

BANCROFT MILL ENGINE MUSEUM

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Triton

A distinctly unusual flavour was apparent at Bancroft Mill on Sunday when Dave Moore from Ilkley, a design engineer and Bancroft's Webmaster, exhibited his home built Triton motor cycle and introduced it to the public in our engine hall.

The name was adopted due to its major parts coming from the Triumph and Norton motor cycles of the 1960's. Quite a number of machines answering to that description exist in various parts of the world but all are different according to the builder's personal ideas, finances and abilities. All the other parts are custom made. Dave is on the right with member Tony Jolly on the left looking on.

Members of the Vintage Motor Cycle Club and the general public were

arriving long before the museum was open and Dave's day was spent answering questions whilst removing and replacing the tank for the more curious better to see the engine. Since completion the bike has notched up nearly 2000 miles and a 60 minute video made of one test run using a handlebar mounted camera. Dave and his wife share a modern Japanese four-cylinder machine but this is certainly his first choice!

We also welcomed two members of **The Ryedale Society of Model Engineers** who were impressed by our Bancroft engine.

MALLARD

As we continue this newsletter with steam and steam locomotives we mention that Dave's wife, Mary, makes decorated cakes for very special occasions and we show here a recent **Mallard** cake made for a 60th birthday party, the recipient appreciates steam and drives an Aston Martin, the company also celebrates a birthday this year, the marque's 100th. Mallard, Dominion of Canada and other "Pacific" locos are gathered on display at the National Railway Museum.

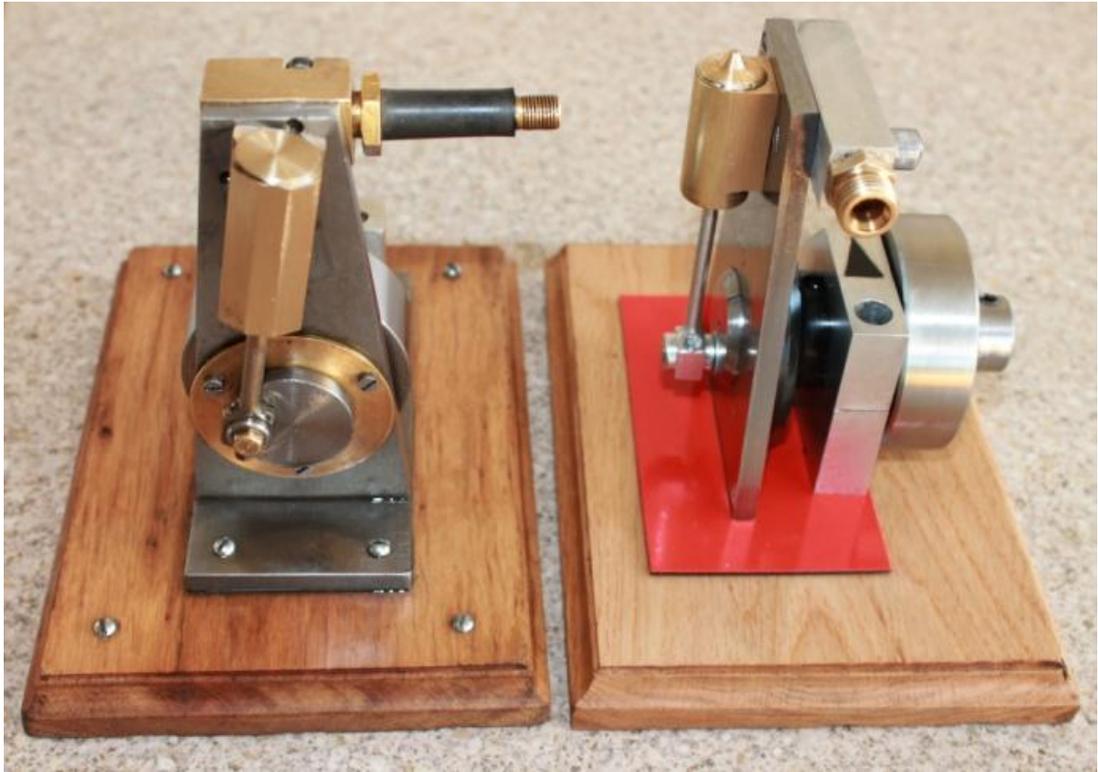
mary@moorethancakes.co.uk;



MINIATURE ENGINES

Many of you will have seen Alfie M's model engine, seen here on the left of the picture, being tried out by young visitors (and some not so young too). Even two of Pendle's mayors have tried their hand at running it.

Alfie had a large part in making the engine as a part of learning to use a lathe,



drilling machine and a shaper. Together Alfie and your scribe accepted a request from Michael Hill to make another to use at Bo'ness Railway Station on the Bo'ness and Kinneil Railway for fund raising and instruction. The finished engine is on the right and follows the same general design as the previous one but using different materials, it has a longer stroke which tends to reduce the maximum speed but the piston is nylon and the connecting rod is duralumin giving a great reciprocating weight saving along with a consequent increase in speed. On test it reached 4000rpm but not from the hand pump! The flywheel is of stainless steel, the rest is brass or 0.9% carbon steel.



En route to the far North West of Scotland we delivered the engine to Michael (left) who, (with his wife is a life member of Bancroft Mill Engine Trust) and was Stationmaster at Bo'ness on the day of our visit. We demonstrated the engine for Michael and the Deputy Operations Manager Angus Rex (right) before having a tour of the site and a short ride on the footplate of the day's working locomotive. A model railway at the station is particularly attractive and interesting; we lost count of the different model locomotives that appeared. Time was short as we

had about 250 miles yet to travel northwards, so the actual museum had to wait until our next visit, Michael made a very generous donation to Bancroft's funds that we gratefully acknowledge.

The Scottish Railway Preservation Society publishes a nice journal named Blastpipe, we were given two issues of this that we shall make available at reception once we have been able to digest them.

Next Steaming is 30th June when we welcome members of the Vincent Owners Club with their beautifully preserved vintage British motorcycles.

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