

Cinderbarrow **Flyer**



Issue 17
August 2018

**Lancaster and Morecambe
Model Engineering
Society**

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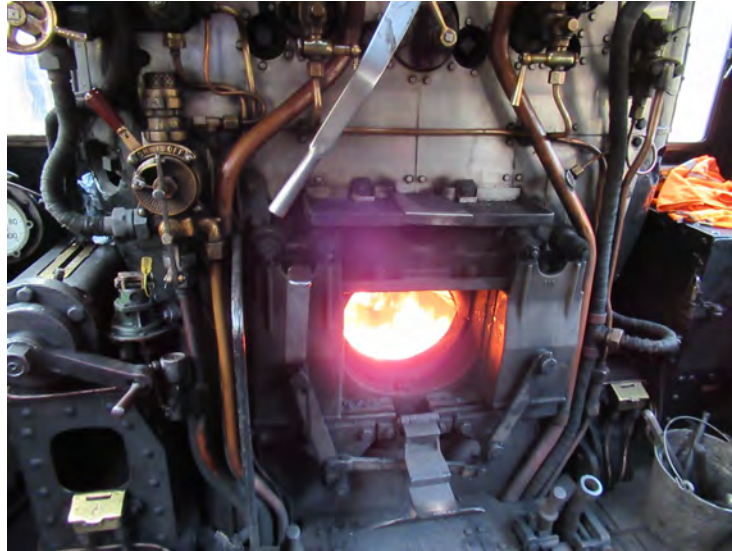
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Chairman's Chat

This current heat wave is something of a blessing and a curse. On the one hand passenger hauling has not been interrupted by bad weather, on the other staff manning the railway each Sunday have not had a break. Thank you to all for your continued effort and support.

As many of you are aware we have needed a new carriage shed for some time so I am pleased to tell you that our landlords [Lancashire County Council] have been informed of our intentions and the application forms/ plans have been submitted to the Lancaster City Council for approval. This can take up to eight weeks. Hopefully by the end of the season we would theoretically be able to make a start. Digging out for the foundations will be the first job, this will then expose the quality of the ground we wish to build on, which after

being surveyed professionally will determine how we proceed. Since we are getting older it is our intention to contract out the heavy work.



Geoff was on the footplate of Leander last week

On a more serious note two of our trustees have resigned from the committee leaving more strain on the rest of us, so with the AGM coming up in October perhaps members would like to consider putting themselves forward for nomination as a trustee !!

Most of you are aware that Halloween has been cancelled for this year, mainly due to the public's reluctance to make it financially worthwhile. However I did feel that as a club social event it was very good with all members enjoying the evening.

Many thanks everyone.

Geoff Martell

Chairman

From the editor

In this issue we have Richard Robinson's amazing story of his and Joan's visit to the arctic regions – a fascinating story and wonderful pictures. Mike Glegg and Mike Hirst continue their series on their construction projects and we have the highlights of the Open Day and GL5 days.

2018 sees the 50th

anniversary of the end of steam on British Railways and Peter Yates and Jim Walker have arranged a small social evening on the 20th August to commemorate it. Be sure to be there!

Finally, a request to please help us by letting us know when you will be at Cinderbarrow on running

days. We have set up a new web page at <http://members.lmmes.co.uk/> where you can update your availability. You need to register first, but then it's a couple of clicks to let us know when you'll be there.

Help us to keep the trains running! ■

Building Phantom 2-6-0 – Part 2

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

Mike Hirst

Continued from Issue 16

Axles were produced in EN8 steel and the wheel locations machined along with the axle box locations, 3mm keyway cut in the axles with keys made to sit and painted Red in the centre.

Wheel quartering was done using a homemade jig as shown in the pictures, really easy. The slot fits without slop over the crank pin and the broach bush fits the axle location, then the broach cuts the key at 135 degrees, all the wheels? Really? Well yes, as 3 are left and 3 are right, then they are opposite on the axles giving exactly 90 degrees at the crank pins.



Wheels being broached using the miller as a press



Wheel quartering jig

Axle boxes were made in steel and with a roller bearing fitted and holes in the top for up to 3 Die Springs to be fitted depending on your ride choice. Axle boxes were painted Satin Black and fitted first on the axles then wheels pressed home and checked in the lathe

between centres for any run out, luckily none.

By this time things were starting to take shape on the

chassis and I had suddenly realised that it was going to be a "Bit" heavy. The frames and top plates etc were 12mm steel plate and with



Motion plates

Building Phantom 2-6-0 – Continued



*Cylinders being bored using a microbore
(Note spacer under each cylinder so I didn't cut the table)*

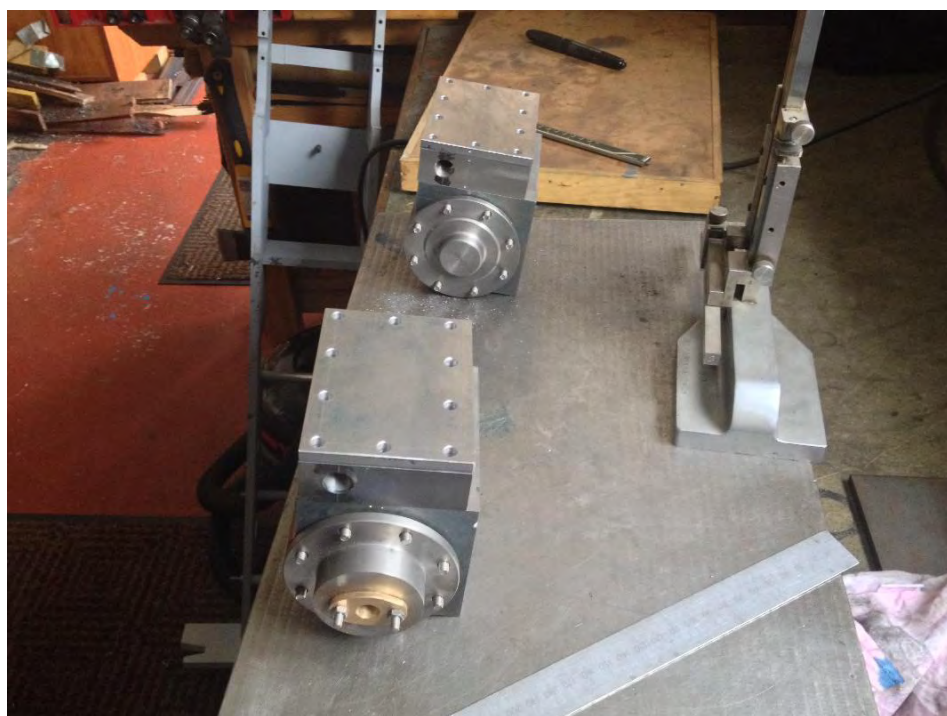
the wheels and axles it would be unmovable by myself alone.

I decided to make a loco stand to carry both loco and later on my tender, the loco being my main concern. 1" square tube is great for this as it has a radius on the corners. Frame welded together and castor wheels to move it about, I then mounted a gearbox that I had at one end of the frame and elevated the centre so that Phantom's frames could be suspended and rotated via the buffer beam drawbar.

The other end of the frames were lifted and a simple bearing arrangement made at the other drawbar. Now I could rotate Phantom upside down and fit the

wheels. Before mounting on the stand I decided to paint the frames in Etch primer.

Motion plates were milled out, drilled, tapped and



Cylinders complete with Covers, Glands and Steam Chests.

fitted to the frames and then on with the cylinders.

The cylinder blocks as explained in Part 1 were made from solid bar and this presented a challenge to be able to cut them to shape. Again a little patience, marking out and checking before cutting proved to be the right way forward.

No digital readout on the miller meant most work was on the trusty 4" rotary table, this especially for the radius on the outside of the cylinders and the hole locations for the covers.

Final cylinder boring was done at work with a large micro-bore boring bar on a milling machine, both cylinders exactly the same bore size.

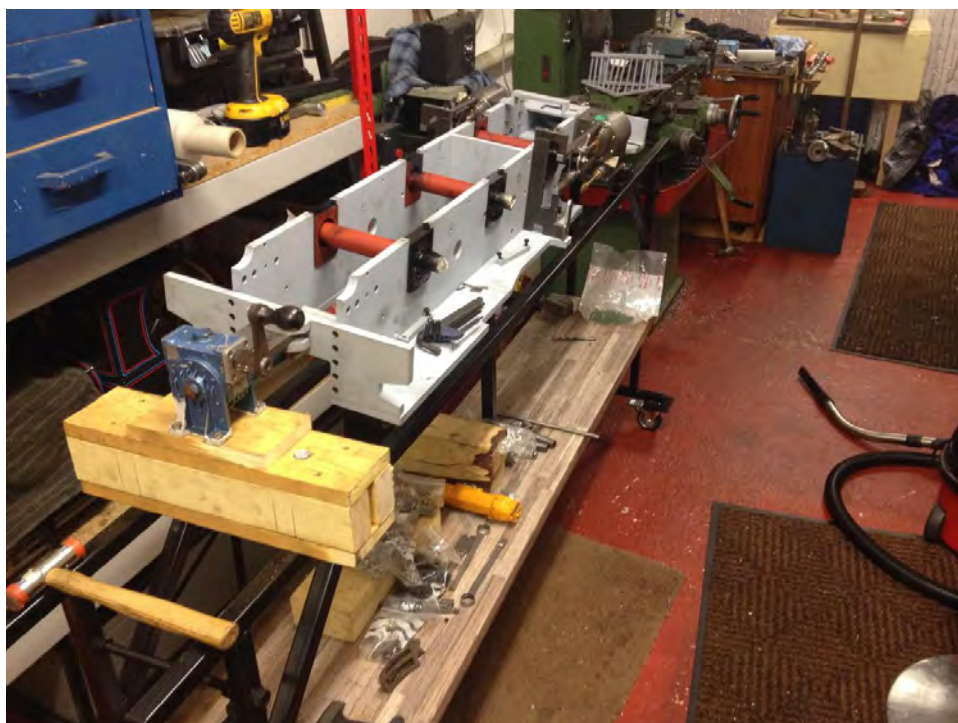
A digital readout meant once

Building Phantom 2-6-0 – Continued

both cylinder bore centres were located then a cut could be taken then the same cut on the next cylinder and so on until the final size was achieved.

Accurate marking out and checking required for the ports proved to be time well spent.

To be continued.



*Chassis sat on its final stand, coupled to a gearbox to rotate it
Axles, cylinders and motion plates fitted*

50th Anniversary of the End of Steam on British Railways

The Society plans two events to commemorate this day. First on Sunday 5 August we aim to gather as many steam locos as possible on site at Cinderbarrow. It doesn't matter what gauge, and it's not the intention to steam them all up, but just to bring together the largest collection we possibly can. However for those who do wish to steam up we will accommodate as many as we can on the track.

Secondly on 20 August, in our usual Monday slot, Jim Walker will give a talk on the end of steam while Peter Yates will bring a supply of beer to lubricate the evening.

**Keep the dates:
5 August
20 August**

Lancashire County Council Update Martin Sams

This is to give you an update on progress with Lancashire County Council and the possible take over of Cinderbarrow Picnic site on a 125 year lease. Our current lease just covers the railway part of the site; if the society proceeds then we would become responsible for the whole site covering 2.74 Hectares.

Negotiations are being conducted by a sub committee of three. These started in August of 2016, since that time there have been many delays as the application had to go through the Countryside Services department, be passed by the council, transferred to the Commissioning Department

and is currently with the Estates department.

The Estates department issued a Heads of Terms document which forms the basis of a possible future contract, however this document was based on a standard council document and in many ways does not suit our purposes, The Heads of Terms is currently back with the Estates department with a list of the sub committees questions regarding various points.

The society will need to have legal representation as negotiations proceed and to that end have obtained quotes from two solicitors to put before the trustees at the next meeting on 23 July 2018. ■

New Members tell us about themselves

In this issue, we have four new members joining us, two of whom are partner members.

Where possible we like to give new members the opportunity to introduce themselves and Dave Wood has kindly given us his profile below – thanks very much, Dave.

Our new members are:

- Sylvia Sumner, partner member from Lancaster
- Dave Wood and his partner Tracy from Morecambe
- David Parry from Kendal

If you see any of them, please give them a warm welcome.

Membership rates:

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

Rates will remain unchanged for 2019! The Society has now maintained the same low rates for 3 years!

Dave Wood

A recent member to join us is Dave Wood, a local of Morecambe (vintage 1964) and brought up with sea and steam. Which was combined at the tender age of 16 with his first sea going ship, HMS Plymouth, as a boiler front stoker.

After serving in the RN for several years, a new civilian life beckoned, and first place of work was Steamtown, then under Bill McAlpine

ownership. During that time he had his first experience with a 7¼" gauge by overhauling a 2-6-0 tender loco owned by Mr Bill. He was also fortunate enough to be a support crew member for 2 mainline registered locomotives, a Black 5 5407 and 7MT Britannia.



His next move was to another local restoration company, Lancastrian Carriage and Wagon, ending up as company manager.

Life then took a different direction, in the world of ship building, on the Clyde working on the last type 23 frigates to be built. The next move was to sunny Barrow in Furness as a senior commissioning engineer working on both surface and subsurface vessels.

He also had the privilege of working on the nation's new flagship HMS Queen Elizabeth. So after over 30 years in engineering, he is still working with steam but the heat source is an underwater nuclear reactor.

His other interests include

scale radio controlled boats and whiskey distillery visits (40 + and counting!) He is currently building his first 7¼" gauge item of rolling stock based on a Ffestiniog railway slate/riding wagon which he hopes to run before the season's end. He has been married for over 30 years with 3 children and his wife is also a member. ■

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.

A Celebration of GL5 – GL5 Days 2018

In April we were joined by the GL5 community from far and wide for 2 days of fun, recreating the first half of the last century by operating a huge variety of goods trains just like the real thing, but in 5" gauge.

Everyone had a great time, and the weather was kind to us. Thanks to Ron Strachan for organising it and we look forward to another successful event next year.



Steaming up!



Dave Kinsella from Milnrow, Rochdale, with his scratch-built Class 47, D1504, which was first built in 1964. It has a sound card and a steam generator to simulate diesel smoke.



Dave Noble, a GL5 member, was busy shunting wagons by remote control with his Brush Traction Ltd 0-4-0, N° D2999. This was the only one BR brought into stock.



Brent Hudson is President of the Southern Federation of Model Engineers. He has his own Railway in Cambridge along with 4 steam locos and 6 diesels to run in it! He brought this Class 20 N° D8129 with him today.



Eddie Gibbons from Tyneside club and his son Joe brought this Adams radial 4-4-2 Tank, N°30582. Introduced by South Western in 1885 and ran on suburban trains until 1920s when it was replaced by electric. N°30583 still runs on the Bluebell railway, Sussex.

GL5 Days 2018 – continued



Vince Shaw, a member of GL5 and the Derby Society, scratch-built this 7200 Class 2-8-2T, N^o7243 from works drawings. The prototype was converted from a 2-8-0 around 1938 and it has an unusual backhead.



Steve Whitaker belongs to the Stockport Society as well as GL5. He brought his Great Western 4300 class, N^o 6365. There were 342 of these locos built.



Bill Sharp bought and rebuilt this LNER Q6 0-8-0 coal engine, N^o63377. Bill comes from the Rydale club. An unusual model because it started life as a Netta and he converted it to a Q6. The original of this loco runs on The North Yorkshire Moors Railway.



Geoff Whitaker completed this BR Standard Class 4 Tender engine N^o75069, in 7 years. The drawings were done by Doug Hewson and it was serialised in EIM.



Our very own Mike Glegg with his very beautiful Claud Hamilton 4-4-0, N^o1873. They ran on the Great Eastern and this one was built in 1900 and ran from 1902 to 1957, the longest running Claud Hamilton. It took Mike 8 years to build it.



Ben Lyons, a GL5 member from Bedford, bought this Class 2MT 2-6-0 N^o78036, in a mostly finished state and completed it.

– Ed.

The Halifax Explosion

Reproduced from Whangerai Model Engineering Club

Northern News

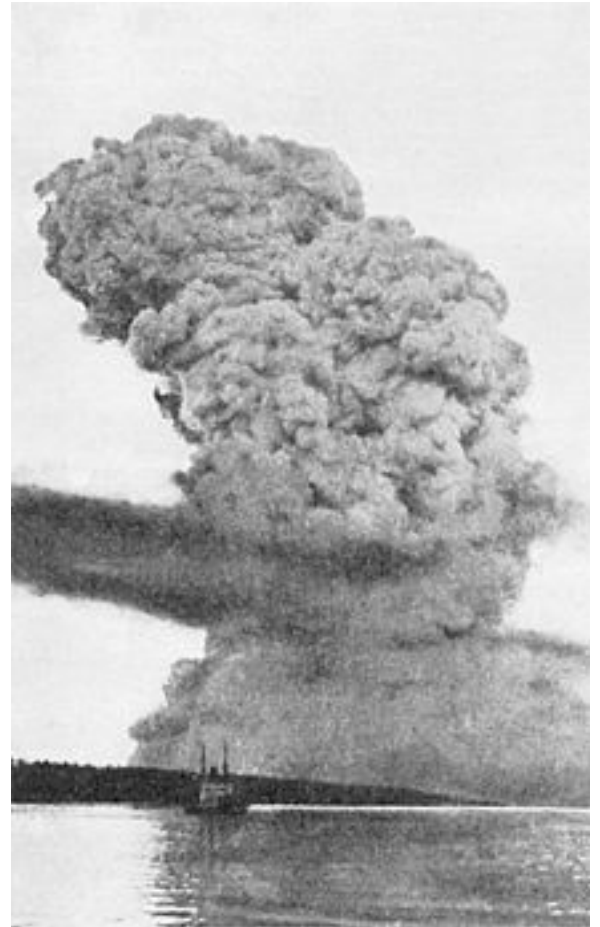
On December 6, 1917, the largest non-nuclear explosion ever seen obliterated the city of Halifax, Nova Scotia, Canada. The death toll was very close to 2000 people plus 9000 injured and caused a huge amount of damage to the surrounding area covering approximately two square miles.

The explosion was caused by the collision of two ships in the narrow channel at the entrance to Halifax Harbour. This entrance had seen other collisions over the years but not near as great as this one.

Shortly before 9am, the SS Imo, a Norwegian steamship carrying supplies for the Belgian Relief Commission (a World War 1 era relief organisation), headed out of Halifax Harbour and found itself on a collision course with the French steamship SS Mont-Blanc. Unbeknown to others in the Harbour, the Mont-Blanc was carrying 2925 metric tons (about 3224 short tons) of

explosives – including 62 metric tons (about 68 short tons) of guncotton, 246 metric tons (about 271 short tons) of benzol, 250 metric tons (about 276 short tons) of trinitrotolulene (TNT), and 2367 metric tons (about 2609 short tons) of picric acid – destined for the French war effort. After exchanging warning signals, both vessels initiated evasion manoeuvres but ultimately collided.

The French ship caught fire after several drums of benzol – a highly combustible motor fuel derived from coke-oven gases – tipped over on the deck, spilling their contents, which ignited, and the vessel drifted into a pier. As crowds gathered, drawn in by the rising pall of smoke, emergency personnel tried to control the damage.



A view of the pyrocumulus cloud

However, just after 9:04 am, the Mont-Blanc exploded. The blast and the resulting tsunami, which surged approximately 60 feet (18metres) above the high-water mark, pressed some three blocks into the city. More than 1600 buildings



Halifax harbour explosion aftermath

The Halifax Explosion – continued

were destroyed by the wave, and debris was scattered for several miles. The force of the wave heaved the Imo toward the shore where it became grounded. In the aftermath of the explosion, hospitals were inundated with the wounded, and morgues struggled to identify and document the dead. News of the disaster spread quickly, and aid soon arrived from within Canada as well as from the United States.

Unable to travel with its scheduled convoy across the Atlantic, the Mont Blanc went to Halifax so it could travel with a new group. It arrived the night before and had to wait outside the anti-submarine net that protected the harbour. At dawn, it began to move into the harbour.

Normally a munitions ship would fly a red flag to warn others of the dangerous cargo, but the Mont Blanc did not raise its warning flag.

Meanwhile, the SS Imo, a Norwegian ship carrying Belgian relief supplies that had been held up in the harbour for several days,

began to move down the harbour toward the Atlantic. The Imo's captain was angry because he had been delayed and so he put to sea without the harbour master's permission. The two ships were manoeuvring for position as they met in the Narrows between Halifax on the southern shore and Dartmouth on the northern shore. Initially, the Imo refused to give way. Once it began to turn out of the Mont Blanc's path, it could not move fast enough to avoid a collision. Barrels on deck broke loose with the impact, and sparks from the scraping metal ignited the benzol that had spilled across the deck. The Mont Blanc's captain recognized the terrible danger of these fires and abandoned ship,

rowing with the crew to the Dartmouth shore. The damaged and burning Mont Blanc drifted to shore in the heavily populated wharf area of Halifax.

Crowds gathered on the shore and at windows to watch the burning ship run aground. Barrels of benzol began to shoot into the air like fireworks and explode. More people gathered to watch. Approximately 20 minutes after the collision — at 9:04 a.m. — the fires ignited the 2925 tons of munitions on the Mont Blanc and exploded. The ship was vaporized instantly, a huge area of Halifax was destroyed, and an enormous debris cloud rose over the city. ■



SS Imo after explosion

NER Clerestory Saloon - part 4

Mike Glegg

Continued from Issue 15

Most of my hobby time last winter was given to the roof construction. I wanted it to be removable, therefore it would need to be reasonably rigid and, I hoped, warp free!

A couple of pictures show progress to date [May '18]. Three holes in the top centre will be for ventilation units, two for the saloon and one aft in the galley. The outer plank of each side roof yet to be fitted; and while it is being painted it will have cotton material fixed overall to simulate the heavy 'tarpaulin' sheeting applied to the full size roof.

The coach body was lengthened by 10 feet, and placed on a bogie chassis as recently as 1904. Since then the roof has appeared in various colours; presently in red oxide, it has also been dark brown, grey and white. At this stage all I can say is it won't be red oxide!



I decided the basic structure of the roof would be formed [all made from sapele] using a 4½" x ¾" 'plank', with two vertical sides 1¼" x ¾", all some 42 inches long, keyed [and eventually glued] together with a ⅛" deep and wide register. This would produce a 'U' section, which when turned upside down, would provide the back-bone of the clerestory roof with the

required rigidity I was looking for. Well that was the plan, but I am pleased to say it did when put together!

This also solved another foreseeable problem; the clerestory windows were notably 'recessed' within the sides of the structure. The ¾" thick timber gave me more than enough material to work with in order to reproduce this in the smaller scale. I could also plan for the required cross members, [to carry the lower roofs each side], could be made and fitted, in such a way to add further strength to the sides of the clerestory.

The cross members just referred to would give the curved shape to each side 'wing' of the roof, when planked longitudinally. The top of the clerestory roof curve was easily produced by memories of making Keil Kraft Flying Scale Model Aircraft



NER Clerestory Saloon - continued



[Yes, rubber powered!] many, many, years ago!! If you need further explanation, I suspect you never had the chance to spend 4/6 on such a kit; [tissue paste and dope not included]. Curved formers of the required radius were glued across the flat plank top prior to covering with the small scale longitudinal planking, visible in the pictures.

The main outstanding items are the doors. Coach type 'lowering' windows and 'slam-door' locks and handles have been given quite a bit of thought. Being about $\frac{3}{8}$ " thick rather dictates what can and can't be done; there is insufficient thickness to accommodate working locks and lowering windows! So I propose to have two with adjustable windows, and the other pair of doors to open.

When made and hinge fitted to the sides, the whole coach body will be fixed and glued together to its base,

producing the basic oblong shape. [The photographs with this article will then become unique, so I couldn't resist taking one of the corridor section showing the saloon aft bulkhead, toilet door, attendants rest area and the galley with its rear set of cupboards under a work-top!].

Finally a word or two on furniture. I think I mentioned in one of the earlier articles that I was happy to discover that the majority of British dolls house manufacturers

work on 1" scale. How lucky am I, was my initial reaction! However, after scrolling through page after page of web sites with nothing flagging itself up [I gather that's the correct term!], I was beginning to suspect I just might have to build, not buy, the 4 arm chairs & 8 carver chairs, not to mention a couple of drop leaf tables myself! While my initial thought was 'what's that going to do to my model engineering street cred', a lady in the doll's house business raised my hopes with the message, I quote, "I'm going to see if I can find you somebody to custom build for you"!! My relief was almost tangible – for a couple of months.

That was last year. I am no further forward. I suspect my 'Ikea flat pack' [I've used the expression several times], is coming home to haunt me!

The coach might well make its first few runs with an empty saloon; but how often can I use the excuse, 'the chairs are >



NER Clerestory Saloon - continued

at the upholsterers being recovered'? Perhaps a few scale cardboard flat packs, together with some very small Allen keys, could be visible in the saloon, well any better ideas?

[Since writing the previous paragraphs the roof is finished apart from the 3 vents on top of the clerestory, see photos.]

To be continued.



Clothing

Society clothing with embroidered logo:

Fleece	£20.34
Sweatshirt	£12.60
Polo	£11.10

Contact:

Ken Hodgson 01524 414159
or
Uniform & Leisurewear
Company
01524 388355
sales@ualonline.co.uk

No Halloween event this year

The committee considers that the donation income received from running our ghost trains at Halloween no longer justifies the effort and expense involved in putting on the event. Therefore we will not be running the trains this Halloween.

Round and About

Leeds SMEE

August Rally: 11-12 August

Eggborough

<http://leedssmee.btck.co.uk>

Rydale SME

Main Line Rally: 25-27 August

<https://www.rsme.org.uk>

Sale Area MES

Open Weekend: 8-9

September

<http://waltonparktrains.co.uk/>



Two professional photographers visited us during the long hot summer of 2018 (remember it?) I thought I'd share with you a couple of their photos.

Open Day 2018

July saw another successful open day at Cinderbarrow with a good number of visitors and a wide range of locos and a steam wagon from as far away as Cambridge. Visitors arrived early and were not put off by the small matter of an England quarter final against Sweden in the World Cup later that day!

Many of the visitors told me how much they enjoyed coming to Cinderbarrow - one of their highlights of the year - and they will be returning in future years.



Tim Carr from Spenborough with his 7¼" Hunslet "Lilla" 0-4-0. The prototype was built in 1891 and now runs on the Ffestiniog Railway.



Bruce Whatley from Cambridge brought two superb 5" prototype models with him - a "Brit" 4-6-2, 70038 Robin Hood (above) and A3 class 4-6-2, 60096 Papyrus (below, left)



Sally Fletcher from Egremont with her 5" Maxitrak Planet



Bruce Whatley (see above) has his own private 5" garden railway "Hilton Light Railway", which he shares with Andy Reynolds (right) and other local enthusiasts.



Andy Reynolds, from Cambridge, brought a beautiful 5" Dunalastair 4-4-0, N° 139 of the Caledonian Railway. At home he also runs it on the Hilton Light Railway.

Open Day 2018 - continued



Phil Ashworth, Sale Area MES, with his 5" Gresley O1 2-8-0 "Tango", N° 3470



Chris Price from Rochdale with his 5" NCB Shunter



Keith Goulder from Lockerbie with his freelance Dock shunter



Richard Stoddard of Wigan Model Engineers with his 5" Gresley V1 2-6-2T, N° 67620



Geoff Baxendale, Leyland SME, with his 7 1/4" Quarry Hunslet 0-4-0



Dave Hall, Redhill Live Steamers, Leeds 4 1/2" long wheelbase Foden

– Ed.

To the end of the Earth

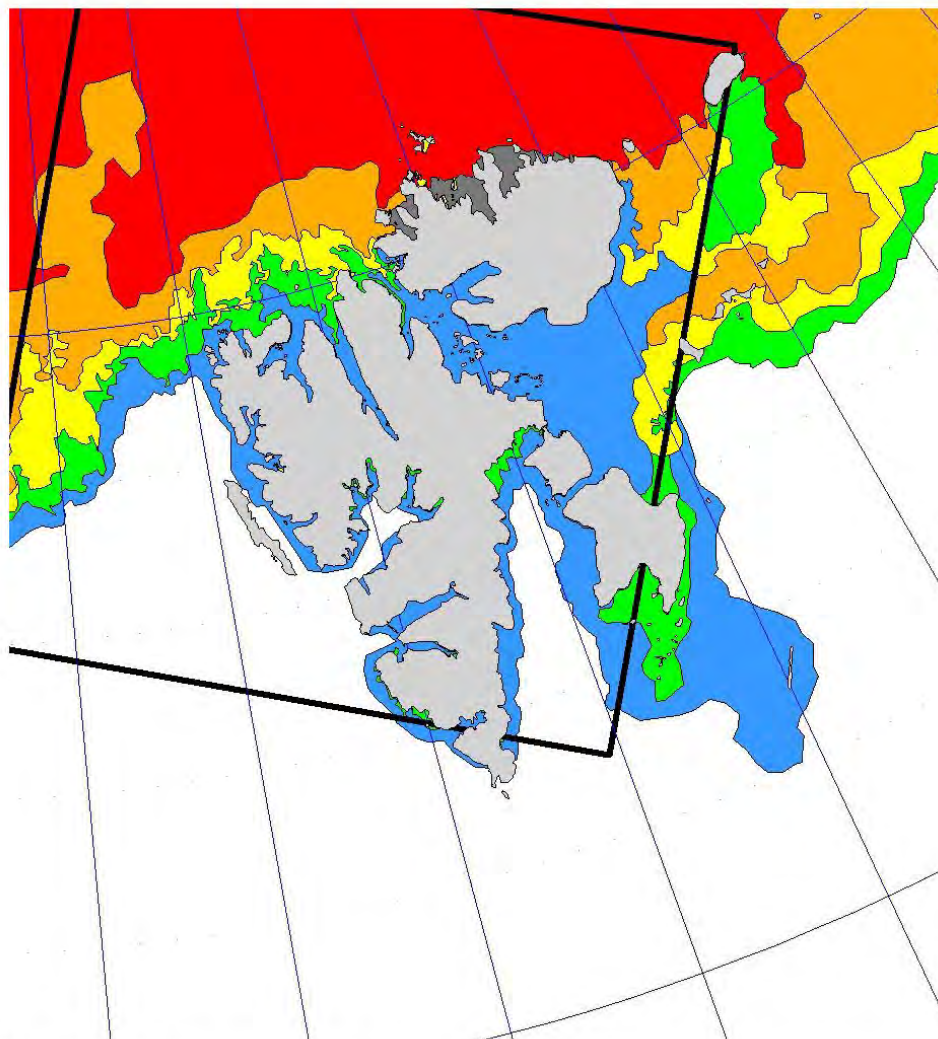
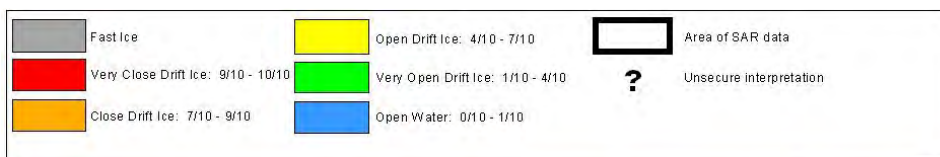
Richard Robinson

Several members have encouraged me to hit the keys and produce a written version of my Monday night talk of the same title. Be Warned - It has nothing to do with model engineering.

My wife, Joan (a witch at Halloween) and I have taught sailing for 30 years on both shore based and practical courses. Retirement crept upon us and with it a 'lump sum'. We sold 'Rooster' our Irish 23 foot Ruffian. She has sailed the Irish coastline and the Scottish Islands and we know she still sails those waters. She was replaced by 'Bimba' a 12 meter long keel cruiser, a Tradewind 39. We intended to sail the world but yachts were being hijacked and the weather becoming more violent. Doom and gloom prevailed.

We sailed Bimba to Ardrossan and put her on the hard standing alternatively living and working on her two or three weeks at a time. Our winters were spent in this way till mid April, our launch date. Each year we managed to get to Lerwick for the Shetland Folk Festival as preparation for crossing the Norwegian Sea.

Bimba is managed rather than sailed. She is steered by a wind sensitive vane. No wind! Then the yachts domestic battery powers the autohelm which can steer a course more accurately than



The ice chart transmitted to Bimba

a human. She has four 100amp hour batteries charged by a windgenerator and the engine when in use (80amp alternator). My wife and self stand 2 hour watches which seems about right for us, longer gets really boring. Every 15 minutes we have an intense lookout scan for other

vessels and possible hazards, check sails, check the course and generally sense if everything is working well.

This last requirement is actually at work all the time, by subconsciously listening to the sounds of the yacht ready to investigate anything unusual. Geoff Martell

To the end of the Earth continued ...



Karen Anna with her sister

talking about having half an ear for the sounds of the workshop reminded me of this.

We arrived in Norway after 2 nights and a day at sea, sailing through the oilfields on the middle day. Then it was North up the coast past the Arctic Circle, the Lofoton Islands and other places

which became familiar to us over the years. Amongst the friends we made were a group of Sami reindeer herders.

The Sami are family groups who have been herding reindeer in the North of Norway and surrounding country for 40,000 years. The reindeer spend the winter

inland, come the spring they get restless and want to move to their summer pastures near the coast away from the mosquitoes. All the Sami can do is guide them particularly when they cross the fiords. Their leader, Karen Anna, wears her traditional clothing everyday. She asked us to one of their main annual events, the celebration of midsummer. It was a bbq on the beach with an Aldi bbq set, plastic patio chairs – dress, jersey and jeans, except of course Karen Anna.

Leaving the mainland of Europe we would sail North round Nordkapp and head for Bear Island. A cherished memory is sailing in mist along the Southern coast of Bear Island at 3am, past the caves and sea stacks which were described by Alistair Maclean in his novel of the same name. Ever Northwards past the open fiords, the glaciers and snow capped mountains of Svalbard. >



To the end of the Earth continued ...

On one of our later visits we decided to go for the polar ice.

Motor sailing into a force four 600 miles from the North pole is not very pleasant. About 4 nm ahead was a fog bank I guessed to be over ice, the air being cooled by the ice. We have on board a Pactor modem which sends data (emails) on the radio ham frequencies. It is so sensitive it can process a signal you can not hear. I sent a request to a friend in Knott End via a repeater station in Belgium. He downloaded the latest ice chart from a station in Canada and edited it into a much smaller file. We received it 20 minutes later. There was ice which blocked our path and extended across the sea North of Svalbard. The chart was based on a satellite image. There were no other ships in the area so we declared Bimba to be most Northerly yacht on Earth.

Polar bears are always in the most unexpected places



giving rise to countless polar bear stories. A favourite one describes three scientists returning to their anchored boat pushing the dinghy out in shallow water. Polar bears picked up the scent and chased. No gun or matches (basic mistake), they defended themselves by tearing a shirt into strips, soaking a strip knotted to an oar with fuel and igniting the fuel using the outboard engine spark plug. Our polar bear story concerns being

caught without a gun upwind of a hungry polar bear unaware of its presence. That's a story for another day!

I started to find it harder to get into lockers, my muscles and joints would go stiff and I lost strength. It was time to sell Bimba and move on. I have always been a student at heart, learning new things and was determined to put a Cowells 90 inherited from my father to work. I was diagnosed with Parkinsons disease 4 years ago. ■



Memories from years gone by ...



The plaque in the club room that was unveiled on the day

Here are some photos from our official opening at Cinderbarrow on 1 October 2000. Many thanks to Adrian Dixon who managed to recall

many of our old friends. Adrian was not sure of some, so please let me know if you can provide better information.



John Hartup driving 'Bert' talking to Eric Watkins



John Wild in Hi-Vis to left of window, right hand in Hi-Vis is Alan Green next to his Rob Roy. Far left is Arthur Bezeck with 'Lancashire Lad'.



From left: Arthur Bezeck with Lancashire Lad; Stan Jackson with Cumbria; Fred Berry (woolly hat). Right, facing away: David Priestley with his loco.



Bill Tabiner – then the chairman of NAME; Possibly his wife to the right



Left Malcolm Ford (his wife in light jumper?) and to the right, David Stribley.

Grand Opening day 2000 – continued



Neil Hodgson driving his freelance 'Peter Pan'. John Wild's 'Newport' to the right.



Bevis driving Syndy



John Houghton, Geoffrey Thompson talking to Doug Young & right is David Stribley



From right – Darwin Evans, Alice Evans, unknown. Left: Doug Young's wife?



From left, LCC representative with husband and Ian Magowan



Geoffrey Thompson



Geoffrey Thompson unveiling the plaque

Grand Opening day 2000 – continued



L-R The deputy Mayor, the Mayor of Lancaster (Cllr. Edna Jones), Karl Latimer (President), Geoffrey Thompson & Adrian Dixon (Chair).



Adrian Dixon, Geoffrey Thompson and Karl far right



Doug Young (David Priestley engulfed in steam!)



John Hartup (third procession train) Foreground, David Priestley



Neil Hodgson with Peter Pan rounding the NE corner. Note how open it is – all trees now!



The inaugural train. Bevis driving, Geoffrey Thompson, Mayor (Edna Jones), Deputy Mayor, Bill Tabiner and wife. Bria Sandbach guarding. Platform, left: Eric Watkins



The mayor departing with a salute from Doug Young

Lancaster and Morecambe Model Engineering Society Ltd

Programme of Events August 2018 - Dec 2018

Sun, 5 Aug	Public Running and Steam Gathering	<p>Bring Along Your Steam Logo!</p> <p>To commemorate 50 years since the end of steam on British Railways, we want to gather as many steam locos together at Cinderbarrow as we can. If you don't have a loco just come and join in.</p> <p>Lets surprise our visitors and have fun ourselves!</p>
Mon, 6 Aug 5pm	Members running evening evening	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.
Mon, 20 Aug 7.30pm	Presentation / Social evening	<p>Peter Yates and his friend Jim Walker want to say thank you for making them honorary members. The 4th August is the 50th anniversary of the end of steam on British Railways.</p> <p>To commemorate this day Jim will give a talk on the end of steam while Peter will bring a supply of beer to lubricate the evening.</p>
Mon, 27 Aug	Public Running	August Bank Holiday Public Running Day No Committee meeting
Tue, 28 Aug 7pm	Committee meeting	All members are welcome to attend and contribute.
Mon, 3 Sep	Engineering Evening	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.
Fri - Sun 14 - 16 Sep	7.25" Gauge Society Gala & AGM weekend	7.25" Gauge Society Gala and AGM weekend at Wester Pickston Railway, Perth More information at http://www.sevenandaquarter.org and http://smet.org.uk/
Mon, 17 Sep	Presentation	Development of guns by Glen McQuire
Tue, 18 Sep	Member Running	Members Running Afternoon
Mon, 24 Sep 7pm	Committee meeting	All members are welcome to attend and contribute.
Sun, 30 Sep	Last running day of season	Last Public Running Day



Mon, 1 Oct	Informal Evening	An opportunity for members to meet and discuss engineering subjects of interest
Sun, 7 Oct 10.30am	Annual General Meeting	All members are asked to attend. Please come along and make it a good meeting.
Mon, 15 Oct	Presentation	Peter Webster: Darjeeling Railway
Thu - Sun 18-21 Oct	Midlands Model Engineering Exhibition	Venue: Warwickshire Exhibition Centre. More details at http://www.midlandsmodeleengineering.co.uk
Mon, 22 Oct 7pm	Committee meeting	All members are welcome to attend and contribute.
Mon, 5 Nov	Informal Evening	An opportunity for members to meet and discuss engineering subjects of interest
Mon, 19 Nov	Presentation	tba
Mon, 26 Nov 7pm	Committee meeting	All members are welcome to attend and contribute.
Mon, 3 Dec	Informal Evening	An opportunity for members to meet and discuss engineering subjects of interest
Sat, 15 Dec	Christmas Lunch	Christmas lunch - venue to be arranged

