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LeedsLines

Newsletter of The Leeds Society of Model and Experimental Engineers



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James Addaway driving a battery loco at Eggborough

From the Chair

Well summer is here at last with a vengeance. It makes a change to not have layers of thermals and jumpers under fleeces when enjoying branches of the hobby. The air fuel mixtures have had to be reset on my planes to make them rev cleaner, all running far too rich on winter settings. The boating lake is brimming after the winter rains making running aground with the keel when getting too close to the islands a thing of the past. The rescue boat is rarely launched now thank goodness.



Railway outings still are very sparse, relying only on portable track events to get a fix of coal smoke in the nostrils but I am hopeful that the invites from other

John at Badsworth Gala 2023 club friends will fill this void.

Hopefully members will make the effort to organise some away days and that the members will respond and join in the visits.

The exhibition circuit is mainly over for the spring but praise goes to our member Nick Morley for having the enthusiasm to organise a model railway event in Selby. Well done Nick and hope you have success in further promoting the hobby in the area.

Unfortunately I have nothing to report on the search for a new venue to have our railway. Nothing would please me more than to give out a rallying call to the members to load up shovels and spades to start building a new track but at present, that seems a distant hope. It goes without saying that if anyone knows of a benefactor with an idle secure area of land, now is the time to research the possibilities.

Articles are needed for the next issue due in November,. If you have a current project members may be interested in please send a few details, with photographs if possible, to leedslines@gmail.com

James Reece Addaway - August 2001 – May 2023

Many of you will remember James; he was Tracey Smith's son and David Burton's grandson and he often came to Eggborough running days to assist David with running his engines. He became a very competent driver and was a very likeable young man

Here he is, a few years ago now with Tracey at Eggborough in 2016:



James had recently completed an engineering apprenticeship with James Cook Cast Products in Leeds and had just been awarded a substantial increase in salary. His future looked to be very promising..

He also used to assist with the Leeds SMEE portable track; Mark Batchelor recalls him working hard at an event in Shadwell with Tracey not that long ago.

A year or two since, he acquired a 3½”G 0-6-0T which was in need of some love and attention; he brought it round to Hoapit Works for some advice, and we spent a happy couple of hours working through what needed to be done and how he was going to tackle it. Sadly that project was never completed.

James' other interest involved mountain biking and he had undertaken some fearful-looking descents in dangerous looking terrain; he has a couple of YouTube videos taken from a helmet cam that makes what little hair I have left stand on end.

In order to facilitate attending mountain biking events, James had been modifying a Ford Transit van as a mobile

home-cum-bike transporter and had made and fitted some magnificent slide-out bike holders with a further concealed slide-out section for his tools.



Lighting, a hob, sink and fridge had also been shoehorned into the vehicle; more work needed to be done, but I was very impressed with the work he had undertaken.

It is extremely sad to think that we will not see him again; losing him at this young age is tragic indeed.



RIP, James, and our sincerest condolences to Tracey, David and Pat.

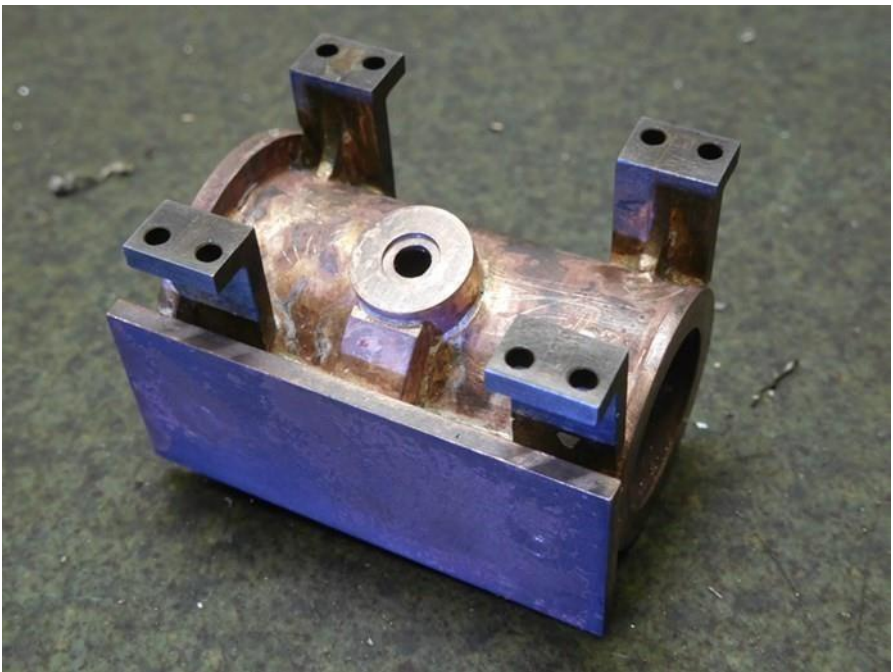
Nigel

Invicta – Progress Report

Unless you've had your head in a bucket for the past year or so, you will be only too painfully aware (because I keep whining on about it) that I'm building a 5"G *Invicta* to my own design, and making it as near as I can to the actual locomotive as it exists today. An outline GA appears on the Leeds SMEE website.

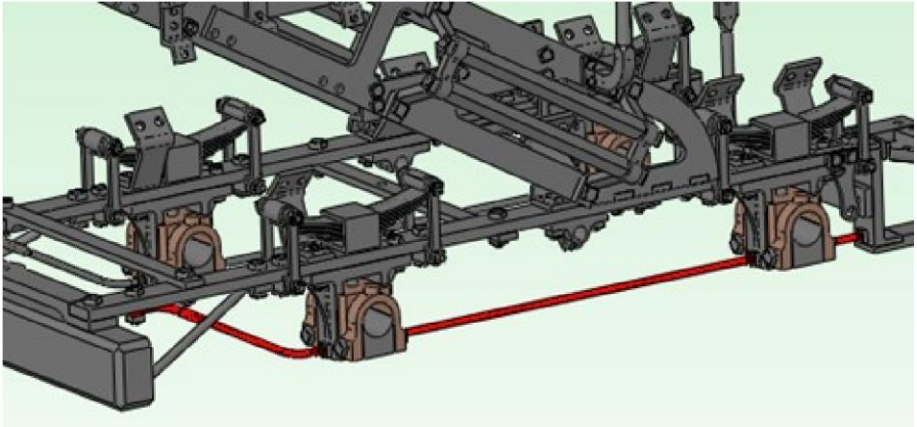
The cylinders were interesting fabrications; I chose bronze for *Invicta* but with steel legs brazed on. It was made in twelve pieces. The late Don Young said in his magazine in August 1990, "...time spent on making jigs and fixtures to me is wasted." So how would you have held all these bits together for brazing, Don? Of *course* I made a fixture...

The resulting fabrications proved successful – but I've still to drill and tap a load of holes in them.



On *Invicta* there is a long horizontal stay that runs from a tapped hole in the rear part of the frame, through the horns and then it bends up to the underside of the frames at the front. This component (in red) is plain round

in section except for sections around the horns and where it screws into the rear of the frame, where it's been "upset" to a larger diameter and then threaded; square nuts are fitted here. I needed to make it from M2.5 (about 7BA) studding, but with the intermediate plain sections turned down to about 1.8mm to remove the threads. Leaving it as a long length of threaded rod would have looked quite wrong. It was yet another of the components on Invicta that has had me scratching my head as to how I was going to make it!



I made mine from a length of commercially-available M2.5 stainless steel studding, this being the only suitable material I could find in this size. Many moons ago I had made a "running-down steady" for my Super 7, and the idea is that it's screwed to the carriage where the "normal" travelling steady fits. A brass bush is fitted in it and then it's drilled from the headstock to be a close-running fit on the material. The "plain" sections were turned down to 1.8mm in one go. I also fitted a nylon bush in the tailstock to stop the long thin component from tying itself in knots. It worked brilliantly!

I also left the stock a full 12" long as supplied, which enabled me to have something to hold in the chuck during the latter stages; I needed to accommodate the thickness of the steady and its bush plus a bit to hold in the 3-jaw. Below you may be able to see that I'm starting to reduce the next section to 1.8mm, leaving a length of it threaded. It ends up about 240mm – or a bit less than 10" - long overall.



Rather than making the whole thing in one piece, I elected to form one bend in it and join the machined M2.5 studding to a suitably-machined and bent-up eye at the front end to fit to the already-drilled hole in the frames. The two parts were threaded 9BA as I had no M1.8 screwing tackle and this enabled me to fine-tune its length to fit.

Nigel

11-Jun-23 **Block Instrument**
Rodger Thompson

It was a nice day to sit outside and carry out a sympathetic restoration on a block instrument (too much time watching the Repair Shop!).

Whilst carrying out the work I put my Sherlock Holmes head on and took in the clues on the inside of the Mechanism. Its obvious that it had different fittings originally the mountings can be seen under a later layer of varnish.

I think it was a Non Pegger at one time, the cut out for the Pegging switch is a bit crude & looks like it was done after the Instrument was completed. I think it would have been machine cut before assembly if it was intended to be a Pegger from day one.

Also it appears to have been a single instrument originally as an extra 4 inches has been added to turn it into a two road. Pegger/Non Pegger?

Anyway see what you think of my conclusions, it goes to show that the old Railway Companies didn't waste a thing.



Dates for Your Diary - July - November

9th July

Shadwell School Gala

Portable Track

14th July

South Milford School
Portable Track

15th July

Hensall School
Portable Track

28th Aug

Bardsey Sports Club Gala
Portable Track

6th Sept

Pumps, clacks and other appurtenances
Geoff Shackleton - Darrington Golf Club

20h Sept

Jumble Sale
Darrington Golf Club

4th October

Siemens Rail Manufacturing Plant Goole
Site Visit

18th October

AGM
Darrington Golf Club

1st November

Members Favourite Tools and Gadgets
Darrington Golf Club

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.

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*

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