AGM at Thompson Park, Burnley. More information at <a href="http://www.sevenandaquarter.org">http://www.sevenandaquarter.org</a> and <a href="http://www.bpmrs.org.uk">http://www.bpmrs.org.uk</a>
<b>Sun Sep 24</b>	<b>Training</b>	Late season training day Last Public Running Day

>



<b>Mon Sep 25</b>	<b>Committee meeting</b>	All members are welcome to attend and contribute.
<b>Mon Oct 2</b>	<b>Informal Evening</b>	An opportunity for members to meet and discuss engineering subjects of interest
<b>Mon Oct 16 7.30pm</b>	<b>Annual General Meeting</b>	All members are asked to attend. Please come along and make it a good meeting.
<b>Thu - Sun Oct 19-22</b>	<b>Midlands Model Engineering Exhibition</b>	Venue: Warwickshire Exhibition Centre. More details at <a href="http://www.midlandsmodelengineering.co.uk">http://www.midlandsmodelengineering.co.uk</a>
<b>Mon Oct 23</b>	<b>Committee meeting</b>	All members are welcome to attend and contribute.
<b>Tue Oct 31</b>	<b>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>Mon Nov 6</b>	<b>Informal Evening</b>	An opportunity for members to meet and discuss engineering subjects of interest
<b>Mon Nov 20</b>	<b>Presentation</b>	Malcolm High: Building gauge 1 garden railways
<b>Mon Nov 27</b>	<b>Committee meeting</b>	All members are welcome to attend and contribute.
<b>Mon Dec 4</b>	<b>Informal Evening</b>	An opportunity for members to meet and discuss engineering subjects of interest Public Running Day
<b>Sun Dec 10</b>	<b>Jacob's Join</b>	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.

