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LeedsLines

Newsletter of The Leeds Society of Model and Experimental Engineers



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Front Cover

Steve Russell's Gauge 1 Class 20 Locomotive

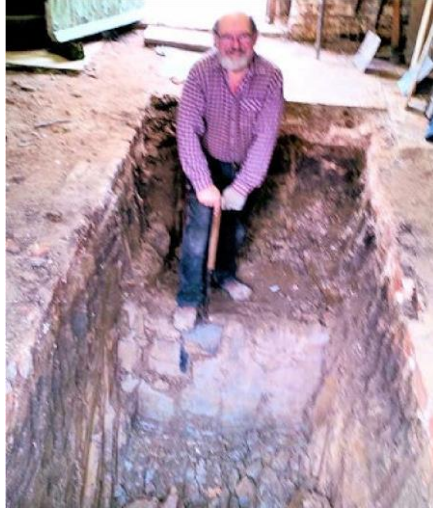
From the Chair

Jack Salter

By now most of us will have received their Covid jab, so there is at last light at the end of the tunnel!

We all have our workshops to keep us busy, this winter I have kept busy creating a new, larger, workshop.

Being a Model Engineer I did not take the easy route, but have instead restored a disused Civil War era building and converted it to look like it was modified to a coach house 100 years ago - I guess that means that I am the only member to have authentic firing slots in the outer walls of his workshop!



My GP recently called me in for a check up, he was surprised how much weight I had lost during lockdown (apparently the opposite of most of his patients), the photo below of me digging the inspection pit in the new workshop explains how this occurred...

Latest on Eggborough:- we received a call from the developers wanting to arrange a “Teams” virtual meeting to hand us over from their planning team to their Development team to discuss the way forward.

Teams is the equivalent of Zoom, used by large businesses, as this software needs to be downloaded on to your computer your Committee (wisely as it turned out) decided to have a trial meeting using this system - with interesting results.

As few of us have the latest IT kit, and only John has in- house IT support, we only had half the members on line, of those, one could only type messages, another could be heard but not seen (I have since bought a new camera), but it was non the less great to meet up again (and to see

who had managed to get a haircut during lockdown!), at least this has decided who will attend the virtual meeting with the developers.

Looking forward to being able to report progress.

I must not leave without bringing your attention to the superb, new, modern, Society website created by Peter.

I expect that Peter's explanation as to why we were no longer able to retain the website that had served us for many years will appear elsewhere in this issue of Leedslines.

Do take a look for yourself at <https://www.leedsmodelengineers.org.uk>

Keep safe until we can once again meet up

New Website for Leeds SMEE

Our original web site was built on a BT host server known as the 'BT Community Web Kit'. Developed specifically for community groups, e.g., scouts, guides, non-profit societies and parish councils etc. enabling them to 'get on the web', offering easy to build web site features. The main attraction being it was free. It has been operating for some 8 years. It presently has almost 2000 users.

In early December 2020 BT sent out an e-mail to all its registered users informing them that the site was to close in May 2021. Their reasoning for closing down, what has been a very successful service, is that when it started there was no other such service for community groups to get on the web, however they now say that there are numerous such free web providers and therefore no further need for BT to continue the service. As you can imagine there was an outcry but nothing has detracted BT from the decision to close the system down.

However, we have now been told the system is being taken over by a private company called Chess Ltd based in Cheshire, who will continue the hosting service but at a cost of £5 + vat / month. Registered users have to decide whether to keep their existing web site(s) or leave. The BT system has some limitations and I felt that to continue at extra cost would not really serve us in the future. So, at this point I decided to do some research into other web hosting providers, bearing in mind I am by no means an expert.

I looked through a few commercial services, who are mainly American based and designed for business with marketing and selling features. I also looked at existing model engineering sites and after speaking to several societies, Birmingham Model Engineers for one, I was directed to a host service named 'e-voice', which also has over 2000 users, supported by Cambridge Open Systems and is a free service to community groups. After further discussions and building a demo site, I went ahead and built our new web site. As you will see it is very similar to the old site but has a number of built-in features which makes it easier to manage and more presentable to users. It also has a more versatile editor. At the same time, I felt that we should go for our own society web domain name rather than use the hosts name URL (Uniform Resource Locator) structure. Keeping the name similar to that chosen by other model engineering societies I went for 'Leeds model engineers '. I have had to purchase the Domain name at a small annual cost but I think it's worth it.

There are a number of extra features that are not available on the BT system, namely;

A better Events Calendar.

A Discussion application; to facilitate free form discussions and opinions.

A Private area, for members only, to enter discussions, view files etc.

To keep these areas away from the general public, society members are required to be registered users of e-voice and have a user ID (usually an e-mail address) and password. They can then be allowed access to the web site private area. I have not included this feature as yet.

I have transferred most of the old files to the new site but not all, as building does take time. The old site now has a link to the new site.

The new URL is <https://www.leedsmodelengineers.org.uk>

Please save this in your favourites list.

Peter Smith - Website

Manager Newsletter Update

Hon. Sec.

Eggborough Power Station Site

Work continues inside the power station stripping out the more desirable items for scrap prior to the major demolition work. St. Francis Group, the

developers, have sent a lot of new documents to Selby District Council Planning Department including demolition plans for the power station including the boiler house, turbine hall and cooling towers. You can view these documents on the planning web site. This isn't a quick process. For example, the Sports and Social Club building is scheduled for demolition in 2022 with a lot of other items in 2023 and the final site clean up is planned for 2024.

You may recall that St. Francis Group had promised an on-site meeting with our Committee last November to discuss the relocation of our railway on site but this did not take place due to the lockdown. I did try to contact the relevant Director but found that they were all working from home. Just as I was giving up on them I have just received an e-mail saying that they want to have a 'virtual internet meeting' to bring us up to date and to discuss the railway. I expect this to happen in the next week or two. In readiness and to practice our virtual internet skills, several members of the Committee have held a Microsoft TEAMS internet meeting last week and are now ready for the call from St. Francis!



A Lockdown Chopper

Steve Russell

Chopper :- small hand axe, a person or thing that cuts or chops, a device for interrupting electric current, a type of bicycle or motorcycle with high handlebars, an informal name for a helicopter is what the encyclopaedia says.

People of a certain age who frequented railway stations in the late 50s and early 60s wearing short trousers possibly with a duffle bag or some such containing some egg sandwiches would have a different take on this word. To them it would be an English Electric Type 1 locomotive later to be widely known as a Class 20.

Lockdown loco number No.2

(Loco No 1 - *Gauge 1 Johnson 3P* November 2020 Cover)

Bought off Ebay (other sites are available) as a part built G1 kit including all the parts to finish. Somehow my bid for this item was the highest and I became the owner of this collection of bits.

When it arrived it was a motley selection of bits, some assembled, to represent a class 20 and some not even for a class 20. I don't know if Eric Morecambe was a G1 enthusiast but to misquote him this loco had "all the right bits but not necessarily in the right places". A nickel silver and white metal collection of bits gave me hours of "fun" unsoldering parts, knocking out dents and then reassembling them into a reasonable repre-



sentation (in my view) of one of these locos.

I have finished it as D8050 which was sent to Sheffield Darnall in March 1961. Then to Immingham, sub-shedded at Frodingham virtually inside the steelworks at Scunthorpe. Mixed freight and raw materials for the steelworks were the trains they worked around Northern Lincolnshire.



I have fitted running lights (LEDs), radio control and a sound unit inside and it runs from a 14.4 volt pack of rechargeable cells.

All in all a pleasant couple of months of lockdown.



Panther Project

Roger Thompson

After completing the Tiger 1 to a reasonable finish and with the lockdown continuing I decided to ordered the drive motors for the Panther. Whilst

awaiting their arrival I started to make the equipment that was carried on most Panthers. A lot more kit is strapped and bolted onto the hull than on the Tiger so I was kept amused for a few weeks. This entailed making a tool set shovel, hammer, pry-bar and crank handle. A fire extinguisher, spare track links and jack were also made and fitted. These were all made from off cuts, but nothing remarkable from an engineering view.

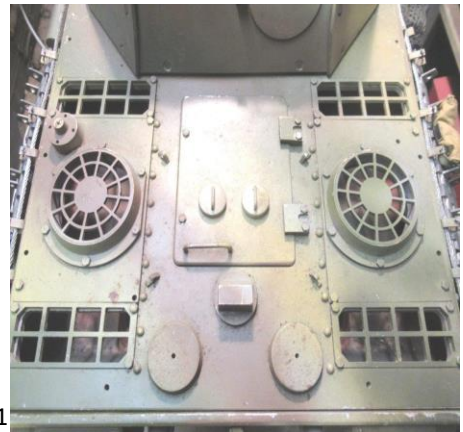
Whilst scanning the net I found a company who could supply wire rope down to 2mm with fittings for very reasonable prices and in meter lengths. This enabled me to custom make 2 towing hawsers which are always prominent in photos, the same search also turned up 2 1/8 scale Jerry cans which when painted up as water carriers added a bit more interest. A further find was 6mm pitch chain from which I was able to produce a working barrel lock very prominent on Panthers.

Other work involved producing the missing periscope shields for the copular out of 10 x 10mm brass and inspection/filler hatches for the rear deck. I also found a company near me to make stencils for the numbers as I failed to find any decals of the correct scale. In the end they turned out far more realistic. All this was suitably weathered using model railway weathering powders.

The main motors and drive gears arrived in early January so now I could get to work powering the tracks up. This time I had all the components including the radio control equipment to complete the job. With the Tiger I ordered the equipment as I went, as I wasn't sure what would or wouldn't work. but because the Tiger worked reasonably well it made sense to copy the design. ([Tiger project available to view on the new club web site](#))

The hull is narrower but longer than the tiger but the drive motors, my main concern fitted in by just giving them a small stagger and still kept the chain drive length at a minimum. The barrel drive was slightly modified by turning the operating crank 180 deg to shorten the mechanism as the turret is smaller. The turret drive is a strait crib from the Tiger but mounted on 50mm angle iron as I was out of thick brass. The drive gear ring is smaller but this gives a faster rotating speed so looks very realistic as a medium tank.

The remote control is the same 14 channel set up as the Tiger. This is way more than required but if you're buying one the difference in price is



such that you might as well get the biggest you can. That's far cheaper than having to buy another if you run short of channels. The Turret and barrel are driven by RS components 12v geared motors. Turret is 11rpm and barrel 70 rpm both controlled by 20Amp power speed controllers protected by 10Amp fuses. The drive motors are 12-24v 240W motors controlled by 40Amp speed controllers protected by 30Amp fuses. Thus the speed controllers are far bigger capacity than require by design. They aren't overworked and stall current is way below maximum capacity. A 12 Ahr sealed lead acid battery provides the power via a switch operated car relay. Remote charging points are provided hidden from view. If my calculations are correct the two motors give me 0.6 hp in old money so don't get your feet in the way!

A friend seeing the hull with the deck off was surprised at the complexity of the installation. At least till I pointed out that everything that moves on a model requires a least one motor with drive /coupling, each motor requires a Speed Controller (6wires) power and fuses and a receiver. He soon realised things can get very crowded very quickly. So now I'm a two cat family! If any one need's a 70Kg mobile door stop give me a ring.



Society Officers and Committee

President:	Arthur Bellamy
Chairman:	Jack Salter
Secretary:	Geoff Shackleton
Treasurer:	Nigel Bennett*
Committee:	John Hunt
	Steve Russell*
	Peter Smith
	Nick Morley
	Geoff Midgley
	David Brown

*** Denotes Boiler Inspectors plus**

Martyn Chapman

Newsletter Editor Geoff Botterill

E-Newsletter

Articles are always welcome and can be sent by email to

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LSMEE Website

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