

Volume 24 Issue 3, July 2022



# *LeedsLines*

Newsletter of The Leeds Society of Model and Experimental Engineers



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**Front Cover**

*Green Arrow and 'Maisie' at  
Doncaster's Danum Gallery, Library and Museum*

**Newsletter**

To receive the newsletter by email contact or provide an article for publication contact the editor at [leedslines@gmail.com](mailto:leedslines@gmail.com)

**LSMEE Website**

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

**From the Chair**

**John Hunt**

Welcome to the summer newsletter, I say that in the hope that this is at last summer. The spring has been a succession of wild cold windy days

which has curtailed most of the flying days I could have had. The high winds causing me to lose my yachtsman overboard in high seas, his body still hasn't washed up! Thank goodness we have a portable railway.

The track started its duty at the inaugural Wensleydale railway full size and modellers weekend. We were well received by the railway, putting up some of our members in the converted Aberdonian sleeper which is now the accommodation block they also made some provision of food on the Saturday but soon realised that they had underestimated. By the Monday they had called for a mobile Fish and Chip wagon. The railway performed well over the weekend and was well looked after overnight by a formidable young lady who allegedly never slept! Apparently her day job was looking after the Saudi royal family. When asked if she was armed, she replied with, not in this country!

The railway has performed well at various country galas making a good income. A new loco to the roster has caused a lot of interest in the shape of Mark's Thunderbolt. With the loco being ride on it has necessitated a mod to the truck to prevent passengers sitting too far forward. This has been addressed and modification are in hand.



### Modified Portable Track Riding Car

The demolition contractors at Eggborough seem to be upping the pace with very comprehensive videos of the staged demolition. The grape vine suggests the remainder of the boiler house and the chimney are due to drop late next month. All that looks to be left is the main body of the boilers, the chimney and the outer wall of the turbine hall. Presumably

left in place as a blast shield to protect the substation from flying debris. Hopefully after this phase the site can then be cleared and the new road system built. An area of the A19 banking has had the trees removed where we are expecting the new roundabout to go in. hopefully when new access roads are laid it may open the door for us to return. We live in great hopes!

The social side of the society is continuing with the regular Monday breakfast meetings at Darrington golf club with members bringing along curios and parts of their latest projects. One of note being what looked for all the world like one of Dr Who's sonic screwdrivers. It being in reality the innards of a Braun toothbrush which had failed. The complex circuitry and gears and cranks to provide the reciprocation was a work of art. It always amazes how everyday items can be adapted for model use. It remains to be seen what further use it will get. A member of the model boat club has acquired a vape unit to provide chimney smoke effects on his tugboat. The main problem is obtaining smoke fluid that doesn't smell like strawberries. Long may modelling utilise everyday items to be recycled.

Wednesday evenings it is an informal meeting for a meal and a drink at Drax social club.

Another date for your diary is the club meeting at Jack's Topham farm on Sunday August 21<sup>st</sup> at which there will be the portable railway, jumble sale, boiler tests if required and a BBQ (see below).

Thank you all again for your continued support for the society in these difficult times. Things will get better and we will rise again.

## **Summer BBQ at Topham Ferry Farm**

If anyone could spare some time, on Saturday the 20th August, Jack could use some assistance setting up the BBQ, Jumble Sale and Portable Tracks. From 10 am on the Saturday morning.

**Progress Toward Charitable Status**                      **Judith Bellamy**

As many of you know our plans to restore a permanent track are moving on with negotiations with St Francis Group the new owners of the Eggborough

Site. It is hoped that within a few weeks work will be well underway creating the 'swales' or drainage ponds which will form the centre of our intended track area. This means that our own plans and designs will need to be put forward to the planning authorities for approval. However before all that can happen, Leeds SMEE needs to become a formal legal entity which can hold or lease land which our current structure cannot do.

It is proposed that we form a Charitable Incorporated Organisation (CIO), a formal entity, which will give us the necessary legal rights to hold or lease land and to operate as a charitable entity for the benefit of our members in line with charitable aims. Once this is up and running the assets of the existing society will be transferred over and the current club wound down in line with the current club rules.

In the next few weeks all paid up club members will receive a voting pack which will include a letter explaining

The current situation

What a CIO is and how it can benefit us

How you can access our draft constitution which is the governing document detailing how the CIO is run

Who the trustees will be and how we are governed.

You will also receive a voting slip so you can vote by post or bring it to the Extraordinary General Meeting which is being held on Wednesday 7th September at Darrington Golf Club at 7pm.

The current committee are willing to answer any questions on the matter and there will be a small presentation stand at the Club BBQ in August so you can look through the documents and ask questions there.

Peter Smith is regularly updating the society web page with details of progress toward a new LSMEE track.

### **LSMEE Website**

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

### **Portable Track**

**John Hunt**

The return of portable track events was marked by a three day outing to the Wensleydale Railway's Leeming Bar site. It was a really good weekend with the weather behaving itself and the engines performing well despite a two year layoff. We took £149 over the weekend which I know isn't a lot but it was the old story of the demographic being older

couples and not many children to have rides. All in all a good return to running the railway.



Ackworth Gala day saw Thunderbolt in action and resulted in a design rethink for the riding car.





Currently only one portable track day remains for this summer and assistance is always welcome. See Dates For Your Diary for information.

### **Removal of a well-stuck Myford chuck          Nigel Bennett**

Well that was an interesting exercise! I volunteered my services to assist a Member who was faced with a stuck 3-jaw chuck that was gripping on to the spindle of a Myford Super 7 as if it owed it substantial amounts of money. The usual methods had been tried; starting the lathe in reverse with a block of wood trapped between a chuck jaw and the bed, even to



the extreme of giving it a Hard Stare. Later, a long piece of steel had been gripped in the chuck, stuck out sideways as a lever and torque applied to persuade the recalcitrant chuck to come loose, but no success had been achieved. Mrs. Google's tried and tested methods all seemed useless.

On arrival, I fitted a substantial piece of steel hexagon into the chuck, shot the spindle lock and applied a Big Spanner to the hexagon. You're supposed (according to the Beano) to say "Nnnnnnngg!!" at this point but it wasn't really necessary as all that happened was that the chuck revolved. So did the spindle. Curious! Investigation showed that the V-belt pulley was stationary – the spindle lock locates in the pulley - and that the spindle plus chuck was rotating inside it. This indicated to me that the key that drives the spindle had sheared, giving some indication how tight the chuck was gripping. No other course then than to remove the lathe spindle. I marked the adjusting nut at the rear for later reassembly, removed it and tapped off the feed gear at the end. I slackened the bullwheel grubscrew; the spindle then came out and I was able to see that the Woodruff key had indeed sheared flush with the spindle OD. No spare was available, so I made a new one by parting off a suitable (1/8") thickness of silver steel of the appropriate diameter and sawing a bit off that to create the key. Fortunately, a second lathe was available...

I re-assembled the spindle - with a bit of difficulty until I realised I had not removed the fragment of sheared-off key from the bullwheel - and tried my hexagon and Big Spanner method. No joy – that chuck was staying on! I didn't want to repeat the key-shearing, so I didn't try the "long lever method" tried previously.

I removed the spindle again, and gripped it firmly in a vice between two pieces of aluminium to avoid marking the spindle. I belaboured the hexagon bar with a spanner and hammer to no avail. Next step was a much bigger vice – and I really did have to go "Nnnnnnngg!!" as I tightened the handle – again holding the spindle in aluminium to get it to grip tightly but without marking the spindle. A metre-long piece of 1½" x ¾" bar was then gripped in the chuck, sticking out sideways and used to try to turn the chuck; no joy; the spindle just turned in the vice. The chuck was heated up with a blowtorch and belaboured again – all to no avail. I even fitted the spare piece of Woodruff key I'd made to try to stop the spindle turning in the aluminium jaws. I succeeded in shearing that flush, too, luckily without damaging the keyway. Perhaps if I'd had the time I could have machined up a couple of pieces of aluminium, shaped to

fit closely around the spindle and gripped that in the vice, but in any case I wasn't confident that it would guarantee success.

Nothing for it; we were going to have to sacrifice the chuck backplate. The chuck front was removed and the spindle plus backplate refitted to the lathe. A suitable carbide tool was then fitted at a very dodgy angle and at the extremes of carriage, topslide and cross-slide movements in order to get the tool to reach very near to the headstock casting – not something you need to do as a rule. Next step - turn away the backplate into a large pile of cast iron swarf. I ran the lathe backwards in the vain hope that it might actually unscrew itself during the operation. As the



tool neared the hidden positions of the lathe spindle register and screw thread, care was taken to ensure it would not dig into the spindle. All of a sudden the remains of the backplate split into two; the front half simply unscrewed, leaving the larger diameter with the register bore in place – and that pulled off, revealing the unsullied spindle nose. Success! There was a certain amount of trapped brass swarf on the register face, and the screw threads had some traces of swarf on them, so that is what must have caused the problem – always ensure the chuck and spindle nose are scrupulously clean when fitting a chuck.

A new backplate was ordered before the old one gave up the struggle...

The photo shows the sorry remains of what had once been a 4" diameter backplate.

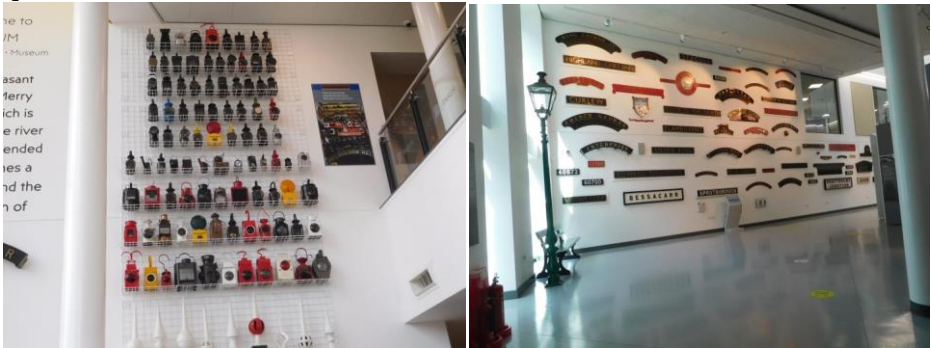
**A visit to Doncaster Library**

**Arthur Bellamy**

I recently visited Doncaster with my daughter Judith to revisit the collection of railway memorabilia collected by the railway club at Doncaster Grammar School (now Hall Cross Academy). I had visited the collection

before when it was housed in a disused attic at the grammar school, access was via a cast iron spiral staircase. The collection is now owned by the National Railway Museum and is housed at the new library complex 'Danum' in central Doncaster. The Grammar School Railway club formed by some students with the assistance of an interested teacher, made a collection of railway artefacts to save them going for scrap, some were donated, some were purchased.

On entry to the library the facing wall is covered with lamps, some porter's lamps and some engine head code lamps. There must be over one hundred of them up to the ceiling. The main display is in the basement, because of my wheelchair I went down in the lift and was confronted with two full sized original engines facing me. Green Arrow and an Ivatt Atlantic 251, known to us model engineers as 'Maisie' and construction described by LBSC in the magazine Model Engineer. Both these locomotives are in immaculate condition especially the paintwork. I never saw an engine ex works or brand new but these are very good. There is a film show on how the engines were brought into the display from their previous home at Shildon.



There are several show cases showing ticket machines and chamber pots (including a very ornate lavatory pan for the use of the local landowner, from Drax Station) and again a wall filled with engine name and number plates from LNER and LMS engines together with station seat plates.

Altogether a good afternoon out. More details about opening times and facilities can be found at -<https://www.dglam.org.uk/rail-heritage/> Not open Sundays.

## **Dates for Your Diary - April - June 2022**

- 23rd July**                    **Selby Abbey Food Fair**  
Portable Track Event. Contact John Hunt
- 21st August**                Summer portable track run with BBQ,  
jumble sale and boiler testing day.  
**Jack Salter's Topham Farm 10:00**
- 7th September**            **Extraordinary General Meeting**  
Progress toward changing to a  
Charitable Incorporated Organisation
- 21<sup>st</sup> September**        Meeting Night- Jumble Sale. 19:00  
**Deadline for AGM Agenda items in writing**
- 19<sup>th</sup> October:**            Leeds SMEE AGM, 19:00

**Breakfast Club meetings Have resumed on Mondays 09:30**



The venue for meetings and breakfasts will be  
The Mid Yorkshire Golf Club  
Havercroft Lane  
Darrington  
WF8 3BP

For more information visit the club website 'Events Calendar'

<https://www.leedsmodelengineers.org.uk/calendar-1/>

## **Society Officers and Committee**

President: Arthur Bellamy  
Treasurer: Nigel Bennett\*  
Committee: John Hunt  
Steve Russell\*  
Peter Smith  
Mark Batchelor  
Geoff Midgley  
Judith Bellamy

\*

**Denotes Boiler Inspector plus**

Martyn Chapman