

FORTHCOMING EVENTS

April

Club Meeting: Wednesday 1st April ~ **Tony Simons will talk about the Clayton Steam Wagon.** This will be in our new meeting room in the Memorial Hall ~ see below.

Visit to the *Douglas* Motorcycle Museum in the old *MAFF* building in Pickering.
Saturday April 4th 10-11am.

Workshop Morning: Tuesday 18th February 10-12 noon.

May

Club Meeting: Wednesday 6th May **Arrangements for Doncaster Model Exhibition including Stewarding**

Doncaster Show:

Wednesday 6th May: Load vehicles for show.

Thursday 7th May: Doncaster set-up day (arrive 10.00 am).

Friday, Saturday, Sunday 8/9/10th – Doncaster Show.

Workshop Morning: Tuesday May 19th 10-12 noon. **John Arrowsmith from '*Model Engineer*' will be visiting.**

CLUB MEETING: Wednesday 4th March.

• Introduction

Our Chairman Jonathan Milner opened the meeting to say that that this was PEEMS last meeting at the RVS building. Brian Mallot's wife had sent a card of appreciation to PEEMS, for sorting out his workshop. Some items for sale are displayed at the end of this newsletter.

• Pickering Memorial Hall, the venue for future PEEMS meetings.



The PEEMS meeting on Wednesday the 1st April will be in Pickering's Memorial Hall (YO18 8AA). The meeting will start at 7.00pm prompt, and Tony Simons will be giving a talk about his Clayton Steam Wagon.

The meeting room is the '*Mill Suite*' on the top floor of the building (indicated left), which is serviced by a lift.

To get to the lift, go through the main doors, past the counter on the left, and through the glass door immediately to the left.

Press the button for Floor 3 (top). For the more energetic members, the stairs to the '*Mill Suite*' are adjacent to the lift.

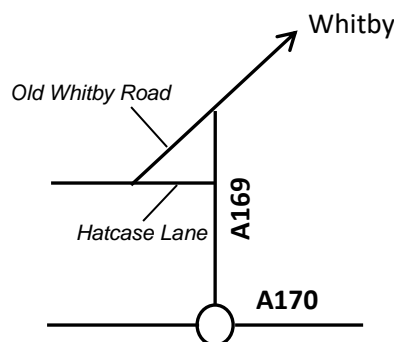
The '*Mill Suite*' can also be reached by the main stairs to the right as the building is entered.

A map of permissible parking near the Memorial Hall, (free and unlimited time in the evenings), is displayed at the end of this newsletter. If the Ropery Carpark is used, the access to Train Lane as shown provides a route 75% the distance as that via Bridge Street.

The Club website has now been updated to reflect the change of venue.

- **The 'Douglas' Motorcycle Museum Visit Saturday 4th April 10 – 11 am.**

For anyone interested, there will be a visit to The 'Douglas' Motorcycle Museum in Pickering. The museum is housed in the old *MAFF* building next to the telephone exchange at the junction of Hatcase Lane and the Old Whitby Road.



PEEMS enquired with John Jennison (who owns the museum) if donations should be given for the visit. John said that if anyone wanted to give a donation this would be given to charity.

- **A PEEMS Excursion to the A1 Steam Locomotive Trust at Darlington Locomotive Works**

The A1 Steam Locomotive Trust is responsible for bringing the brand new 'Tornado' 60163 (*Peppercorn A1 Pacific Class*) onto the nation's main and heritage lines.

It is currently doing the same for the 'Prince Of Wales' (*Gresley Class P2 No. 2007*) which is currently in construction. The trust is based at the Darlington Locomotive Works.

There is an excellent website which explains the trust: <https://www.a1steam.com>

The part of the website which deals with 'Prince Of Wales' is here: <https://www.p2steam.com/>

After clicking on link, press the 'back arrow' on the top left of the screen to return to the Newsletter.

The date that has been decided for the excursion is Saturday 4th July. There will be a 'Roadshow' at the facility where visitors can speak to the staff and engineers, and there will be a chance to visit the facilities.

'Across the road' from the A1 Trust, at the old North Road Station, there is also the *Head of Steam Darlington Railway Museum* which can also be visited:

<https://ilikemuseums.com/museums/73969>

If there is enough interest in this excursion then a coach can be hired.

A show of hands at the meeting showed a healthy interest.

- **Arrangements For Doncaster Model Exhibition Including Stewarding For The Doncaster Show.**

David Proctor explained some of the arrangements for the Doncaster Show, which for PEEMS would be from Thursday 7th May for 'setup', until Sunday 10th May at the end of the show, for 'teardown'

David requested models for the show, because the show's organisers need to know, by the first week in April, what models PEEMS will be taking. A spreadsheet requesting model details has already been e-mailed out. For those members not on e-mail, paper copies were available at the meeting.

The display stand will be slightly modified this year, to facilitate a small area for seating. This requirement for seating has been found necessary from the experience of stewards having to spend a long time standing at the stand during the show.

Pictures, drawings and photos will also be displayed at the back of the stand to enhance the PEEMS exhibition..

David would prefer the model forms back by e-mail, but definitely needs all the forms in at the next club meeting on the 1st April. The stewards will get badges for the show.

Q Will there be contingencies for Coronavirus?

A We will have to take our lead from the show's organisers.

- **Model Display**

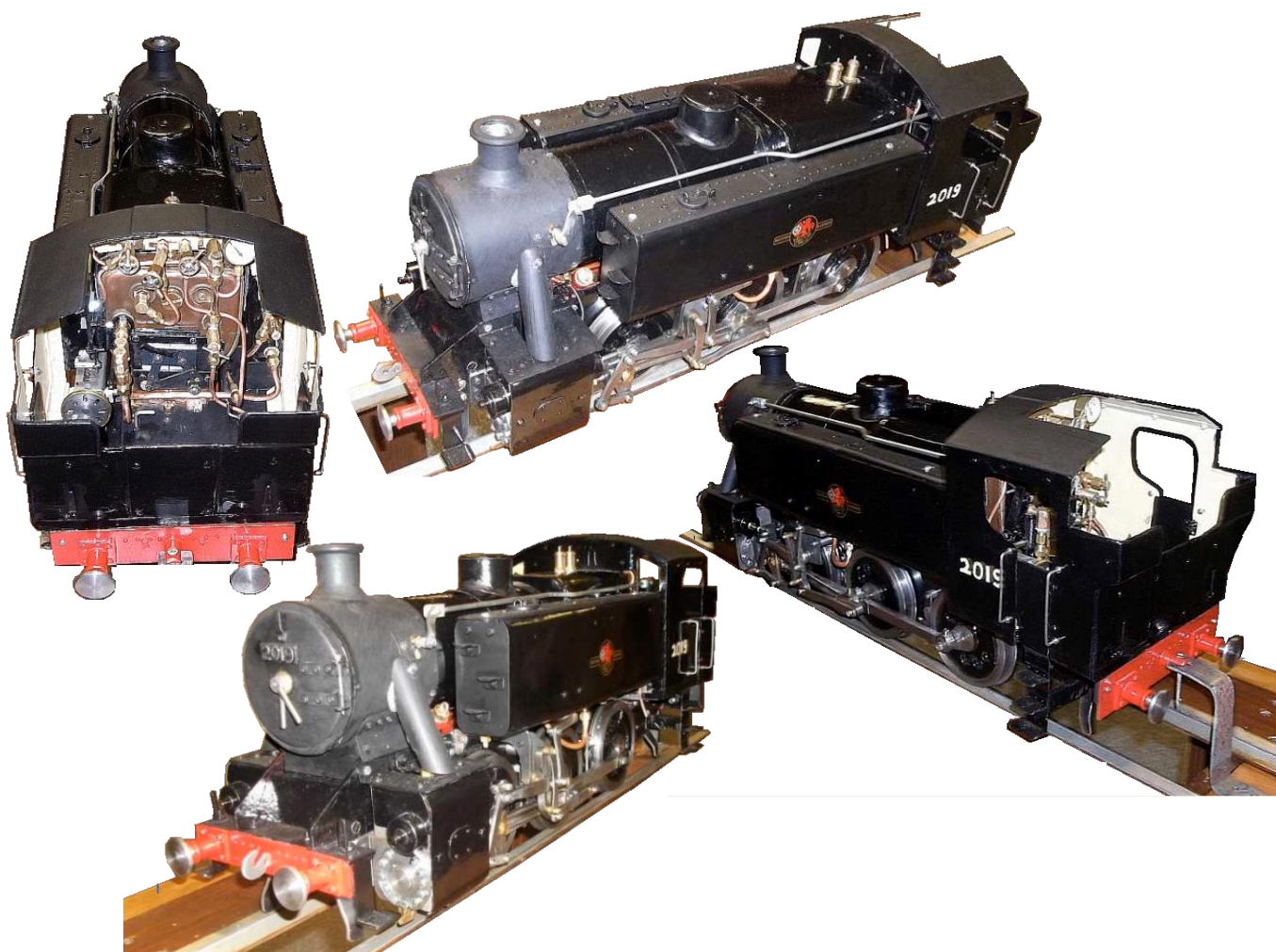
There were two models on display which were 'works in progress' at last year's 'Bring and Brag' and 'Mike Sayers' Trophy' evenings.

- a) John Heeley's 3½" gauge locomotive, based on a Great Western Railway '1500' pannier tank engine. (July 2019 newsletter).
- b) Mike Sayers' model of a 1927 1500cc *Delage* engine. (October 2019 newsletter).

- **John Heeley's GWR '1500' Pannier Tank Engine.**

John said that this engine would be 'steamed up' the next day at *Thornes Park* Wakefield. The tools, kindling and coal were already in his car for the next day.

The stages of manufacture have already been shown at last year's 'Mini Bring and Brag' in March and the 'Mike Sayers' Trophy' evening in July.



The Boiler.

Just to recap. The boiler became available at the end of 2018 again! It was made to a Don Young Midland 2P design which was a 4-4-0 tender engine. It was built by a very good model engineer at the Barnsley Club in around 1985. It was never fitted to a model. Unfortunately he died before it could be fitted to the model.

John bought the boiler 30 years ago, built half of the 2P, and then it was put aside. John then sold the boiler on. At the last meeting of the Barnsley society it turned up again. It always turns up at the same price of £220. The boiler was tested and issued with the last certificate from the Barnsley Club.

John didn't want to make a 2P because of the inside cylinders and he admitted he was fairly 'addicted to axle feed pumps'! John drew the engine up a week before Christmas 2018. It is basically a 'Speedy' design, which is a Great Western '1500' (and is 5" gauge). John's model is 3½" gauge because he wants an engine he can pick up (this one just!). There is a lot of cast iron in it because John needs 'adhesive weight'. It has a

very big fire box. As long as the fire is worked hard, and because of the size of the cylinders, it should have the capability of pulling quite a substantive load.

John is hoping for great things for it. There have been compromises in using this particular boiler, and one of those is size of the fire hole. It is smaller than John wanted it to be, and it will restrict the size of coal he wants to load.

Wheels

The original plan was to produce this loco in 12 months, but it has actually taken 14. The loco is 99% complete, the 1% being the rigging which connects the lever in the cab to the drain cocks (which can be currently operated manually).

Everything in the loco is made from solid metal. The wheels are not spoked. They were made from slices of a hydraulic ram from a JCB. They were originally 5" diameter. It took about 15 hours on a bandsaw slicing them. It's tough chromed steel. Once into it the steel machines very well. These are definitely 'hard steel' wheels, which is good for wear. John wasn't going to machine spokes. He has machined a series of holes in the wheels with balance weights attached with countersunk screws.

Cylinders, Pistons and Superstructure.

The cylinders were machined from a lump of cast iron, the size of a brick, from a foundry. The pistons are steel with a couple of cast iron rings each. The chassis ran on air after 4 months. The locomotive has cost £550 on materials and most of it is recycled 'junk'. All the superstructure, cab, side tanks etc. is stainless steel from two cooker hoods. The smoke box is also a piece from a cooker hood, initially formed around John's leg before being finished on a circular wooden former. There is also a lot of aluminium in it. For instance, the smoke box door and front ring is made from 10mm alloy plate.

Maintenance and 'Strip Down'.

The locomotive is designed on the principle that 'steam engines always go wrong', so half the time is spent trying to put them right. That means you need a loco that comes to pieces quickly. It is designed to come to pieces in 10 minutes, and trials show it does. The cab is held down by 4 screws. The side tanks are each held on by two nuts, one at the front and one at the back. A pipe on the left-hand side of the engine and three pipes on the right-hand side are removed. The two steam pipe covers at the front are then removed (one nut each), and a further two screw unions on each side are removed. Two screws holding the front of the saddle down, and one screw holding the foundation ring at the back are then removed. The boiler can then be lifted out. The smoke box connection at the front is a sleeve that goes up into a stud with an 'O' ring, so the boiler can be removed without opening the smoke box door.

All five of John's previous locomotives have been designed on the principle of a quick 'strip down'. John has found that steam locos have to be stripped down once in a while. 'O' rings fail and glands start to leak etc.

John doesn't think the paint work is very good. Currently his shoulder problems don't let him sand paper. However if the loco runs successfully, John will probably rework the paint work to make it look more presentable.

What made the build possible in 14 months is that John still had the jigs and fixtures available from previous builds.

o Mike Sayers' model of a 1927 1500cc Delage engine.

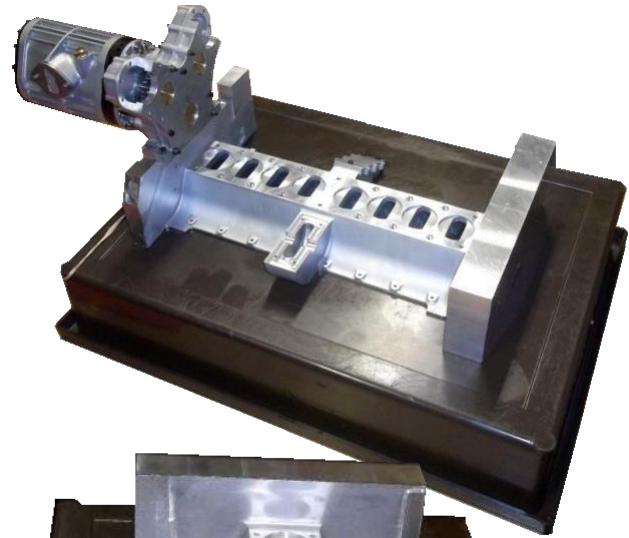
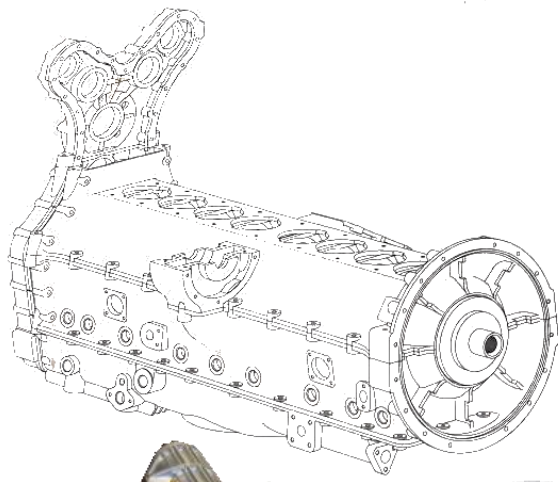
Mike has made further progress on his Delage 1927 Grand Prix engine since it was shown at last October's 'Bring and Brag', when only the supercharger was on display.

What was shown was the result of about a year's work. Mike started the project after last year's Doncaster Show. He had brought along a file of drawings because they represent 18 months of work prior to build. The CAD drawings are the work of Mike's son-in-law, based on the measurements of the original parts at the *Brooklands* museum and from photos.

The block of aluminium that Mike started to machine the crankcase from was 10" long, 2½" deep and 7" wide. This block weighed 11 Kg, and after machining is down to 2.1 Kg, with still a lot of machining to do.

Mike had to work out how to machine the crankcase. All the squares were left on each end so the component could be rotated for machining, whilst maintaining a datum to work from, at whatever angle the component was at.

Some of the gears in the casing work, so those centres must be right. It's working quite well, even though it has been the most difficult work Mike has done. However, he is finding it quite thrilling, even though every component is a challenge!



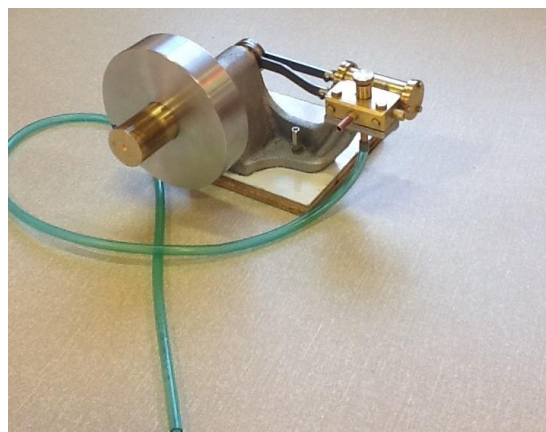
- **PEEMS Visit To 'The Farmers' Breakfast' at Amotherby 5th March**

The Farmers Breakfast (TFB) is a contact group for senior/retired farmers in the area. They meet monthly in Amotherby Village Hall. *The 'Ryedale Carers Support'*, a local charity had approached PEEMS to give a talk.

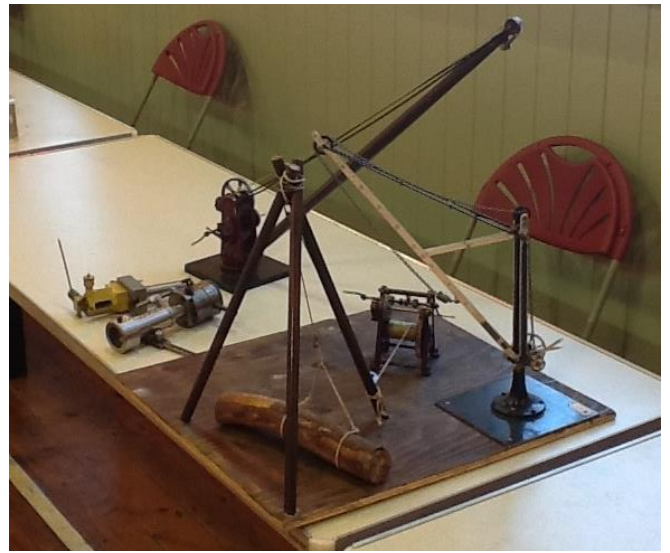
PEEMS gave a small presentation to a group of about forty-five retired farmers. Five Club members kindly offered to go and talk briefly and demonstrate their own interests.

PEEMS were well looked after in an impressive village hall. The morning went quickly and was very much appreciated by the audience. John Nesom took a stationary engine and had it running outside because it was not known if there were smoke alarms inside the Hall!

At the other end of the scale, David Proctor displayed his almost complete 'Myfordboy Stationary Steam Engine'. Chris Bramley took his model 'Power Ram' and Pete Bramley his model cranes. Pete also displayed some tooling he has made for producing some 140 off 1/16 " bolts for his latest project. Mel Doran gave a brief resume of his interesting career and showed his model Atkinson cycle engine. He fired it up outside so many saw it when they were leaving. PEEMS would like to thank everyone who made this event a success.



'Myfordboy Stationary Steam Engine'



• A Message From Paul Windross.

I missed a message from Graham Sykes and did not see the steam rocket bike having test runs at Elvington on 22nd February 2020. It has given some very useful information for his next blast down Elvington on Tuesday 17th March on a full tank.

The Tuesday March meeting has other Top Speed machines testing as well. It costs £5 at the gate to see these speed attempts.

I hope to see the March meeting at Elvington and take some photos of it all.

Items For Sale

From Ian Bryce

There are a number of items for sale, belonging to Ian Bryce.

They are currently in the committee meeting room.

Please contact Jonathan Milner for purchasing or viewing.

All are new or as new except the small scribing block as shown in the attached photos.

Small vertical slide.	£30
MT2 boring shank	£30
MT 2 stub milling arbour.	£10

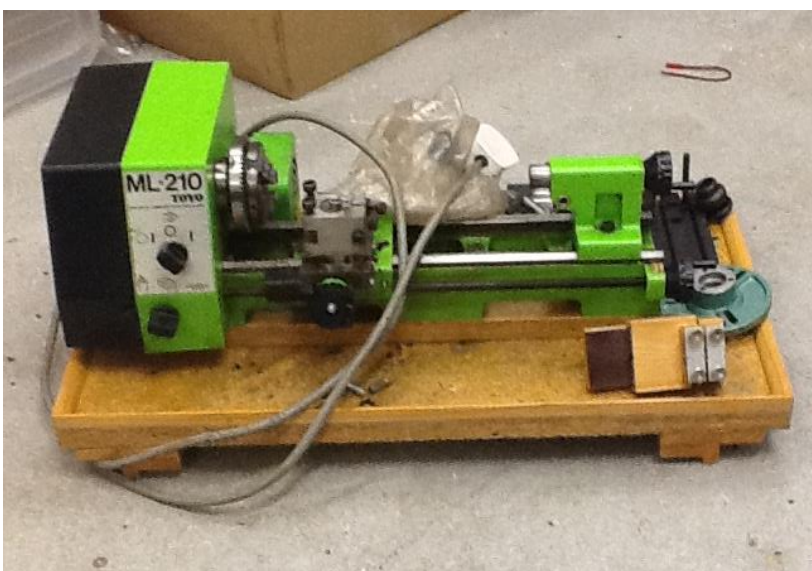
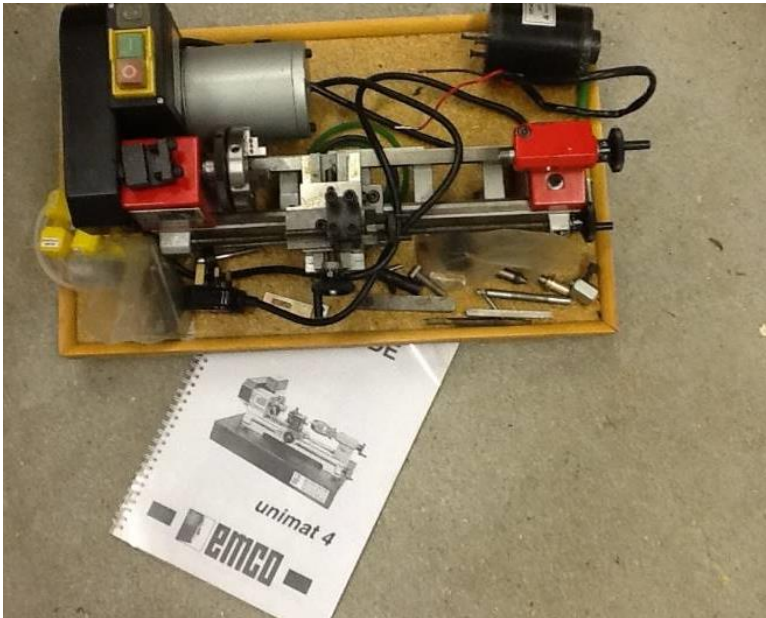


Brian Mallot's Workshop

The remainder of Brian Mallott's workshop will be sold and funds raised will go to PEEMS. I would like to get all this out of the way soon, so closing date for offers will be 11 am 17th March, the next workshop morning. See photos. Viewing can be arranged, contact me. Cheques preferred, made payable to PEEMS

A small Hobbycraft bench drill, motor runs .
A small boat propeller 8x10, weighs about 1.6 kg.
An Emco Unimat 4 mini lathe, motor runs.
An incomplete early Emco mini lathe
A Toyo 210 mini lathe, motor runs.
A set of ER 16 collets and holder.

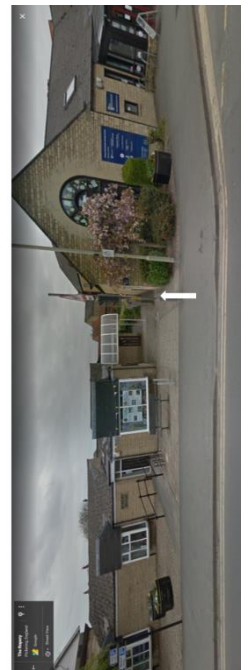
£20.
Not sure what it is worth, offers over £25 ?
Offers over £100.
best offer.
Offers over £100.
new £25



Permissible Parking In The Environs Of Pickering Memorial Hall.



Access To Train Lane From
The Ropery Car Park



Contact:

If you would like to contribute to the Newsletter, the contact is:
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