

Volume 26 Issue 4 November 2024



# *Leeds Lines*

Newsletter of The Leeds Society of Model and Experimental Engineers



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## **Front Cover**

### ***Barbeque Operatives , John Hunt and Granddaughter at Jacks Summer Rally 2024***

**From the Chair**

**Jack Salter**

### **Summary of the Chairman's AGM Address**

Whilst we are without a permanent home, we have continued to have a full programme of events with speaker evenings and breakfasts here at

the Golf Club, Portable Track events, our August Gathering, Jumble sale and Christmas Dinner. Whilst a return to Eggborough now looks unlikely, we can all look forward positively to the future of the Society.

The Speaker evenings continue to be well supported by members and we have had good speakers both external and from within the Society.

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

Regular Committee meetings have been held by Zoom with face-to-face planning meetings held as necessary. We were able to plan the get together held at my farm, liaise over Eggborough, consider other sites and agree not to raise the subs.

It now looks unlikely that we will be getting back on site at Eggborough. Thanks are particularly due to Nigel and Mark Bachelor for all the work they put into drawings, planning and liaising with Local Authority Planners, hopefully this work will mean that we are prepared for another site.

We continue to look at other potential sites, I inspected and reported on two sites near York suggested by a member, Mark continues to pursue a site owned by the Catholic Church. Please can all members continue to look out for potential sites?

We had a full programme of Portable Track events and already have bookings for next year. The Portable Track is the main opportunity for members to exercise their locomotives.

Thanks to John for his continued efficient and friendly organisation of these events so we can look forward to a full calendar of events next year.

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

Certificates will allow locos to run on the Portable track or at other Societies, can take this opportunity to remind members that York Society have offered our members running rights while we are sans track.

Breakfast Meetings on Mondays have been held on a regular basis, here at the Golf Club, 9.30 on Monday mornings, all are welcome, although I understand that on one occasion at the height of the summer holiday period that Charles was on his own!

This point is a suitable one to mention the Blog that Peter runs on our website as a record of the Society's activity. Can I encourage members to send photos and articles to both Peter (website and blog) and Geoff Botterill (Leedslines), which continue to be such an important means of members keeping in touch, for consideration for inclusion?

Many thanks to all who have contributed to work on the table, I trust that others have found this as interesting as I have done. Can I encourage all members to consider submitting items?

Several members have continued to meet informally in the bar at Drax Sports and Social Club on a Wednesday evening.

The summer gathering at Topham saw members enjoy this social event with Boiler Testing, BBQ, jumble and opportunity to run locos on the portable track.

We have a vacancy for a Committee Member please can I ask all Members to consider taking on this role. I am willing to stand down as Chairman if any member wishes to take on this role, but will continue if there are no volunteers.

*[The work on the table Jack has alluded to is not taken by everyone but if anyone wants a look at what is available the following link will, and should continue to work. (to subscribe to the extra email mailing list, drop me a line at [leedslines@gmail.com](mailto:leedslines@gmail.com) )*

[https://drive.google.com/drive/folders/11rmYBsvKmVtDxab82bqCYNFn1P-ZozJk?usp=drive\\_link](https://drive.google.com/drive/folders/11rmYBsvKmVtDxab82bqCYNFn1P-ZozJk?usp=drive_link)

*This links to a Google Drive page ](Ed)*

### **Treasurer's Report 2024 AGM**

As of 30th September, we have 51 paid-up Members, which is a decrease of 7 since last year. Unfortunately, we still have no junior members, although I have hopes of one.

#### **Income**

Naturally, the Subscriptions Income has decreased as we have fewer members.

“Misc donations” is usually members adding a couple of pounds to their subs or purchasing items donated to the Society. There is an increase this year as some of the income is from extras from the breakfast meetings. We also had income from a riding car donated by Geoff Shackleton, and the widow of a friend of Nigel's, Andy Waters, generously donated some of his

machine tools to sell in aid of the Society. Some of this money was split with the RNLI. This year, we didn't have a Harrogate show, which gave us money last year.

The Jumble Sale and August Rally Bring & Buy Sales are down a bit on last year.

Thanks to John Charlesworth who arranges the meeting night raffles, we have some welcome additional funds, but income is down as attendance at meetings is not as good. We need to improve attendance at meetings, as otherwise it is embarrassing when an outside speaker appears and there are only very few members. Judith has put forward an excellent programme and we should make the most of it.

The Portable Track income is significantly down on last year. One or two events have had to be cancelled as nobody seemed willing to assist. I would again like to thank John Hunt for his work in organising the Portable Track events and also for attending most of them. I must thank the usual suspects who run locos and erect and dismantle the track at these events. Particular thanks are due to those members who haul the trailer to events.

Jack's "do" was again a most enjoyable event, but we could have done with a few more attendees. Many thanks to Jack and Gill Salter for their hospitality. I hope Jack will be able to repeat it next year.

We sold no items of clothing this last year. As I said last year regarding club clothing, we need a large order as otherwise the price per garment increases significantly. If somebody needs one fleece and nobody else wants anything, they'll make it, but at an eye-watering cost.

Alistair Bootland's bequest has generated a significant amount of money for the Society and we are most grateful for his kindness in bequeathing his workshop and locos to the Society.

No Members took out cover for model Insurance this year.

Bank interest received has gone up again significantly as a result in the increasing interest rates. Earlier in the year we were getting about £100 a month, but that has now halved. Next year will reflect that.

### **Expenditure**

The Federation of Model Engineering Societies ("Southern Fed") subs for this year is still very low as a result of prompt payment.

The Insurance figure has again gone up slightly from last year.

Postage and Stationery has decreased significantly as fewer members now insist on hard copies of *LeedsLines*. Thanks to Geoff Botterill for being the Distributor-in-Chief for news as well as editing *LeedsLines*. Geoff always welcomes items for *LeedsLines* – it doesn't write itself!

Running Day Provisions and the following three items are zero because we don't have a permanent track.

I have no record of the portable track Riding Car needing anything spent on it this year. However, I have been advised that the brake cable may need beefing up to use thicker cable to prevent breakage. It was suggested that we keep a spare one with it.

The portable track trailer needed repairs to the braking system. Further repairs are imminent as new brake shoes and some new non-rusty brake adjustment parts will be required. We also purchased a new gazebo and watering cans.

Engraving costs for trophies increased this year as a result of new names on trophies rather than ditto dots.

We didn't buy any clothing this year.

Misc Donations in the Expenditure Column was to various organisations for whom we ran the portable track and also to the RNLi as advised earlier.

The Speakers/Meeting expenses are very similar to last year.

Provisions for the August Rally are a bit down on last year.

NAME subs are related to the number of members, hence it's gone down.

Looking at the bare figures, this year's surplus is virtually the same as last year. However some of our income was a one-off, thanks to Alastair Bootland.

In respect of our hoped-for new track, we have made no progress in this direction.

I would like to thank my wife Karen who, as always in the previous 20 years, has assisted with the preparation and maintenance of the accounts.

I propose that we continue with the current rate of subs of £25 for next year, and maintain the £2 rate for Juniors.

Nigel Bennett Leeds SMEE Hon Treasurer 16-Oct-2024

**Speeding up the changing or reversal of lathe chuck jaws**

The staff at Hoapit Works have been complaining vociferously of late regarding the time it takes to change over a set of lathe chuck jaws. One particular chuck, a 6" 3-jaw, takes over a minute of assiduous winding with a chuck key to remove a set of jaws, and then after a bit of fiddling about to get the other set of jaws a) in the right slots and b) engaged with the correct section of chuck scroll, another minute to wind the blinking things in again.

The solution was extremely simple, and was demonstrated to the assembled worthies at a Club Breakfast Meeting recently. You find a piece of square bar about 75mm (3") long that fits nicely into the chuck pinions, and then you turn down one end of it just enough to remove the square. You dig out your battery drill, fit the round end of the square bar into the chuck, and engage the square end in the chuck pinion. You press the trigger, and note with some annoyance that the drill battery is flat. You recharge the battery, and try again later. By paying careful attention to the direction the battery drill chuck is rotating, you will be able to wind the lathe chuck jaws in and out in a fraction of the time previously taken. Drilling a hole in a suitable position on the piece of bar will enable it to be hung on a suitable nail somewhere near where it is to be used.

The process adopted for refitting the jaws in a self-centring chuck is to fit the jaws into the slots and then with the electric drill still in reverse and engaged in one of the pinions, apply inward pressure to all three jaws. Slowly rotate the drill until Jaw No.1 clicks down and stop the drill. Reverse the drill, and still applying pressure to all three jaws, begin the winding in process, slowly at first until you're sure all three jaws are engaged, and then go for it, taking care to slow down before the jaws lock together or on to a job in the chuck. Setting a slipping clutch on the battery drill might be a god idea.



*The photo shows the idea; in this case I had no square bar of the correct AF size, but machining a square on an existing square is easier than starting from round bar. In the photo there is limited access to the chuck jaws to use the normal chuck key, so the Power Solution was much better!*





## Gauge 1 Boiler

Steve Russell

People who attended the last couple of meetings at Darrington may remember that for "work on the table" I brought some bits of copper along which I hoped would end up as a Gauge 1 Project boiler.

The first time I showed all the parts ready for soldering together.

At the next meeting most of it was soldered apart from the two small tubes through the boiler which are for the blower and the feed from the regulator to the cylinder block. In a small way they also work as stays from front to back. They have union nuts at the blackhead end for the regulator assembly to fix to.

It's now all soldered up, spent a little time in the acid bath and is all clean and shiny again.

The last photo shows it attached to my test pump showing 120psi. Design working pressure is 60psi so it's initial test is twice that which it held for 1/2 an hour without leaking (I couldn't hold my breath any longer).

I hope this has been of interest to members. Just a reminder to all. If you get your metal clean, use plenty of flux and get the job hot enough before attacking it with any solder you can do it also.

Pictures Opposite

## Leeds SMEE Xmas Dinner 18th December 2024–7pm for 7.30

As last year, the Xmas dinner it is to be at DRAX Power Station Sports & Social Club. The menu is enclosed on a separate sheet.

Please let Nigel or Karen Bennett know if you will be coming, and meal choices by the 28th November. Please advise when booking if any dietary requirements (gluten-free, dairy-free, vegan) or if a main courses is marked '\*' are required,

Email [nk1979@talktalk.net](mailto:nk1979@talktalk.net) or Tel. 0113 287 0565

*Menu included as separate sheet for those taking  
the newsletter by post.*

**Leeds SMEE Summer Rally at Jack's, 25-Aug-24**

A very pleasant time was had by all who attended the Leeds SMEE Rally at Sykehouse on Bank Holiday Weekend. In no particular order, we have a lovely steam launch, which was brought in by a member of the Morgan club. The owner was anxious to have an opinion from somebody about the boiler. He was advised that it looked to be in excellent shape but we were unable to perform any kind of testing on it as no suitable connector was available.



Last year, the smaller of Jack's two grand-daughters had been paying some attention to how Colin's Deltic was controlled, so such effect that to Colin's consternation, she was suddenly discovered to be driving it by herself, with her older sister as a passenger. This year Colin kept a firmer hold on the controller...



One of the usual activities taking place at the rally is boiler testing, and Richard Hanes had brought *Tywyn* along for both a hydraulic and steam test. *Tywyn* is generally to Martin Evans' *Conway* design. Here it is, having

successfully completed the examinations. Richard and Monica were much relieved at the successful outcome of the proceedings...



Mark Batchelor's Porsche qualified as an exhibit for the four-wheeled section of the car display: The lovely Grey Fergie on the right is owned by one of Jack's neighbours. It is fitted with a very substantial box at the rear. Is it a toolbox, perhaps? No, it's a picnic basket!



Jack's little 3-wheeler has recently returned from an interesting tour of France, where it acquitted itself brilliantly; it was only when it returned home that the battery suddenly became an ex-battery and it failed to start.



It was good to be able to meet up with Big Mart again; he was looking well but complaining that Christmas would see him reaching 80. Here he and Charles Appleyard are busy in conversation in the Jumble Sale Tent (We raised over £80). It's Judith's tent; "It takes me about twenty minutes to put it up by myself," explained Judith, "or just over half an hour if there are people helping me.")



The Food Gazebo housed a hard-working chef and some of his assistants; sales of sossidges, burgers and cakes raised nearly £100 for club funds. The hard-working chef was none other than John Hunt, who managed to railroad his granddaughter into helping with the incineration procedures.

There was a slightly disappointing number of locomotives (or any kind of steam boiler) requiring boiler tests this year, though; despite the recent manufacture and the setting-up of the steaming bays, tastefully sprayed in contrasting colours for ease of assembly, only Richard Hanes had

occupied a short length of one. I was glad that I had brought *Invicta* along as an exhibit to sit at the far end – it's a bit early yet for a steam test. At least it doesn't take up too much room in the car! In the New Year, Nigel will give the third and final talk on *Invicta's* manufacture; by then it will hopefully be much nearer completion.

Many thanks to Jack and Gill Salter for their hospitality over the weekend, and to those of you who came on Saturday to set up – you know who you are – thank you to you too.



Most of the photographs are Jack's with a couple from me.

Nigel

**Cautionary Tales.**

**Alan Macdonald**

“ Respected Sir . . . . I respectfully request sick leave”, (Hoffnung. The story of the bricklayer \*) Whoops, try again!

Ian and I were exposed to the world of model engineering at particularly tender ages. We were maybe eight and five years old respectively when the die was cast. During the years since, many incidents from our experience in the model engineering environment have etched themselves into our memories and with great fondness for the now-departed participants I relate the following.

A gentleman in the Nottingham branch built a freelance 21/2” gauge Baker valve gear tender engine. I remember several occasions when this locomotive was tested on the steaming bay: the wheels rotated well in thin air but, strangely, the locomotive never made it to the track. The builder of this engine reckoned that it would not complete a lap. (Nottingham’s track was then an oval about 1/5 mile long.).

At the same time another member had built an articulated riding car, and demonstrated the free-running nature of the centre bogie by taking it to the brook side of the track and, with one running shove propelling it for 3/4 of the circuit before it came to rest. Watching it roaring around the top curve by the tennis courts filled ten year old Alan with wonder.

Having witnessed this, I bearded the owner of the 21/2” gauge loco on the subject of at least trying his engine on the track. After all, the bogie had only been pushed but nearly made it all the way round! Members concurred with my suggestion: in the middle of a normal running afternoon the loco was given its head and made the bogie look positively pedestrian by comparison! Much to the amusement of the assembled members the engine was a blur! All went well until the missile reached the downhill straight of the circuit. Slumbering at the end of this straight was my dad and his ‘Bantam Cock’. He was waiting for traffic to move on before he could start. To quote W.H. Auden the 21/2 “ gauge loco “ Shovelling white steam over her shoulder” screamed up behind the completely stationary and unaware Dental Surgeon. Cries of “KEN, LOOK OUT!” were heard, followed by the best standing starting I have ever seen from any locomotive! Members converged from all points of the compass and apprehended the snorting little loco before disaster struck, and a somewhat rattled Kenneth took a quick break in the area of the steaming bays.

Accidents are never far away. One member who had the reputation of burning the candle at both ends, managed to invert his wife's three wheeled Bond car while heading home from the garage where he had just bought it. The same member once confided to me that his 31/2" gauge 'Princess Marina' had two speeds, flat out and stop. He was a dapper man and chose to wear a white boiler suit while driving his engine. At the time, Valley Road had 21/2", 31/2" and 5" gauges, often liberally coated with oil. One afternoon, while performing his flat out or stop routines, the engine jumped its three link chain coupling and made a bolt for freedom. The driver was, for once, quicker than his steed and made an athletic dive to grab its tender. He succeeded, but since the regulator was WIDE OPEN the engine carried on marching up the brook side, dragging its owner, white boiler suit and all, for a good proportion of the aforementioned straight, his bits and pieces beating a brisk tattoo on the sleepers as he went! The cavalry arrived and arrested the progress of the engine and its reluctant human train. Once restored to verticality our hero had four oily black lines drawn down the front of his previously immaculate white boiler suit. Surely this incident must have satisfied his craving for adrenaline.

In conclusion, I reflect that although health-and-safety has progressed markedly since the heady 1960s, and we are all the better for it, these are nevertheless treasured memories, hopefully never to be repeated!

\* Gerard Hoffnung: The Bricklayer's Story (Hilarious Monologue)

<https://www.youtube.com/watch?v=vFUj6LH4FSI>

Link to YouTube video

### **Dates for Your Diary - November 2024 -February 2025**

6th November	Jumble Sale Darrington Golf Club
20th November	Plasma, the fourth state Julia Bickerstaff Darrington Golf Club
4th December	Quiz Night Darrington Golf Club
18th December	Christmas Dinner



Drax Sports and Social Club

19:00 for 19:30 Start

8th January 2025

TBA (Bits and Pieces?)

Darrington Golf Club

22nd January

TBA

Malcolm High

Darrington Golf Club

### **Society Officers and Committee**

Chairman	Jack Salter
Treasurer:	Nigel Bennett*
Secretary	Judith Bellamy
Committee:	Martyn Chapman*
	Mark Batchelor

**\* Denotes Boiler Inspector plus**

Steve Russell\*

**Portable Track Co-ordinator**

John Hunt