

CINDERBARRROW FLYER

The Newsletter
of
Lancaster & Morecambe Model Engineering Society

NEWSLETTER DATE DECEMBER 2013 ISSUE 4



THE NEW STEAMING BAY ROOF TAKING SHAPE

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SOLD

MILLING MACHINE

**THE MILLING MACHINE WHICH WAS ADVERTISED IN THE LAST EDITION
ON THE CINDERBARROW FLYER HAS BEEN SOLD TO ALEC ESCOLME**

HAPPY MACHINING ALEC

EDITORIAL

So this is the last issue of the Cinderbarrow Flyer, it does not seem long since Peter Griffiths and I started pounding the keys and persuading members for articles. Funnily enough we still need more articles, so how about a New Years resolution to put fingers to keys and tell us all what you are up to in the model world or anything else for that matter that other members could be interested in.

Those of you who have been down to the site in recent weeks will have seen the new steaming bay roof going up. I think it is going to prove a really useful addition to the societies facilities, mind you I am slight biased and I have heard one or two comments that it is big and ugly and not really necessary. Strange really as both members ran electric powered locos, such is life and as once was said *You cannot please all the people all the time.*

Halloween Night was a great success and swelled the societies coffers by £ 403-00. It is hoped for 2014 to put on a even better show but we really could do with a few more helpers in the afternoon to set everything up.

Due to me clearing off to warmer climates, this edition is reduced from what I try to issue, so I do apologise.

I would like to take this opportunity to wish you all the best for 2014.

Martin Sams
Editor

NEXT ISSUE DUE END OF APRIL 2014

SO DON'T FORGET TO SEND IN YOUR ARTICLES AND LETTERS

Alstom to maintain Turkish high speed train fleet. TURKISH State railway TCDD has awarded Alstom a €22.3m two-year contract to service and maintain its fleet of 12 six-car CAF high speed trains. The 250 km/h train sets entered service from 2009, and are deployed on the 245 km Ankara - Eskisehir and 310 km Ankara - Konya routes. They are expected to cover 10 million km during the two-year period of the contract.



The work to be undertaken by Alstom at TCDD's depot in Ankara will include preventative and corrective maintenance, daily internal and external cleaning, heavier maintenance tasks and any repairs which might be required. We are pleased to bring TCDD our long and international experience in this field', said Arda Inanc, Managing Director of Alstom Transport Turkey. 'We are grateful of our client's renewed confidence and will work diligently to meet its expectations.' ■

Anyone Fancy Living in a Volcano !

Aogashima is a volcanic Japanese island in the Philippine Sea and administered by Tokyo and located approximately 358 km (222 miles) south of Tokyo. It is the southernmost and most isolated inhabited island of the Izu Archipeligo. The village of Aogashima administers the island under Hachijō Subprefecture of Tokyo Metropolis. As of 2009, the island's population was 205. Aogashima is also within the boundaries of the Fuji-Hakone National Park.

Aogashima is a complex Quaternary volcanic island 3.5 km in length with a maximum width of 2.5 km, formed by the overlapping remnants of at least four submarine calderas. The island is surrounded by very steep rugged cliffs of layered volcanic deposits. The southern coast also rises to a sharp ridge forming one edge of a caldera named Ikenosawa with a diameter of 1.5 km. The caldera dominates the island, with one point on its southern ridge, Otonbu with a height of 423 metres, as the island's highest point. The caldera is occupied by a secondary cone named Maruyama. Still considered a Class-C active volcano by the Japan Meteorological Agency, the last eruption of Aogashima was during a four year period from 1781-1785. The history of human settlement on Aogashima is uncertain. Most of the people in Aogashima are Japanese. The island is mentioned in Edo Period records kept at Hachijō-jima, which record volcanic activity in 1652, and from 1670-1680. An earthquake swarm in July 1780 was followed by steam rising from the lakes in the Ikenosawa Caldera. Further earthquakes in May 1781 led to an eruption. In April 1783, lava flows from the Maruyama cone resulted in the evacuation of all 63 households on the island. During a massive eruption in 1785, some 130-140 of the population of 327 islanders perished. The southern coast, which is mainly scoria, is slowly falling into the ocean.



Main Line Rally at Gilling East

By Alec Escolme and Stan Jackson



V2 'Coldstreamer' patiently waits at the signal



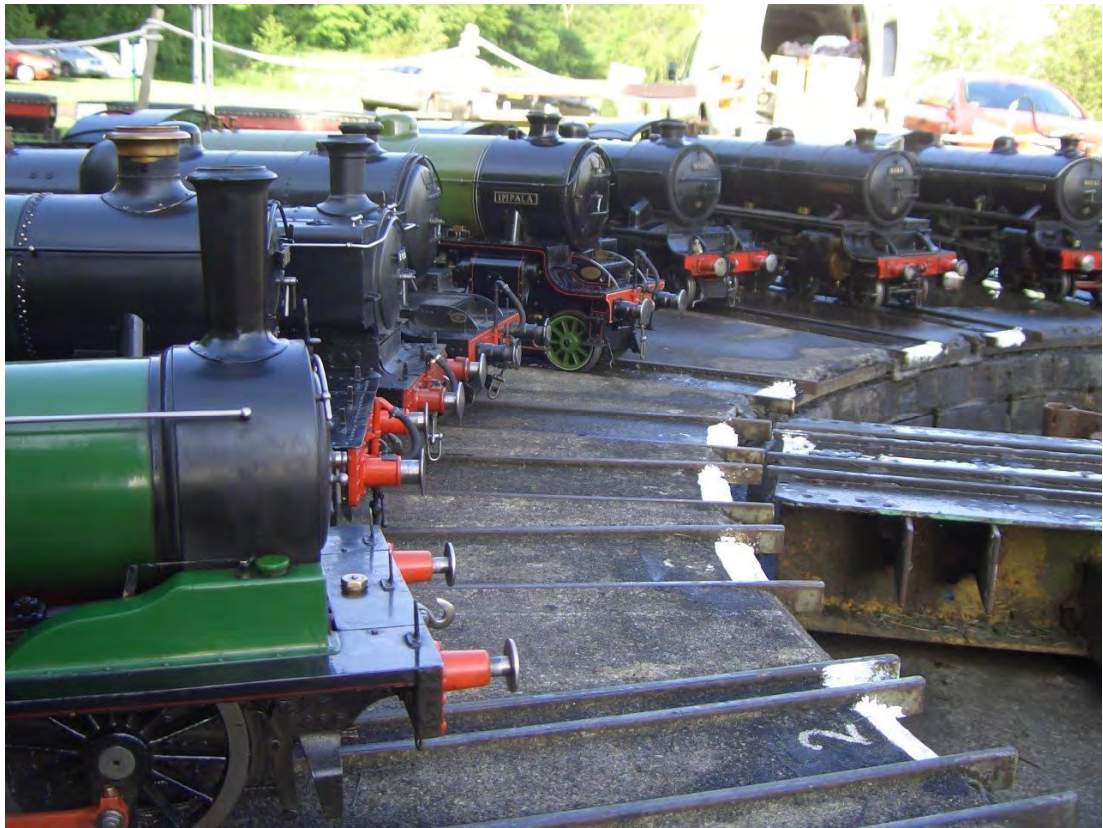
An excellent selection of rolling stock at Erimus yard



A Royal Visitor



Stan's J94 buried in the up yard



A full stable first thing in the morning



Unusual wagon loads at Erimus



Full steam ahead!



Boilers and Burners

By Peter Griffiths

The tourist trade in the Lake District is rather a two edged sword. The whole infrastructure of the area is geared to making a living out of the tourists. This is fine and dandy. However, when you are trying to get to the next village in the middle of November, and are still held up by tourists driving at 20 miles per hour in the middle of the road, the patience gets a little thin.

Ricco was the engineer of one of the steam launches that ply one of the Lake District waters. The paying customers tend to be rather staid and prim and Ricco has an outrageous sense of humour. The boiler and engine of the boat are on show to the public and Ricco gets asked many questions of a dozy nature (his words, not mine). Towards the end of summer, when you have heard all the inane questions a thousand times before, it is very difficult to keep answering with a smile.

He had had a very trying week in the end of August with lots of green welly horsy ladies plaguing him with daft questions. So he plotted his revenge. To keep the engine room spotlessly clean requires a lot of cleaning rags. For quite some time the crew had been using bin bags full of old clothes, which were leftovers from the local Jumble Sales. In one of these bags had been an old fox stole minus its brush. The one that looks like the fox has had an accident with a steam roller.

For many weeks the crew had had some innocent fun by curling the stole up on the floor of the maintenance hut so that it looked like a sleeping dog. When the reps came round to see them, as they walked in, the crew would trip over the 'dog' in passing. Having made some comment about a useless animal, they would then proceed to throw it in the bin, and watch the reaction from the rep!

The next day Ricco removed the stole from the hut and carefully curled it up on the floor next to the boiler on the boat. He carefully hid its glass eyes and placed a saucer of milk next to it. All day matronly ladies made ooh and ahh sounds over the sleeping dog but no one asked any daft questions. Eventually, later in the day, he encountered his ultimate nightmare, a barbered green welly amazon of a woman who spent all the cruise making disparaging remarks to the rest of the passengers about the running of the boat. Eventually she stood viewing the boiler and Ricco at work, and was loudly telling everyone else what she thought. Ricco realised that only she could see the dog/fox fur, none of the other passengers were near her (understandably). All of a sudden Ricco grabbed the dog/fox collar, shouted abuse at it for being a dirty dog and threw it into the firebox of the boiler, slamming the door shut.

He had intended to explain the joke to the lady when she started kicking up a fuss, but she never said a word, she just went and sat down and uttered not a single word for the rest of the cruise. Ricco missed her getting off the boat, so had no chance to explain. He was convinced the police and RSPCA would be visiting the next day, or he would be hauled up before his bosses. But no, to this day that lady hasn't complained.

A Garden Railway

Pictures of Anthony Woodruff garden railway in the course of construction



DATES FOR YOUR DIARY

Jan 6 Monday	Informal Meeting For the benefit of new members an evening for those who wish to chat about virtually anything, even model engineering
Jan 20 Monday	Video night; Short videos of interest with time for discussion in between.
Feb 3	Informal meeting
Feb 17 Mon	Sale Night; Anything in your workshop that you think redundant, anything sold gives the society 10% to the coffers
Mar 3 Mon	Informal meeting
Mar 17	Project Night; Bring along anything you are building to let other members have a look, projects under construction can be of great interest at this stage
Apr 7 Mon	Informal Meeting
Apr 12 Sat	7 1/4 Day Meeting for members and visitors, any extra day hauling passengers and meeting old and new friends, Fish and Chip van will be on site, Teas and coffee will be served in the club house
Apr 13 Sun	Our Summer season unadvertised public running day, this is to test all operating equipment and rolling stock, Boiler testing will also be available.
Apr 15 Tues	Members Play Day; This is your chance to come and play rather than work
Apr 18 Fri	Good Friday; The first public running day of the season, starts at 10.30 a.m. finish at 4.30 p.m.
Apr 20 Sun	Public running
Apr 21 Mon	Easter Monday; public running.
Apr 21 Sat	A Mini GL5 Day for members Starts at 10.00a.m.

The Chairman's Tool

By Martin Sams

Needing to flair the side panels of my new tender for "Bluebottle" a 2-6-0 Romulus, I was a bit stuck on how to proceed, I did have access to reasonable large rolls but that meant I would not have the panel size required due to the waste created by the rollers not bending the top 25mm. When talking to Geoff Martell, our illustrious chairman, he suggested that I should try the following method, and seeing as a picture is worth a thousand words I think they will tell the story, dimensions are not critical but the tube and angle iron need to be somewhere near the finished radius.



The tool consist of a tube and piece of angle iron plus two studs as shown, I welded a plate on the bottom of the angle iron so it can be clamped in the vice



In use the material is placed in to the required distance and the nuts tightened down equally to form the correct radius, it is possible, if required, to reposition the work piece to give a greater radius



The finished bend, this is the rear panel for the tender I am building.

I was bending a 1 ½ inch radius using a 3 inch diameter tube with 2 inch angle iron section.



The three sides of the tender with the flairs done. Since this picture I have riveted the sides on and welded the corners up, also have cut and bent the copper piping to finish the edges, but that is another story