



# NORTHERN ASSOCIATION OF MODEL ENGINEERS NEWSLETTER

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## ASSOCIATION OFFICERS

**Chairman** Mr Frank Cooper  
**Secretary** Mr Alan Budd  
**Treasurer/Membership Secretary** Mr Graham Toplis  
**Boiler Registrar** Mr Alan Reid

## EDITORIAL.

**Editor** David Elliott

### Editor

As we go to press with this edition we are looking forward a new phase of restrictions being eased. We look forward in anticipation to a good summer and full enjoyment of our hobby, and hoping that this new Indian variant does not take off and further slow recovery. In this issue is an article from Grimsby & Cleethorpes Model Engineering Society reproduced by kind permission of Neil Chamberlain. Also an article from a Burton MES Junior on his thoughts of being a junior member. There is also a reproduction of an article from EIM by Ted Jolliffe which is sad reflection of the times.

### Chairman's Chat



It looks at long last that some clubs are now returning to normal. What a period of inactivity it has been. I hope all goes well as summer progresses. We need someone to replace Alan Budd as secretary after 16 years in the post – any queries please get in touch.

*Frank Cooper*

### Congratulations!

It is excellent news from Hereford Society. 2 of their young members have been given 6 year apprenticeships following the portfolio of their work undertaken at Broomy Hill. Well done to James Knightand and Daniel Bell. We look forward to hearing from other clubs on the activities of their younger members

### Secretary

Health & Safety Advice Now that Miniature Railways are starting to re-open, there has been albeit a very small number of incidents that have come to the attention of the H.S.E. with particular reference to passenger riding cars on elevated track. It is recommended that clubs which provide rides to the public irrespective of the number of times they operate, fit end boards to both ends of all passenger cars of sufficient height and width to prevent hands and feet etc from getting between the cars, an example of the type is shown in a photograph on page 7 of the current guidance, HS 2020.

Please note that if an incident does occur and an H.S.E. Officer comes to inspect, remember that they do have the right to inspect the whole site not just areas and equipment appertaining to the reported incident

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Newsletter Editor Award While there has been a number of nominations for this award the initial flurry has stalled, please show support for your editor's hard work by sending in your nominations to the N.A.M.E. secretary.

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Young Engineer Award We still require nominations for the young and junior engineers awards for 2021, please look at your younger members for this award. The age groups are as follows. Young Engineer 18 - 26 Junior Engineer under 18 -  
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### Cloning a Locomotive – Reproduced by kind permission of Neil Chamberlain

Towards the end of last year the Blower ran a series of articles by Andy Giffin where he described the construction of a South African Railways 15F in 5" gauge.

Well in January Andy sent an email update on progress.

This is what Andy sent me:

I had gotten as far as driving the new loco on compressed air when I wrote the build "diary" last year. The next step was going to be a join-the-dots exercise with copper pipework, to pass the next big milestone of being able steam it.

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In theory it would not have strictly needed all the pipework to bring it to that stage, as the only essentials would have been the hydrostatic lubrication pipes, blower and the injector pipework, but it would have been a false economy in time and effort to do the minimum, as most of that would have had to come off again to complete it.

I did a quick estimate of the total length of all the copper tube, to give some idea of how much goes on these engines, and it came to over 60 yards. When the coils of pipe arrived, I assumed I had massively over ordered, but before long not much surplus remained.



At the risk of being boring, here's a brief breakdown of the sizes:

- Some very small amounts of 1/16" pipe went into connecting the smaller pressure gauges
- most of the tube was 3/32", which is a very close scale match for the hydrostatic system, which entails a condensing section to the oil reservoir, oil feed to the sight glass, and delivery to the cylinders. The same size is used for the steam chest pressure pipe.

- 3/32" suited the electric lead to the headlight.

- 1/8" tube for the blower, dummy generator steam and drifting

- valve. - 3/16" tube for injector steam, whistle, vacuum ejector steam, steam reverser.

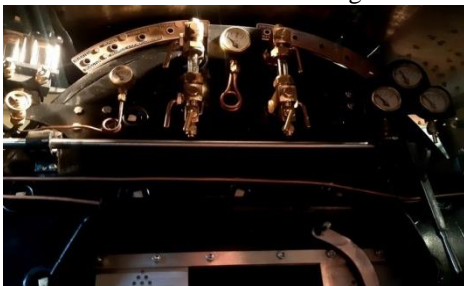
- 5/16" for the injector delivery pipes to the top clacks, and blowdown baffles, and train vacuum pipes.

Big 1/2" vacuum ejector exhaust pipe.

Now that any prospect of getting this down to the mill for boiler testing seems quite distant, it's been tempting to steam up at home, but my instinct is very strong that considering lack of space and options to steam outside, now is the time to sit tight.

It would be possible to rig up a flexible ventilation tube to lead exhaust steam out of the workshop but I doubt I could do the same very effectively for the safety valves and I'm convinced everything in the workshop would end up covered in condensate!

At least I've been able to do a hydraulic test without too much fuss, so it's not a bad stage to leave it. It was interesting draining the boiler of all 30 litres though.



I originally planned to avoid adding too much backhead detail, and finishing the vacuum brake system, until it had done its maiden run on the track. I would feel much more relaxed about detail work once I know the running test is all successful. The final job would be to connect the many steam manifold valve spindles, through the holes in the cab weatherboard and through cast spindle guides (via 2 universal joints each!), ending in the 3d in the printed brass valve handles.



Now I'm not so sure I can mothball it until the spring, but that might be wise. Roll on better times!



*Andy managed to curb his enthusiasm and following a successful boiler test was tempted out on to the track for a very gentle test run.*

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## Young Member



Hello, my name is Michael and I am a junior member at the Burton Upon Trent Model Engineering Society, (Riverside Miniature Railway.) Since I can remember, I have been surrounded by steam and diesel locomotives. My Father and Godfather have a strong passion for locomotives so from a young age;

we were constantly visiting heritage railways. I first came into contact with the BMES from when my Godfather joined

as a member. I then proceeded to have my 3rd, 4th and 6th Birthday parties there.

My 6th party was very special to me as I got to drive a 'Class 37', little would I know, that, seven years later myself and my Dad would own that exact loco.

You don't have to own a loco to join the club. All you need is commitment to the clubs activities and beware that it's not all centred on driving. However, you will get plenty of opportunities to drive and operate the locomotives. There is so much to do as a junior member and I am never short of jobs.

Kind regards,  
Michael

## Editor

Michael is very much a useful member of the club and has achieved his bronze D of E as a result.

## The Following article reproduced from EIM by kind permission of the Editor EIM and the Author Ted Jolliffe

### Young Engineers need protection too...

#### YOUNG VOLUNTEER

May I add a few thoughts to the discussion? Over the years I have had the good fortune to meet with several youngsters, who have shown promise in our hobby. The fact that with maturity the rival claims of career, education and romantic distractions led them away from the hobby is disappointing, but one can only live in hopes that in later life the old mechanical fascination returns and we can welcome them back into our ranks.

I feel that most recruits join via the club movement, and here lies a first possible stumbling block; that of the grumpy old man who wants nothing to do with kids around the facility. Unless he/they can be persuaded to accept the need for young blood then any recruiting drive could well end in failure and disillusionment from the would be recruit.

Yes some come via Dad, granddad or a friendly uncle, and often stay the course.

Many clubs have a cadre of members willing to accept and encourage youngsters, even to accept some responsibility for training in all aspects of the hobby. (Others regard youngsters as an imposition!)

I firmly believe that there is a darker aspect of encouraging youngsters.

We should be aware that this scenario is possible.

In the course of my active time in the hobby, I held perhaps a unique position, an ex-copper with a second career as magazine editor.

Over the several years in that post I had on several

occasions to reply to questions about the behaviour of a club member who showed too much interest in helping certain youngsters on and off trains during running sessions and in some cases wanted to develop a more than healthy interest in the training of a young member. Each time a tactful warning from an officer of the club involved, brought such practices to a conclusion, often with the member moving to other interests not connected with the hobby.

My worry is that if such individuals do not get noticed and eventually get in trouble with the authorities that our hobby could, by association, come in for criticism, maybe in knee jerk reaction from some local authorities losing their premises as a result of the act of one individual.

I am aware that such are isolated incidents, but would urge that clubs inviting junior membership or operating public services are aware of the dangers.

The other thing which increasingly worries me is that I do not recall any more than a handful of members of ethnic minorities as members of clubs. In the present climate maybe a small recruiting effort in this direction would prove fruitful, as a group we do not want any slur of racism levelled on the hobby.

I am not advocating witch hunts through the hobby, but as a rule of thumb I would regard any member who point blank refused the chance if s "CRB" check or its modern equivalent as being worth more than casual attention.

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My only wish is that the hobby continues in good heart for many years to come, giving joy to any who come in contact with the movement.

Ted Jolliffe

*The EIM editor replies*

*While many readers might not enjoy reading this letter, Ted does make some valid points. However they should be seen as sensible advice – and not as a reason for clubs not to bother making any efforts to recruit younger members. Such new blood, the next-generation model engineer, is essential to ensure the hobby we all enjoy will have a future.*



Midlands Model Engineering Exhibition  
Thu 14 Oct – Sun 17 Oct  
Warwickshire Event Centre, The Fosse, Fosse Way,  
Radford Semele, Royal Leamington Spa  
Leamington Spa

Still going ahead. Let's hope nothing changes

Contributions for next issue by 31st August please.