

Volume 25 Issue 1, February 2023



LeedsLines

Newsletter of The Leeds Society of Model and Experimental Engineers



In this Issue

| | |
|--------------------------|----------|
| From the Chair | 3 |
| Alistair Bootland | 4 |

| | |
|---------------------------------------|-------------------|
| Proposed New Track | 9 |
| Subscriptions | 11 |
| Portable Track Events | 11 |
| Avoid lifting heavy weights. | 12 |
| Any Ideas? | 14 |
| Dates for your Diary | 15 |
| Society Officers and Committee | Back Cover |

Front Cover

Bill Holland's Stuart Turner Twin Cylinder Score Mill Type Steam Engine

From the Chair

John Hunt

Thank goodness the shortest day has passed and Christmas is done with for another year. We can now look forward to longer evenings and sunny running events with the portable track at galas and events around the area. We are starting to receive requests from event organisers so I will be issuing a provisional programme soon for hopefully to get names in the events.

You will see from the new Society programme that we have a busy year ahead with the new return to Harrogate Exhibition Centre for the Northern (or is it National, I'm never sure) Model and model engineering show. We have agreed with the organisers to put on a show of our models so please, if you would like to exhibit a model, please make it known to the committee as we soon will be asked to supply a list for Insurance purposes.

We also have our annual pre-season checks of the portable track and associated equipment, taking in a breakfast first at Drax social club then setting out the portable track to check it out. Also the boiler inspectors will be in attendance to carry out boiler tests.

No doubt you will see elsewhere in this newsletter that there has been a major turn in the search for a new home for the permanent track site. The Eggborough owners have decided it is impractical to have us run around the on site drainage swales so instead have offered us an area of land adjacent to the sports field which will be a nature area. As I said, hopefully more info on the project will appear elsewhere in this newsletter.

We have also recently lost one of our long serving members of the Society, Alistair Bootland. He was a keen member of the Society with a dry sense of humour, an accomplished guitarist and an absolute mine of information on all things railway. He will be sadly missed. An obituary is featured in this newsletter.

I know we probably don't say this enough but thank you all for your continued loyalty and support of our Society during these homeless times. We will be entering a massive rebuilding time in the near future and the asset of an enthusiastic membership is vital. We appreciate your support.

Alistair Bootland 1956-2022

Sadly, we lost Alistair at the beginning of November. He had been a member of Leeds SMEE since at least 2005. Here he is (centre) when I was first steaming my *Tom Rolt* loco at Eggborough some while ago.



Narrow-gauge railways were one of his interests, so he was keen to observe proceedings as Steve Russell checks the loco during its boiler test.



He was well-known in a number of model engineering circles, and a good friend of Doug Hewson. Many of Doug's recent articles in *Model Engineer* feature Alistair's photos of obscure details of the B1 locomotives, which were duly acknowledged. I had emailed Doug to let him know in case he hadn't heard of Alistair's passing. Doug writes:

It is very nice to hear from you and thank you so much for that. Phil Bootland's wife had to ring a friend of mine so he told me about Alistair

last night late on. Alistair was a great guy and such a great help to me in all I did. I think he has been mentioned in all the books I have been writing recently. He used to call in and see me whenever he was passing and I was always amazed at how knowledgeable he was. When I could get into my workshop (I can't now due to a stroke I had four years ago) he used to come and sit with me in the workshop. He never came once when I did not learn something from him and that was why I just had to mention him. One of the books I am writing at present is my life story and I think that I have mentioned him in that too. I also thought that it was really sad when David Beale died but I shall really miss Alistair popping in.

He came over to see me one day whilst our house was being painted in September and the Painter said that he was fed up with having to buy this wishy-washy water-based paint. Alistair then piped up and said that he should be using "Heritage Paints" as they have to be made with all the lead in them and have to be oil based. I am a great follower of the Dean Forest Railway so I immediately E Mailed them as I am a member of the Wagoner's group down there and told them about "Heritage Paints" as they were just coming to the end of a re-build on a van. I offered to buy all the paint they needed for it, for which they were very pleased. Alistair came to see me again about six weeks later and said that he was thinking of wearing a label round his neck saying that his body was irreparable. I told him that I didn't want to hear anything of the sort and to get himself to see a Doctor and to tell him what was wrong. Very sadly he died only three weeks later. Very sad and I shall really miss him popping round to see me. Earlier, he used to sit in my workshop so we could natter while I worked on my 2-6-4 Tank.

Many thanks for letting me know.

Kind regards,

Doug Hewson

Martyn Chapman worked with Alistair at the Scunthorpe Steelworks. He says:

Alistair Bootland (BIG AL) 'A mate o mine'

I met 'Al' approximately 38 years ago. He was chairman of Scunthorpe Model Engineering Society then.

Alistair worked at the British Steel test house, machining test samples. Shortly after he came to the central engineering workshops. We were on

the same shift till he retired 11 years ago. He worked the turret lathes then. When the man on the wheel lathe retired, Alistair got the job. He was in his element then, re-profiling loco wheel sets between centres, both wheels at once. When the wheel lathe came to an end, Alistair progressed to a CNC machine, re-profiling rod mill rolls. They were his main machines, the CNC machines the ones before he retired. When required, he also worked conventional lathes, surface grinder, slotter, key seater, milling machine, planer and a big radial arm drill, all of which he enjoyed very much.

Alistair once trapped his hand between a toolpost and a hard place. 'OUCH.' Most of us would have said a lot more.

On a couple of occasions there were steam excursions that went through Scunthorpe and the line goes through the steel works. I can see Al now walking briskly down the shop with a big smile. 'We're having snap later.' The first engine he took me to see was Mayflower, then on another occasion we saw one of the A4s, Union of South Africa I think.

After Al retired he helped at the Appleby Frodingham Railway Preservation Society. He made some coupling rod bushes.

Alistair retired about 11 years ago. We worked on the same shift three shifts then, 6 till 2, 2 till 10 and nights 10 pm till 6 pm. He told me one night shift straight out the blue he wished his workshop to go to Leeds SMEE. Alistair thought a lot of the club and the people and always spoke fondly about it. I could always tell when we were getting close to a running day; the smile said it all. He loved to see the engines in steam, especially if they were built in Doncaster or a young driver driving well. Quiz night was one of his favourite nights, along with the legendary sausage roll he brought with him.

RIP BIG AL

Martyn.

Alistair was most interested in my Adams O2 that I am finishing off. He asked me what I was doing about the lettering and I told him that nobody seemed to stock "Southern" lettering transfers in the size I wanted.

Shortly after that he appeared at my door clutching his copy of the Historical Model Railway Society's booklet on Southern liveries, in which it said that the O2s had a different size of lettering from any of the other

classes. So even if somebody had "Southern" in 5"G size, it would likely have been the wrong size anyway!

I made up a stencil from an enlarged copy of the drawing in his book and then festooned the tanks with symbols that I can now not only claim to be the correct size, but in the right order, to paraphrase Eric Morecambe. So here is Ashey (which I thought a most appropriate name for a coal-fired steam loco) as it was a couple of days ago, sitting on its Home Trainer:



I'm saddened that Alistair won't see Ashey run, but I did send him photos of the lettering. I mentioned earlier that Alistair was also interested in narrow-gauge railways (as I am) and he suggested that Karen and I ought to go down to the Statfold Barn outfit for one of their open days. He said that if we didn't enjoy it, he'd personally refund our money! We didn't take him up on the refund offer...

Alistair was building a 5"G LNER N2 0-6-2T, and he also had intentions of building an LNER A3 Pacific; it is sad to think that he will now not see those projects come to fruition.

Alistair was not above giving sage advice to ladies whose traction engine injectors were proving troublesome; this was only in August at the Leeds SMEE rally event at Jack's farm:



Steve Russell knew Martyn well, and he writes:

I first came across him in 1973 when he was a pupil in one of my metalwork classes. After he left school I did not see him again until meeting up again at a Scunthorpe M E meeting. We became good friends working on lots of projects together. In the 49 years since we first met I think that he probably taught me more than I ever taught him at school.

Steve

Why does so much crap happen to the nice blokes?

Nigel, with contributions from Martyn Chapman, Steve Russell & Doug Hewson.

Proposed New Track Site (reduced version of a document produced by Nigel).

Those of you who were at Jack Salter's "vice" talk on Wednesday 16th November will have heard that the proposed new track site within the old Eggborough Power

Station grounds and circumnavigating one of the intended swale drainage ponds is now no longer possible.

You may recall that St Francis group had been very accommodating in rearranging the outline of their upper swale in order to provide the necessary clearance for us around one of the electricity pylons on site. They had even provided us with a very detailed drawing of the new swale, including the proposed railway; this had clearly taken some time and effort for them to produce.

Re-arranging the swale as proposed would necessitate the felling of further trees on site. In addition to felling some trees on the new swale, further felling would

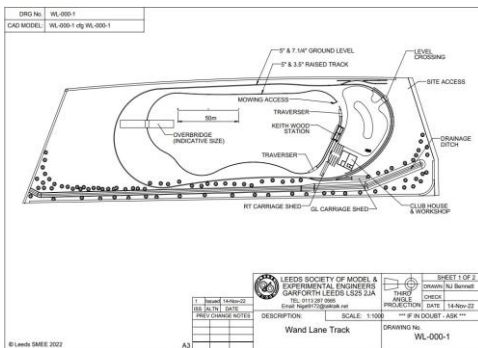


also be required to allow the proposed track to pass between the swale and the road at its north-eastern corner. Considerable numbers have had to be felled already, and Higher Authority has got to hear about our intended further felling and is Seriously Displeased. The edict has come from Higher Authority that it is now not allowable to remove any more trees.

If we could re-route our track without the requirement to fell further trees, St Francis would be happy to permit this.

It is frankly impossible for us to arrange a suitable track route under these new constraints.

All is not lost, however; St Francis asked us if we would be prepared to consider another site. Mark and Nigel met up with the St Francis representative last Thursday and we were shown the site they had in mind.



You can see from the map below where our old track was (in red) - close scrutiny of the OS map even shows the tunnel....

(The original and now discounted idea for the new track was just opposite the road junction on the A19, a little way south of the old track.)

The new proposed site (in orange) is off Wand Lane. The Sewage Works is on the *opposite* side of the road, not on the proposed new site!

At this stage nobody knows whether we will be able to lease the new site at a reasonable rate or even to purchase it, which would be ideal.

It is part of a much larger area to be provided by St Francis Group as biodiversity to be planted with trees and wild flower meadows to mitigate against the acres of concrete car parks and warehouses on the new development. "Our" site is not able to provide any kind of commercial income for anybody so St Francis seems happy for us to make use of it for our purposes. We await further details.

St Francis has been obliged to provide football fields and a pavilion which are immediately south of our proposed new site; progress has been made on the pitches already. Whether we would be able to use the pavilion (WCs, meeting room?) is unknown, but it would be far better (in my opinion) to have our own separate clubhouse in the longer term.

In the meantime, I have schemed out a new track arrangement on the site. It is not something we will have finished before Christmas; it is a long-term project but the sort of thing we will be thinking of submitting for planning permission. If we include everything we think we might need, it will save having to re-apply in the future.

As you will see from the proposed new layout, I have suggested a raised track as we had before but rather longer - 400m round; that's 1312 ft compared with 1000 ft we had previously. I suggest we confine ourselves to something like this to start with. There is room for further expansion!

The 7.1/4" Ground level track I've drawn is really just a pipe dream at this stage - but it would be an excellent thing to have and certainly to make provision for. I am sure that a facility such as this would attract new members. We could also provide a G1 layout somewhere on the site, but that shouldn't need any planning permission.

However, we must be realistic. Please be aware that at this stage we have no knowledge of whether or not it will all be possible, especially as regarding leasing/ownership of this plot of land. Planning permission may not be forthcoming. Given that we do get the go-ahead, we will need to consider how it is all to be financed, how the project management of the new facilities will be organised and 1001 other things that have to be considered. Your Society will need your help with this project if it is to succeed.

The site is a substantial open field, formerly used for agriculture with traces of potatoes, beetroot and other items. It is sited off Wand Land; the former cooling towers are still marked on the OS map: Nigel & Mark visited the site on 10-Nov22 with St Francis' Josh Penrose.

There is a drainage ditch (recently constructed) on the left-hand side of the site, which drains water from the football pitches. I suggest we keep clear of that. Tree planting is shown on the drawing; the remainder of the site is to be wild-flower meadow but access is needed to it to mow it. (Whether we have to do that is another question.)

2023 Subscriptions are now overdue!

Many members at recent meetings have noticed the drawn and haggard expression on Hon Treasurer Nigel's face. This is due not to marital strife or the recent snapping of a 14BA tap in a now-scrap piece of work, but to the number of people who have so far failed to pay up for their annual subscription. So come on, cheer the poor fellow up and bring a smile to his miserable countenance! It's only £25 this year (or £2 for Juniors).

You can pay in person by cash, cheque, or by bank transfer to

| | |
|--------------|--------------------|
| Account Name | City of Leeds SMEE |
| Sort Code | 05-07-62 |
| A/c No. | 25136516. |

If you do a bank transfer tell me you have done it and most important – put your name and your MR number off your Membership Card on the payment details as otherwise I won't know it's you, and you won't get a nice new red membership Card!

Or By Post Hon. Treasurer
 7 Swale Crescent
 Garforth
 Leeds
 LS25 2JA

Cheques made payable to Leeds SMEE

Thank you!

Portable Track Events 2023

Currently confirmed portable track events are a little thin on the ground but volunteers are still needed. As usual contact John Hunt by telephone 01757618605 or email johnhunt4472@gmail.com to offer your services. People who can tow the trailer are always in short supply. Confirmed events below with an update in the April newsletter.

The Wensleydale Railway, Leeming Bar. A three day event.
Saturday 29th, Sunday 30th April and Monday 1st May

Gool RSPCA show Saturday 10th June

Badsworth Gala Saturday 1st July

Avoid lifting heavy weights.

Bill Holland

Following a reasonably serious back operation in 2020 I was advised by the powers that be that I was to avoid lifting heavy weights. Given the nature of our hobby this was a limiting factor in the Retford workshop. After a degree of recuperation I was regrettably called upon to help with the disposal of the late Pete Bartrop's workshop. I made reasonable headway and on emptying one box found the part-processed kit of parts for a steam hammer. This did two things for me:

- (A) Reminded me of my working life at Jenkins.
- (B) Suggested a project that allowed me to use my workshop without too much lifting of heavy pieces.



I purchased the castings and plans and embarked on a journey of discovery and nostalgia. Having completed the assembly, I rigged up a connection to the air line and let fly! Well, this miniature certainly had ideas of copying its big brother, In fact it seriously surprised Alan Macdonald when he came over to see what I was doing. However, eager as it was to smack the item on the anvil, it was most reluctant to reset itself. Much stripping and modifying ensued over many days, before it knuckled its forehead and did as it was told. Even now there are alterations that I would make to the activating gear. Alan is still frightened of it!

Emboldened by this experience, I turned to the Stuart Turner catalogue and selected a D10 with reversing gear, as a successor to the hammer. This turned out to be a reasonably straightforward build: Stuart Models in their infinite wisdom supply everything necessary to construct the

engine, all in a shrink-wrapped sheet. So far, so good. Everything that is necessary - good - but materials were supplied at finished lengths: less good. Often holding them was more difficult than making the pieces! I suppose that economics rule the world, but just a little extra on each piece so that you can hold it in order to work on it would help?! It's not rocket science!



The art of this engine seemed to be in the final valve timing. Days were spent making the b***** thing run properly, so much so that eventually Alan and I had a discussion about what the nameplate should read. *Little Bastard* was mooted, but I opted in the end for *Little Imp*!

Now I had the bit between my teeth regarding stationary engine projects and, having always wanted a beam engine, selected a Stuart Half Beam as the enterprise to occupy myself for the next few weeks. In due course, a fresh set of shrink-wrapped castings and pieces

(only just the right length and dimensions) arrived at Hallcroft Engineering. I set to. Just one piece gave difficulty, the end rocking pillar. It seemed that the flow of metal during the casting process was barely adequate, since several castings displayed a lack of integrity at the same place. This tested my patience more than somewhat. Stuart, on the other hand, were quite happy to replace any defective castings, but on the final occasion that failure of casting was noted I took matters into my own hands and included new metal in the affected area. On completion, the engine just set off when the air line was applied and nodded away in a most pleasing fashion!

Next I asked Alan if I could borrow the plans to his Kennion Brothers mill engine, and using lumps of metal available in the workshop, made all relevant pieces without having to resort to castings. When I ran the completed engine for Alan, he asked, "how long to make that then?"

"About eight weeks" I replied. At that point the air turned blue and he said, "Well, it took me seven years, and that was with castings!"

I followed the mill engine with a Stuart Score. This build was reasonably uneventful, and the resultant engine quite rewarding to look at and run.

One afternoon I looked at the assembled quartet of engines and thought, "I wonder".

I made couplings to go from exhausts to inlets and found that I could run all four engines simultaneously from the exhausts of the preceding engines in the chain! With all of them running from one input I had made the first Retford compound . . . My work here is done.

In the style of 'The Dalesman's' 'What on Earth is it',

Richard Morley asks — I found this pole at the bottom of my garden, on the corner of Snaith Station Yard. I think that it must have been there for decades and was quite rotten at the ends. It is made of a hard wood. Originally, I think it was about 6 feet long, but is now about 5 feet long due to rot at the ends. It is about 2 ½ inches diameter, but it is not round, it is slightly oval. Does anyone know what it was please?



Email - leedslines@gmail.com with any ideas.

Dates for Your Diary - February - April

| | | |
|---------------|---------------------------------------------------------------------------------|-------|
| 15th February | Tank Building Roger Thompson | 19:00 |
| 1st March | Wanless Trophy Night | 19:00 |
| 6th March | Portable track servicing and boiler testing. <i>After Breakfast at Drax SSC</i> | |
| 10-11th March | Harrogate, NMES | |

15th March **3D printing, the next steps** **19:00**
Malcolm High

5th April **A lifetime of fixing things** **19:00**
Richard Gibbon

Breakfast Club meetings Mondays 09:30

The venue for meetings and breakfasts will be

The Mid Yorkshire Golf Club
Havercroft Lane
Darrington
WF8 3BP

Note. On non meeting night Wednesdays an informal meal, drink and natter is usually held at Drax social club.

Newsletter

To receive the newsletter by email or provide an article for publication contact the editor at leedslines@gmail.com

For more, and up to date information visit the club website
[*LSMEE Events Calendar*](#)

Society Officers and Committee

President: Arthur Bellamy
Treasurer: Nigel Bennett*
Committee: John Hunt
 Martyn Chapman*
 Mark Batchelor
 Geoff Midgley
 Judith Bellamy

*** Denotes Boiler Inspector plus**

Steve Russell*

Geoff Rogers*