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LeedsLines

Newsletter of The Leeds Society of Model and Experimental Engineers



In this Issue

From the Chair

3

2

AGM - Treasurer's Report

4 Book Review

7

Xmas Dinner 9

Dates for your Diary 10

Society Officers and Committee 11

Front Cover

John Hunt at a Portable track event

From the Chair

As I have opted to retire from the committee this year after thirty years of filling various roles, Geoff has asked me to do a parting Chair Thoughts for this newsletter.

I would like to pay particular thanks to all the members for their support and friendship during this period but If required, I would like to carry on with the role of Portable track administrator as I find the interaction with members and the public very rewarding. As always I would like to emphasise that the operation of the portable track is not an exclusive club, it is in no way cliquish and is open to all members who like to operate locomotives, pulling passengers with our engines as they were designed to. It is a most fulfilling day seeing the delight on the children's faces and the equal delight of the adults who feel they have blagged their way on with the kids as an excuse, some are less proud and come on anyway! Please come along as the pool of people with tow bars, people with suitable locos, and people who are relatively fit are becoming smaller. The portable track is one of our windows on the community and raises our profile for new membership.

We have been quite a few years now without a base to call home of our railway, workshops and meeting facility but still we soldier on as a society surprisingly gaining members as we go. An interesting range of views were exchanged at the AGM throwing up many scenarios. It was expressed that we can still function as a society without a track, focussing more on the social angle of our social meetings of breakfast get togethers, days out to other tracks or venues and to have a more varied evening meeting schedule during the darker evenings.

There is however a dedicated faction that yearn to run engines on our own premises where we are in control of what happens and when. What do you think as members? Your committee need your input as to which way the society is heading and any offers of help to find a home, suggestions on evening talk topics and please, help with running our remaining railway of the portable track.

Best wishes to you all and wishing you a busy winter of your build projects, all of which I look forward to seeing next March at the Wanless Trophy meeting.

John Hunt

AGM Treasurer's Report 2023 Nigel Bennett.- Hon Treasurer

As of 30th September, we have 58 paid-up Members. This is a decrease of 12 since last year. Unfortunately, we now have no junior members. As you will know, two members died this year; James Addaway and Alistair Bootland.

Income

The Subscriptions Income has increased as despite losing members, subs increased this year.

There are some “miscellaneous donations” which are generally members adding a couple of pounds to their subs or purchasing items donated to the Society, but there is a significant increase this year as some of the proceeds of Alistair Bootland's bequests to the Society are included. There is a lot more to come from Alistair's bequest, but this will feature in next year's accounts. We also had a good amount from the Harrogate Exhibition. In connection with that I was pleased to see that we put on an excellent show; hopefully we can do even better next year.

The Jumble Sale and August Rally Bring & Buy Sales continue to provide some welcome income. A particular source of funds, was from the estate of the late Alan Gray, who was a neighbour of mine. It was agreed with his family that his small tools and materials would be sold on a 50% commission. Many Members were thus able to acquire some excellent stuff whilst benefitting both the Society and Alan Gray's family.

The Meeting Night Raffle has now been reinstated and provides some welcome additional funds; thanks to John Charlesworth for arranging this.

The Portable Track income is about the same as last year. We lost out on one event as it was cancelled. I would again like to thank John Hunt for his work in organising the Portable Track events and also for attending most of them. Thanks, too, to the stalwarts who run locos and erect and dismantle the track at the events. We could really do with some more

volunteers for these events; even if you're only able to collect money from passengers, it would be greatly appreciated.

The August Rally income includes the Bring and Buy Sale at Jack Salter's in August; a large part of this income is as a result of John Charlesworth's generosity in donating a riding car and the generosity of another member for buying it. Jack's "do" was a most enjoyable event, but we could have done with a few more attendees. Thanks are due to Jack and Gill Salter for their hospitality. I hope Jack will be able to repeat it next year.

We sold very few items of clothing this last year; these had been purchased previously and were effectively stock items. Regarding club clothing, 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.

The Sundry Sales figure as referred to above is partly Alistair Bootland's bequest.

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.

Expenditure

The Federation of Model Engineering Societies ("Southern Fed") subs for 2023 is still very low as a result of prompt payment.

The Insurance figure has gone up slightly from last year, as is to be expected.

Postage and Stationery has increased probably as a result of the dates on which Geoff Botterill claims his expenses for posting out *LeedsLines*. Thanks to members who accept correspondence electronically as it reduces postage and printing costs. Again I must thank Geoff Botterill for being the nerve centre for all our news as well as editing *LeedsLines*. If anybody has anything to contribute to *LeedsLines*, please let Geoff know, as it's often very difficult to fill the pages. They say you can't make an omelette without breaking eggs, but it's even more of a problem if you don't have any eggs to start with!

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

Again, the portable track Riding Car needed new brake blocks this year, which must be good news as it's being used!

The portable track trailer needed a new tyre, a fire extinguisher service, and costs for a boiler test pump are also included.

Misc Donations in the Expenditure Column was to various organisations for whom we ran the portable track; and a donation to the Mind charity in respect of the late James Addaway.

The Speakers/Meeting expenses are as the result of us having to pay for a full year of meetings at Darrington and also include the Christmas Quiz buffet and to the York Society for a visit there earlier in the year.

NAME had waived last year's affiliation fee as a result of Covid.

Looking at the bare figures, we've made a surplus this year, so the bank balance is looking healthy.

In respect of our hoped-for new track, Mark Batchelor has again spent a considerable amount of time liaising with various bodies, as it has become apparent that the developers of the Eggborough site do not now wish to assist us. So far, however, we have made no progress in this direction.

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

Next Year's Subscriptions (Due 1st January 2024).

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

Ways to pay:-

By post to 7 Swale Crescent, Garforth, Leeds LS25 2JA

In person or by Bank Transfer using :-

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.

The committee has seen some changes with John Hunt, Geoff Midgley and Arthur Bellamy standing down and Geoff Rogers being voted on.

Geoff Shackleton and John Charlesworth will validate the accounts and Peter Smith will continue with the website. As mentioned elsewhere John Hunt will continue to co-ordinate portable track events.

Timothy Hackworth and the Locomotive ' - by Robert Young

A review by Ian Macdonald

Railways were already over 100 years old when 1923 brought the birth of Flying Scotsman, 'the grouping' and, if you were rich, lucky and wanted one, the ownership of a brand new 3 litre Bentley. 1923 also saw the publication of the first book on the life and work of Timothy Hackworth. Recently I was given a copy, and it carries its hundred years very well.

At 'Ladybird' history level the seminal names in the development and application of steam power are James Watt and George Stephenson (this latter, 'inventor and founder of the railways' according to Britannica no less,) while school textbooks might mention Blenkinsop or that inventive maverick Trevithick, on their way to affording Brunel generous if uncritical respect. But Timothy Hackworth often seems to figure only as one of the 'losing' competitors in the 1829 Rainhill trials, along with Brandreth, Burstall and Braithwaite-and-Ericsson. His entry, Sanspareil, was partially disabled when a cylinder cast by the Stephenson foundry burst, and this is sometimes ascribed to sabotage in writing more sensational than informed of the vagaries of early nineteenth century foundry work.

Robert Young does much more than chronicle Timothy Hackworth's biography and career, he gives a helpful survey of mechanized transport, from its probable beginnings in the mid eighteenth century (Watt was born in 1736) pretty well to Hackworth's death in 1850. The book is about 350 pages in length and the first hundred or so bring in figures like Murdoch, Symington and Read - yet more obscure than Hackworth nowadays.

By chapter VI we have read of engineering blind alleys such as 'W.H. James's Method of Propelling Carriages', 'Palmer's Suspension Railway' and 'Brunton's Mechanical Traveller'.

When the Rainhill trials were held, the Stockton to Darlington railway was already established and, although locomotive haulage of (predominantly)

coal was no longer a novelty, locomotives were still to displace horse power as reliable and economically defensible. Winch haulage was another string to the railway engineer's bow, and one of the few plates in the book shows the romantic semi-ruins of Etherley and Brusselton Engine Houses in 1875. Young includes many 'half tone' illustrations and plenty of line drawings of locomotives or components culled from 'Locomotive Engineering' and other histories of railway work.

Hackworth enters the scene in 1811 as the 24 year old foreman smith at Wylam Colliery, assisting Thomas Waters to make an engine for Christopher Blackett's line at Wylam. The Stephensons were quite ubiquitous in their involvement in early railways yet it was Hackworth as much as anyone who helped the advancement of the railway locomotive. Young works mostly from Hackworth correspondence, and this allows him to call in question the accuracy of Samuel Smiles' well-known biography of George Stephenson. Although Smiles' work was one of the earliest books on Stephenson, Smiles was writing for profit in the popular market. (I wonder how close a comparison can be drawn between his work and that of Raphael Holinshed who wrote and edited a C16 history of England, Scotland and Ireland as much for a connected narrative as for historical accuracy.) His access to Hackworth documents also allows Young to show friendship and collaboration between the pioneers of steam traction.

You get a hint of what people sounded like, too: George Stephenson refers to 'exharst' pipes, for example. At least one of the Locomotive Publishing Co.'s compositors uses 'shew' where we might nowadays write 'show', while Young employs the charming spelling, 'excentric'.

Although the book is nominally about Timothy Hackworth and the steam locomotive it gives a picture of Hackworth the man: his religious convictions, family life and his commercial ventures. The Quaker banker and financier Joseph Pease was not the only financial backer for the Stockton and Darlington railway and Young describes how when Pease's review of the poor financial state of the railway and the fall in share price threatened a return to horse haulage it was Hackworth's successful new locomotive which 'turned the tide'.

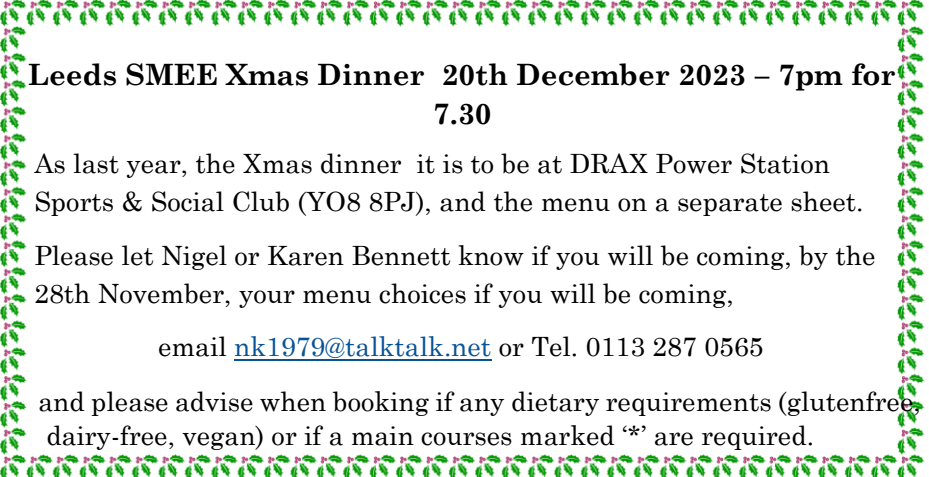
Once Hackworth was in business for himself it seems that the progress in the North East of England came to be known in France, Germany, Russia and later America, as well as in other parts of Britain; many railway developers turned to Hackworth for advice.

Just as Brunel's engine was entrusted with serious responsibility at an early age, so Timothy Hackworth's son, John, was dispatched to Russia in 1836, 'then not quite 17 years old', to accompany and demonstrate a locomotive built for Russian use. He met Tsar Nicholas and recorded in his account the Tsar's reminiscences and reflections on the rapid progress in railway engineering since his visit to the Middleton / Leeds colliery line in 1816. Anyone curious as to the type of locomotive supplied to Russia should examine the drawing of Hackworth locomotive Arrow No. 26 built in 1837 and apparently 'on the lines' of the Russian engine.

Arrow's controversial design reflects the exploratory nature even of 'production models' of locomotive. Its boiler was the second 'locomotive' boiler built at the Hackworth works, with firebox and multiple tubes; so far so good, but gadgetry installed to enhance the locomotive's adhesion when required seems to have been quite like the friction drive tried at Crewe by Francis Webb – and just as ineffectual.

With the completion in 1849 of Sanspareil No2 the story comes to its natural end: Hackworth named his last locomotive after his entry in the Rainhill trials and died around a year later.

I must resist the temptation to try to summarise the whole of Young's book. Suffice it to say that, when I checked, there were a few copies available through 'on line' sellers and I think that anyone interested in the pioneering days of steam railways would not be disappointed.



**Leeds SMEE Xmas Dinner 20th December 2023 – 7pm for
7.30**

As last year, the Xmas dinner it is to be at DRAX Power Station Sports & Social Club (YO8 8PJ), and the menu on a separate sheet.

Please let Nigel or Karen Bennett know if you will be coming, by the 28th November, your menu choices if you will be coming,

email nk1979@talktalk.net or Tel. 0113 287 0565

and please advise when booking if any dietary requirements (glutenfree, dairy-free, vegan) or if a main courses marked '*' are required.

Dates for Your Diary - July - November

| | |
|---------------|--|
| 15th November | The Models of Jim Crebbin Roger Backhouse |
| 6th December | Quiz Night and Buffet |
| 20th December | 2023 Christmas Dinner Drax Sports and Social Club |

2024

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|--------------|--|
| 3rd January | TBC |
| 17th January | TBC |
| 7th February | Gauge 1 Bits and Bobs Steve Russell |

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

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|------------|-----------------|
| Treasurer: | Nigel Bennett* |
| Secretary | Judith Bellamy |
| Committee: | Geoff Rogers* |
| | Martyn Chapman* |

Mark Batchelor

Jack Salter

*** Denotes Boiler Inspector plus**

Steve Russell*

Portable Track

John Hunt

Coordinator

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](#)

