

# Cinderbarrow **Flyer**



Issue 16  
March 2018

**Lancaster and Morecambe  
Model Engineering  
Society**

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# Chairman's Chat

I am sure some members are aware the society has been granted "Charitable status" in early January. Many thanks must go to Tony Marshall for the huge amount of work he did on behalf of the society. This included paperwork and the education of fellow committee members. This means that once up and running we will be able to claim gift aid (25%) on our takings and approach trusts for financial help on capital projects. I feel it's important to get the new society up and running as soon as possible so we can benefit from our new status.



*A scene from Geoff's recent far eastern cruise*

We had intended to run a seminar for all members in early March but unfortunately due to illness this had to be cancelled, this I hope will take place sometime in April.

With regard to our take over of the site we await Lancashire County Council's deliberations advising us our responsibilities etc. Currently we have no idea how long this will take.

I am looking forward to the new running season with plenty of passengers and operators.

Geoff Martell

Chairman

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## From the editor

In this issue we have a new series of articles by Mike about his construction of Phantom – a rather splendid looking 7¼" loco from New Zealand that he built in record time.

We also have an excellent report by Tony Marshall on the engineering evening in January, run by Martin Sams. Tony has rather put me to shame with my previous reports, considering the amount of detail he managed to pack in. He also managed to complete his report despite the considerable amount of ongoing work to progress our conversion to a charity.

Huge thanks to Tony for all your hard work.

Another feature introduced in this issue is a series of short profiles by our new members about themselves. If people find it useful, I hope that we can continue to offer new members an opportunity to tell us about themselves in future editions.

Finally, I would like to say a big thank you to all those who have worked hard over

the winter to make improvements at Cinderbarrow and get it ready for the new season starting on Good Friday.



*Don't forget boiler testing on 25 March!*

# Building Phantom 2-6-0 – Part 1

## (7 1/4 Mogul designed by David Giles of Ikon Engineering in New Zealand)

### Mike Hirst

Early 2015 I was looking to build another locomotive after the completion of my late fathers 3 1/2g "LILLA". Geoff Martell prompted me having made a statement one committee meeting that we needed more engines with passenger pulling capacity, so I decided that something bigger was needed and soon. I looked at first at a Royal Scot then a Patriot and then a Black 5, being an amateur model engineer I thought these locos were a little too detailed for my liking.

Martin Sams had recently been to New Zealand on a family visit and had been to a track over there where he met David Giles the designer of Phantom. Martin had obtained drawings on a CD

and a blog on how to build the locomotive. He had originally decided to build one himself but had other things to do first, so would I like to have a look at the drawings... yes! That was it, I decided Phantom was for me plus it had great hauling potential and it looked different. Also because it was a mainly freelance engine I could modify it without rivet counters frothing at the mouth.

Now what....where do I start – this is now late April 2015, the first part I made was the cow catcher – sorry KANGAROO CATCHER. This was followed by the frame material being obtained from my friend who works for Barclay Matheson in Morecambe.

The following week I visited K CUT in Morecambe for what would be first of a few visits to John Fothergill who was always very helpful. John kindly sat whilst we drew out the frames and stretcher bars (me knowing nothing about CAD). I returned the following day and Phantom was born.

The frames were tack welded together, marked out, drilled and tapped where required and milled for the axle box locations. The axle box locations had to be spot on dimensionally to each other so the connecting rods would fit as best I could get them. This was a challenge as my milling machine didn't then have a readout – luckily I had a dial gauge with a 1" length plunger, and this with a 24" Vernier borrowed from Geoff Martell did the job.

Bedtime studying of the blog and the drawings by this time had become a nightly addiction, thinking about things ahead so I could plan and continue manufacturing and building without waiting for materials.

Wheels – well what can I do about them? The only option I thought I had was to obtain some that were similar from a UK company as the NZ ones would cost too much to ship. The closest I found



*Frames buffer beams and stretchers on a nicely cut lawn!*



*Castings as delivered*

were Reeves PADDINGTON ones at £360.00 set. I wasn't against purchasing the castings until Peter Griffiths volunteered his services in what would be a ground breaking experiment for us both.

As most know Peter is very skilled with his 3D printer and he suggested that it might be possible to draw out the wheels with a little extra material on for machining, and print a pattern for casting – great stuff.

The wheels being quite large diameter presented Peter with a problem. They were too big for his printer and had to be done in 2 halves, each half taking many hours to print. Once printed they were glued together. Problem: they had warped slightly inwards from the back due to the massive amount of material and heat. This was overcome by setting them on a melamine

board with epoxy resin on and allowing them to sink in and set. Once the resin had set the excess material was trimmed off and hey presto the backs were flat.

The other challenge I had was that Peter's printer

printed with slight lines in between each layer of print. This would be replicated on the final cast item and be no good on the unmachined areas. I decided to paint over the whole wheel several times with thick primer paint and rub down until the lines were smoothed in.

I found a reasonably priced foundry in Rochdale (Isaac Butterworth) and duly got 6 drivers and 2 pony wheels cast for £259.00. Three weeks later I had my hands on them. Machining the wheels was a pain in a Boxford lathe and the motor was put to a serious test, but with patience they were completed. The crankpin holes were drilled/reamed on the mill all at the same setting to ensure no misalignment occurred.

To be continued.



*Drivers machined and crankpin holes reamed (note lathe holding jig)*

# Downsizing (or from 5" to 45mm in one easy step) Malcolm Ford

Many of you will remember my previous articles about "Building a Britannia or two". A lot of water has passed under the bridge since then and I am now bringing you up to date.

After completing the 'Brit' and testing it on the track I found that it needed fine tuning which, together with rebuilding the reversing gearbox, took another few months.

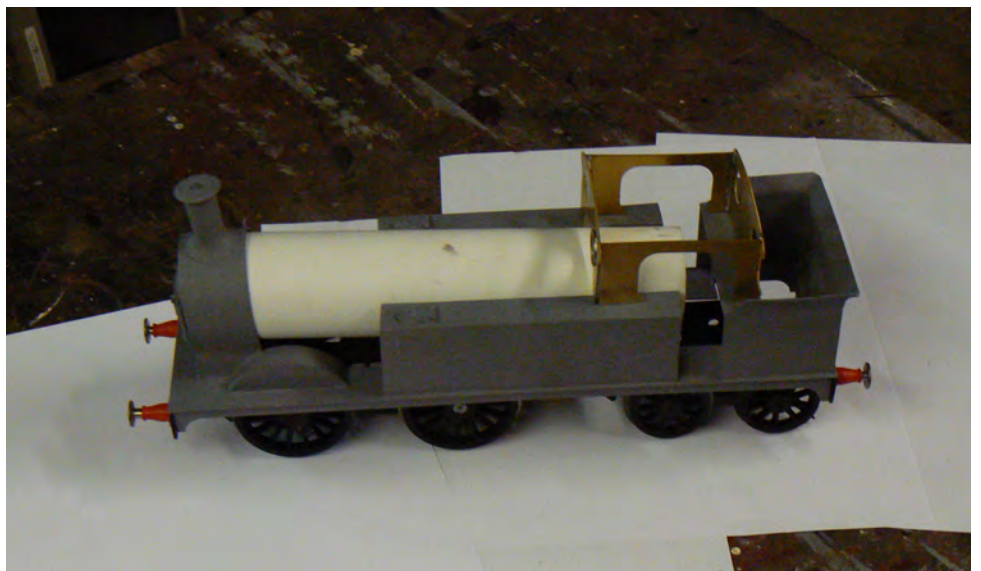
In the mean time I continued to travel to Gilling for the annual May and August meetings with my Baby Deltic. It was at a May meeting some three years ago that I had an unfortunate accident. After being held up at a calling on signal I stood up off the driving truck to have a rest, in doing so I overbalanced and fell into/onto the said signal and broke it off at ground level.

All was sorted out on the track very quickly and things progressed much as before. Later the same year I found that I kept tripping up at Cinderbarrow, particularly when crossing the running lines when walking to the signal box. I also found that my legs were going numb and tingling with pins and needles. I was persuaded to see my doctor, who referred me to a consultant neurologist in Preston.

The outcome after numerous appointments and tests was

that I had a 'Bilateral Peripheral Neuropathy' meaning that my legs were not getting the correct message from my brain via my nerve ends in my legs. (Some wags misinterpreted this as my brain not working properly.)

The longest distance I can walk is less than 100yds. I now have to walk with a stick, have a mobility scooter



for longer distances and am registered disabled with a blue badge to prove it.

The major problem was that I found that when driving the 'Brit' at Cinderbarrow I kept derailing because, as an adjunct to my legs not working, I overbalance quite easily.

How does all the above sit alongside the title? Well I took the decision in May last year to sell all my 5" Gauge locos (except my Sweet Pea) and rolling stock as it was just

taking up space in the garage and I was not going to be able to use it as I wished. This decision was NOT (as some people thought) about the transfer of locos etc. to and from the storage area to the van – I had long ago sorted out that problem.

During June and July I sold the Britannia to a dealer, my Baby Deltic to a club member and donated all my rolling

stock to Rydale MES as a big thank you for all the happy times I had spent there. Thea and I took these to Gilling on the Friday of the August Rally and said good bye to Bob, Dot and Pauline at the same time.

Quite by chance the August talk at Cinderbarrow was given by David Blamire from Silverdale and was all about the Gauge One Model Railway Association (GIMRA). I was firstly fascinated, then hooked and the very next day I wrote off and joined up. >

Coincidentally, Stan Jackson did the same thing. Then of course Malcolm High gave us a talk in November along similar lines. There are now several members of GIMRA in LMMES – myself, Stan, Bob Sumner, David Blamire ( now recently joined LMMES), Alec Escolme and Our Sec. David Wilson. Others have also signified an interest.

There is a NW Area group of GIMRA which meets once a month in Padiham – not as far away as you might think – only an hour from Windermere.

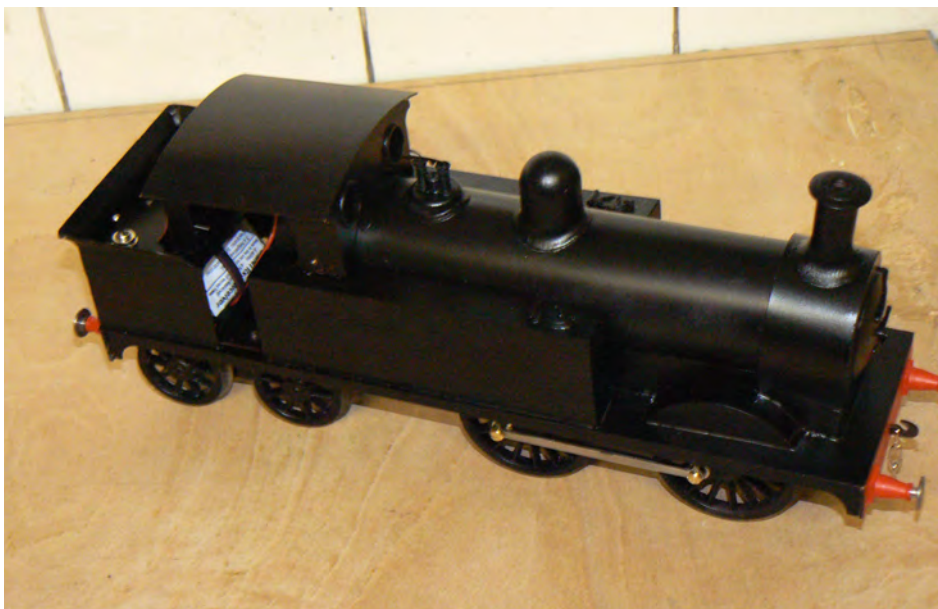
There we set an indoor track and have live steam or electric locos running, a fish and chip lunch, if you want one, and most of all, a good natter with like minded

members.

During the summer, garden meetings are arranged and there are a number of national events as well. Writing this in the middle of January I have just finished the building of an 0-4-4 tank engine called an ARMIG (GIMRA in reverse – don't ask!)

The original design is for steam propulsion but I have built it as an electric loco with R/C. Most of the items came from Malcolm High and there is a thriving community of tradespeople providing kits, parts and services for the gauge. Stan is building a B1 from Malcolm High's kit, again it is to be an electric, R/C controlled loco.

Come and join us, there is even talk of possibly having a track of our own at Cinderbarrow. ■



## Smoking can damage your health

*The following email was posted to a MES in SE England recently:*

Dear Mr Parker,

I feel obliged to share this story, although it shows how stupid I am. I have been using a gas filled cigarette lighter to ignite my propane brazing torch. Eventually it ran out but I found the spark was still good enough to light my torch.

One day ,distracted, I left this empty lighter on the brazing table whilst using the torch. The resulting explosion sent a

fireball straight into my face set my beard moustache and eyebrow on fire. Luckily no serious injuries. However I dread to think what a full lighter would have done.

I would suggest a gas filled lighter and propane torch should never be used together.

Yours sincerely  
Julian Filip

### Membership rates:

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

## Data Protection Statement

The personal information (such as 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.

# Obituary Darwin Evans

Darwin was born in Kirkham and later the family moved to Blackpool where he went to the Grammar School. He started work with Blackpool Corporation and went to College for the Electricity Board.

The war intervened and Darwin joined Bomber Command (The Dambusters March was played at his funeral!). A plane crash on take off left him with serious injuries but he continued with raid planning and other general work. He even designed a heater to stop oxygen tanks freezing, made out of electric fire elements!

After the war he returned to work for the Electricity Board in Preston.

He was a keen rambler in his early days, where he met Alice, his wife for 63 years.

He later joined the UK Atomic Energy Authority and was involved as a Nuclear Scientist in development and research.

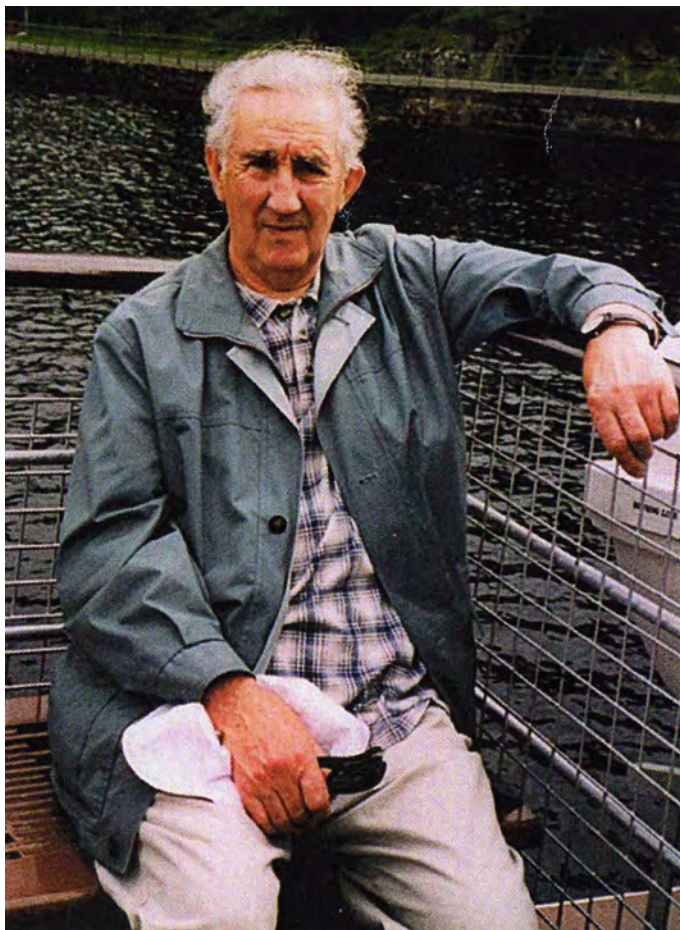
In the 1960's he built his own Energy Saving house in Kirkham.

On retirement Darwin and Alice moved up to Warton because of their involvement in the Arnside/Silverdale A.O.N.B, and that also was the start of his involvement in Steam Town and later Cinderbarrow.

He was also a keen amateur Radio Operator – calling people all over the world.

Darwin suffered from Macular Degeneration and sadly his eyesight gradually went until he was totally blind. Alice developed severe dementia and had to go into a home, but despite this Darwin continued to live in his own home (with carer's going in) until the last few months of his life and also continued to attend Cinderbarrow meetings when he felt up to it.

He never complained about his situation and will be remembered as an independent gentleman with a sharp mind, excellent memory and kind benefactor to the Clubhouse Building which is named after him. ■



# Maintenance day at Cinderbarrow February 2018

## John McKay

At the end of February, a maintenance day was arranged to get the site ready for this season's running. We had a good turnout of 11 people.

Mike Hirst and John McKay pressure washed the platforms, walls and paths. Adrian repaired the rotten fence next to the entrance to the main platform.

Martin fixed the lifting platform and checked the rolling stock. Andrew cleaned out the carriage sheds and David cleaned the carriages and brewed the tea!

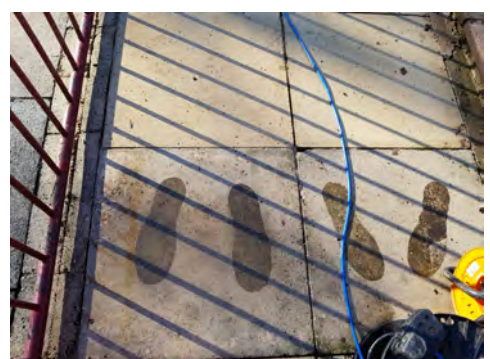
Nick pressure washed the steaming bay, Fiona and Richard tidied up the flower beds.

Various other jobs were done by other folk and we left

Cinderbarrow spick and span ready for the first running day.

Whilst on the subject of maintenance thanks and recognition has to be given again to those stalwarts who turn up regularly to keep it up to scratch and add all the improvements that mean our site gets better and better.

– Ed.





# New Members tell us about themselves

A new section in the newsletter which we hope will continue in future. Since this is a new feature, we have decided to include members who are not so new, going

back to early 2017 and are well known to regular members at Cinderbarrow.

The idea is to include a short profile of each new member when they join, telling us a

little about themselves and most importantly, including a photo so existing members will recognise them.

Thanks to all those who have contributed below.

## Martin Ashley

Martin Ashley retired from paid employment in April 2013. At the time, he was Professor of Education and Faculty Head of Research at Edge Hill University. His “Mastermind” subject is choral singing and the adolescent male voice.

He began working life with the BBC, where he qualified as a film sound man, working at Ealing Studios. He then taught for seventeen years in schools and a further seventeen years in

universities before proving the adage that you’re busier in retirement than in employment. Railways and choral singing (plus organ playing) have been first equal interests throughout his life.

His retirement plan was to concentrate on developing engineering skills and learning how to use his lathe (properly).

Unfortunately, he hasn’t been able to give up choral research work and is

currently recreating sixteenth century voices with state-of-the art software.

However, he has found time to become a steam driver on the South Tynedale Railway, a signaller on the East Lancashire Railway and an aspirant GL5 fanatic. His education background has also seen him develop the STRIVERS youth team (South Tynedale Railway Inclusive Venture for the Education of

Railway Staff). He is a died-in-the wool Crewe man and a supporter of the LNWR King George V class new build.



His loco stud includes a battery powered LNWR Precursor Tank in 5” gauge, a new build Maxitrack 4F (which goes) and an “Anne-of-Holland” Bagnall tank which isn’t allowed at GL5 because it’s an industrial (and has various issues pending recertification). He also has four 3.5” and one 2.5” loco (more thanks to the retirement lump sum than patience and engineering skills).



## New Members Continued ...

### David Blamire

David has been married for 38 years and has lived locally to Cinderbarrow all his life starting at Burton in Kendal and now resides in Silverdale. He has worked in the construction industry all his working life from being on the tools to his present role as a Project Engineer in the area's Electricity Company at Kendal.

He has come to the time in his life to retire and concentrate on his hobbies. His hobbies include model making in trains and buildings, cycling and motor racing.

During his younger days he

has been involved with local raft and pram races from design, construction to participation. Having been rewarded for his effort in all



the events ever entered, being a win or best decorated. It all came to an end due to health and safety which stopped most events. For many years he has encouraged and helped young train enthusiasts build and repair model trains which in turn has brought them out of their shell, giving them confidence to engage with the wider world, which will stand them in good stead for their future.

He is also a member of the Gauge 1 Model Railway Association which scale is 1/32 and has demonstrated at G1MRA events throughout the country. ■

### John Mckay

John says that as a new member to the club everyone has made him very welcome.



He left school in September 1976 and during his last year at school he went to Kendal College and did an O level engineering course. He also did metalwork at

school where they had lathes, milling machines, shapers and a forge. His project for his final exam was a traction engine. He served his time as an electrician at Hadwins in Kendal following his Dad's trade but the usual thing when you finish your apprenticeship – you're too expensive, so he was laid off. Jobs were hard to find, so he went tyre fitting till he was old enough to take his HGV licence.

He has driven low loaders up to 150 tons and operated excavators up to 125 tons, driven all sizes of dumpers up to 130 tons, also wheeled cranes and crawler cranes. He has always had an interest in plant.

His current job is quarrying which he has been doing for 25+ years, during which time

he has been involved with a lot of projects, fitting new plant and modifying old plant to fit, also maintenance and servicing of machines. His hobbies, as well as model engineering, are restoring motor bikes and an ERF wagon and he races a highly modified Fiesta 1600 that his son drives at most circuits around the UK.

He also enjoys DIY – they have an old stone built house and there is always something to do. He knocked 2 houses into 1 – it has 3 floors, all were replaced and re plastered throughout. This is a picture of him with his Granddaughter Mylia. She loves coming to Cinderbarrow and she also enjoys being in the garage and workshop with him and his son. ■

## New Members continued ...

### Adrian Newman

Adrian was born in Prestatyn, North Wales and is married to Corinthe with two daughters, Charlotte and Rebecca.

They have 2 granddaughters Olivia and Orla who are both 1 year old. Both budding railroaders.



Adrian settled in Silverdale in May 2010, having lived in the Yorkshire Dales and Skipton for the past 25 years.

Adrian and Corinthe both went to college in Liverpool and lived in Southport and Adrian's first job was an estates surveyor for Tetley Walker the brewer in Liverpool and Warrington. The move to Yorkshire came as a result of being appointed property manager for J Hepworth in Leeds, responsible for all retail property in the north of England and Scotland.

In 1990 an opportunity came about to become a director of a number of property investment companies who developed commercial property throughout the UK.

After a busy commercial life Adrian retired and was able to spend time travelling in Europe by train – silver back packers! One memorable trip was from Carnforth to Istanbul, via France, Germany, Hungary, Romania, all on local trains. Adrian learnt very quickly if language became an issue there were always young people willing to help with impeccable english.

The trains ranged from German efficiency to Bulgarian horror!

Adrian and Corinthe have also been able to ride the Darjeeling train which was a magical experience.

Whilst Adrian was employed in the commercial property world, his father was works engineer with Courtaulds, and grandfather had a gear cutting business in Coventry. So there is some engineering blood in him!

Hobbies have always involved oily hands and building, r/c gliders and

helicopters to building a Lotus 7 look alike kit car.

Having moved to Silverdale, Adrian often passed Cinderbarrow, and curiosity overcame him, and after a warm welcome on a Sunday afternoon, joined LMMES. He has now qualified as level crossing person, guard and driver for Tregoss, and car park attendant on halloween night. The witches were all very friendly.

Adrian has a Maxitrak 5 inch pearl, in need of tlc and a Planet electric loco which has run at home and hopes to start the journey in model engineering, having just purchased a lathe. He tells me the biggest problem is finding space for all the bits and bobs before setting up the workshop, and finding a new home for the washing machine and motorbike. ■



## New Members continued ...

### Graham Magee

Having recently retired from a long career in aviation, latterly on Boeing 757/767 series aircraft, Graham has now taken up the challenge of model engineering and is



currently occupied in building a 5in Gauge BR Standard Class 2 tender locomotive to the Don Young design. In this, he has been encouraged and assisted by a friend and LMMES member, who is concurrently building the earlier LMS Ivatt version of this locomotive type.

Graham has long been associated with full size steam locos, but he is well aware that he is a novice in this new

field. However, the guidance offered by his experienced model engineer friend in building this pair of models has been invaluable and both projects are close to the rolling chassis stage, with each respective tender design completed.

Graham is married and is at present a kept man, as his wife Angela is still employed full time. They live in the Lune Valley and have 3 grown up children and an increasing number of grandchildren, some of whom fortunately live nearby.

## February Engineering Evening Tony Marshall

On an evening when snow was threatening eleven hardy souls gathered to discuss projects they are working on and share ideas for improvements or even just how to make them work. Going round the table those people with projects introduced them and then there was a bit of discussion before moving on to the next project. Everyone enjoyed the variety of projects taken along and they showed that we are indeed a model engineering society not just an operator of a miniature railway. Several projects were 12" to 1' scale.

	Cutting Speeds
Mild Steel	100
Tool Steel	70
Cast Iron	60
Aluminium	250
Brass	300+

Using the above figures use the following formula

$$4 \times \text{Material Type} / \text{Diameter}$$

This works for

Lathe tools =	diameter of work piece
Drills =	diameter of drill
Milling cutter =	diameter of cutter

Martin Sams produced some instructions he had found on the internet for calculating cutting speeds. There was much discussion about its suitability. The table is produced here so you can make your own mind up. He also had a vernier with a

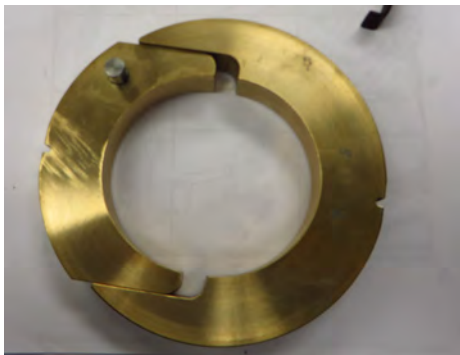


very sharp carbide tip that makes marking out much easier. Cost about £20. Another useful item he had was a coolant spray. This



## Engineering Evening continued ...

uses very little coolant and is connected to a small compressor (not included for £11) to blow the coolant onto the job.

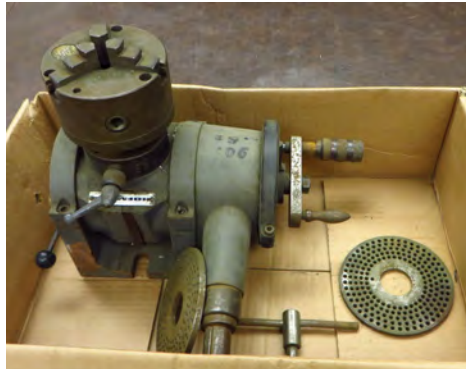


Mike Hirst brought two full size piston packers for gland boxes. The first was an LMS design and two are used at 90° to each other to form a steam seal.

The other was in three pieces from a Southern design for a Merchant Navy Class (you might guess which engine). When initially made there



was about a 1/8" gap between the pieces and they are pulled together by springs. Gradually they wear down in use and the gap gets smaller until there is too much wear and steam escapes.



John McKay brought along a full size dividing head and chuck that he had acquired as part of a very good value lot of equipment with a milling machine he had bought. He was hoping to learn more about it and several members were able to provide more information about it (and offer to save him the bother of taking it home).

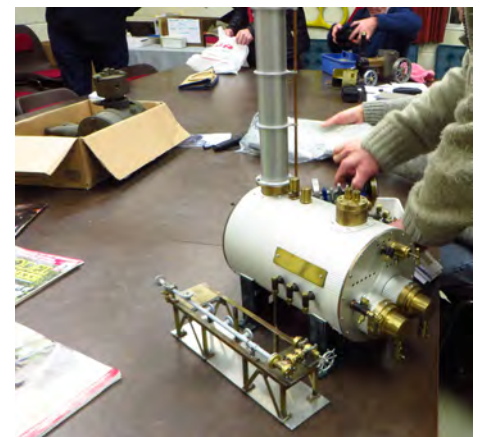
Alan Green related a tale about a small hobby compressor he had that had seized solid. He eventually stripped it down and found the connecting rod was beyond repair. Fortunately there was a part number on it and he was amazed to find that from the usual large on line auction site he was able to get a good quality replacement for £4.50 delivered from Hong Kong.

There followed some

discussions about the variety, quality and ease with which all manner of equipment can be purchased from far eastern countries and how using such suppliers does nothing for our own British industry but does get needed equipment cheap that is often no longer made in this country.



Bevis Mulholland brought along a pipe bender he is making. Some members seemed to recall seeing it at previous meetings which was more than Bevis could remember about the drawings and instructions that he could no longer find.



Graham Duffy had a very impressive looking industrial type stationary boiler that he had created from a

## Engineering Evening continued ...

purchased basic steam boiler with the intention of driving a generator. He had been working to make it fully automatic but work had stopped when he got his boat. If anyone would like to take it on then contact Graham because he would prefer to have the space.



Adrian Dixon brought along some examples of instrument housings he had 3D printed for the fascia of his electric loco.

Jon Allen described how last year he had the opportunity of purchasing a rare Ex-Army RT321 Transmitter/Receiver for his Amateur Radio. In service, this was powered off a 28V DC supply at around 10A from an alternator/local battery on an Army Land Rover, but the challenge was to produce a mains 28V supply at enough current for this equipment.

Transformers are normally rated in RMS (Root mean squared) rating and so it was necessary to hunt around to

find transformer suitable, which when the output was rectified and smoothed would sit around 28V. This he did via Ebay, for only £5! The whole Supply was built into an old Farnell Instrument scrap case he picked up from a sale at Blackpool, and rectifier and smoothing capacitors he found in his junk box. The other challenge was to make up suitable power connectors because on the RT321 these are Army specification and difficult to source. Eventually, he improvised by insulating 'push on test pins' with black and red heat shrink sleeving – just have to remember to check polarity before switching on!

The resultant Power Supply has been very successful in bringing an old item of equipment a new lease of life. (Thanks to Jon for repeating this information for the newsletter).



Malcolm Ford took us back through the decades and produced a Minnie traction engine that he had been building before he started his

Sweet Pea. It is now in the hands of grandson Tom to finish.

A rusty winch drum showed the penalty of moving a collecting dish from under a weeping heating pipe.



He also produced his newly completed gauge one battery loco that ran well over the tables and fortunately not off the end. A poor joint on the sound card needed fettling and then it will be out for testing. Total cost has been about £100 for the kit of pre-cut parts, £100 for wheels and axles and £200 for the radio control. His next model is going to be a Britannia.



Finally Richard Robinson showed some heavy duty valve guides and the dangers of cutting in the wrong direction after a long day in the workshop.

Presumably the snow held off long enough for everyone to get home. ■

# Round and About



## LMMES Open Day Saturday 7 July 2018 9.30 am - 4.30pm

An invitation to neighbouring societies to come and run their locos on our 3½", 5" and 7¼" tracks.

Buffet lunch and refreshments provided throughout the day

*Valid boiler certificate, insurance certificate and membership card required*

More information:  
secretary@lmmes.co.uk  
<http://www.lmmes.co.uk/>

## Other events

### Rydale SME

Main Line Rallies: 27/28 May and 25-27 August  
<https://www.rsme.org.uk>

### West Cumbria Guild of Model Engineers

Gala & Open Day: 24 June  
<http://www.wcgme.com>

### Bradford MES

Open Day: 16 June  
<http://www.bradfordmes.co.uk>

### Sale Area MES

Open Weekend: 8-9 September  
<http://www.waltonparktrains.co.uk/>



## Leyland Society of Model Engineers 3½" Gauge Rally Sunday April 22nd 2018

Running loco's, display models, rolling stock, projects in build, or simply a spectator, all are welcome.

**09.30 – 17.00**

**Ref refreshments available**

**Just Turn Up!**

*(usual paperwork please)*

Worden Park Leyland, M6 Jct28,  
Sat Nav PR25 1DJ

Email: [chairmanbarr@gmail.com](mailto:chairmanbarr@gmail.com)  
Tel: Clubhouse 01772 455580

## South Durham Society of Model Engineers

Our club Open Day will be on  
Sunday 17 July  
from 10 am

Gauges 3.5", 5" & 7.25"

Please bring insurance and boiler certs.

Refreshments and light lunches foc.

We hope to see some of your members and locos

<https://www.sdsme.co.uk/>

## Ffestiniog & Welsh Highland Railways Superpower Gala 14th-16th September 2018

We usually have a gala weekend each year to get our best bits out and enjoy ourselves. As you may know we operate the longest 2' gauge system in the UK in North Wales and at 40 miles in length have a fair number of locos and carriage sets, apart from our wagons etc. to get out and enjoy.

This year is our 21st year of running the revived Welsh Highland Railway and so as we intend to have a birthday treat, we have also decided to celebrate the ARTICULATED Locomotive in all its forms. You may know that we have the largest fleet of Garratts and Fairlies operating regular passenger trains anywhere in the world, so what better way than to invite model engineers, who have made the decision to build examples of the various types of articulated steam

locos like those from Climax, Shay, Garratt, Fairlie, Mallet and perhaps even a Kitson- Meyer to share our celebrations and bring them along. Then of course any examples to help show the finishing off of steam development with perhaps a model of 'Leader1 or the Turf Burner'! We don't want to stop there and would also like to continue to tell the story by welcoming any models of very early Electric or Diesels and indeed any of the classes up to and including current models.

Our aim is to put on a show where these unusual and not often seen types can be enjoyed by all who visit us during the weekend. Certainly a collection of 'Articulated's' only is something many engineers would enjoy anyway. The UK was not the only

place where these engine types worked or were built, so examples from around the world will help us explain, sometimes by sheer size, what was developed to do the job.

We wonder if it is possible for you to put out an invitation to all your member clubs asking if they have individual members with models, who are willing to show them over that period.

Expressions of interest in the first instance, with a few details, for example, model type, gauge, size, weight etc. would be welcome by contacting Dave Kent in the first instance' who is the exhibit coordinator on [dkent@ffwhr.com](mailto:dkent@ffwhr.com) so that the many different types of model can tell a story.

Thank you for your help,  
Regards, Dave Kent ■

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## Wrexham & District Society of Model Engineers Old Wrexham Road, Gresford, LL12 8TY

WDSME SPRING DIESEL  
GALA 2018 (28TH APRIL  
2018)

The Wrexham & District  
Society of Model Engineers  
would like to invite you to  
the WDSME Spring Diesel  
Gala 2018.

Open invitation event so feel  
free to bring your locos  
along and refreshments will  
be provided.

If you would like to run a  
locomotive or have any  
questions, please contact  
[george.d5310@gmail.com](mailto:george.d5310@gmail.com)

if you don't e-mail me, don't  
worry! Just bring your loco  
along! (I would just like an  
idea of the number of  
people coming for  
refreshments).

All we require is proof of  
club membership and proof  
of club insurance (please  
note, without these  
documents we will not be  
able to allow you to run).

Our track is raised level 5" &  
3 1/2" gauge. We have 2  
driving trucks on site that  
can be used if you do not

have your own.

Do not use sat-nav systems  
to locate our site, they do  
not direct you to the correct  
location - a directions sheet  
will be posted on our  
website and facebook page  
(our address is above).

I look forward to meeting  
you in April.

George Walker  
Events Support & Event  
Organiser ■



# Snowplough duties

Mike Hirst

On 1 March, two intrepid members braved the thick snow and freezing temperatures to steam up at Cinderbarrow.

Mike said the temperature was -2°C and the steaming bays were frozen, so he had to get water from inside to fill the boiler. He struggled to get more than 10 on Phantom's vac system and adding water to the boiler certainly killed the pressure! All ran well except for fingers and toes.

*Pictures: John Mckay*



# Lancaster and Morecambe Model Engineering Society Ltd

## Programme of Events March 2018 - Dec 2018

<b>Sun, 25 March</b>	<b>Pre-Season Testing Day</b>	NO PUBLIC RUNNING. All the operational items are brought into use to check correct function. Boiler testing, hydraulic and steam, available on site all day. ALL MEMBERS NEEDING CERTIFICATION PLEASE TRY TO COME TODAY.
	<b>and</b>	
	<b>Training day</b>	Come along and get trained in any of the operations for running the railway. New members are encouraged to come and be trained and old hands can come along for a refresher. Contact Peter Webster for information.
<b>Mon, 26 March</b>	<b>Committee meeting</b>	All members are welcome to attend and contribute.
<b>Fri, 30 Mar Good Friday</b>	<b>Public Running</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 September. Lunch break 12.30-1.15
<b>Sun, 1 Apr</b>	<b>Public Running</b>	Easter Sunday public running day
<b>Mon, 2 Apr Bank holiday</b>	<b>Public Running</b>	Easter Monday public running day No formal evening meeting
<b>Mon, 16 Apr</b>	<b>Presentation</b>	Geoff Martell will talk on a subject of interest to members.
<b>Tue, 17 Apr</b>	<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>Fri - Sat 20 - 21 Apr</b>	<b>GL5 meeting</b>	GL5 meeting at Cinderbarrow. Members welcome to come and see the railway running to timetable with 5" gauge engines and rolling stock only.
<b>Mon, 23 Apr</b>	<b>Committee meeting</b>	All members are welcome to attend and contribute.
<b>Mon, 7 May Bank holiday</b>	<b>Public Running</b>	Early May Bank Holiday Public Running Day No formal evening meeting
<b>Fri - Sun 11 - 13 May</b>	<b>Doncaster National ME Exhibition</b>	Doncaster National Model Engineering Exhibition, Details are available on the exhibition's website at <a href="http://www.thedoncastershow.com">http://www.thedoncastershow.com</a>
<b>Tue, 15 May</b>	<b>Member Running</b>	Members Running Afternoon



<b>Mon, 21 May</b>	<b>Presentation</b>	<b>Mike Swift:</b> Building A Boeing 727NG Flight Simulator Cockpit
<b>Mon, 28 May</b>	<b>Public Running</b>	Late May Bank Holiday Public Running Day
<b>Tue, 29 May 7pm</b>	<b>Committee meeting</b>	All members are welcome to attend and contribute.
<b>Sat, 2 Jun</b>	<b>Summer Barbecue</b>	Arrival from 2pm, barbecuing from 4pm. So that we have an idea of numbers, it would be helpful if you could let Janet Hirst know if you intend to come - advertising@lmmes.co.uk
<b>Mon, 4 Jun 5pm</b>	<b>Members running evening evening</b>	During the lighter evenings members can come and run their locos in the evening instead of the regular Tuesday slot. Feel free to bring along family, a picnic, barbecue, etc. and make it a real social event.
<b>Mon, 18 Jun</b>	<b>Presentation</b>	<b>Martin Sams:</b> Car airbags
<b>Mon, 25 Jun 7pm</b>	<b>Committee meeting</b>	All members are welcome to attend and contribute.
<b>Mon, 2 Jul 5pm</b>	<b>Members running evening evening</b>	During the lighter evenings members can come and run their locos in the evening instead of the regular Tuesday slot. Feel free to bring along family, a picnic, barbecue, etc. and make it a real social event.
<b>Sat, 7 July</b>	<b>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>Mon, 16 Jul</b>	<b>Presentation</b>	Quarry visit at Holme Park
<b>Mon, 23 Jul 7pm</b>	<b>Committee meeting</b>	All members are welcome to attend and contribute.
<b>Mon, 6 Aug 5pm</b>	<b>Members running evening evening</b>	During the lighter evenings members can come and run their locos in the evening instead of the regular Tuesday slot. Feel free to bring along family, a picnic, barbecue, etc. and make it a real social event.
<b>Mon, 20 Aug</b>	<b>Presentation</b>	tba
<b>Mon, 27 Aug</b>	<b>Public Running</b>	August Bank Holiday Public Running Day No Committee meeting



<b>Tue, 28 Aug 7pm</b>	<b>Committee meeting</b>	All members are welcome to attend and contribute.
<b>Mon, 3 Sep</b>	<b>Engineering Evening</b>	The night 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>Fri - Sun 14 - 16 Sep</b>	<b>7.25" Gauge Society Gala &amp; AGM weekend</b>	7.25" Gauge Society Gala and AGM weekend at Wester Pickston Railway, Perth More information at <a href="http://www.sevenandaquarter.org">http://www.sevenandaquarter.org</a> and <a href="http://smet.org.uk/">http://smet.org.uk/</a>
<b>Mon, 17 Sep</b>	<b>Presentation</b>	Development of guns by Glen McQuire
<b>Tue, 18 Sep</b>	<b>Member Running</b>	Members Running Afternoon
<b>Mon, 24 Sep 7pm</b>	<b>Committee meeting</b>	All members are welcome to attend and contribute.
<b>Sun, 30 Sep</b>	<b>Last running day of season</b>	Last Public Running Day (except for Halloween)
<b>Mon, 1 Oct</b>	<b>Informal Evening</b>	An opportunity for members to meet and discuss engineering subjects of interest
<b>Sun, 7 Oct 10.30am</b>	<b>Annual General Meeting</b>	All members are asked to attend. Please come along and make it a good meeting.
<b>Mon, 15 Oct</b>	<b>Presentation</b>	<b>Peter Webster:</b> Darjeeling Railway
<b>Thu - Sun 18-21 Oct</b>	<b>Midlands Model Engineering Exhibition</b>	Venue: Warwickshire Exhibition Centre. More details at <a href="http://www.midlandsmodeleengineering.co.uk">http://www.midlandsmodeleengineering.co.uk</a>
<b>Mon, 22 Oct 7pm</b>	<b>Committee meeting</b>	All members are welcome to attend and contribute.
<b>Wed, 31 Oct</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, 5 Nov</b>	<b>Informal Evening</b>	An opportunity for members to meet and discuss engineering subjects of interest
<b>Mon, 19 Nov</b>	<b>Presentation</b>	tba
<b>Mon, 26 Nov 7pm</b>	<b>Committee meeting</b>	All members are welcome to attend and contribute.
<b>Mon, 3 Dec</b>	<b>Informal Evening</b>	An opportunity for members to meet and discuss engineering subjects of interest Public Running Day
<b>Sat, 15 Dec</b>	<b>Christmas Lunch</b>	Christmas lunch - venue to be arranged

