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LeedsLines

Newsletter of The Leeds Society of Model and Experimental Engineers



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Boiler Testing at Jack's, May 2021

From the Chair (Eggborough on Track) Jack Salter

Trust that you are all keeping well and looking forward to the lifting of the remaining restrictions on our activities.

In my last On the Chair I reported that a subset of the Committee were about to have a “Teams” meeting with the developers of the Eggborough site.

Those of you that were able to attend the recent LSMEE BBQ and Boiler Testing day held at my farm (report elsewhere in this issue from Nigel) will have had the opportunity to find out about the outcome of this meeting, so for the remainder of the membership (regrettably Covid Regulations at the time limited us to 30 members attending an outdoor event) here is an update.

The developers are keen to have us back at Eggborough, on a new location around the surface water drainage pond.

Nigel is in dialogue with the architect over the shape of the pond and how our track will fit around it.

Understandably we will not be able to access the site until groundworks have been completed, we are of course pressing for the earliest possible starting date. I have produced a high level project plan showing possible start and finish dates and dependencies, watch this space!

We are unlikely to be running the portable track for the public this summer as we are unable to ensure Social Distancing.

However we have completed the annual maintenance checks and repairs to track and trailer and managed to run the track for members the recent BBQ and Boiler Testing Day, and will of course have the track out for use by members at our next BBQ and BT Day in August.

Society business has been managed by holding Committee Meetings outdoors at Topham, as Regulations have allowed, using the Societies “Event Shelter”.

Many thanks to those you have provided our engineering fix by the continued excellent Work on the Table, again I encourage others to let us know about their current project.

You will have seen the email collecting numbers for the imminent recommencement of Monday morning Breakfast Meetings, we are starting to get together again.

Looking forward to seeing you all again soon.

LSMEE Committee Meeting 13 April 2021

The first face to face meeting of the LSMEE committee for twelve months took place 13th April 2021. Six committee members gathered outdoors as permitted by 'Covid' restrictions applicable at the time (six outdoors). Lots of issues were covered but the main topic was the new club track Hopefully on the road back to normality! **Jack Salter.**



Monday Morning Social Meetings – Mid Yorkshire Golf Club

Those members who are on the e-mail circulation list were recently asked whether they would wish to re-start these social gatherings on a Monday morning, subject to the lifting on COVID restrictions. The response from members was very supportive with even more members expressing interest than the number who attended in the past. However, given the average number who might attend any on any one Monday we would have to have tables of six separated by 'social distance' with some extra rules regarding waitress service which is not ideal. It was therefore decided to delay things until Boris further relaxes the COVID Rules. His next update is likely to be on July 19th so hopefully we will let you know a restart date in a few weeks!

May Boiler Testing Day at Jack's, 30-May-21

We were blessed with some decent weather (it makes a change!) for the "do" at Chairman Jack's on Sunday. Several members, with an eye to running somewhere soon, had booked boiler tests. First up were two

Sweet Peas, quite unlike each other (other than the colour) from the stables of Malcolm High and John Charlesworth. Hon Sec Geoff was waiting for the weather to warm up a bit before discarding his winter clothing.



Arthur and Judith Bellamy had also arrived with their B1 *Wildebeest*. Karen arrives with coffees. Parts of Jack's *Chitty Chitty Bang Bang* car that he is building are in the background. John Charlesworth busies himself raising steam in *Helen*. Malcolm's *Adele Marie* sits smugly on the track, having already passed the test

Dah! Dah! Club loco *Denys Thompson* passes its tests. Geoff has now removed his coat but retains the hat against the fierce rays of the sun; Steve Russell, John Hunt and Martyn Chapman are also enjoying the sunshine





The Bring and Buy stall under the gazebo managed to raise a few bob for club funds. L to R: Jack Salter, John Charlesworth, David Brown and Janys. Valerie Smith is almost out of shot far right



Meanwhile, the Rev. Jill Salter, Verity Russell and Karen Bennett discuss the rising prices of good quality lathes and milling machines and compare notes on the performance of carbide tooling *vis-à-vis* HSS. Probably.



Hiding from the sun in front of Jack's little car are Colin Bowes, Alf Bamfield and Malcolm High; I'm not absolutely certain who is hiding behind the gazebo leg, but I'm fairly sure it's Rodger Thompson.



The portable track did get a little bit of use as David takes Janis for a trundle up and

down behind the Club *Charlatan*. Meanwhile, Mark Batchelor tries to calm Coco, the fierce and savage guard dog that the Salters employ to protect their premises from intruders.



And so many thanks to Jill and Jack for providing an excellent venue for a very pleasant day. It was wonderful to be able to meet up again with old friends (I use the word “old” advisedly) and catch up on news. Jack has agreed to another “bash” at Sykehouse in August (he is yet to break the news to Jill), so hopefully by then there will be no restrictions on numbers and a good time can be had by a lot more of us.

Competency of Locomotive Drivers and Track Operators

On the 5th May 2020 new guidance came into force for the operators of miniature railways. The guidance is in an HSE approved document titled ‘HS2020 – Managing Health and Safety at Passenger Carrying Miniature Railways’. You can view this document at <https://www.pcmrsg.org.uk/documents> Although we do not have a fixed track at present there are important matters in the document which will affect our members who help run our portable railway track or who visit other club tracks in order to run their locomotives.

There are two areas in particular that your committee have been addressing which you need to be aware of. The first is that the Portable Track Risk Assessment has been updated and the second is that track operators and locomotive drivers need to have demonstrated that they

are competent to undertake the duties that they perform. In order to begin to address the issue of competency a Leeds S.M.E.E. questionnaire has been produced with multi choice answers. Drivers and Track Operators will be asked to undertake the questionnaire and on completion will have their Membership Card endorsed to signify their competency. To have your card endorsed in this way may have greater significance in the future when visiting other tracks.

Actually *looking*.

Alan Macdonald

‘Isn’t the sea blue today.’

‘Turn round, look at it again, then come back and tell me!’ – the instructions of my godfather, Ken New: respected artist, and teacher at the Slade.

During my childhood the Macdonald family would occasionally venture North of the border, to stay with an aunt and uncle. I remember that I used to anticipate looking at an L.N.E.R. guard’s lamp, which stood on their hearth.

Years later, when the aforementioned aunt and uncle decided to retire to Spalding, sundry household items became superfluous, one of them, the lamp. I was awarded this item. Then 21, now 69, I have owned this lamp for 48 years - about twice as long as the L.N.E.R. did.

Lockdown continues to mean that I spend much time in my workshop. A couple of weeks ago, I decided to make a 1/8 scale model of the L.N.E.R. hand lamp. I measured it up and made a start. The further I went into this project, the more I realised that although I regularly cleaned or dusted this much-cherished lamp, I had only ever looked at it in a superficial fashion.



Having made the tube that forms the body, I turned my attention to putting a base on it. On inspecting the underside of the original lamp, I found that there were three feet in the form of pressed blisters. Between each pair of feet was a regular pattern of holes, presumably to admit air so that the paraffin flame could be fed with oxygen.

HRUMPH! In 48 years, I had never noticed this arrangement.

I dutifully copied what I saw, and transferred my attention to the hinged plate that houses the lens, to find that the hinges securing the plate to the body were not, as I assumed, tubular, but made in the form of a running ribbon which is soldered to the body, passes through a slit in the lens plate and returns to the body, where it is soldered on top of its tail. In 48 years of ownership, cleaning and polishing I had never noticed that! Surprisingly, I did know how the catch worked - so that was O.K.

For those who don't know, railway hand lamps can show red, green, and yellow lights, courtesy of a revolving top portion which has a red glass, a blue glass and a clear aspect. My lamp has 2 clear portions, plus a red glass and a blue glass. That makes four segments - I never knew that! (In my defence, some lamps have only 3 segments!)



My journey of discovery continued with each feature that I made, culminating with the fact that the piecrust top opens. I NEVER KNEW THAT!! This was getting repetitive and demoralising!

If nothing else, this project has taught me to LOOK MORE CAREFULLY, especially at an object owned for around 48 years!

On looking at the full-sized item, I had decided not to copy the letters 'L.N.E.R.' that identified it as the property of that railway company, since they scaled out at 1.5 mm high.

The other day, lockdown continuing, I was feeling particularly strong so thought that I would try to make these vestigial embellishments.

When making letters for nameplates etc. my method is to fabricate, silver soldering the various elements together to create the letter in question. At 1.5 mm, I found that I could not cut solder fine enough. (Less is more, you understand!) After a little head scratching, I reached a decision to file the end of the solder, gather a little of the detritus and mix it with some flux. This was applied to the offending joint.



A whole afternoon was devoted to the manufacture of the four letters. The L was not too onerous, but the others invited the invention of many new swear words! Eventually I had a full set of letters and thought it would be best if they were in a box for safekeeping. Selecting my best set of surgeon's tweezers I transferred the L, N, and E, but on picking up the R - I sneezed. Imagine my happiness when the R then proved to be conspicuous by its absence!

More new swear words and a new letter made, but I've now got the first one cornered. I know that it's in the workshop somewhere!

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

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E-Newsletter

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