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LeedsLines

Newsletter of The Leeds Society of Model and Experimental Engineers



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Front Cover

Topham Barbecue 2021 Not From the Chair

Observations from the last 18 months largely compiled from Jack Salter and Arthur Bellamy's AGM reports

Due to Covid we were not able to hold an AGM last year, so this report covers two years.

These years started well with speaker evenings, breakfasts, the Jumble sale at Darrington and Christmas Dinner at Drax Sports and Social Club

Evening Meetings (and Breakfasts) are hopefully about to restart and John has a portable track event booked in. We are due to return to Eggborough next year, so we can all look forward positively to the future of the Society.

The Speaker evenings at the start of this 2-year period were well supported by members with good speakers both external and from within the Society.

Once again Xmas dinner was organised by Nigel and Karen, good food, generous portions and excellent company!

Then the country was plunged into Lockdown and everything stopped

Suddenly we were not able to meet as a society nor initially were the Committee able to meet.

As soon as small groups were allowed to meet outside regular Committee meetings were held in the Society's "Event Shelter" (tent), so we were able to plan the two get togethers held at my farm, liaise over Eggborough, consider other sites and agree not to charge any subs for 2021

A subset of the Committee has held "Teams" meetings with the developers of the Eggborough site, and we now have a timetable for getting back on site to commence building our new track.

The four remaining cooling towers were demolished last weekend, so the developers look on target for being able to safely return to site next year.

While planning for a return to Eggborough we continue to look at other potential sites including three in the Wakefield MDC area.

The Portable track has been tested and maintained throughout the pandemic and it's first outing for two years has been booked in for later this year. Hopefully we can look forward to a full calendar of events next year.

Boiler Testing has continued both at member's homes by prior arrangement and at the events held at Topham, indeed boiler testing encouraged many more spectators than did the portable track!

Breakfast Meetings on Mondays have not been possible but are set to resume (see Dates for Your Diary).

The society has a new website run by Peter Smith (link on page 11) which includes a Blog recording the Society's activities.

During lockdown, members have contributed articles detailing their current projects and these have been available by opting into an extra emailing list. This '*virtual work on the table*' is now a substantial body of work and can be made available for download by emailing the editor (link on page 11) and a selection can also be found on the club website. More articles are always welcome.

A number of members have continued to meet informally either in the bar, or outdoors when that was all that was allowed, at Drax. A mention in Leedslines did not result in any increase of numbers attending.

August, and a relaxing of covid restrictions enabled a portable track event at Topham Farm where members enjoyed a BBQ, jumble stall and an opportunity to run locos.

The AGM dealt with much of this in detail and also included the election of the societies committee

After many years of service Geoff Shackleton has stood down as Secretary, Jack Salter has stood down as Chairman and members present showed their appreciation for all the excellent work they have done for the Society.

There are some newly elected committee members (see back cover for details) but the positions of Secretary and Chairman are yet to be resolved.

The treasurer has set club subscriptions for 2022 at £20 for those over 18 and £2 for Junior members (see page 5)

Subscriptions 2022

Subs are due from 1st January 2022.

The subscription rate for the coming 2022 season have been set at £20 for those of advanced years or £2 for those under the age of 18.

This is to cover the club's insurance costs and preserve the club's capital for the anticipated costs associated with rebuilding a new running track.

Nigel is prepared to part you from your cash in multitude of different ways.

In person remains an option, but a cheque can be made payable to

Leeds SMEE and then

posted to:

**Hon. Treasurer
7 Swale Crescent,
Garforth,
Leeds
LS25 2JA**

Or a third option is also available - Bank Transfer via internet banking

Account Name	City of Leeds S M E E
Sort Code	05-07-62
Account Number	25136516.

If you pay this way, please drop me a line to tell me you've done it, and

***** Most important *****

Please put your name on the payment details/reference section

otherwise Nigel won't know it's you, and you won't get a nice new 'Orrible Orange' 2022 Membership Card!

Print or Paint?

Malcolm High

Painting is not my favourite past time, I tend to use rattle cans nowadays mixed at my local automotive paint shop. To do this I need to provide them with the original manufacturer's code for the colour I require. This is not too difficult, I use one of the model railway websites. Kinross is a good one to get the colour, then classic car sites to convert that into the

paint code. For instance BR mineral grey is shown as the VW colour Eis Gruen which is VW code A6E. After that it is just a case of a coat of adhesion aid if painting plastics or nonferrous metal, etch primer and then two top coats.

All done in a few hours. However occasionally there is an area where the above is not possible and then printing onto waterslide or vinyl becomes a practical proposition.

First I have to say I only have experience of using a laser printer, inkjet I have no experience with at all. However there are inkjet versions of all the papers I have used. The process is the same for all the variants. I tend to use my CAD package to produce the print file but any drawing package will do, even Word if it will do what you want. The advantage to me of CAD is the part I am wanting to paint is normally already in CAD format so it is easy to insert another layer and put the paint requirements on that. As an example I am going to show how I did the rear of the cab on my class 08.

The 08 is 3D printed and I have to thank Peter Davis for allowing us to use the stl files which are available on the Gauge 1 3D forum. It went together really well and runs effortlessly. The level of detail is very good but the rear of the cab gave me some concerns, there was no way I could paint that area to a suitable standard. The solution is to use either a water slide or a vinyl print.

The first stage was to reverse engineer the rear of the cab in CAD. The only way I found to do this was to import the stl file into my CAD package and then trace round the cut edges. This gave me the outline and the window openings but not the lights or conduit: - to get these I used a Vernier. Eventually I had the back of the cab on the screen. From images of the 08 the cross hatching was drawn. Fortunately it is only black and yellow so I didn't have to match any colours. That would not have been possible for me anyway as I am colour blind. The areas where the windows, lights and conduit were had to be cut out so these were left in white. The next decision was what medium to use for the print surface.



Waterslide is available in clear and white. Clear I find does not work well as the backing colour you are putting the slide onto comes through, therefore I have tended to use white. The slide prints as normal with the printer set to Glossy in the settings. Most suppliers of waterslide have recommended settings on their website, if not you just have to print and hope it comes out OK. After cutting out the white sections of the print the procedure is just the same as normal waterslide, soak in water, put onto the model ensuring all the bubbles have been squeezed out and dry.

Vinyl is very similar except it has adhesive on the back. The issue I had with the vinyl was the print tended to come off very easily. In fact whilst cutting the white sections out my steel rule was rubbing away some of the black. To give the print some protection I used a car lacquer spray, again from my local automotive paint shop. My concern was that it would destroy the print but it did not, just the opposite it gave excellent protection. Cutting out the white sections is very easy, you just need a sharp modelling knife and a steady hand. It is only necessary to go through the vinyl not the vinyl and the backing paper, two light cuts and the vinyl was through. Placing the vinyl in the correct position was fairly easy given the two straight edges, the conduits and the window openings. Finally the edge was trimmed with a sharp knife.

I used both waterslide and vinyl as an experiment but I feel that vinyl is the easier to use and it is the one I ended up with on the model.

Obviously you can use any colour and any shape, you just have to ensure the shade is what you require and that the printer prints at a scale of 1:1. The limiting factors are you really need a flat surface for the print to sit on and the size you can print. My printer will print 295mm x1,200mm so plenty big enough for most situations. The problem is getting vinyl suitable for a laser printer in this size. Sign makers appear to use a solvent or inkjet type printer not a laser. A3 vinyl is available for laser printing and I have found another company that advertise “laser printable paper suitable for signs - marine use” in larger sizes which are supposed to be almost indestructible but I have yet to try these out.



A Cautionary Tale.

I recently came by a discarded woodworker's vice. (*Stop sniggering at the back there!*)

When I mounted my old one under the bench two or three years ago, squatting, reaching and screwing upwards proved such a fuff that, even though this one is a bit chunkier, I couldn't face repeating the contortions - so I opted to fit this acquisition to the Workmate, instead.

For goodness' sake, how long does it take to drill four holes and pass four bolts through them?

Longer than you'd think. The expression 'mission creep' comes to mind.

(Now look! I won't warn you a third time.)

Before starting on the job it seemed sensible to clean off the superincumbent grime. This disclosed that a slot head screw was not fully driven home through the front jaw, so the wood it was supposed to secure was flapping loose. Apply screwdriver, attempt to finish the job (*Nnnngh!* Thank you, Nigel!) and fail. Having swapped the screw and its right hand counterpart I still couldn't get anything more than half way through the hole. Inspection disclosed a burr therein. How long had it awaited two seconds' attention from an appropriate drill? Way now clear, the wood could be securely attached.

My dismantling and wiping revealed that the rear jaw's wood was secured by bolts rather than wood-screws, and one proved to be markedly shorter than the other. I couldn't see daylight, so assumed that the vice's previous owner must have broken that bolt in the tapped hole. In the event a drill I'd hoped would weaken the snapped-off portion of bolt simply, dislodged many years' accumulation of crud. (Is that the correct technical term?) Sherlock Holmes was right: - *'Once you eliminate the impossible, whatever remains, no matter how improbable, must be the truth.'* It was just a shorter bolt!

Once the vice looked less neglected and wasn't so disagreeable to handle, I finally set about the mounting holes.

'At this point I must have lost my presence of mind . . .' (Gerard Hoffnung.)

It seemed obvious to use the vice as its own template, align the whole thing inverted on the top of the Workmate, drill one hole and pass a bolt through it before drilling the other three.

After that it should be a simple matter to hang the vice below the top plank of the Workmate and fit suitable bolts and washers.

'You silly, twisted boy!' - (Hercules Grytpype-Thynne, by Spike Milligan.)

My cunning plan would have worked, had the vice's mounting holes been arranged in a rectangle. I gave up maths after O level so my geometrical vocabulary runs out at rhombus: if, indeed, there is a name for the asymmetric quadrilateral (there!) of which my nice new holes mark the corners. You're way ahead of me: and I had constructed a mirror image of the disposition I needed, so only two holes at a time would line up when I put the vice in its intended place.

'And write down all the new words.' - (any primary school teacher.)

I now did what I'd hoped to avoid, and balanced an inverted Workmate on a stool before putting the vice where I thought it should go, (*Watch it!*) and marking some more holes on the underside of the top plank.

'I can drill holes!' - (Major Dennis Bloodnok, by Spike Milligan again.)

This time my scheme was successful, but because the holes in the vice's under-side are not centred in their respective lugs the fun wasn't over. Fortunately the little tin - we all have one - at the back of the bench yielded suitable washers of appropriate-but-different sizes.

'You couldn't make it up!' - And I didn't

Ian Macdonald

New Range of Club Clothing Available

I am about to place an order for some more club clothing. If anybody wishes to order anything else, (go on, you know you want to) please let me know before the end of November. Unfortunately (but unsurprisingly) prices seem to have gone up a bit since last time, but approximate prices (it may vary slightly depending on the size of the order) are as follows:

Fleece Full Zip	£17.75
Fleece Half Zip	£14.00
Short Sleeved Polo Shirts (female fitting is available)	£8.25
Long Sleeved Polo Shirts	£15.00
Sweatshirts	£16.30
Baseball Cap	£5.25
Thinsulate Woolly Hat	
£7.25 Flame Retardant Boiler Suit	
£37.50	

(E-mail me at - nk1979@talktalk.net or Telephone 0113 287 0565

Be Aware!

Messages from Northern Association of Model Engineers

To All Secretaries and Delegates

I have been informed by one of our member Societies, that they received a complaint via social media (Facebook) that one of their members behaved inappropriately to a child passenger.

This was investigated by the police and found to be totally unfounded.

However this has understandably caused a considerable amount of stress to all those involved.

Some people it appears will cause trouble by any means, so please be advised that the loading and unloading of passengers should be carried out with preferably 3 members present one of whom should be watching the loading and unloading from a good vantage point.

If one of them has to leave you should consider ceasing running until a replacement is found

Do not put yourself in a one to one situation with the general public. Very, very sad but these are the times we now have to live in.

Fake Boiler Test Certificates

It has come to our attention that there are a number of fake certificates in circulation, these are readily identifiable by the fact that the Certificate number is hand written instead of printed.

Should anyone present one of these Certificates please try and find out who issued the Certificate to them.

A Budd N.A.M.E Sec

E-Newsletter

Articles are always welcome and can be sent by email to

leedslines@gmail.com

LSMEE Website

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

Society Officers and Committee

President:	Arthur Bellamy
Chairman:	TBA
Secretary:	TBA
Treasurer:	Nigel Bennett*

Committee: John Hunt
Steve Russell*
Peter Smith
Mark Batchelor
Geoff Midgley
Judith Bellamy

*** Denotes Boiler Inspector plus**

Martyn Chapman

Newsletter Editor Geoff Botterill

<p style="text-align: center;">Dates for Your Diary - January 2022</p>

5th January	<i>Meeting Night</i>	<i>19:00 - 21:00</i>
	<i>Speaker TBA</i>	
19th January	<i>Meeting Night</i>	<i>19:00 - 21:00</i>
	<i>Speaker TBA</i>	

Breakfast club meetings continue

Monday mornings 09-09:30 am

All meetings will take place at Darrington Golf Club unless stated other wise and assume no new Covid restrictions are not in force.