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LeedsLines

Newsletter of The Leeds Society of Model and Experimental Engineers



In this Issue

From the Chair (AGM report)	3
Treasurer's Report	3

Subscriptions and how to pay	5
President's Address	5
Snarling Beasts	7
Christmas Dinner	9
Christmas Dinner Menu	10
Dates for your Diary	11
Society Officers and Committee	Back Cover

Front Cover

See Snarling Beasts Article

From the Chair (AGM Report)

John Hunt

Autumn has arrived bringing the evening meetings back into play. After the officialdom of the EGM which saw the decision to rebrand ourselves as a registered charity passed by the membership, we have embarked on our social season of meetings. The jumble sale went well, thanks to the auctioneering skills

of Mr Shackleton keeping the crowd entertained and their wallets lighter. Another good talk followed with Malcolm High giving an in depth insight into the murky waters of rechargeable batteries from lead acid to the modern day Lithium based cells. Many model applications were covered right up to their use in motoring propulsion. His description of the pitfalls of misuse probably did for Tesla sales what Ratners did for jewellery sales a few years ago but we shall see. You are at least guaranteed a good heater!

We have had a good summer of portable track events, good weather for most and good turn outs for the rides. The members locos have performed well and the club engines have stepped in well to support the days running. The truck modifications have been successful in protecting the passengers while the larger locos have been used. We have one event left on the insurance allocation so we are hoping for a Christmas fair to come along to complete the set.

The final part of Eggborough has now been demolished, that being the boiler house. Hopefully now the site can be readied for the new road system which hopefully, will allow us back on to the site soon. Cannot wait to get building again and get us back meeting up and running trains. We will get there!

Treasurer's Report 2022 :- As of 30th September, we have 70 Members (of whom 2 are juniors). Although we have lost some members this year, we are delighted to welcome three new members during the past year – Geoff Rogers, Barry Thurgood and Julia Bickerstaff.

It's been a much busier year than last, with evening and breakfast meetings plus portable track events as well as the boiler-testing event at Drax and the Summer Steam-up at Jack's. We have managed to increase our bank balance slightly.

Income :- Subscriptions Income has dipped as we have lost members since 2019, but the Jumble Sale and August Rally Bring & Buy sales provided some welcome income.

The Meeting Night Raffle used to provide a few quid for the club; however, moves are afoot (since things are now returning to normal) to reinstate it.

The Portable Track income has bounced back up again, now that we are allowed to run it. John Hunt was thanked for his continued efforts in organising and also for attending most of the Portable Track events. Thanks, too, to the stalwarts who run locos and mantle and dismantle the track at the events.

Also thanked were Jack and Gill Salter for providing the possibility for us to get together again at their August Steam-Up in Sykehouse. I hope Jack can be persuaded to provide further events of this kind until we have a place of our own.

We sold a few items of clothing this last year. I will perhaps try to drum up some interest in that later; it is necessary that we have a significant order as otherwise the price per garment goes up astronomically. If somebody needs one polo shirt and nobody else wants anything, they'll make it, but at an eye-watering cost.

Bank interest received has gone up significantly as a result in the increasing interest rates.

Expenditure :- The Federation of Model Engineering Societies (“Southern Fed.” as was) reduced the subs for 2022 as a result of prompt payment last year for some reason.

The Insurance figure has gone down slightly from what we were paying previously because we have reduced our portable track events to 12 or fewer. When we get our new track up and running, it will cost more for insurance and I look forward to us paying for that!

Postage and Stationery has reduced as more members appear to accept correspondence electronically – thanks to those of you who do that. Here I must pay tribute to Geoff Botterill who has been very much the distribution centre for all our news as well as editing *LeedsLines*. Geoff is always on the lookout for articles for the newsletter and he can only publish what members submit. Thank you, Geoff; it’s much appreciated.

An expenditure for “Workshop Maintenance” reflects the cost of a new calibrated boiler test gauge.

The Riding Car for the portable track needed new brake blocks this year, and the portable track trailer needed a new tyre. We made a slight profit on clothing this year, because we had a stock of three polo shirts from a previous years order. Generally we try just to recover costs.

Misc Donations of £340 in the Expenditure Column was to various organisations and worthy causes for whom we ran the portable track.

The Speakers/Meeting expenses are as the result of us having to pay for venues at Darrington and also include the Christmas Quiz buffet. The figure is down on the previous *two* year total. Again, John Hunt comes in for some thanks here too, as he has organised and arranged the meetings programme and harangued various members to provide talks. I think he has also persuaded some third parties to give us some talks in the New Year. He will be delighted to hear from anybody who can give a talk to the Society next year.

Looking at the bare figures, we’ve made a surplus this year, which will assist slightly for our future intentions. We have a reasonable balance in the bank account, but not nearly enough to cater for all our proposed expenditure for the new track.

In respect of our hoped-for new track, Mark Batchelor has spent a considerable amount of time liaising with the developers of the Eggborough site to further our interests. Judith Bellamy has also been busy with the new Charitable Status for the Society, which has involved her in a great deal of work trying to understand all the ramifications of the proposed new Society status and explaining this to the Committee and to Members. I would like to propose a vote of thanks to John Hunt, Mark Batchelor and Judith Bellamy for all their considerable work for the Society over the past year.

I also wish to thank my wife Karen who has assisted with the preparation and maintenance of the accounts.

Next Year's Subscriptions.

The proposal that as more costs are likely to be incurred we ask for subs of £25 for next year, keeping the £2 rate for Juniors unchanged was accepted. Some keen Members have already paid up for next year – so I will be producing the 2023 Membership Cards very soon.

Purely as a point of interest, this is my 20th year as Leeds SMEE Hon Treasurer. People keep re-electing me, so you've only yourselves to blame.

Nigel Bennett

Leeds SMEE Hon Treasurer 19-Oct-2022

The proposed increase in subscriptions was approved by a show of hands.

How to Pay

Members wishing to pay their subscriptions have several options available and at £25 they are a snip! Get yours now before they go up! And if you're under 18 - well at £2, what's not to like?

Nigel can be contacted via mail for cheques at

7 Swale Crescent, Garforth, Leeds LS25 2JA,

or push twenty-five quid into his hot sticky hand when you see him next.

Alternatively, you can do a bank transfer to our account

Account Name

City of Leeds SMEE

Sort Code 05-07-62, Account No 25136516

quoting your name as reference. Please drop me an email if you do this, as otherwise I'll only get to know about it when the next bank statement drops through my letterbox.

Presidents Address :-

What a year it has been! We have closed down the original club and started another under a similar name. The object of this is that we will be able to apply for charitable status from various organisations when we get control of the new track site—still at Eggborough but a slightly different plot. Our fortnightly meetings have restarted and the breakfast meetings are still popular, not sure whether for the company and discussion or the breakfasts..

Last year, our secretary and chairman both took the chance to resign voluntarily. These roles have been taken over until tonight on a temporary basis, by other

committee members with John Hunt taking the chair and the secretaries role being shared amongst the others. Mark Batchelor is continuing to liaise with the new site owners to move our plans forward. I thank all our committee members for their work, particularly Peter Smith and Steve Russell who are standing down this year.

John Hunt has looked after the bookings for the portable track which has provides us with useful income. I also need to thank all those who give their time and effect to run the events, we would like to increase the number of volunteers for these days, a good chance to display what our hobby is all about.

So we look forward to the next year for Leeds SMEE, a new entity but the same enthusiasm for our interest and fellowship.

Election of Officials :- Two of the existing committee had previously indicated that they wished to stand down, Steve Russell and Peter Smith. The remaining members agreed to continue, Martyn Chapman also agreed to stand. The existing boiler testers agreed to continue with the addition of Geoff Rogers who volunteered to become a boiler tester, having the appropriate professional experience.

Accounts Validators :- After a short discussion regarding the role of the validators the existing validators were reappointed in their absence. John Charlesworth and Nick Morley.

Other roles :- Peter Smith agreed to continue as the website manager and to continue to monitor and update the safety procedures manual as required. Geoff Botterill agreed to continue to as the newsletter editor.

Health & Safety :- John Hunt explained that due to our lack of permanent track, there were very few issues. A modification had been made to portable track riding car to disable the footbrake and provide a barrier to the coupling for when the driver is using a separate driving truck or tender rather than sitting on the riding car itself. The portable track was inspected and underwent a maintenance check in March, the trailer was also checked and a tyre replaced. The fire extinguisher which usually belongs to the Portable track equipment had been located and would be checked and relocated to the trailer before the next event.

Resolutions :- There were no resolutions to put forward.

Subscription rate 2023 :- See treasurer's report.

There was no 'Other Business' and the next AGM was set for October 2023.

Snarling Beasts

Alan Macdonald

Many years ago, a friend in the model engineering fraternity, showed me a box of brass/ bronze scrap and told me that if there was anything there

that would be of use to me, I should take it. We've all seen boxes like this. I rooted through castings for horn blocks, a cylinder casting, off cuts etc., and selected a piece of bronze 2.4"x 1" x1" with two 1/2 " holes drilled through it, side by side across the 1" dimension.

I looked at this piece and thought that it might make the cylinder block of a stationary twin cylinder engine. "Hmm, I'll put that in a drawer and keep an eye out for some plans". — The innocence of relative youth! Strangely no plans presented themselves, but I kept on finding this piece of metal whenever I opened the drawer, and could not abandon my original idea.

Some months ago, after yet another disturbed night, I thought, "why don't I try to design the engine myself"? — The innocence of early old age! That evening, while the management watched another house program on television, I started to think about the requirements of the engine: stroke, bore, valve throw etc. I drew what I thought I wanted and tried to do some calculations. I am mostly innumerate, so this project was not Big Potatoes, it was a complete potato farm!

Having got what I thought would be the dimensions for the cylinder block, I thought I should have a go at planning it out and at least try to cut some metal. Not having milling facilities, necessity was the mother of invention and the ports were made with the aid of a very fine cut off disc and a variety of fraise burrs in my micro motor hand piece, surprisingly not too badly!

Eventually, a cylinder block, 4 covers, 2 glands, 2 pistons and rods and steam ways that seemed to pass gas to the right places were achieved. ("Quit while you are winning").

One afternoon the subject of valve chests crossed my mind. Still not having milling facilities, I reverted to jewellery techniques, and spent time making patterns for lost wax castings. At last, Home Territory! It turned out, however, that the waxes were too big for any casting facilities available to me! Sod! That meant that I'd have to pay someone to do that which I am, for once, perfectly capable of doing myself. When the castings arrived they were very nice, but cost £80! I wanted to buy castings, not the whole firm!

Time passed and the steam chests were grafted to the block and valves, valve rods, nuts and glands were produced. After the pockets in

the valves were cut, again using the micro motor, burrs and cut off disks, the completed cylinder block was applied to a base plate.

Eccentrics and valve rods gave me much scope for head scratching. When you have as much difficulty with numbers as I, calculating valve movement and achieving eccentrics that describe that movement.....?.....! I can turn eccentric - no problem, it's the concentric stuff that's tricky!

I looked at the eccentric straps, and wondered how to make split straps that small? Answer, fashion a circular strap, install it with an open end to the groove in the eccentric, then solder it to the valve rod! The hydrogen generator is superb at enabling me to take liberties (I know!) like that!



More of what the micro welder can do arose while trouble shooting the connecting rods because they had to have split big ends and, having made and fitted them to the crankshaft, I realised that the eccentric straps were large in relation to the con rod big ends, so I will have to make daintier ones. (There is nothing like experience).

One side of the enterprise was erected and timed-up, it was time to see if my calculations made sense, but wait, no fly wheel!

Two tap wrenches were hurriedly installed. Nigel aptly quoted Keats, “A thing of beauty is a joy for ever!”

I applied compressed air, and was gobsmacked to find that I had given birth to a total snarling beast - wow!

“Right,” I thought, “I’ll just finish the right side!” Ho ho! All pieces installed, and ready to go - compressed air and - nothing! Basil Fawlty came to visit, sapling and all. Still no progress.

Next day I came to believe that the valve had too much lap, so the port opening just wasn’t as good as the other side. Then with the sound of two tons of nutty slack being delivered I realised that the temporary screw fitted to the knuckle joint in the valve rod was responsible for no end of lost motion. Having finished thrashing myself I made a pin that fitted properly and was rewarded with valve openings that mimicked the other side! I really am not very bright!

Now I had two snarling beasts.

Once I had prevailed upon both engines to rotate in the same direction (call me fussy, but I thought it was necessary!) a temporary manifold was lashed up from plastic piping and I tried running both engines together. Although it will still run quickly, it is not as fast as when it runs on the individual engines. This is logical, I suppose, since two engines are now sharing the same air feed. It is, however, much smoother and selfstarting, which is a relief, since my bruised knuckles will attest that the temporary flywheel presents a hazard.

Moral of story: I think I’d be better advised in the future to follow plans made by someone who knows what he or she is doing!

Xmas Meal 2022

Karen Bennett



This years dinner will be at Drax Sports and Social Club on Wednesday 21st December with diners meeting at 7:00pm for a 7:30pm start.

Options available for the meal are 2 courses for £23 or 3 courses for just £26. Please make your selections from the menu below and contact Nigel or Karen using the information provided in the menu, before the 16th November meeting night. Thank you.

Christmas Menu 2022

Chef's Tomato & Roasted Pepper Soup (V) Served
with a hot crusty roll

Melon Fantail (GF)(Vg)

Served with summer berries & Peach Schnapps

Duck, Pork, Orange & Cognac Pâté (GF Available) Served
with a hot crusty roll

Traditional Prawn Cocktail (GF Available)

Served on a bed of salad with brown bread

Mains

Traditional Roast Turkey

Honey Roast Gammon

Chef's Steak Pie (served with puff pastry lid)

Fish Mornay*

Beetroot & Butternut Squash Wellington* (Vg)

***Pre order only**

All served with Yorkshire Puddings, Potatoes, Seasonal Vegetables, Stuffing Balls &
Pigs in Blankets.

Gluten Free & vegan choices are available. **Sweet**

Selection

Christmas Pudding with Brandy Sauce

Chocolate Profiteroles

Chocolate Fudge Cake

Lemon Meringue Roulade

Bailey's & Ice Cream

Vanilla Cheesecake with Biscoff or Raspberry Coulis

Ice Cream Sundae

Tea or Coffee & Mince Pies

£26 for 3 Courses or £23 for 2 Courses

To book contact Nigel or Karen

by phone - [0113 2870565](tel:01132870565) or email - nk1979@talktalk.net

Dates for Your Diary - November 2022 - February 2023

2nd November	The Myford Lathe Geoff Shackleton	19:00
16th November	‘Record’ and other vices Jack Salter	19:00
7th December	Quiz Night	19:00
21st December	LSMEE Christmas Dinner Drax Sports And Social Club	19:00

2023

4th January	Bits and Pieces Night	19:00
18th January	Eggborough Site Demolition	19:00
1st February	Three Short Talks	19:00
Breakfast Club meetings Mondays 09:30		

The venue for meetings and breakfasts will be

The Mid Yorkshire Golf Club
Havercroft Lane
Darrington

WF8 3BP

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*