



SOUTHERN FEDERATION

of

MODEL ENGINEERING SOCIETIES

Formed from the Federation established in 1970 by Model Engineers for Model Engineers
A Company Limited by Guarantee in England and Wales No. 9002737
www.sfmesc.co.uk

A wonderful summer!

Model Engineering is alive and well



This magnificent work of art seems to have appealed to everyone.

A 1:14 scale scratch built model of the Kittoe & Brotherhood Beam Engine preserved at Coldharbour Mill, Uffculme, Devon. Built by Geoffrey Goodchild who was awarded a Gold Medal and The Bill Hughes Cup (donated by Mrs E Hughes for a fine example of amateur craftsmanship in a steam powered model) for this splendid entry in MEX 2016 Class A2 (Photo Mike Chrisp)

AGM fast approaching 11th March 2017 at Burton on Trent
Claymills Victorian Pumping Station
www.sfmesc.co.uk

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Views and comments expressed in this publication are not necessarily those of the Southern Federation of Model Engineering Societies

EDITORIAL

Our Chairman, Bob Polley has written in this edition to ask if the Southern Federation is serving you well. Do respond to him with your comments for that is how the Federation is guided for the future. That is the matter for “today”.

I have added some comments later on about our “tomorrow” for all member societies to consider. We, that is your committee, continue to get older and cannot go on for ever. New, fresh young blood is needed to preserve the continuity of the Southern Federation and the services it provides. We cannot assume that ‘just some-one else can do it!’ It is vital to manage our hobby ourselves

Related to the above is the Federation’s AGM to be held on Saturday 11th March 2017. This year at the Claymills Victorian Pumping Station in Burton on Trent.

And as this is becoming a bit of a nag list, please do keep in mind your young engineers who might be eligible for the Polly Engineering Award. Details are on the back page of this issue.

Many people have observed that this year 2016 seems to have flashed by, it has for me! But we have seen some wonderful work at the shows and some of the rallies have been well attended so perhaps it is all worth it.

So as the summer fades away, it is back to the workshop where those mysterious empty coffee cups will start to appear and our tools will likewise disappear. Time to get those wish lists prepared, get some work done and before you know it we will have the sun back and wonder why time flies. Having a good time I guess!

David Goyder, Newsletter Editor

CHAIRMAN’S CHAT

This summer has seen me purchase a 32 year-old classic motor home, the intention being that it will allow me to visit not only more ME exhibitions but to visit clubs and societies throughout the UK. However I will apologise in advance if I don’t visit your club, as remember there are well in excess of 200 clubs in the UK

Having been used recently to “modern” vehicles, this motor home with no power steering, computers, electric windows, etc. has meant using old skills, such as double-declutching and cadence braking (no ABS). It’s the same in our workshops, we are getting used to, and take for granted, CNC equipment, laser cut materials, 3D printing, etc. but still use many old and

basic skills (although I doubt there are many treadle lathes and hand powered drill presses still used—a letter to the editor if you do?) and enjoy our hobby all the more for doing so.

We need to embrace all the modern technologies and materials that are available to us but not to lose sight of the old and try and pass on these skills to new entrants to our hobby as a way of helping them to get the enjoyment from the hobby that we have no doubt achieved, after all it is only if the hobby is enjoyed will it prosper into the future.

Bob Polley Chairman

Southern Federation of Model Engineering Societies

Events, Special Occasions and more 2016-7

The best place to promote your special events is on the website <http://www.sfmesc.co.uk/public/>

8th October 10-5 Open days for the Welling and District Model Engineering Society

11 March 2017 Southern Federation Annual General Meeting—Claymills Pumping Station Burton on Trent

Programme: 11:30 Tours of the Pumping Station, 13:00 Lunch

14:00 Annual General Meeting

9th September 2017 Southern Federation Annual Rally @ Fareham

“Do use the website for your special events”

Please keep your Society data up to date (so we can talk with you)!

An up to date list of members is essential for club and society secretaries and so it is for the Southern Federation, so please would you check the names and contact details of your Club Officers held in our membership data.

You can update as necessary yourself, but if you have problems accessing or changing data then please either contact the webmaster by using the “Need any Help ?” section on the home page or contact me at peter-squire@sfmes.co.uk and I will do my best to help”.

Are you being served?

By Bob Polley, Chairman,

Southern Federation of Model Engineering Societies

Everyone must remember that magnificent sitcom with Mrs Slocum, Captain Peacock and Mr Humphries at Grace Brothers who made the title of the series an English watchword.



Mollie Sugden, with apologies to the BBC

But the expression, "Are you being served", can be viewed seriously in the context of the Southern Federation as the purpose of the Federation is to serve members Societies in their pursuit of the joys of the wonderful hobby, Model Engineering. Our hobby does occasionally present some challenges.

The first service on my list is really two faceted. On the one hand, the Federation provides the interface between our insurer and member societies to be able to properly insure ourselves against public liability and our own losses. Remember we are using pressure vessels many of which are at as much as 100 psi and 200 psi on some compound road vehicles, and it is difficult to find insurers who are willing to provide such insurance.

Pressure Vessels and Testing

Instructions and Certificates

Small Boiler Certification - instructions

Change of Boiler Ownership

Downloadable documents and forms

General Guidance

HSG216 Passenger Carrying Miniature Railways

HSE Guidance on the regulations for PSSR

CE Marking of Boilers

Pressure Systems Safety

Pressure Equipment Regulations

Boiler Test Code and Documentation Overview

Beginners' Guide to Testing

Testing Checklists

Change History

Dead Weight Testers

Legacy Blowdown Valve Upgrade

Governance

On the other hand, the Southern Federation is a member of the Model Engineering Liaison group known as (MELG) through our Safety Officer Bob Walker. It is he who works tirelessly to improve, and dare I say help rationalise, some of the idiosyncrasies that crept in. This work ensures that member societies have the framework, guidance and rules to comply with the law, namely the pressure vessel regulations. This is a complicated document and the MELG have distilled this sensibly for our use.

(I should add that the MELG has representatives from the Southern Federation, Northern Association of Model Engineers, Midland Federation of Model Engineers, the 7 1/4" Society, Royal and Sun Alliance Engineering and Walker Midgley Insurance Brokers

It is our member society's' compliance with the Examination & Testing of Miniature Steam Boilers BTC 2012, the-"Green Book" that gives our insurers the confidence to insure us in the first place.

Let's move on. The Southern Federation is able to

serve its member societies by being repository of knowledge. There are a number of organisations who provide knowledge to the hobby. An example might be SMEE who have provided the correct profile of wheels as you saw in the previous newsletter.

The Southern Federation however, draws together much of the relevant knowledge that it can in a series of guidance notes. These are listed in the website.

(www.sfmes.co.uk)



Screen shot of Southern federation website menu with "sources" of information

Screen shot fragment from the Southern Federation website showing the sources of information

continued over

The 2016 Model Engineer Exhibition took place on 16, 17 and 18 September at Brooklands Museum, Weybridge, Surrey.

The MEX is a familiar part of the calendar however this year's venue was new and interesting. Discussion will continue on the pros and cons but for one person it seemed a more intimate show with a bit of fun finding out where various bits could be found. Also welcome was the lack of backpacks with bits of metal poking one's eyes out but then that is just a personal view! The one call by all here and at Doncaster was signage just to tell the visitor where it all was.

The best part was the exhibits of course and these were a feast! The Model Engineering press reviews these shows beautifully so for our newsletter I thought it not a bad idea to highlight some outstanding items that can inspire modellers in the future.

The first one I saw is on the front page of this newsletter and is a beam engine made by Geoffrey Goodchild. He was awarded a Gold Medal and The Bill Hughes Cup (donated by Mrs E Hughes for a fine example of amateur craftsmanship in a steam powered model) for this splendid entry.

It is a 1:14 scale scratch built model of the Kittoe & Brotherhood Beam Engine preserved at Coldharbour Mill, Uffculme, Devon.



There is so much detail in this photo. The main steam pipe valve has some detail that is a bit difficult to see but very accurate. The pipe work above the piston is equally detailed and a real joy. Notice the small sliver handle behind the main valve. No idea what it does but the work is superb! Let's give the last word to the maker. (Photo Mike Chrisp)

"And the difficult bit? Undoubtedly the painting despite the best efforts of Christopher Vine, in his most excellent book, I really struggled to produce something even halfway decent.

As so often appeared in my school reports, "Geoffrey could do better".



Just look at the detail in the walkways. The railings are so symmetrical. You can imagine the resident shift engineer shining them with an oily rag in one hand & looking after his engine. (Photo Mike Chrisp)

Are you being served? (concl'd)

With an ever active (albeit now more sensible) H&SE, if a society were to have an 'accident' that caused the authorities to look into it, they would want to see your society's documentation for the maintenance of any of the society's assets involved in the accident, be they service records of trolleys, records of repairs to anti tipping rails or the reporting and recording system of inspections. The Southern Federation can serve you

in establishing these systems based upon the experience of the Federation and its membership as a whole.

To conclude, there is even a guidance note on the legal side of managing a society! So I do hope you are taking advantage of the many ways the Southern Federation can serve you and your society.

The answer to the question, "Are you being served?" must surely be YES!!

More 2016 Model Engineer Exhibition



This model caught my eye, I suppose, as I once served in a similar sort of thing, albeit a hundred years later and mine was grey and a lot smaller!

The ship is a handsome vessel but it is the detail that draws one in. I did not get the detail of the builder or even the name of the vessel so I must ask your forbearance if I speculate a little.

I believe this is a model of a Royal Sovereign class of pre dreadnaught battle ship built between 1889 and

1891. There were all made obsolete by HMS dreadnaught (1906). She is shown wearing a Rear Admiral's flag so she is able to be a flagship. She would be then, either the name ship or perhaps HMS Repulse.

What you don't see is a pair of Humphrys and Tennant triple expansion steam engines producing some 11,000 hp for a maximum speed of 17 1/2 knots. She carried 1,420 tones of coal so you can imagine the task to make her look so pristine after coaling!

Let's look at the detail. (Photos Mike Chrisp)



The ship's boats always carried a sense of pride. Look at the Admiral's pinnace, the Captain's pinnace, all powered by steam. The derricks for hoisting in and out are exact in detail. The ship's boom (for the boats) is visible just above the waterline.

The bridge is interesting with no shelter against incoming shot, just a shelter for the helmsman, if Nelson paced the quarterdeck, why can't they!!! A very special model.

What makes a good boiler tester? (Boiler Examiner)

This question is asked frequently in clubs and Societies and I think many readers will recognise that there is no simple answer. There is a saying that if you ask a group of model engineers a question, much as the one posed above, you will get as many different answers as there are model engineers present plus one! (Many years ago when I was young dinghy sailor, my mother was a race officer. When asked, what makes a good race officer she responded, "tall, dark and handsome will do") That probably sums it up for Boiler examiners too.

Recently the Federation received a request from a member society and our Safety Officer, Bob Walker, was kind enough to provide a more formal (and serious) response.

He replied,

The requirements for the skills needed for a recognised Boiler Inspector are clearly set out in the boiler test code (BTC) "The examination and testing of miniature steam boilers (Revised edition 2012), aka "The Green Book", particularly at Section 3.9(b).

Section 3.9(a) sets the requirement also that the Inspector's level of competence shall be verified by the Committee of the Society or Club under whose name the boiler is examined and/or tested and that the said committee 'appoints' the tester as an Inspector for that Society or Club.

The requirements and basis of the test code make it impossible for anyone to carry out tests in conformance with the code unless they are a member of a Society or Club registered with one of the national bodies representing the model engineering hobby (Southern Federation of Model Engineering Societies, Northern Association of Model Engineers, 7¼ Gauge Society Limited or the Midland Federation of Model Engineers).

It is also not possible for an Inspector to carry out boiler tests in conformance with the code for anyone other than their own Society or Club and/or its members, i.e. individuals or members of other Societies or Clubs (except in certain restricted circumstances).

(Ed note. Very small societies with only one examiner is a special circumstance and the best thing is to contact Bob for individual guidance.)

These restrictions are pre-requisites for the acceptance by the insurance industry of the general principle of Societies or Clubs doing their own boiler tests. The present unified system of testing and certification has been agreed by representatives of the national bodies and insurance representatives meeting together under the umbrella organisation Model Engineering Liaison Group (MELG).

The present system has been created to meet the requirement of the law (Pressure System Safety Regulations 2000) as a common system for use in the hobby. Otherwise, all boiler testing and certification would have to be done by licensed, commercial testers. The entire system of test code and certification itself is strictly limited to "hobby purposes only" (BTC, Section 2.1).

Additionally, for the testing of large boilers (exceeding 500 and up to 1100 bar litre), the Inspector's details have to be notified to the Southern Federation.

For individuals without access to a copy of the BTC through their club or society, copies can be purchased using the Southern Federation web site. Alternatively, for individuals or Society/Club members registered to use the web site, the Code can be downloaded in pdf form.

Bob Walker

A Suggestion. Come to an Inspector's seminar!

Seminars for Boiler Inspectors

A Seminar for Boiler Inspectors was held at Chelmsford in spring 2016 and was over subscribed and by all reports received was found by the delegates to be helpful and informative.

The next seminar will be held in Northern Ireland in the autumn of 2016 in conjunction with the Northern Association of Model Engineers. We plan on a maximum of 40 delegates in order to give each delegate the best opportunity for involvement on the day.

It is now time to start planning the spring 2017 seminar and therefore expressions of interest from members in sending delegates and/or to host the event would be most welcome.

We would particularly like to hear from members in the south west of the country which until now, has not been covered by the seminars

Please send your requests for places at a seminar to petersquire@sfmes.co.uk "

Have you unused Written Scheme of Examination Books (WSOE)?

Should your society have Written Scheme of Examination book that is an unused or not needed, David Mayall would be happy to hear from you to seek your returning it for use by other societies.

The best way is thought to be at an exhibition so there is no postage cost involved.

Please contact David at davidmayall@sfmes.co.uk

Southern Federation 3rd September 2016 Rally at Guildford

The Guildford Society kindly hosted the Southern Federation Rally for 2016 at their site at Stoke Park. 32 visitors were recorded with 18 locos present.

We saw a great range and variety of locos ranging from an A3 in 7 1/4" to 'Ayesha' in 2 1/2".

Judging the Australia trophy proved to be a challenge due to three 'most worthy' locos present. These were Dave Finn's 3 1/2" 'Hall',



Or Will Powell's 2 1/2" Ayesha



Or, Ivan Hurst's 5" Class U. (Driven by Peter Squire)



After due consideration, the three judges thought that the superb detail they saw with Ivan's mogul just topped the other two.



Mike Chrisp presenting the Australia trophy to Ivan Hurst.

It is custom that the host society provides a small gift to be given to the person who brings a loco and has travelled the furthest distance to come to the rally. This is based upon the member's post code. This year Will Powell topped John Hancock by .2 of a mile to win with a distance of 90.5 miles.



Guildford Model Engineering Society Chairman, Martyn Harrold presents the 'Guildford' prize to Will Powell.

Other locos seen this year included, R Manwaring's 5" Class 47, Linda and Martin Gearing's Simplex, Phil Brien's 7 1/4" Petrol Planet, Ian Robert's 5" Torquay Manor, John Wilks' Woolf Compound, Derek Alford's 7 1/4" 'Wendy' 0-6-0T and David Goyder's 5" 'Princess of Wales'.

Many thanks Guildford, thoroughly successful rally!

All photos Mike Chrisp or his camera!

The Southern Federation of Model Engineering Societies Tomorrow

Bob Polley, our Chairman has spoken eloquently about today in “Are you being served?” This note looks to tomorrow. The simple question being asked is, “In whose hands will the Southern Federation continue to serve the Member Societies in the style to which they would like to be accustomed?” Now we are all familiar with the agony that Model Engineering Societies face when there are few members willing to take on the various roles that make the society a success. People sometimes joke about the dilemma and indeed Mike Chrisp has related how Percival Marshall, at the launch of his magazine ‘The Model Engineer’ in 1898, was told that model engineers were an ageing group and that his new journal would not survive into the new century. But it is a success some 118 years later.

A society that is short a committee member or two is unfortunate and unwelcome but societies do survive. This may sound callous but it is the real world. And occasionally one hears of societies on the verge of folding, yet good spirited members save the day and the club prospers, both socially and engineeringly (if that is an expression one can use!)

Continuing the functions of the Southern Federation of Model Engineering Societies is a more serious matter as the Federation does provide some essential services to the hobby. These may not be immediately apparent as the work of the Federation is often low profile. Chairman Bob has explained much of this in his article but to emphasise one key issue, let me repeat that we are to a large extent a self regulated and self managed activity or hobby and that is a precious privilege to safeguard.

The Southern Federation administers compliance with the pressure vessel regulations (Boiler testing in our speak), much as the Northern Association of Model Engineers and the 7 1/4” Society do for their members. The Southern Federation, where asked, helps clubs with the issue of how to run a safe public passenger hauling railway. How to provide systems that allow clubs to satisfy the inevitable questions the HSE will ask when things go wrong, and very occasionally they do.

So, what is involved?

There are some roles that are essential and some that are supportive to the general activity of the Federation. (You see much of this at <http://www.sfmes.co.uk/public/> and press the “Contact Us”)

Essential. Safety Officer (represents the SF in the Model Engineering Liaison Group), Boiler Registrar (keeps essential records) and Membership Secretary

and IT to manage the data and preserve confidentiality. These roles fit into a structure so we have a Secretary and Treasurer. We have also a Chairman who keeps it all together!

Supportive, Vice Chairman and events coordinator (to show the flag), Awards, especially the Polly Engineering Award to encourage tomorrow’s young engineers and a Newsletter editor (Me) to tell you all about it.

The current committee members will not go on indefinitely, we get old!! So we need the next generation to come forward. One can put one’s toe in gently. Coming forward to join the committee (as a general member) to see how it works will cost you little and reward you plenty. The cost is something like a couple of hours a month plus four ‘committee’ meetings a year. You may even have an opinion and contribute to a discussion. Not too much more.

The rewards are what you make of it. But let me quote my situation. Martin Baker talked me into the newsletter. “Give it a try!” I did and I have met some really lovely people, learnt a lot and had a lot of fun doing the job. When I do a day on the SF stand at an exhibition, I even get in for free even if the feet hurt a bit! The rewards are what you make of it!!

So call one of the ‘committee’ and come along, kick the tyres and see what you think of it! Nothing to lose!

David Gouder, Editor

Another look at Ivan Hurst’s Class U Mogul, winner of the Australia trophy



A little levity, with apologies!

Drilling Holes the Hard Way

by Gordon Martin

The drill whined on and on and on. I sat at my desk working on a quotation, but I was distracted because something did not sound quite right out in the plant. I probably drove my staff crazy because I could hear the slightest problem with all of my machines, as I had built, modified and operated most of them. One wrong noise from the plant and I was out there like a shot to see what had gone wrong. The enterprise was a small magnet fabricating company and I was in my element surrounded by machines, being more comfortable with the hands on stuff, rather than the administration.

Back to drilling holes. The sound of a Black and Decker AC drill is quite distinctive and this one just kept going on and on and on. Drill and tap two 3/8-16 holes in a press bed, a simple enough task, I thought, but it seemed to be taking forever I commented to my office manager that something wasn't right with that drilling operation. She said, "Oh Gord, you're micro managing; sometimes you just have to leave people to do the job on their own." Okay, I'll give it a bit more time, and went back to working on my quotation.

I had just hired the young man the day before and he claimed to have lots of mechanical experience, as his most recent job was in a welding shop. "Do you know how to drill and tap holes?" I had asked him. He replied as if it was a silly question, "Of course."

The drill whined on and on and on. The press bed, cast iron, should be soft like butter so there was definitely something wrong and I finally went out to the plant to check what was going on. The drill was laying on the floor, smoking, too hot to touch. The grease was dripping out of the gears. The hole was oval shaped and went through the cast iron at an angle of about 5°. The hole was surrounded by extremely fine black powder. Have you guessed the punch line yet? Oh yes, he had worn his way through the cast iron press bed with the drill in reverse.

This happened about 20 years ago, and I've been retired for almost 15, so I honestly cannot remember what happened next. I am quite sure I did not lose my temper, nor did I fire him on the spot, but I think, after a few weeks of mediocre production work, he just wandered away on his own volition.

What is the Difference Between Complete and Finished?

No English dictionary has been able to adequately explain the difference between these two words. In a recent linguistic competition held in London and attended by, supposedly, the best in the world. Samdar Balgobin, a Guyanese man, was the clear winner with a standing ovation which lasted over 5 minutes. The final question was *How do you explain the difference between COMPLETE and FINISHED in a way that is easy to understand?*

Some people say there is NO difference between COMPLETE and FINISHED.

Here is his astute answer:

"When you marry the right woman, you are COMPLETE.

When you marry the wrong woman, you are FINISHED

and when the right one catches you with the wrong one, you are COMPLETELY FINISHED..."

He won a trip around the world and a case of 25 year old Scotch!

A true story

Scientists at NASA built a gun specifically to launch standard 4 pound dead chickens at the windshields of airliners, military jets and the space shuttle, all traveling at maximum velocity. The idea was to simulate the frequent incidents of collisions with airborne fowl to test the strength of the windshields.

British engineers heard about the gun and were eager to test it on the Windshields of their new high speed trains. Arrangements were made, and a gun was sent to the British engineers.

When the gun was fired, the engineers stood shocked as the chicken hurled out of the barrel, crashed into the shatterproof shield, smashed it to smithereens, blasted through the control console, snapped the engineer's back-rest in two, and embedded itself in the back wall of the cabin, like an arrow shot from a bow.

The horrified engineers sent NASA the disastrous results of the experiment, along with the designs of the windshield and begged the US. Scientists for suggestions.

They replied, "Defrost the chicken"

PUBLICATIONS AVAILABLE FROM SOUTHERN FEDERATION MES

The SFMES publications listed below are available from our stand at rallies and exhibitions or by post from David Mayall. Please make contact first by phone or email to get combined postage costs when ordering more than one item. (See note below). The figures shown here are for single items only. Please make cheques payable to 'Southern Federation MES'

Title	From Our Stand	By Post
Examination & Testing of Miniature Steam Boilers BTC 2012 - Green Book	£0.50	£1.30
Ditto - Pack of 5	£2.50	£4.50
Boiler Test Certificates - Pad of 50	FREE*	2.60
Written Scheme of Examination - Pad of 50	FREE*	£3.40
Small Boiler Test Certificate - Pad of 50	FREE*	£2.60
Boiler History Record Card - Pack of 10	£3.50	£5.10
Plastic wallets to hold certificates size A5	£0.75	£1.90
Ditto - Pack of 5	£3.75	£5.30
HSG216 Passenger-carrying miniature railways 'Guidance on safe practice'	£3.00	£5.00

David Mayall
Tel: + 44 1252 684 688
Email: davidmayall@sfmes.co.uk

Or use <http://www.sfmes.co.uk/public/?action=publicpublications>

These publications are issued free of charge to fully paid up member clubs and societies however for delivery by mail the cost of the postage, as shown, must be borne by the Club/Society placing the order.

SOUTHERN FEDERATION MES COMMITTEE

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Vice Chairman	Ivan Hurst
Secretary	Peter Squire
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Membership Secretary	Martin Baker
Boiler Registrar	David Mayall
Safety Officer	Robert Walker
Newsletter Editor	David Goyder
Vulnerable Groups	Volunteer welcome
Events and Awards	Mike Chrisp
President	Brent Hudson

INSURANCE CLAIMS AND INCIDENTS

All claims and reports of incidents should be notified in the first instance to Walker Midgley.

FEDERATION INSURANCE BUSINESS Managed by Walker Midgley Insurance Ltd

Committee members' contact details can be found on the Southern Federation MES web site

www.sfmes.co.uk

Southern Federation Insurance Scheme

We are delighted to recently have been appointed to arrange the Southern Federation's insurance scheme and we look forward to working with everyone. Clubs and Societies should by now have received an information pack detailing the transitional arrangements.

For the first year only it will be necessary for those clubs, societies and members who have their policy via the Southern Federation scheme, to complete a fresh proposal form. For miniature traction engines and other road vehicles up to 6in scale you need Model Road Steam Insurance. For locomotives, rolling stock, boats and other models you need Southern Federation Members Insurance. Both policies include the facility to insure Road Trailers, Personal Accident, Home Workshops, Products Liability and Garden Railways & Portable Tracks

Cover is also available for Commercial Miniature Railways, Vintage Tractors, Modelling & Model Engineering Businesses, Stationary Engines, full size Traction Engines, Memorabilia Collectables & Bygones and a special policy for vans used for Social Domestic and Pleasure

plus we can quote for your Home Buildings and Contents Insurance your Car Insurance and Business Insurance

For full details contact:



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**Have you a young member
in your Club or Society
eligible for the**

**SOUTHERN FEDERATION
TROPHY &
POLLY MODEL ENGINEERING
PRIZE?**

The Nominee shall be no more than 24 years of age at the date of nomination.

Nomination shall be made by a Club or Society affiliated to the Southern Federation of Model Engineering Societies and the Nominee shall be an active member of that Club or Society.

The Nominee shall have demonstrated the acquisition of skills in the use of appropriate materials and metalworking hand tools and / or machinery / equipment by producing a model, other mechanical item or piece of workshop tooling associated with the hobby of model engineering, complete or part built, constructed using metalworking hand tools or equipment normally found in the home, school, Club or Society workshop.

Supervisory input and items built as apprentice pieces in a training environment are acceptable. The work shall be the nominee's own but normally acceptable commercial fittings, fixings, fastenings or other components may be used.

Visit www.sfmes.co.uk for further information and an entry form