



LeedsLines

Newsletter of The Leeds Society of Model and Experimental Engineers



In this Issue

From the Chair	3
Reclining Nude	4
Silhouette, anybody	5
Peace	6
Wild Rose	7
The Ineptitude of a Corona Captive	8
Virtual Refreshments	11
Society Officers & Diary Dates	Back Cover



Front Cover

Lining out Atlantic No.3279's splashers

From the Chair

Jack Salter

I trust that all members and their families are keeping safe and well, (I haven't heard of any of members being hospitalised or worse during this pandemic), and that any members who have caught this terrible disease are fully recovered.

Many of our members started to take sensible precautions before the official lockdown, these appear to have paid off.

With our hobby we are well placed for shut down, I overheard one neighbour telling another "lock down is no different for Jack – he just spends all day in his workshop - as usual!"

Many members have indeed been making good use of shutdown, as evidenced by the impressive, interesting, and amusing tales told through "Virtual Work on the Table" * .

Many thanks to all those who have contributed and especially to Geoff Botterill who has distributed them – please keep them coming.

Our Society still functions, Geoff S has continued to prepare agendas and minutes for our virtual committee meetings, Nigel continues to look after our funds, if you are reading this then Geoff B has compiled Leedslines, the hunt for a new track site has not been abandoned, even though we have not been able to go out, another potential site has been identified and is being investigated.

It looks like portable track events are off for this season, other European countries have announced no outdoor events until September, so I guess the same will apply to us - we should have some very well prepared locos by then!

Some good news, with clubs being allowed to re-open from the 4th July. We have checked and Drax Sports and Social Club will be reopening, so our informal Wednesday night get togethers will recommence there at 7.30 on the 8th of July - for any members who feel safe and happy to attend – taking the usual precautions of course.

Looking forward to when we can all meet again. Keep safe and well

** Peter Smith has also posted the articles on the club website and a selection are reproduced in this newsletter.*

See page 7 for details on how to join the distribution list.

Well I've got fed up with model engineering.....

I've taken up Modern Art instead



It's a reclining nude.

Trouble is, I want a pair of them. How do I make another one just like it?

It was going to be the bottom gauge glass fitting for Ashley before the tool dug in spectacularly, and the thing came out of the chuck.

(It's actually 3/8" square bronze, and the smallest bits I have are 5/8" round, so that's another bucket of swarf coming up...)

Hope it goes better tomorrow.

Silhouette, anybody?

During the demise of Eggborough, I acquired the rather grubby and unloved picture of a Fowler BB1 Ploughing Engine; it used to hang in the "Beverage Preparation Area".

I had an idea for it; I removed the picture from its frame and pop-riveted it (it was already bonded to some thin hardboard) to a piece of 1.5mm thick aluminium sheet. It was then a process of buzzing round the outside profile with the bandsaw, and then attacking it with a hacksaw.

Then after drilling appropriate holes, a piercing saw and then various needle files were employed. It took quite a long time to do; I kept finding more bits to cut out! Having made it, I removed the remaining picture from the aluminium - and it looked rather disappointing. Without much hope, I sprayed it with some matt black paint – and it transformed it!



We already have a weather vane, so providing another one adjacent to it looked like overkill, so I just stuck it up on a pole on the end of the garage, and here it is:

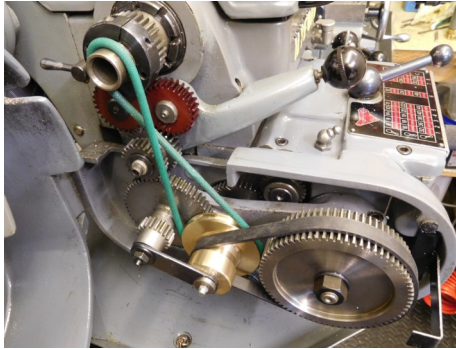
Peace!!

I was re-reading some old *Model Engineer's Workshop* magazines recently, and found an interesting little jobbie for the Myford Super 7B lathe.

Users of this lathe will doubtless be aware of the fearful racket kicked up by the gears when running the lathe at its top speeds when the feed is engaged. Of late I've taken to leaving the gears disengaged and using hand feeds. The MEW solution was a pulley which bypasses the tumbler gears, to drive the gearbox input gear with silent belts. This looked to be a solution to the noise problem, so I dug out some material and made one.

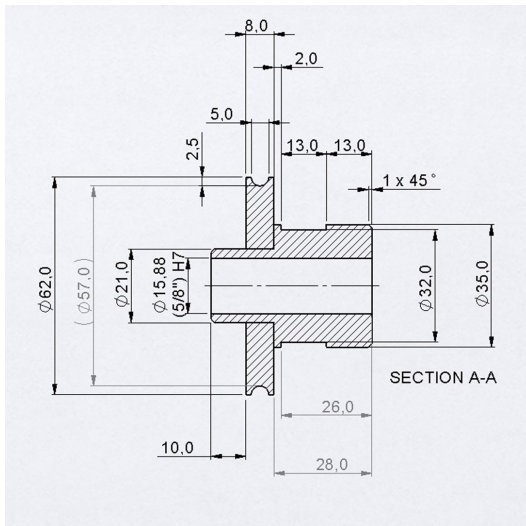
I can report that it works! There is limited power available through the belts, so don't expect to peel great smoking chunks off a 4" diameter length of high-tensile steel when it's engaged; it's possible to arrest the

carriage by pulling on it so the round belt slips on the lathe headstock spindle. Probably no bad thing.



I had to tweak the dimensions of the MEW design to make it work; the flat belt I used was a vacuum cleaner spare which measures about 4½” diameter loose (as per MEW), but it was far too slack to drive the input gear until I machined up a sleeve to increase the small pulley diameter from 1” (25,4mm) to 32mm. I also used brass for mine, but I made it in two parts as shown in the attached drawing; this was purely to save material and avoid an overloaded brass swarf bin falling through the floor...

Don't try screw cutting with this pulley; that's not what it's for. Besides, screw cutting isn't usually done at 2000 rpm!



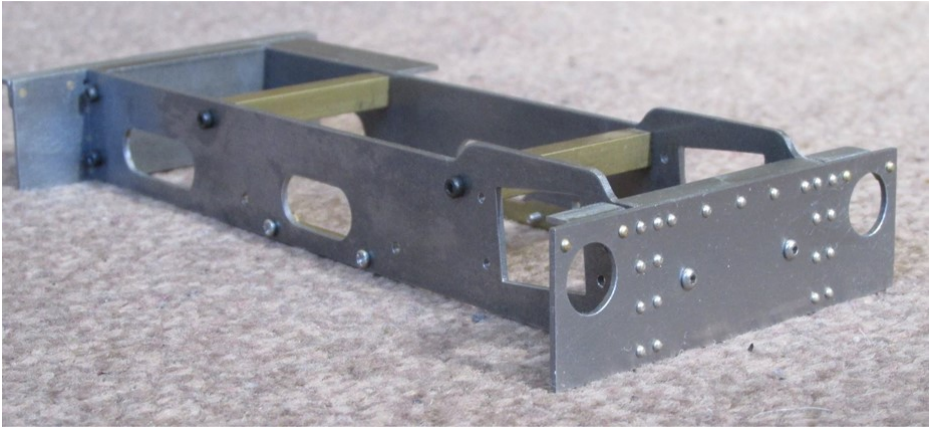
At least I can hear the music (and the swear words) in the workshop when I'm using the lathe.

Nigel Bennett

WILD ROSE 3

Richard Hanes (April 2020)

Following a chance find of some small rivets on e-Bay for a very reasonable sum, Wild Rose frames have just developed a rash of pimples!



Wild Rose is Dave Watkins design for a Hunslet ST 0-4-0 loco for 32mm gauge, 16mm to the foot scale, and live steam, of course!

(The M2 button-head screws securing the buffer beam are only temporary)

Virtual Work on the Table Emailing List

A new emailing list has been created to allow for more flexible distribution of messages that do not fall into the categories of important club news or newsletters.

Some examples of the articles being contributed by members are printed in this newsletter. To receive these articles you need sign up to the new mailing list by sending an email to the following link.

leedslines@gmail.com

These articles can also be found on the club website -

<http://www.leedsmee.btck.co.uk/>

The Ineptitude of a Corona Captive.

Alan Macdonald.

I have recently developed great empathy with Basil Fawlty. Remember the scene where Basil beats the uncooperative Morris 1100 with a sapling and announces, "You vicious brute!" The relevance of this will become obvious in about 430 words time!

Along with the other inhabitants of the world, I am in isolation for the foreseeable future. Mercifully I have a workshop and a list of jobs, some of which I have been avoiding for years.

Many years ago Ian and I decided to get our Dad's 3.5" gauge A3, *Spearmint*, certified for use at Eggborough. Tony Wall agreed to test the boiler, and insisted on a twice working-pressure hydraulic test. Regrettably the boiler - built to L.B.S.C's instructions with screwed and nutted stays caulked with soft solder - developed a leak at the foundation ring. This proved impossible to remedy, owing to the aforementioned method of construction. Obviously a new boiler was the order of the day, and Cheddar Valley Steam produced one. Now the cladding would have to be transferred from the original boiler to the replacement. I removed the assembly then realised - I've got to reinstall this!

I was 15 when *Spearmint* was being completed; one evening my Dad appeared at my bedroom door with the request, "Just come and hold the cladding in place while I solder it shut." - Just! Dad had made the front conical section from the dome to the fire box by fitting a crinoline at the barrel/ fire box junction, wrapping the cladding around the boiler, overlapping it underneath and soldering it shut! Like a good boy I came and helped. Injunctions such as, "Hold it tighter, I'm nearly done," were bandied about, and I remember the experience as painful, protracted and - most of all - hot. Transfer that from one boiler to another ON MY OWN - I should cocoa! Response: put all of it in a box and ignore for 10 years.

Corona virus arrived and, deciding to tidy my workshop, I found myself looking at *Spearmint's* box thinking that I could try to fit that cladding and reassemble the engine. I hypothesised that I could hold the cladding shut with cable ties, thus avoiding scorching my fingers for a second time.

Having prepared the joint I tightened the cable ties and, when I was sure that nothing could go wrong, applied the heat: whereupon the cable ties melted. I tried more and tighter ties - repeatedly - and eventually made the joint. WOW! All on my own! Joyously I removed the binding to find that it had been nowhere near tight enough: a coach and pair could have been driven between the edge of the cladding and the barrel. Enter Basil Fawlty - "You vicious brute!"

I removed the cladding and sulked. Looking absentmindedly into *Spearmint's* box I noticed the boiler bands and thought, "I'll try these." More preparation of the joint followed and I installed the boiler bands, which I cranked up good and proper. Magically the cladding just knuckled its metaphorical forehead and basically said, "Oh, that's what you want me to do!" and I made the joint. No burned fingers, no histrionics, no Basil Fawltly. I then reassembled the engine that, apart from understandably needing a boiler repaint looks once more like the thoroughbred we know and love.

Hopefully, when the new track is built, Ian and I will introduce you to a thoroughly worthwhile, if ancient, loco.



With *Spearmint* in one piece again - although I won't do the repaint before confirming that all systems work - I opened the other box in the workshop. This contained another long-term project, a 3.5" gauge "Heilan' Lassie". Dad had started the project but dropped it like a hot potato when Clarkson's put plans for the A3 on the market: as a Gresley man he never really wanted to build a Thompson A1! Once *Spearmint* was complete he wheeled "Lassie's" chassis (read that aloud!) across the bench and said, "There you are, my boy, you finish that!"

At this point the project stood at frames, wheels and centre-cylinder-with-valve-gear. I duly made a start, then went to college, married, became a father, taught and retired. Occasionally I made a piece and put it in the box.

Four years ago I had reached the stage where I could time the valves and try to run the chassis on compressed air. To my amazement the left and centre engines ran, but the right set had a mind of its own! The best that it would do was half a revolution forwards, followed by half a cycle backwards!! For a long time I tried to rectify this problem by valve adjustment, but to no avail, so registered my puzzlement and frustration by parking the whole project on a shelf and glaring at it.

Spearmint now reassembled, I unaccountably found myself putting *Great Northern* on the bench and recommencing hostilities. A further fruitless day's fiddling ensued, during which I concluded that the right hand cylinder was opening both inlet ports almost simultaneously - so the valve must be the wrong length. Bill Holland agreed with my diagnosis, and a lesson in measuring valve movement was given by John Simon. This involved measuring from where the valve began to crack open, (and the rest!) Since the engine has piston valves I found this to be a frustrating procedure.



I recall a fit of enthusiasm in which by fettling the half-made expansion link I erased all the setting out, including the trunnion locating mark. My subsequent teenage guestimate has resulted in a difference between left and right cylinder valve travels of 2.1 mm. I thought of making an adjustable temporary valve, which would involve adding shims to each end until a workable dimension had been reached. When I mentioned this to Ian he hit the nail right on the head by saying, “No, cut the valve in two, and put the shims in the middle!” (GENIUS. Why didn’t I think of that?) I followed his advice, and was eventually rewarded by having three cylinders that work. CRIKEY!

Encouraged by this I have unearthed all the other pieces, and am now trying to make sense of the jigsaw. I return to Dad’s comment of 53 years ago, “There you are, my boy, you finish that!”

Hey ho! Time (further time) will tell.

No Flour Shortage in East Yorkshire

Despite the lack of flour on supermarket shelves Jenny and Mary have managed to keep baking through the lockdown. Sadly their efforts will remain ‘virtual’ for now.



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
Newsletter Editor	Geoff Botterill

LSMEE - Dates for Your Diary – July 2020

In line with Government guidance regarding the Corona Virus outbreak all club meetings and portable track days are cancelled and, where possible will be rearranged for a later date. Up to date news available on the club Website

E-Newsletter

Articles are always welcome and can be sent by email to

leedslines@gmail.com

LSMEE Website <http://www.leedssmee.btck.co.uk/>