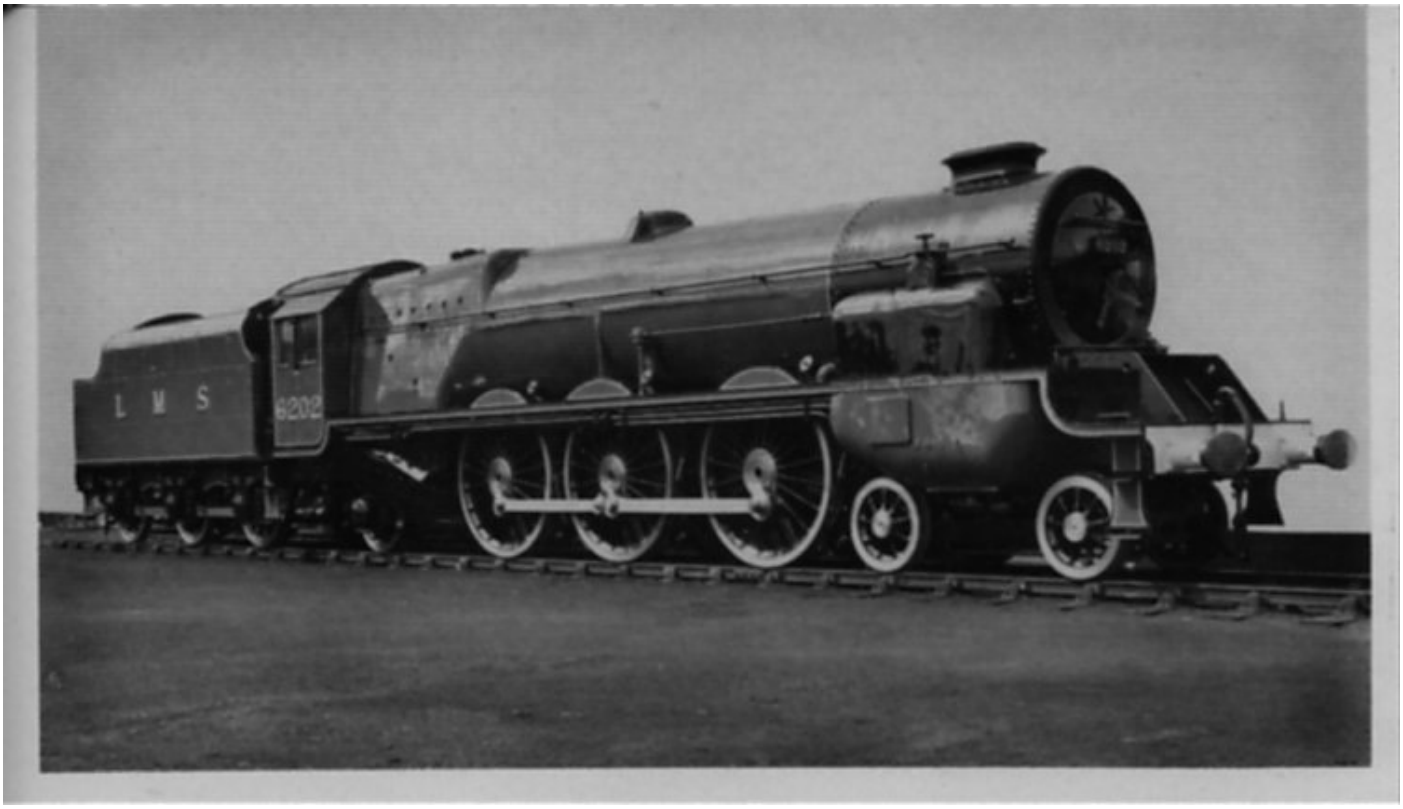
CINDERBARROW FLYER

The Newsletter

of

Lancaster & Morecambe Model Engineering Society

NEWSLETTER DATE SPRING/SUMMER 2015 ISSUE 8



WHAT IS IT ????

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Please note any comments or recommendations in this newsletter are not necessarily those of Lancaster and Morecambe MES Ltd management committee.

Chairman's Chat Spring 2015

I am sorry to have to report the passing of Douglas (Doug) Young. A long serving member who will be sadly missed. A full obituary will be published in our next newsletter.

Yet another busy season has started at Cinderbarrow. The week before Easter saw preparations and tests being made, followed by the three running days of the Easter weekend. Saturday 25th April saw a mini GL5 meeting which was disappointing due to inclement weather, this improved for public running the following day leading to a steady influx of passengers.

Sometimes we see a lot of members on a Sunday with just one or two engines, or vice versa. On the engine front we are trying to coordinate a full cover between engine drivers [With weather and wives permitting] On the assistance side this is more difficult to coordinate, not only do we require the bodies, we need help both early morning and at close of play to prepare/shut down the site.

Signalmen are also becoming a rare breed [but don't tell them that] perhaps you would like to train for this task???

So the request is simple, please can you help and if so particularly early morning and at the close of the day

Geoff Martell

Chairman

South Durham SME - OPEN DAY - Sunday 28 June, from 10am.

At Hurworth Grange, half way between Hurworth and Croft, 3 miles south of Darlington.
Post code DL2 2BN. From 10am. Refreshments and light lunch provided.

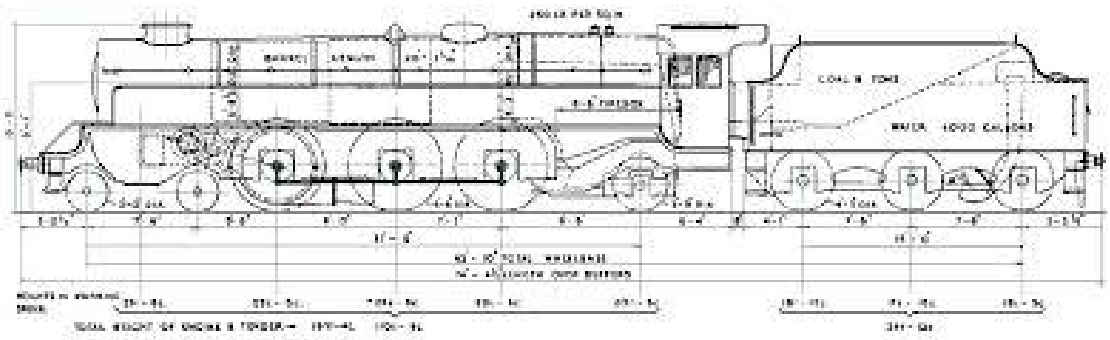
Bring a loco (and boiler certificate). Or drive one of ours. Or just come to meet us. Raised track 3.5", 5", 7.25". Driving trucks and coal provided.

Contact Peter Hale Secretary South Durham Model Engineers
01325 466923

The Answer to the Cover Picture

The LMS turbine locomotive, No 6202, built in 1936.

This locomotive looks fairly conventional, but was in fact driven by a steam turbine ahead of the coupled driving wheels. It was non-condensing, and had a reversing turbine, engaged for use with a dog-clutch. It was one of the few experimental turbines which really did beat conventional engines on thermal effciency, despite having no condenser.



This has to be called an engineering success; it covered over 300,000 miles between 1936 and 1945, and was finally taken out of turbine service in 1949. It was rebuilt as a conventional Pacific, and only a few months later was written off in the catastrophic 3-train accident at Harrow in 1952. (*See article on page three)*

LMS Stanier Class 8P 'Princess Royal' Turbomotive 4-6-2 - 6202

Built 1935 by Crewe Works as LMS No.6202

'Princess Royal' Seen here leaving Euston.

Will we see a model of this running at Cinderbarrow in the future!! Editor

Editorial

We are now getting well into the season, although the weather has not been as kind as we hoped. I normally look after the club loco, Tregoss, but due to other commitments I have not been able to carry out the repairs to the wheel falling off. So thanks to Peter Griffiths for stepping into the breach, and carrying out temporary repairs.

It always amazes me how much the very few members who turn up for working parties, particularly on Tuesdays, manage to achieve. So if you can spare the time, how about coming along and joining in. Even on wet days we manage to put the world to rights over a cup of tea, or two.

On Saturday 25th April, the second GL5 type play day was held. Unfortunately the weather was slightly damp, however the few of us that turned up did manage some running.

At the last committee meeting two more members joined the throng. Steve Saville is from Carlisle, although has spent many years making O Gauge models, this is his first venture into the big stuff. The other new member is Chris Holmes, a work colleague of Mike Hirst. I am sure we will make them both very welcome.

Martin Sams
Editor

Report from the Committee Meeting held on Tuesday 26 May

At the recent committee meeting, concern was raised with regard to staffing levels when Cinderbarrow is open for public running. Some days we end up with more staff than we can cope with, and some days we have a job to run the railway at all.

To overcome this problem it has been suggested that a rota system is introduced. This would mean everybody willing to help would be allocated a day to run the railway. Depending on how many people put their names forward would depend on how many times you would be expected to attend.

This does not mean that you could not attend without your name being on the list, what it does mean, is that it would not fall on the few to do all the work. It is also hoped that this would encourage members, who are not involved in operating the railway, to bring along their loco and play trains. This item will be put on the AGM agenda in October. Any thoughts can be directed to committee members or you can write to your newsletter.

To make the site more active when public running it is planned to introduce 5 inch gauge passenger hauling days, probably one Sunday per month. As we are currently upgrading our rolling stock, the committee have voted to have built ten 5ft carriages with a bogie system that would allow either one carriage to be used, or two, or more, to suit the loco pulling it and passenger numbers. A change in the societies rules would be required to allow single carriage operation without a guard.

A full list of all the committees decisions are available in the clubhouse. Martin Sams

Manchester to Heathrow – via Cork

31st December 1978

By

Mike Glegg

I hope that I will never lose the memory of looking down on airfields that have had a recent covering of heavy snow. Rather than *disguising* this man-made feature, the 'Hot Cross Bun' image is *emphasised* by the deposit.

Our day started with a very early pick-up from the Midland Hotel in Manchester. The dark morning was actually grey with the fresh snow that had fallen overnight. I'd watched last night's weather forecast on the box: an active cold front was expected to move south-eastwards, initially covering the north of England and the whole of Ireland before drifting over the Midlands and the South-East. Joe and I were due to operate the first Manchester to Heathrow flight, and then with the same aircraft, a mid-morning London to Cork and back. Arriving at our Manchester Ops room, it became obvious that was not going to happen! London was already 'SNOCLO' (that means what it says on the tin) and not expected to open until late morning. On occasions like this our operations team earn their money. It didn't take long before I was asked, would I position the aircraft to Cork (ie: empty, with cabin crew) and then fly ORK-LHR when Heathrow opened? A short chat with Joe and we agreed.

We gathered the various bits we needed from the Met office and AIS. No runway state information for Cork available (maybe nobody had measured it yet) but we knew that both Shannon and Dublin had swept and were open. We filed a flight plan. Most BA routes have 'stored' plans (ie: a route that is used more than 5 times a week can be 'activated' when necessary): Manchester - Cork was not on that list! We got out to our aircraft, 'Mike Foxtrot', a BAC 1-11. I had already asked Joe if he would like to kick-off and fly the first sector; so while he walked around the aeroplane for the external check, I explained the plan to our 3 cabin crew. Since this was an unusual flight for us, probably very picturesque in these clear winter conditions, and nothing for them to do in the cabin they were more than welcome to join us up front for the descent and landing. *That* would be a squeeze in a 1-11 flight deck! We pushed-back at 09.25, I forget the flight time but probably something like 30 minutes after becoming airborne.

Descending over a white southern Ireland, laid out beneath us under a brilliant blue sky, some thirty miles east of the field we were changed to the Cork Approach frequency. After the initial exchanges, we were advised of the latest weather report and runway state. The snow depth given would allow us to land, but no way could we take off until it was cleared. I asked "Have you started sweeping yet?"

"Arh - well ye see, we were waiting for ye to make yer mind up whether ye are going to land here or divert to Shannon" came the answer in a rapid Irish brogue.

"If we went there, how long do you think it would take for the passengers to be brought by road?"

"Arh - good question: the roads are terrible, they might never get there" came the equally quick reply!

That made my decision rather easy, "OK, we would like to land and go after you have swept"

"Speedbird, yeh're cleared to join right base for 36, there's no other traffic, call final"

Joe disengaged the autopilot and flew a manual approach. As we crossed the threshold I caught a glimpse of Cork's runway sweeping kit waiting to start work: a fairly beefy tractor with an 8, possibly 10 foot blade, but ***nothing*** else!! This runway is 6000' long and 120' wide. That's an awful lot of square feet of snow.

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After gingerly taxying onto the apron we shut down; the only aeroplane there! The 1-11's ventral air stairs proved their worth, and I suggested to the cabin crew they go and get comfortable in the building while Joe and I visited ATC. This was back in the days when you could still climb the stairs in the tower and chat to the man we had spoken to recently. The snow plough was almost half way along its first sweep:

"How long do you think he will take" I asked while watching it.

"Well Skip, ye see, he's on double time out there, so this could take f**…..**g hours" was his logical reply.

We rejoined our gang of three in a deserted departure lounge: panoramic windows gave a moving view of a solitary snow plough on double time. About 11.00am one of the Aer Lingus staff, (our handling agents), came out of their ops room to give us a slot time of 13.30, and an update at Heathrow: it had stopped snowing an hour ago; sweeping was still in progress and expected to open about noon. I wanted the boarding completed and our doors shut by 13.15. My only problem now was 'runway swept width'. Our ops manual required a minimum swept width of 25 metres. At about 12.30 I went back to the tower and almost collided with the controller at the foot of the stairs, he was on his way to find me.

"Skip, do you realise, there's 8 jumbos in Shannon, 6 in Dublin and much the same in Aldergrove; if ye miss yer slot time you're here for f**…..**g hours". (Seemed to be an expression he favoured)

"How much has he swept?" I asked.

"At the last count he's done 24 feet to the east and 30 to the west of the centre line".

"OK, we are going. But if there's any mention on the radio of minimum swept width, it's *25 metres*, understood?"

"Well no it isn't, it's… arh, yeah, yeah, I see what you mean"

The second half of the day involved much more movement: we met the slot time with a few minutes to spare. Some forty-odd minutes later we were down to Flight Level 80, back to 210 knots and approaching the Ockham hold: "Contact Heathrow 119.2".

The approach controller gave us an EAT [Expected Approach Time] of 15.25. To waste the 70-odd minutes I asked him if we could go to Bristol and back twice rather than umpteen times round the holding pattern (considerably better for our fuel consumption). My request was approved.

London had been operating on easterlies all day, and when it was our turn we broke cloud about 600' to see a very grey twilight over Heathrow. During the landing roll we realised the amount of snow that had been ploughed to open the place; every 'grass' island among its concrete design was covered in some three or four feet of ploughed snow! I had never seen that before or since.

With the benefit of hindsight, that day proved to be somewhat of a turning point in my flying career. I now had a bit over seventeen years to go before reaching my shelf date and I'd joined BEA in September 1962, halfway! When I was a brand new Second Officer flying Handley Page Heralds around the northern isles of Scotland (and almost a decade later as a very junior Captain on Viscounts flying much the same routes), it was the accepted 'norm' to visit the tower and have a chat to the controller. That day's climb up the stairs at Cork eventually proved to be my last ascent of any control tower. Security started to become the expression to eliminate any such niceties!

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(NB: Joe Hall, my co-pilot on this trip, was an ex-Cambrian pilot who found himself flying BA's aircraft following their company's take-over. Joe was not many years my junior: he had no roots in the Rhondda (look-you) but had an instantly recognisable North London accent. I shall never forget Joe telling me that many years ago, during a very foggy morning on the 8th October 1953 he was actually walking to school crossing the railway bridge over Harrow & Wealdstone Station. Joe heard the crash!)

For those of a younger age the following will explain what Joe heard. Editor

*The **Harrow and Wealdstone rail crash** was (and as of March 2015 remains) the worst peacetime rail crash in the United Kingdom: a multiple train collision at Harrow and Wealdstone in London, on the morning of 8 October 1952. An express train from Perth crashed at speed into the rear of a local passenger train stopped at the station's platform no 4. The wreckage blocked adjacent lines, and within a few seconds a "double-headed" express train, travelling north at 60 miles per hour, crashed into the Perth train's locomotive. There were 112 fatalities and 88 people were detained in hospital. The slow lines were reopened early the following morning, but it was several days before traffic was allowed on all lines.*

A subsequent Minister of Transport report on the crash found that the driver of the Perth train had passed a caution signal and two danger signals before colliding with the local train. The accident accelerated the introduction of Automatic Warning System. By the time the report had been published British Rail had agreed to a five-year plan to install the system that warned drivers that they had passed an adverse signal.

A PSALM OF STEAM

The steam locomotive is my treasure; I shall not want diesels.

It maketh me to lie down in green pastures with my camera; it leadeth me beside the still water towers.

It restoreth my soul; it leadeth me along the dirt roads to scrap yards, wretched food and poverty for its preservation's sake.

Yea, though I walk through the terminal of the shadow of diesel, I will fear no secret police; for my photo permit is with me; thy side rods and thy stack-talk they comfort me.

Thou preparest a turntable before me in the presence of the diesel salesman; thou anointest my head with cinders; my tender runneth over.

Surely low, three-quarter sunlight and thick smoke will follow me all the days of my life; and I will dwell in the roundhouse of the LORD forever.

My last and final steam loco building project

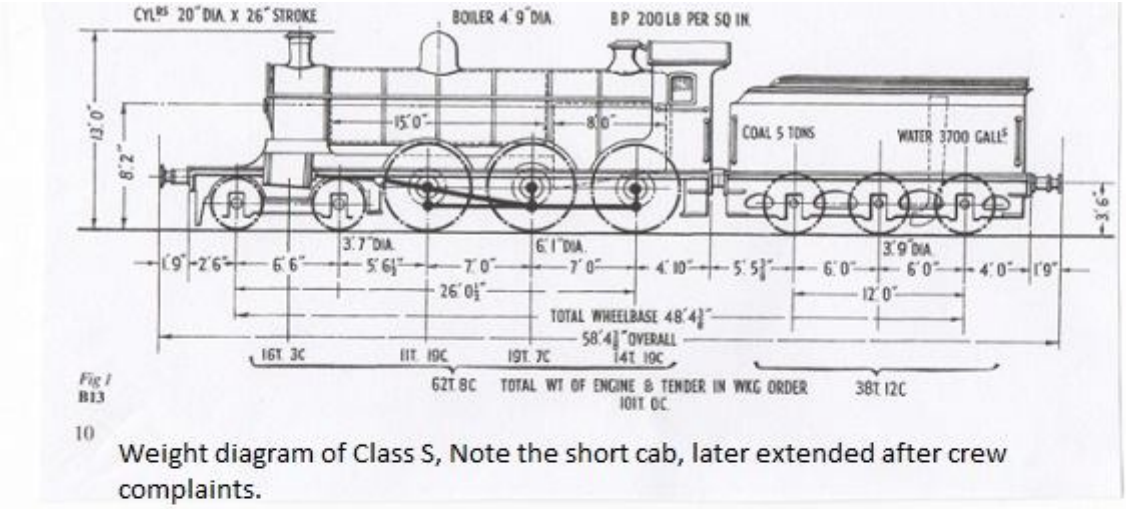
by

Ron Strachan

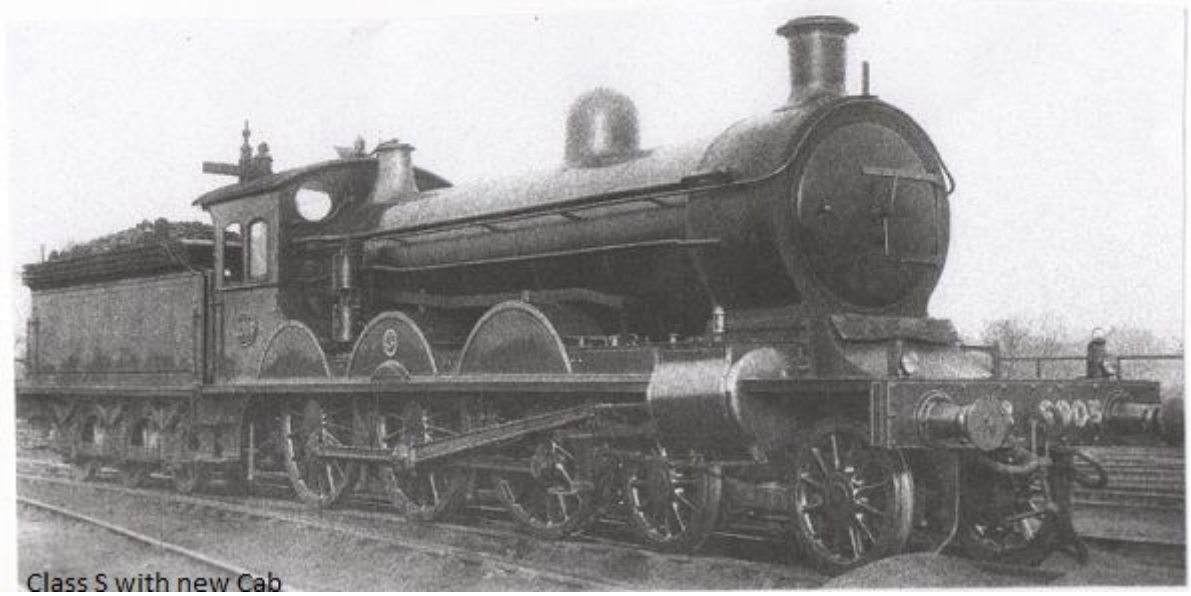
Part Two: - Development of North Eastern Railway 4-6-0 classes

Classes S and S 1 (LNER B 13 and B 14)

In 1899 Wilson Worsdell, the CME of the North Eastern Railway (N E R) introduced the 10 Class S 4-6-0 passenger locomotives with 6ft 1inch driving wheels, the first of this wheel arrangement in the country since the Jones Goods of the Highland Railway. Consequently, they were the first of 135 4-6-0's built for the N E R.



Weight diagram of Class S, Note the short cab, later extended after crew complaints.


Class S with new Cab

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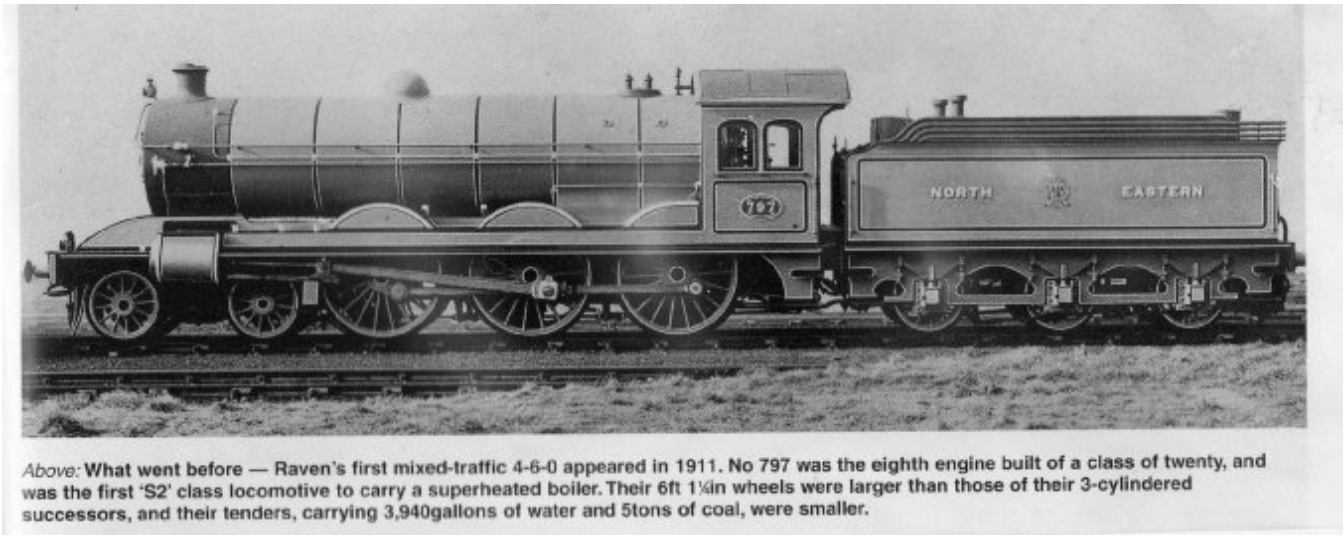
The 10 class S loco's were put to work on express passenger trains between York, Newcastle and Edinburgh. A further 6 class S 1 4-6-0's with 6ft 8 inch drivers were added, it was soon evident that the difference in driving wheel diameter had no appreciable effect on the performance of the two classes, they were not as successful as it had been hoped probably due to the small size of the boiler (4ft 9inch diameter and 23 sq ft grate area) and poor grate design. The Class V Atlantics and the Class R 4-4-0's were preferred for express passenger work. However, the Class S's were found to be very useful on fitted freights, fish trains and excursion work. So successful were they in this duty, that the class were further expanded by 30 in 1906, thus, by accident, they became the forerunners of a long line of Mixed Traffic 4-6-0 locomotive's used on this countries railways.

Class S 2 (LNER B 15)

In 1911 Vincent Raven succeeded W Worsdell as CME and to satisfy a need for more MT loco's he proceeded to add a further 20 mixed traffic locomotives, they were basically the same as the Class S but with a larger 5ft 6inch boiler and were classified as S 2.



Above: **What went before — Raven's first mixed-traffic 4-6-0 appeared in 1911. No 797 was the eighth engine built of a class of twenty, and was the first 'S2' class locomotive to carry a superheated boiler. Their 6ft 1¼in wheels were larger than those of their 3-cylindered successors, and their tenders, carrying 3,940gallons of water and 5tons of coal, were smaller.**

Class S 3 (LNER B 16)

By 1920 fitted freights were increasing in density and weight and a need for more a powerful mixed traffic 4-6-0's was established. This need was met by the building of 70 Class S 3 locomotives by then Sir Vincent Raven, which had a large 5ft 6 inch boiler with a 27 ft grate area and 3 Piston Valve cylinders of 18 1/2inch dia., and 5ft 8inch driving wheels and a higher tractive effort. The drive was on the leading driving axle and the Piston valves were driven by three sets of Stephenson's valve gears all between the frames, this proved to be a bit of a nightmare to the fitters and drivers for maintenance and oiling the motion.

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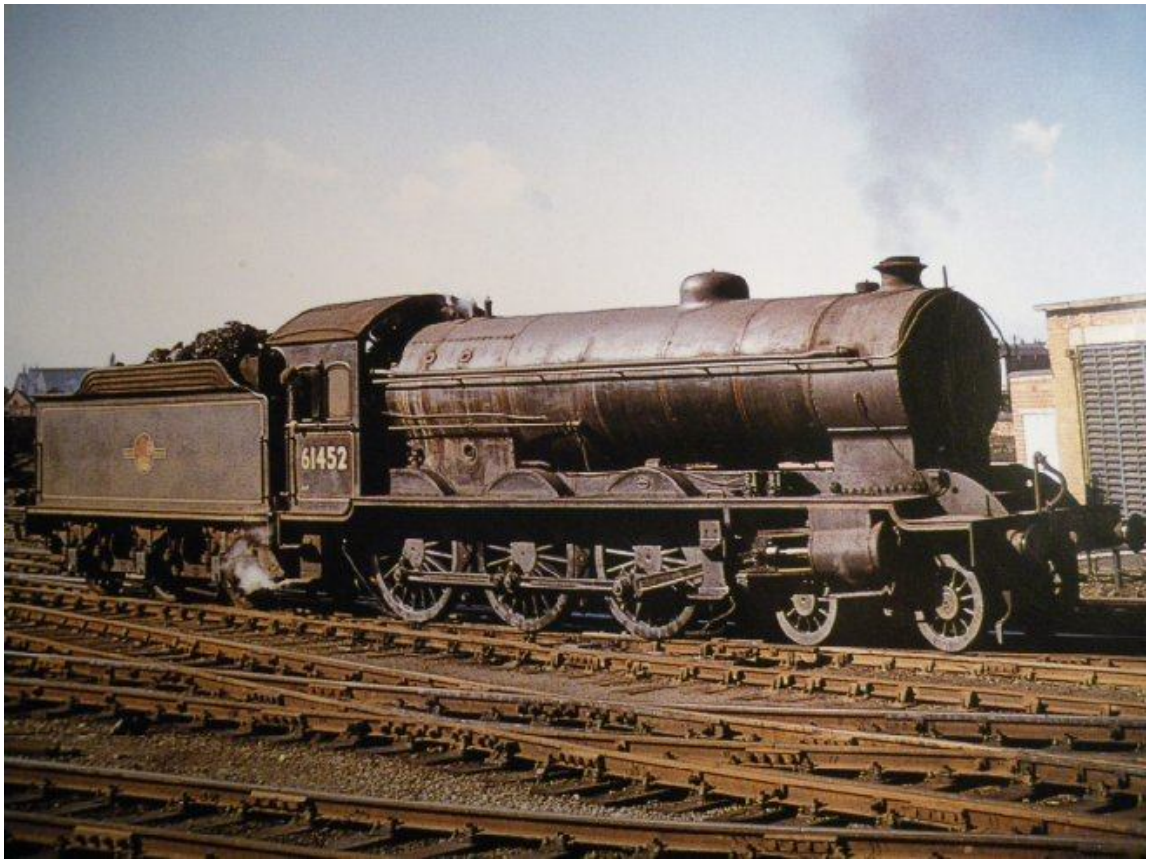

This picture was my inspiration and I selected to represent No 61452 as my model in the same BR livery of the period but with the earlier Lion over wheel emblem on the tender.

Classes B 16/1 and B 16/2

To improve the efficiency of the Raven S 3's , a rebuilding program was carried out by Sir N Gresley (LNER B 16/1) in 1937 with long travel valves and 2 to 1 drive for the middle cylinder. E Thompson (LNER B16/2) in 1942, with new cylinders and outside Walshearts valve gear with long travel valves and new cab side plates with raised side windows, a feature which was appreciated by the engine crews. The B 16's were to give sound service into the 1960's and were to be found all over the LNER system, they were equally at home slogging on long unfitted freights or fast fish trains, fitted freights and passenger trains.

Shaping up for a new addition to the Workshop

How did I survive without a shaper? I can now make large cuts without using the milling machine, and still hear the radio. I saved this Boxford 8" machine from the scrap heap and after a teardown, some corrective surgery from 54 years of maintenance(*?*) and a rebuild it runs like a top with a satisfying swoosh-click motion. At 350kg it did put a strain on my gantry crane! One day it may get a coat of paint but in the meantime its very busy making parts for the tugboat. An added bonus is I can now broach keyways having made a set-up mandrel and a tool holder.

By Graham (GAD) Duffy To see Grahams shaper in action follow the link

https://www.youtube.com/watch?v=uIeyjeGM508

The Creepy Crawler

Part 2

Peter Griffiths continues with his amusing story of owning a Creepy Crawler

Having got the Bristol Crawler running well and painted up, it was time to have some fun with it. It was nearly time for the Kendal Traction Engine Rally, but I didn't possess a trailer to transport it. A mate of mine came up with the offer of a trailer and ramps, and was willing to tow it there. I was already going to the rally with my 89key fairground organ, so I rang up the organiser of the rally to ask 'Any Chance'? The answer, very surprisingly at short notice, was 'Yes'!

The trailer was only just long enough, and the ramps were quite steep. It was interesting reversing the crawler up the ramps with me standing on the back of the gearbox. My mate categorically refused to have a go. The trouble was that the only thing to hold on to was the steering tiller. One false move on this would have steered the crawler off the side of the ramps. The other problem was the fact that the throttle control was a twist grip device on the end of this same steering tiller.

We had a great time at the rally until it was time to load up to go home. The bad luck struck again. I was just about onto the trailer when one of the ramps broke! Luckily the track just managed to grip the edge of the trailer, but it swung the crawler round, and it ended up broadside across the very end of the trailer, with the rear cocked up on the side board. I shut the engine off and left it in gear because of the lack of brakes.

Problem - how do we get it off without it falling off sideways. Answer - plenty of baulks of timber, some bags of coal and some frightening moves. Of course we couldn't get the starting handle in to fire it up again, so I had to do this by gravity by letting the clutch out and using the steering brakes. I then had to get it back on the trailer by driving up the timbers, with coal bags underneath to stop them breaking.

Having finally got home in one piece, I decided that a better trailer (and ramps) was required for next year. In the meantime I used the crawler more and got to know some of it's foibles. The next problem arose because of a design change that Bristol made. The original crawlers had an up-draught carburettor which was fed by gravity from the petrol tank. The later ones were fed by a down-draught one. This meant that there was less height from the tank to the float chamber. Generally not a problem, not on flat land anyway.

I needed to repair a bit of the field fencing, but it was up the top of a steep hill. As the ground was quite wet I decided that the crawler was the answer. A small trailer was loaded up with fence posts, wire and tools, and I set off. You can see where this is heading can't you.

Correct.

I set off in fine style, with not a bit of slipping. However half way up the hill the engine stopped through fuel starvation. ARGHHHHHHH! The float chamber was now the same height as the petrol in the tank. What do I do now. The thing had no brakes, so I had to leave it in gear. This meant that there was no way of starting it on the handle. If there was just the crawler, then I could swing it sideways on one track brake by gravity. With the trailer hitched on there was not a chance. Also I had to get fuel into the carburettor. The answer came after a bit of thought. I used a fence post under the rear of each track and

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reversed a few inches on the clutch, thus tipping the tractor forward slightly. I then got two more posts and wedged one end of each under the track cleats near the top of the rear wheels, and the other end into the ground at about 40 degrees. I could then take it out of gear and fire it up again. With the slope of the hill and the angle of the tractor, I ended up on my knees to get down to the starting handle.

Next question - would I get to the top of the hill before it stopped again. With my luck? Of course I just set off from where I was, and let the posts fall down. So I had to walk down to retrieve them to jam everything up again. Funny, I could only see three posts. Where was the fourth - at the bottom of the hill where it had rolled to. So after slipping down to the bottom of the hill and then plodging back up with the post, I jammed everything up again and set off to cover the last few yards. I reached the top this time. Thankfully, I would only have to go a few yards for the fence posts..... Well two of them anyway. One was at the bottom again, and one was two thirds of the way down!

By the end of that week I had fitted a mechanical fuel pump. There was a place on the engine block to fit one, and I wasn't going to go up any more hills without that luxury.

I purchased an old twin axle car transporter trailer and made better ramps so I could take the tractor out the next summer. I then found another quirk when moving the trailer around. If you hitched a twin axle trailer on the back of the crawler, it worked fine going straight. However, if you turned a corner, the trailer tried to carry on in a straight line. This pushed the rear of the crawler round rather fast, and if you were not careful, you would jack-knife.

My mate had played a bit with the crawler by this time, so was eager to try his hand with the trailer attached. I did warn him what would happen. Anyway, he jumped on and let the clutch out. With a beautiful pirouette, the crawler hurtled round and jammed the trailer A frame into one of the track cleats. It didn't take me long to untangle it. I had already got plenty of practice at that job by then!

So the next year I booked into the Morecambe Bay Traction Engine Rally between Lancaster and Glasson. Because the organ lorry was a show vehicle, I could tow two trailers. So, a large organ truck towing a twin axle trailer. Hitched on the back of this set was our caravan. Not really the best configuration. It was about 4.30pm on the Friday as we hit Caton road. I was in the queue for the traffic lights at the bend when I noticed in my side mirror that one of the wheels was coming off the flat trailer. Oh B#####! Nothing to do but stop there blocking up half the road on a Friday rush hour. It didn't look good. Four out of the five studs had pulled out of the rear hub completely and had gone to the great scrap yard in the sky. What could I do now. Whilst mulling the problem over I noticed a Police Car coming into sight in the queue of traffic. This could get a bit sticky. I needn't have worried. They took one look at this set-up and obviously decided that they didn't want the hassle and would ignore me. Boy, can those police cars accelerate. The main thing now was obviously to get out of the way. The next police car might not be as friendly. So I fired up the crawler and moved it right forward on the trailer so as to take any weight off the rear trailer axle. I then removed the rear wheel completely and slowly carried on to the rally with three wheels on the middle trailer. How I got away with it I will never know. I got some nuts and bolts at the rally, and bolted the wheel back on to get home. I had to stop every few miles to retighten the bolts. It's quite a way from Stodday to Hawkshead.

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I had now decided that the crawler and myself didn't mix, and, having driven it, Deb agreed that it was lethal. So I put it up for sale. Besides, I had just bought a wreck of a Scammell heavy haulage tractor to do up, and I didn't have space for everything.

The crawler was duly sold, but it still carried on being bad luck with it's new owners. When they came to pick it up from me, they came with an old Ford D series beavertail wagon. This had a steel deck and lovely shiny steel ramps. Would I drive it on the wagon for them? NO WAY. I explained that the steel tracks would slip on the steel ramps, and gave them a quiet demonstration. As there was an electric winch on the wagon, I suggested that they winch it on backwards, then let it down by the winch when they got home. I waved goodbye with a sigh of relief.

I saw the crawler the next year at the Lancaster rally, but it looked slightly different. It had a new radiator and exhaust, and the steering tiller looked somewhat droopy. Apparently when the new owners got the crawler home, they decided to drive it off the wagon down the ramps. After all, what could go wrong.....

Debbie showing Peter how to drive a Creepy Crawler

Well, when it reached the beavertail, the tracks started to slip, and it set off downward with a fine turn of speed. This decanted the hapless driver right off the back. Nothing daunted, the crawler carried straight on, and drove itself right under the trailer of an Artic

wagon that was parked in their yard. This obviously broke off the exhaust stack, and jammed the throttle fully open. It also bent the steering arm downwards. By this time the driver and his mate had sorted themselves out and were running round the artic. Unfortunately the crawler was revved up now and was heading for an enormous wood pile that went almost completely up the side of the house. It beat them to it, and, with wood baulks flying in all directions started climbing up the pile. Have you tried climbing a loose woodpile at speed while a tractor is throwing baulks of timber at you? They finally caught up with it at the top, nearly vertical, trying to climb the top of the house wall. The final indignity was the fact that a piece of the guttering had stove in the radiator.

I never saw the crawler again, I believe it was sold on again to some other unsuspecting new owner.

A New Workshop for Mike Swift

Last year I purchased an indexable turret for the Myford tailstock whilst at the Harrogate Show.

I think I'll go there next time without cash or credit cards!!!!!!

Taking of shows, I recently visited the London Model Show and in my opinion the Harrogate one is light years ahead of it, very disappointed with the London one, but my wife loved the Cats and Lion King shows, so not all was lost.

Anyway, back to the tailstock turret.
It has a flaw in that the tang on the 2MT has no corresponding socket in the Myford tailstock quill, consequently it rotated whilst using the drill chuck and one of the other stations with the centre drill gouged a wee hole in the lathe bed. I was not a happy chappie, but a bit of plastic metal and you can hardly see it, annoying though.

So I have now made a modification in the way of a 1.5" long steel collar bored to suit the diameter of the turret shaft and 1" long (about 3/4" is parallel before the start of the morse taper). The remaining 1/2" was opened out to a sliding fit over the tailstock barrel.
The collar was pinned to the turret shaft with a Sellock (roll) pin and another Sellock pin used as a key to engage with the key way in the back of the tailstock barrel. The pin used as a key isn't sliding, just anti-rotation so Bob's your uncle it works a treat and hopefully no more gouges!

The photos show the modified turret mounted on the lathe tailstock and the other photo the collar, you just might make out the pin?

Mike Swift

Dates For Your Diary

2015

The first Monday of the month is an informal meeting. The third Monday is a structured meeting, see list below. All meetings start at 7.30 pm

June

1 Monday	***Members Running Afternoon and BBQ.*** *Come and play trains in the afternoon. Then at 6.00pm a BBQ will be avail able.*
15 Monday	***Informal Meeting***
16 Tuesday	***Members Running Afternoon***
22 Monday	***Open Day Briefing All operating members Please Attend*** *This is to plan our open day, sort out who is going to do what, for what is normally a very enjoyable day*

July

4 Saturday	***Open Day*** *Cinderbarrow opens its gates to our Northern neighbours. A day of meeting old friend and meeting new ones, with lots of good food.*
6 Monday	***Informal Meeting***
20 Monday	***The |Recent Restoration of Leander by Chris Beet****. The owner of the loco will cover the three and half year overhaul.*
21 Tuesday	***Members Running Afternoon***

August

3 Monday	***Informal Meeting***
17 Monday	***Talk/Topic To be advised***
18 Tuesday	***Members Running Afternoon***
31 Monday	***Summer Bank Holiday*** *Public Running*
25 Saturday	***A "Mini" GL5 Day-*** *For our members, starts 10.00am A 5inch gauge fun day.*

September

7 Monday	***Informal Meeting***
15 Tuesday	***Members Running Afternoon***
18 to 20	***5inch Gauge Weekend*** *A new idea for the society, based on our GL5 weekends. This will included scale train operations and public running on the Sunday for 5inch gauge locos*
21 Monday	***Water Works at Lancaster Bus Station*** *A talk by David Holmes of United Utilties. Will explain the action undertaken of the works carried out in Lancas ter over the past two years*