

Comments

The railway has been operating at several locations during August, and that is reported in the following section. There is also a report on the Club Model Exhibition which took place in The Learning Centre on Platform 2 at Pickering Station.

The Club meeting on the 2nd August was a 'Bring and Buy' auction where our chairman Jim Everett gave a good impression of an auctioneer. We also had one new guest. Over the last few months we have had new people turning up to the club meeting and showing an interest in joining the club. Many items went under the hammer, with the auction taking place over an hour. The range of items under bid was too numerous to mention all individually, but included, a hacksaw, drill collet, hand dryer, fume extractor, machinery handbook, verniers and a large magnifying glass. Santa Claus turned up early because a box containing unopened collectable truck models, a battleship, and the Mallard locomotive was also up for bid.

Prior to the meeting John Powel held his first Clock Focus Group meeting, and reported that it was very good. There has been a request to visit Upton Hall. Upton Hall is the headquarters of the British Horological Institute (BHI) in Upton, Newark and Sherwood, Nottinghamshire, England. It has been the headquarters since 1972. It houses a library and a museum, as well as a substantial collection of antique longcase clocks, owned by the institute.

At the club meeting it was also proposed that the Club visits the JCB World Head Quarters Visitor's Centre at Rocester, near Uttoxeter in Staffordshire. Eighteen people showed an interest in the Club organizing this trip.

For your interest the JCB tour website is at the following link: <https://www.jcb.com/en-gb/about/factory-tour>.

The Workshop.

At the club meeting it was announced that the workshop is now useable. Eric Foot has been appointed Safety Officer, and we can rest assured that the work shop conditions will be as safe as possible, but it is incumbent on everyone who uses the workshop, to take personal safety seriously. Anyone who wants to start using the workshop just needs to speak to George Gibb. It is proposed that the Workshop will be open on a Tuesday and a Thursday morning once a month. The Tuesday meeting will be the same mix of working and social conversation that we currently enjoy, whereas the Thursday meeting will be purely for working. As the workshop is in Mike Sayers' premises it is important that workshop cleanliness is paramount and each member takes his waste home.

The Railway

- **Cedar Barn:** Cedar Barn is a farm shop and café just outside Pickering, and has a miniature railway which carries customers out to the strawberry (and gooseberry, rhubarb, and asparagus) fields, where customers can pick soft fruit. The track is 600 metres long. PEEMS received an emergency call from Cedar Barn that their electric locomotive, 'The Flying Yorkshireman' (a replica of the Warship class 42 diesel hydraulic loco) had failed and they needed PEEMS to supply their locomotive in 24 hours. Peter Bramley performed the necessary modifications, and reported that the PEEMS loco performed beautifully on the track. This was in spite of the fact that the loco had to pull heavier coaches than it was used to, and the coaches contained fifteen to eighteen people. There was some pushing over a 1:100 incline when the rail was wet, but the loco performance was beautiful once the track dried. PEEMS provided the locomotive "free gratis" as Pete said, mainly because a school trip had been organised. This demonstrates PEEMS commitment to the local community. Strawberry Fields Forever!

- The Wolds Vintage Rally at Fangfoss (22nd/23rd July):** Although this event, and the Ryedale Show, occurred in July, the July newsletter was published before these two events occurred so they are reported here. This was the first time at this rally. The rally at Fangfoss was interesting with the 'Oil Can Man' who has collected 16500 cans since the 1980's. It is claimed to be the largest collection in the U.K. if not the World! The weather was a little damp reducing the number of passengers and our expected income. Many thanks for helpers Peter Bramley, Tony Leeming, Ron Baier, John Nesom and Mel Doran on Saturday, and Peter, Ron, Dave Hicks, Howard Cowton and Mel on Sunday. Mel and John had their own displays in the small engine section:



- The Ryedale Show (25th July):** The Ryedale Show was good. The weather held well, and there were plenty of customers. From 11.00am the train operated full and almost non-stop with mostly children as passengers. Brian Stephenson provided the model display. Those PEEMS members who attended had a very good time. Mike as usual, produced an excellent breakfast and lunch. The number of PEEMS members, however, was disappointingly low for what is perhaps the best show in our calendar and our local show. Thanks go to the four or five members and the two wives who did turn up.



- The Lion's Gala Day At Lady Lumley's School Pickering (5th August):** It was a good afternoon for the railway, with rain turning up about 4.00pm. Takings for the railway were decent. PEEMS were well looked after, and there were plenty of rides. All in all, a great day.

- **The Drifffield Show (12th and 13th August).**

The final outing for the railway was the Drifffield Show. Peter Bramley reports that as regards customers it was a bit quiet with not as many as expected. Five or six PEEMs members were in attendance, and it rained on the Saturday. Sunday was a better day. Takings for the weekend were “reasonable”.



Driver Ted



A “White” Steam Car** and a Rolls Royce ‘Griffon’ engine with contra-rotating propellers in the ring.

** This was not identified, so correct me if I’m wrong (Ed.)

Forthcoming Events

- **The Next Club Meeting** on Wednesday 6th September will be a talk on “A History of Photography” by Bruce Pickering.
- **Workshop Morning.** Tuesday 19th September 10am to 12 noon

The PEEMS Model Exhibition at Pickering Station's Platform 2 between Friday 25th August and Monday 28th August.



Once again, PEEMS hosted a model exhibition at the North Yorkshire Moors terminus at Pickering Station. This year, there was a great range of models on display including model stationary engines, aero engines, planetariums, a third scale Bentley engine and a very impressive Atkinson steam wagon. Brian Stephenson had no less than six stationary engines operating, and therefore for the first time, there is a link to a video of these in operation, which of course is the only way these should be viewed. A DVD playing in the background at the exhibition showed Paul Windross's world record attempts with his tethered jet boat. One video showed the boat reaching a speed of 122 mph!!

A special thanks to those exhibiting who included: Mike Sayers, Peter Bramley, Paul Gammon, John Heeley, George Gibb, Brian Stephenson, Ron Baier, Dave Hick, Chris Bramley, Tony Leeming and Doug Pickering.

Here are some of the models:



Atkinson Standard Undertype Steam Wagon ~ *Chris Bramley*



'Speedy' 0-6-0 Locomotive Chassis ~ *Tony Leeming*

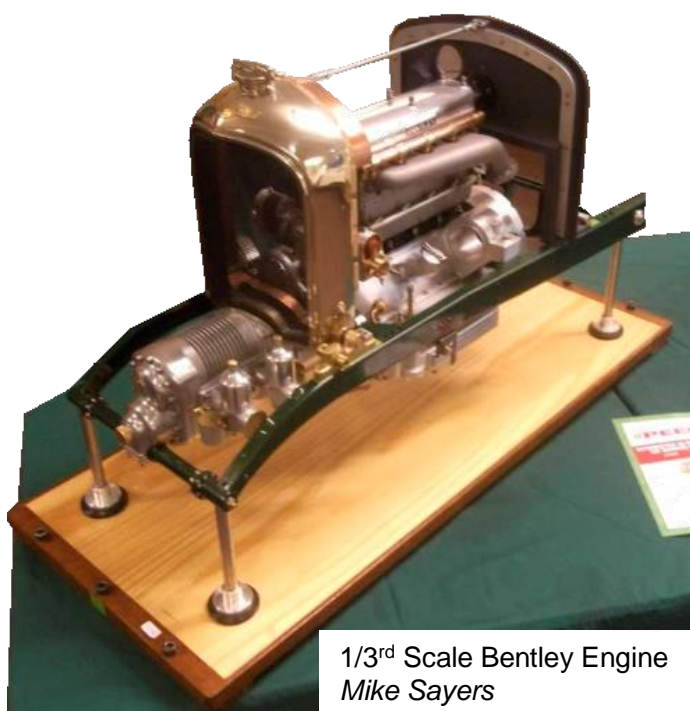


LCDR** 'Europa' class tender ~ *Paul Gammon*

** The London, Chatham and Dover Railway

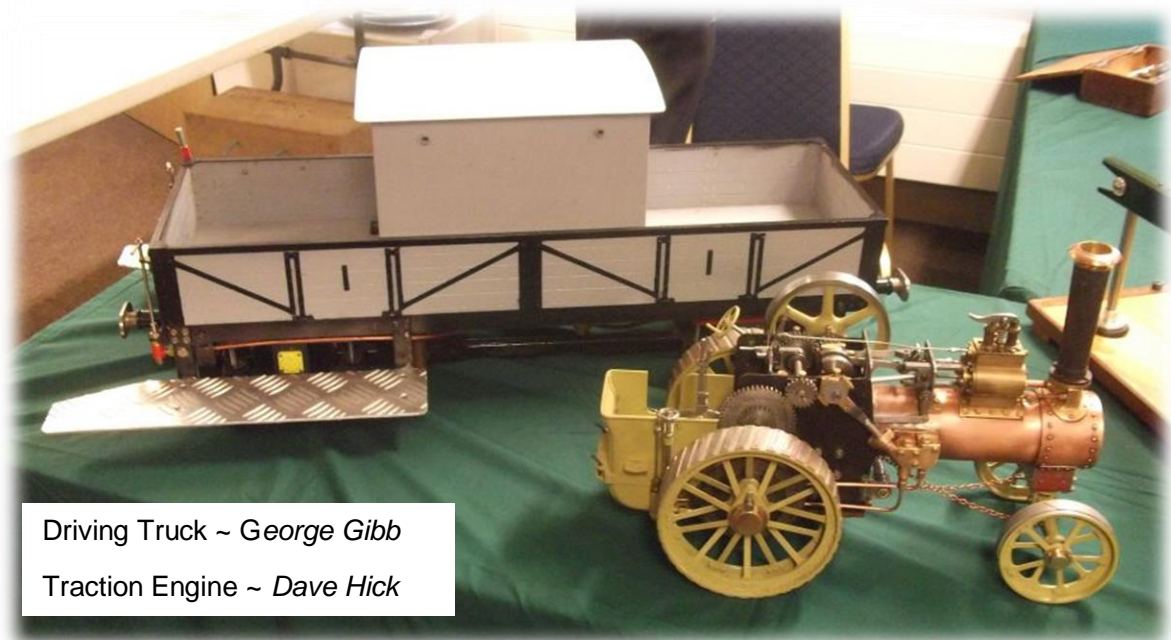


Boiler For Model Windermere Steam Boat ~ *John Heeley*



1/3rd Scale Bentley Engine
Mike Sayers





Driving Truck ~ George Gibb
Traction Engine ~ Dave Hick



'Chelmsford' Steam Car and a mockup of the 'Joy' Valve Gear for the car ~ Peter Bramley



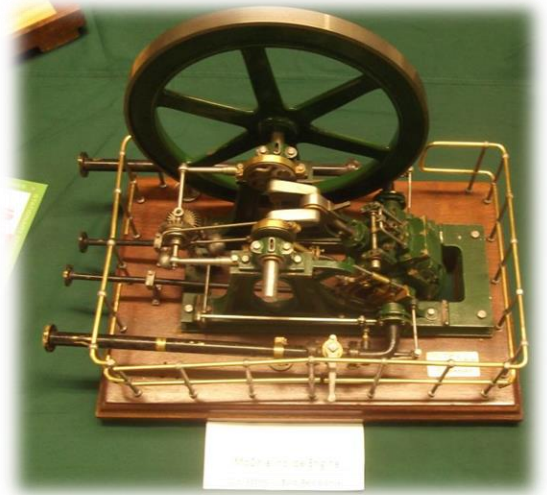
Stuart Turner D10 Twin Cylinder Engine ~ Tony Leeming



Planetariums and Globe ~ Ron Baier



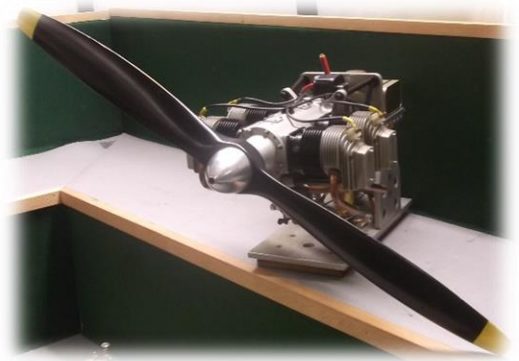
Cranes ~ Peter Bramley



McOnie Incline Engine ~ Peter Bramley



32cc 2 Stroke Engine
John Heeley



1/4 Scale Czech Motorlet M-701 Turbojet For
The L-29 Trainer Aircraft ~ John Heeley

Aero-Engine ~ Mike Sayers



Planetarium ~ Doug Pickering

Brian Stephenson had six stationary engines running:



Please press on the link to see the video:

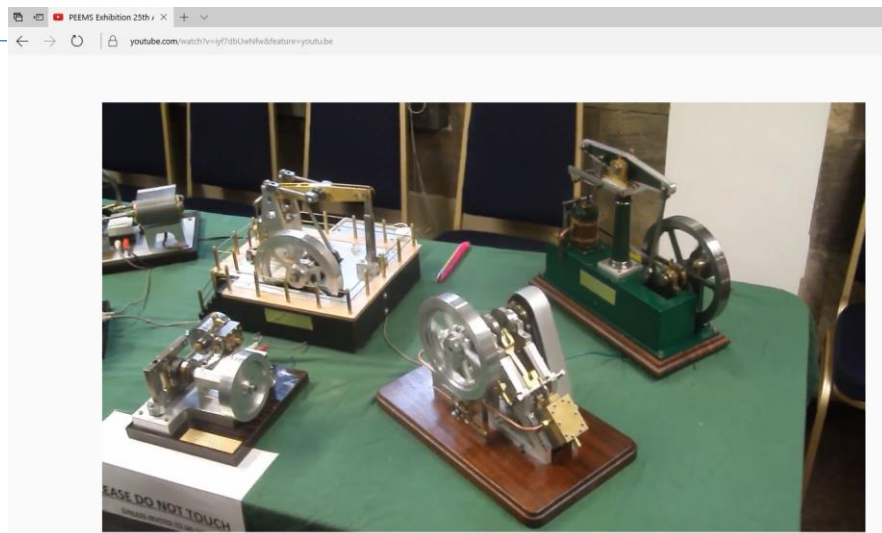
<https://www.youtube.com/watch?v=E1b7p9eBu5U>

A second video is at :

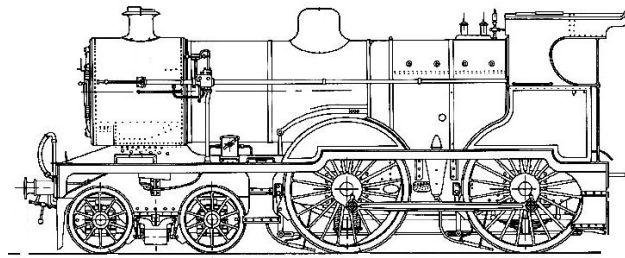
<https://youtu.be/iyf7dbUwNfw>

Please Note: When playing the Youtube videos please use the left hand “back arrow” to get back to newsletter

Back Arrow



The Locomotive Project.



Progress has been a bit slow this month, however all the running gear has been assembled, and all the components and where they fit has been established. This is despite there being no drawings, and John (Heeley) abandoning this project twenty years ago, disassembling the parts and “throwing them into a box”.

In order for the locomotive to run across the bench with the valve gear operating “in synch” with the cranks and valve pistons, all parts should be screwed up tight so there are no jams due to the very close proximity of the levers, cranks and pistons.

In order to accomplish this, a batch of 5 and 6 BA metric bolts, nuts, washers and screws, both hex and round heads will need to be purchased.

As reported in the last newsletter, the Deeley valve gear is quite unique, and an internet trawl yielded very little regarding drawings. The only drawing that John could find was the single diagram in Martin Evan’s book “Model Locomotive Valve Gears”, published between 1962 and 1981. Using this diagram, John designed and manufactured the gear we see in the following photographs.

The internet trawl did however, provide a reference to a Deeley valve schematic drawing in the National Railway Museum Archive. The archive is very good, and is open Wednesdays to Saturdays. If you quote the drawing you want to see, they have special retrieval times, and they will set out the drawing at a time of your convenience for you to peruse. There is a charge if you want the drawings printed, but they allow you to photograph (no flash!) for free. Steps are also provided so that the photograph can be taken as near 90° to the drawing as possible.

There were two drawings, one on fabric and one on tracing paper. They were probably not originals but were dated 1907.

This is the typical reference for the Deeley valve gear (14616):

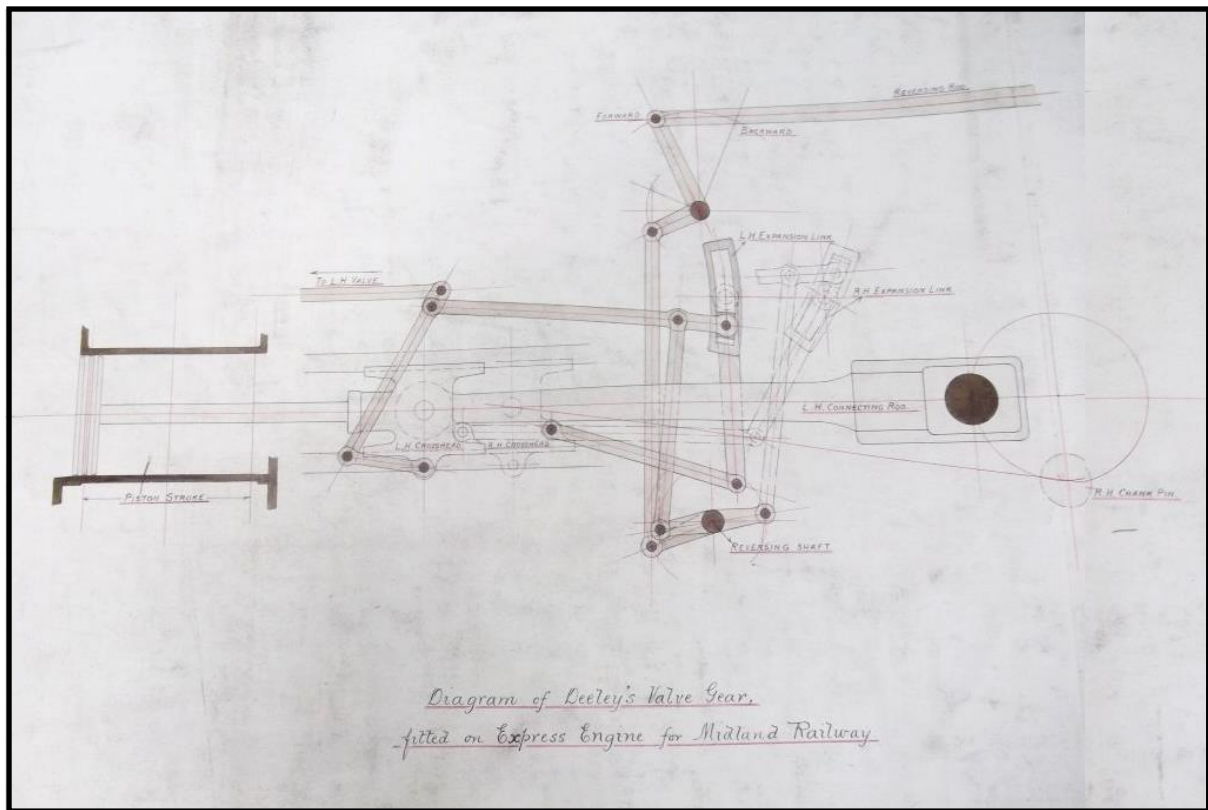
STRATFORD WORKS DRAWINGS-NRM OFFICE COPIES

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Dg No	Title of Drawing	Description	Date	Year	Order No	Class/ Diagram	Dg Type	Roll No	Cd
-	General Arrangement Single Express Engine	1½" to 1" section side elevation and plan of 2-2-2 engine	- .4.89	1889	-	-	CI-C	302	-
14613	Diagrams Showing Positions of Water Scoops below Rail Level when Tenders are Loaded with 5 Tons and Coal and their Tanks full of Water	4 diagrams 3" to 1" scale sectional side elevations of scoops with written instructions for adjustment	23.5.08	1908	-	-	P	260	-
14616	Diagram of Deeley's Valve Gear fitted on Express Engine for Midland Railway	Unscaled diagram showing side elevation of motion	2.10.07	1907	-	-	CI-C	260	-
14628	Engines E22 or T18 Classes on Two Chain Curve	1½" to 1" diagram Endorsed: reference to Canning Town Goods Yard Dg No 16316	10.12.07	1907	E22 T18	J65 J66	CI	260	-
14629	Diagram Showing 25 Ton Machine Truck and L&SWV Loading Gauge	1½" to 1" outline end profile of wagon showing LSWVR, Caledonian and GER gauges	7.1.08	1908	-	27W	CI-C	293	-
14642	Six Coupled Tank Engine R24 Class on a 2.8 Chain Curve and Six Coupled Tank Engine T18 Class on a 2 Chain Curve	1½" to 1" diagrams	19.3.08	1908	R24	J67	CP-C	260	-

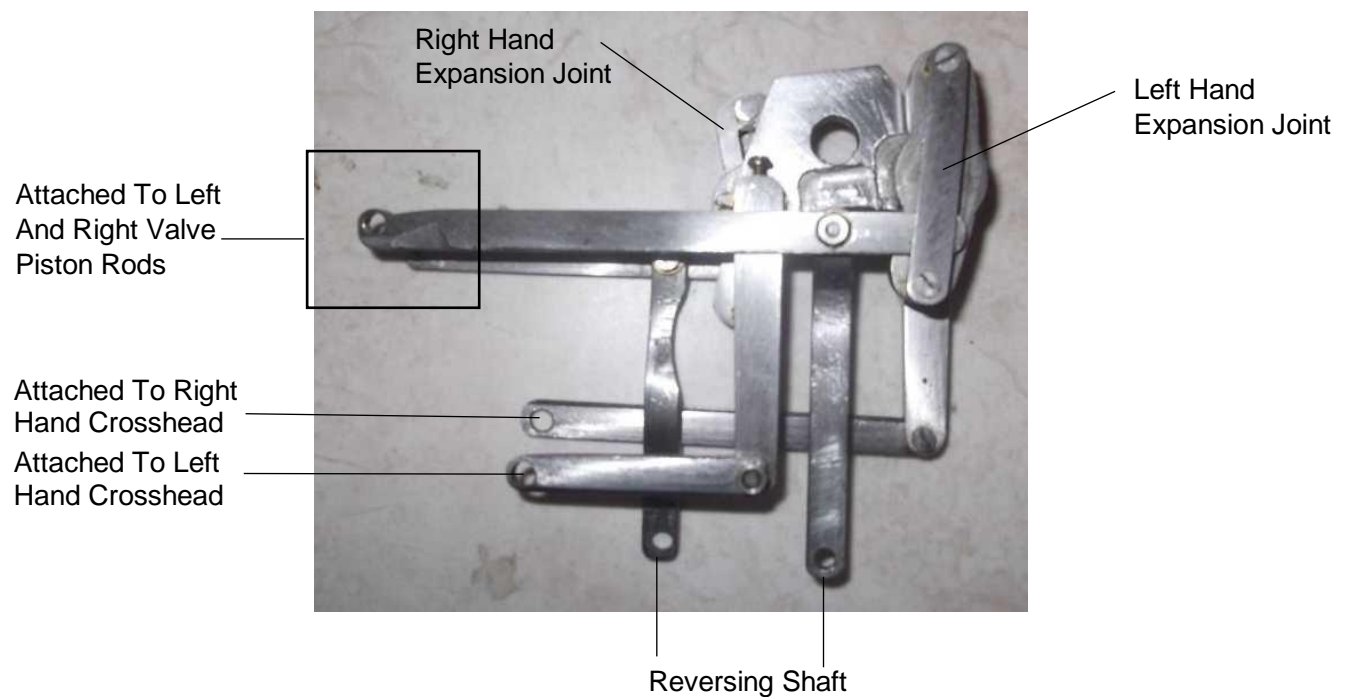
The schematic drawing showed that Martin Evans used this drawing in his book.

It was useful doing this research because it gave a better feel for the workings of the valve gear



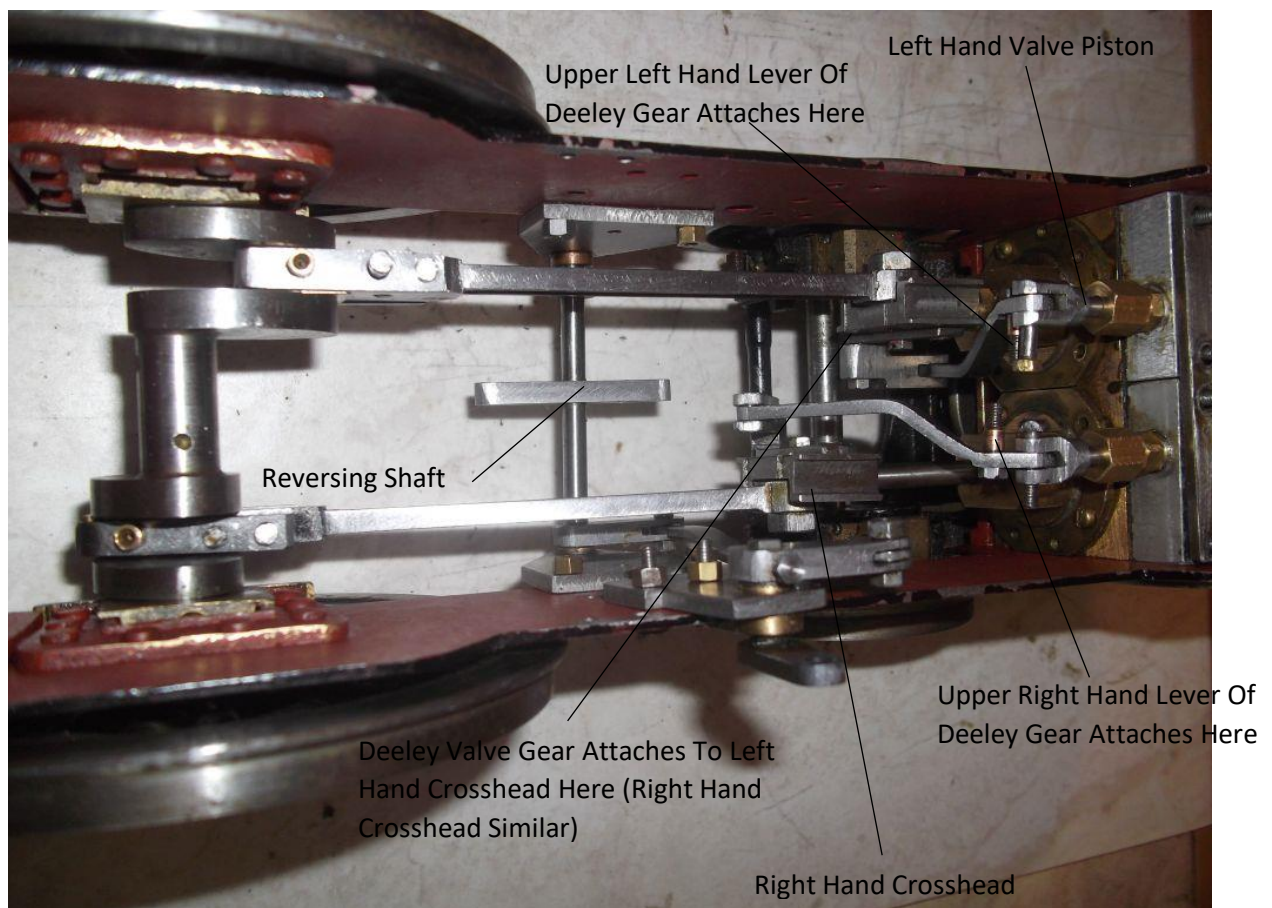
Acknowledgments to The National Railway Museum, York for permission to publish this photo.

The equivalent valve gear for installation in the locomotive is:

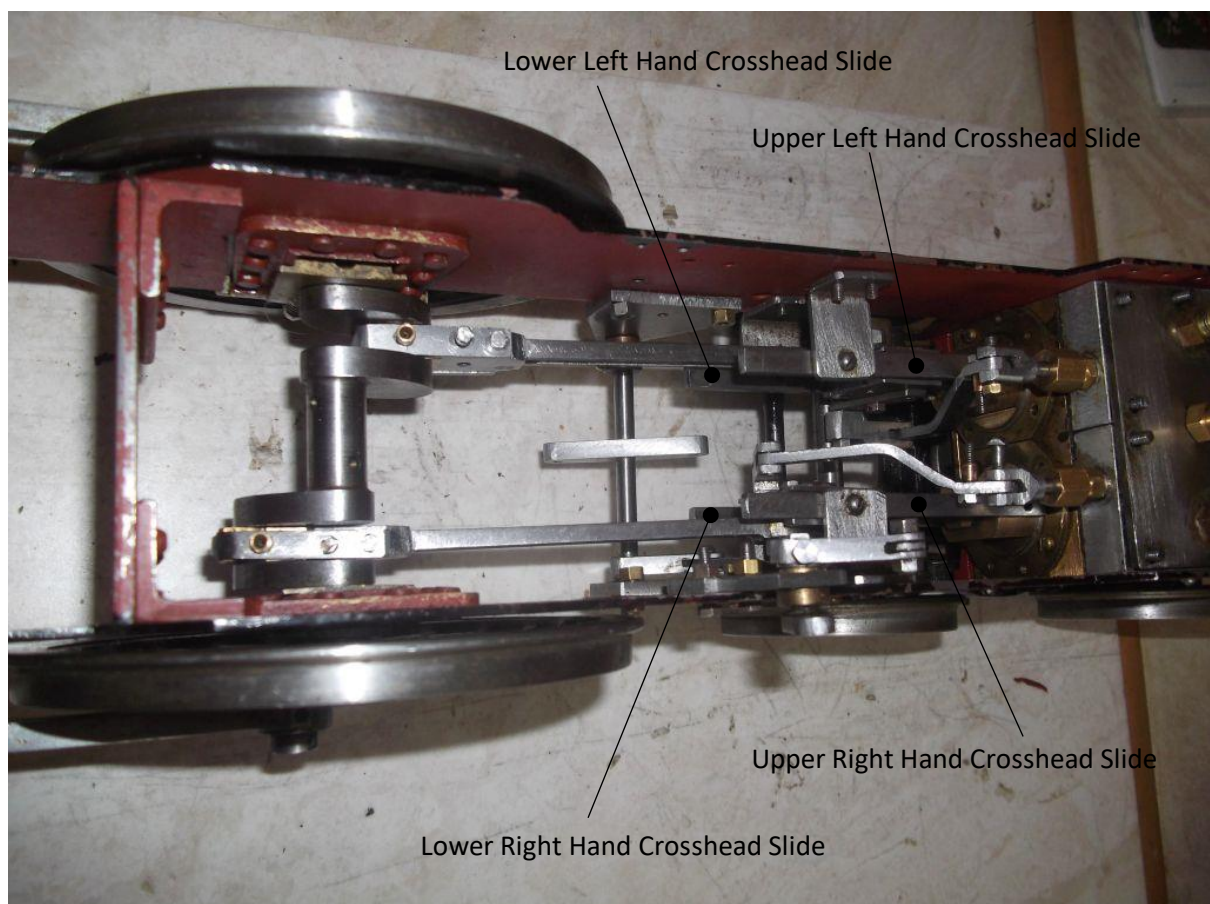


Note: The lever from the left hand expansion joint connects to the right hand crosshead (attached to the right hand steam piston), and the lever from the right hand expansion joint attaches to left hand crosshead, as shown in the schematic above.

The arrangement of the main cranks, steam and valve pistons:



The crossheads run between upper and lower slides. These slides provide necessary support, otherwise the steam piston rods would suffer damaging bending loads:



- **¼ Scale Motorlet M701 Jet Engine For Sale**

Regrettably, owing to health problems, I am no longer able to continue work on my Motorlet M701 Jet Engine, and would like to pass the project on to a fellow enthusiast. The model is about 60% complete, and comes with a lot of information, but no dimensioned drawings. This is not for the beginner, and does require serious work.

I would like about £200 to cover material costs to date, but this is not a major factor. I want someone to finish the project and enjoy it. The model will be yours to do with as you wish, but please do not take this on with the intention of selling it immediately for a profit. I am making this offer in good faith to a fellow model engineer, and will give all possible assistance.

Note: I still do about 4 to 5 hours in the workshop each week, and my ability to machine components is not affected, but I have lost the ability to coordinate design concepts in the way I used to, and don't want my previous efforts to be wasted.

This is not a decision that I have entered into lightly, and has more to do with advancing years, than any defined medical problem. I hope to remain an active model engineer, but I am only able to tackle smaller projects.



Contact: John Heeley, 356 Leymoor Road, Golcar, Huddersfield, HD7 4QF

Telephone: 01484 652233

Editor's Note: A fuller description of this model is given in the PEEMS March and July Newsletters

- **Workshop Items For Sale**

The widow of a deceased member of PEEMS wishes to dispose of the contents of his small workshop. Items for sale are as follows--

- 4½" Boxford training lathe on makers stand equipped with 3 and 4 jaw and tailstock chucks. Vertical slide, faceplate etc
- 3/8" drilling machine
- 4" bench grinder

plus other hand tools and materials.

Contact: Mrs Pauline Goodson 01751 476580 (evenings only) or via Mike Sayers for an introduction

Contact

If you would like to contribute to the Newsletter, the contact is:
Neville Foster Tel 01751 474137 or e-mail nevf123@outlook.com