

CINDERBARRROW FLYER

The Newsletter
of
Lancaster & Morecambe Model Engineering Society

NEWSLETTER DATE AUTUMN 2014 ISSUE 6



A BUSY LAST RUNNING DAY SEPTEMBER 2014

IN THIS ISSUE

PAGE TWO	SECRETARIES NOTES
PAGE THREE	NEW PRESIDENT AND EDITORIAL
PAGE FOUR	CLAUD HAMILTON -A CONTINUING TALE
PAGE FIVE	A VISIT TO OUR EUROPEAN COUSINS
PAGE EIGHT	FIFTEEN YEARS NINE MONTHS AND STILL NOT COMPLETE
PAGE NINE	MODIFICATIONS TO A SMOKEBOX
LAST PAGE	DATES FOR YOUR DIARY

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Secretaries Notes

A item from our new secretary

Many of you will now know that I became your new secretary at the A.G.M. held at Cinderbarrow in early August. I must thank Debbie doing the job this last year. It was not her intention to retire after 12 months, but a rapid degeneration of her eyesight meant that she could not continue in post. She joyfully deposited dozens of files into the back of my car – Society Archives going back (as far as I can see) to the days when John Wilde was Chairman in the mid 60's.

Since becoming secretary I have had to circulate a list of items for sale from the late John Hartup's workshop. This brings me to make a plea to you all (well, a lot of you at least). I emailed all 46 members for whom I have an email address. I received only 19 replies by the ' Read message or displayed message' system which is available to all good computer operating systems. I had one thrown back to me as the internet address was wrong, this has now been rectified.

However, what has happened to the other 26 of you? Are you still members? Do you not wish to have information emailed to you?

Or, I have to say – controversially, can't you be bothered to click on the button?

I can be contacted directly by email on tmford1@etherway.net
or by snail mail 12, Windermere Park, Windermere, LA23 2NB.

EDITORIAL

Well another season draws to a close, with passenger numbers down but takings up, it has not been a bad year and our thanks should go to all those members who turn up every Sunday and Bank holiday to run the site. The monies taken help keep our membership fees at a reasonable level so if you can come and help it is always appreciated.

Our next event is Halloween night on the 31st October, this year should be even better than last year due to the efforts of Peter and Debbie Griffiths and Alan Green who has wielded his jigsaw and made two very impressive cut out witches. This event seems to grow year on year, although not everybody is a fan of Halloween it has proved to be a bit of a social gathering for the society.

Changes to the committee at the last AGM include Debbie Griffiths stepping down as secretary and Malcolm Ford taking the reins (*see Malcolm's column*), so many thank to Debbie and welcome Malcolm. A new member to the committee is Mike Hirst who is a fairly new member to the club, welcome Mike. One position that is still open is that of event/diary organiser so if you would like to help please contact Geoff Martell (chairman) on 01524 823651.

The bad news from the AGM was the subscription fees going up to £ 32.00 per annum, I think for the facilities that Cinderbarrow offers the subs are very good value when compared to smaller gauge societies. One O Gauge society I was told charge £ 30.00 per month and no reduced prices for juniors.

The next issue of the newsletter will be in January and I am running out of articles, so how about hitting those keys, and let me have your articles on things you are building, trips you have made, or comments about our society whether it is good or bad.

The Editor

The New President



With John Smithies having served his two years as president, the new man to head the society is Bob Sumner .

Bob is a founder member of the society having been a member for 35 years. During that time he has done a lot of work at Cinderbarrow, recently he has, with Geoff Martell, modified the carriage bogies to vacuum brakes.

Wishing Bob well in his new position as president.

Progress report on my 5" Claud Hamilton locomotive.

By

Mike Glegg

I have an immediate doubt on using the word 'progress'; the Great Eastern Railway works at Stratford, east London, built 10 of these engines in the year 1900 and the same number annually during the following ten years. I've managed to complete about 85% of a twelfth scale miniature and that's taken approaching 8 years!

These locomotives became the express power out of Liverpool Street Station hauling trains to Norwich and the North Norfolk Coast until the advent of the 4-6-0 B16 class some twenty years later. When relegated to lesser duties covering all of East Anglia they ran for many years, the last one being withdrawn in 1958.



Although the first engines appeared during the last year of Queen Victoria's reign, they were more associated with the 'grandeur' of the Edwardian era. Polished brass beading together with the GER dark Royal Blue livery must have brightened the gloomy interior of Liverpool Street considerable. This spring and summer I made the plate work, (together with all that beading) my main task. Hence progress on the running boards, valences, steps, splashers and cab sides; the spectacle plate and roof still to be

made. The photo giving an idea of progress. Still to be tackled are the boiler and firebox cleading, super heater, chimney, petticoat pipe and the smoke box 'plumbing'. I will take it to Rugby before she goes into the paint shop.

A few months ago the chassis ran on air, while initially satisfactory it soon developed a knock which was identified to be one of the main crank webs having become loose. After its repair the engine ran even better! I need to thank two of our members for that. One of them, Ron Strachan, lent me his book on 'Model construction of Stephenson's Valve Gear'; this ensures the builder gets the setting of the eccentrics and their relationship to the adjacent cranks correct. The other, well lets say his lathes are bigger than mine, his milling machine is bigger than mine, his workshop-----but enough of comparisons! It was Geoff Martell who had the brainwave of how to repair my crank axle *AND* keep it running true, gave considerable help when gluing the boiler bits together, and allowing me to machine driving wheels, expansion links, coupling rods, steam chest casting, roll the smoke box, even the brake block ring recently. [And many more examples].



A Visit to Our European Cousins

Well some of them

By

Martin Sams

Having met Claude Magdelyns from Brussels and Rosie Bongers from Rotterdam at a 71/4 Rally in the UK the idea formed that it would be interesting to visit some of the tracks in Europe. The plan was to take 'Bluebottle' my 2-6-0 Romulus and Alec Escolme as travelling companion visiting several tracks in Belgium and Holland. After researching on the internet I contacted four clubs and found we could visit and run on all four in a long weekend.



I have had problems with the Hackworth valve gear on Bluebottle, so two days before we were to leave on our trip another test run was planned at Cinderbarrow track. However Bluebottle decided that this trip was not to be and promptly fell off the traverser, damaging the side tank and roof, A change of plan was called for so out came my 5" Simplex to replace Bluebottle.

How Not to Treat a Loco

We sailed from Hull to Rotterdam, and arrived at 0830. Friday morning, the first track to be visited was *Le Petit Train à Vapeur de Forest Brussels* so after a pleasant drive on the motorway we arrived in Brussels. Finding the track was easy, the hotel proved more difficult as I put the wrong location in the SatNav. After a tour of east Brussels the hotel was located.

On the Saturday Alec and I visited the track, the welcome we received was very friendly to say the least. The track is located in a park with good facilities including its own bar in the clubhouse, nice workshop area and carriage shed. Outside there is a seating area. The track is divided into three sections blue, red, and yellow giving different lengths of run.

The track is 5" and 71/4 gauge with some nice gradients to make it interesting



A Visit to Our European Cousins

Continued

The following shows the track and facilities at Brussels



As can be seen by these pictures the weather gods smiled on us. Lunch was a very pressurised affair taking nearly a hour while the world was put to rights.

Le Petit Train à Vapeur de Forest

Some of the models seen were built to a high standard. Interestingly some of the narrow gauge style loco boilers were made of 304 stainless steel which has been used by the club for several years without any problems.

Interesting when you think of the debate in this country whether we should use stainless steel or not.



Part of the club room and bar



A view of the track from the seating area. Note the Union flag flying, I am not sure if this was put up specially for our visit but was a nice touch.

The signals are left out all the time. Even though the track is in a well populated area very little vandalism occurs. The building in the foreground is the ticket office.

A Visit to Our European Cousins

Continued



Some of the rolling stock at the Brussels track. Note the sliding seat arrangement used, which made the carriages very versatile in use. Although I did not find them very comfortable. This type of arrangement seemed to be used by the clubs in Holland and Belgium which we visited.

Inside the signal box. Note the screen showing the views around the track not visible from the box



Alec driving the Simplex. Oh for the comfort of the Romulus, although the Simplex did really well and never let us down once in all the kilometres it travelled.

In the next part Alec and I move north to the track at The Hague

As a follow up to Malcolm Ford's excellent articles he finalises with the trials and tribulations of the building of "Solway Firth" his 5" Britannia

Fifteen Years Nine Months and it is still not complete!

Earlier articles have dwelt on how the construction of my Britannia proceeded over such a long period of time. Well, I finally completed the build in early September and have had it in steam at Cinderbarrow three times since then. The new covers are a boon for 'fiddling about' in the rain. (Some people would call it making accurate adjustments) particularly if you use the most northerly of the seven bays.

Mike Glegg knows what I mean. Did you know that when marking out in his workshop he doesn't use 1. 2. 3a. etc? He uses North. South. East and West. His explanation is that aircraft don't fly in lines marked 1. 2.. etc but N.S.E.W and their derivatives.

The reason this northerly bay is so useful is that you can access the main head shunt and or mainline without use of the traverser. You can also use the access rail behind the clubhouse as a test track, which, if you do add the traverser onto the end gives you quite a long raised track. Beware of the step halfway along! I've found it several times lately.

The first time I steamed up all seemed to go well (with well meaning advice from more experienced members) so I descended to the long head shunt. Steam seemed to be coming from everywhere and anywhere, couldn't see a thing, then everything came to a stop in an even bigger cloud of steam. It was usefully pointed out by my colleagues that the offside valve liner had moved backwards about ½". End of first trials.

The next attempt , after a short delay and much use of chewing gum (joking), I managed to get on to the track and travelled around the inner track as far as the level crossing where a (nearly) catastrophic derailment took place. The tender had derailed, the connecting pin jumped out and the loco shot off by itself – or at least it would have done if I hadn't kept hold of the extended regulator rod and Mike hadn't jumped in front of the loco as it tried to get away. End of second trial.

The reasons for all of this were that the tender had derailed because the springing was too soft and whilst trials at home proved they were OK with my weight on, I had done the trial empty and dry. As soon as I had added the coal and water at Cinderbarrow I was 'over the limit'. The pin jumping out showed that impatience had produced a long nail(!) for job instead of the correctly fitting design. As for the loco trying to escape, those of you who know the design will remember that the regulator is a push/pull one, with the pull being FORWARDS. Therefore as I was holding the extension regulator handle in order to hold back the snorting animal it had become, I was actually pulling the regulator wide OPEN.

The third, and latest trial so far was much less devastating, but still resulted in a tender derailment! After steaming up, I travelled down the long headshunt in reverse (Martin as OS that day was going to send me over to the up line). On the return I found myself thrown into the air as the tender ended up jumping the track. My fault not the track. I had used a 12mm length of studding as my foot rests. It was threaded through the tender chassis and tightened up against a piece of plywood as washer and 'soft' packing. Unfortunately the nuts had come loose, the ply packing dropped into the ballast, acted as a pole vault and sent me flying. End of third trial.

At the moment as I write, the loco and tender are sitting in their boxes awaiting trial four. However hurricane Gonzalo is raging and I have taken the time to help Martin out with this article. I have heard from a number of people from all over the country that their problems with loco have never finished when built, but have continued for quite a long time afterwards – years even. My next outing will be one Tuesday, with, I hope all the previous problems ironed out and at least one complete lap driven. By the way I reversed the action of the regulator, so this next time on the track a PULL will mean Whoa! slow down stop.

Modifications to a 5inch Britannia

By

Mike Swift

The modification to the smokebox came from the frustration of trying to connect the external regulator linkage to the gas valve regulator fixed to the end of the boiler. This linkage is tricky at best as it is not inline with the crank on the valve, also we all share the same problems associated with connecting all the pipe work, blower, snifter, super heater etc. I came across an article on the Internet about providing an access panel in the top of the smokebox to create greater access and eliminate the need to put ones hand through the smokebox door.



I was lucky enough to have a spare smokebox from Doug Hewson which I cannibalised to provide the panel, remember when you cut out for the panel it leaves a gap due to the width of the cutting tool, in my case a very fine jewellers piercing saw. I riveted a seating panel all round the opening and after much careful filing I managed to get a reasonable fit between the new cover and the opening in the smokebox. A few 10BA hex bolts later and it's all in place, the bolt heads will eventually be painted to blend in once I have finished 'messing' with setting up the loco.



It was an awful lot of work for such a small piece of real estate but it really is worth it in terms of ease of access.

My Britannia is modelled very closely on the prototype '*William Wordsworth*' but I'm willing to relax a bit for the benefit of access provided.

DATES FOR YOUR DIARY

Due to it being near the end of the year the new programme will not be available until the committee have finalised details

- Oct 31 Friday Halloween Night, not everybody's cup of tea but those that come do seem to enjoy it. Work starts at 2.00pm in erecting the special effects etc.
Public running begins at 5.30pm until 9.00pm when work starts on dismantling the effects and tidying up the site. Tea, coffee, soup are available to members F.O.C. Also a Burger Van will be on site if you want food.
- Nov 3 Monday Informal meeting
- Nov 17 Monday Auction Night. Our resident auctioneers "Mulholland Green and Green" will organise this years event to the advantage of the society. Any item in your workshop gathering dust then why not bring it along .
- Dec 1 Monday Informal meeting
- Dec 14 Sunday Jacob's Join. All wives and partners are very welcome to come along.
A popular finish to Cinderbarrow's year. To avoid driving in the dark this event is now held at Sunday lunchtime.

For the latest dates check on the society web site