



SOUTHERN FEDERATION of MODEL ENGINEERING SOCIETIES

Formed from the Federation established in 1970 by Model Engineers for Model Engineers
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Atmosphere at the Rally



Photo by George Gearing

Southern Federation Annual Rally—Fareham
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LBSC 50 years on!
A modelling challenge.
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Editor: David Goyder Tel: 023 8042 1201 newslettereditor@sfmes.co.uk

EDITORIAL

We in this hobby of ours bemoan the lack of young people coming into the hobby, members to help with managing clubs and more if we can find it. So let me share lovely surprise I had a day or so ago.

We had quite a lot of visitors for lunch recently (all to do with a son finally getting married) and one family arrived with five children. The eldest child was a tall, slim and very pretty young lady of about fifteen. The boys wanted to see my loco so off we all went to the workshop.

The young lady spied my lathe, "I use one of those at school", and casting her eyes about she said, "and you have a pillar drill and a mill. I haven't done milling yet but will be soon". She is doing a GCSE in engineering!

So perhaps there is hope yet that these young people will develop into model engineers as well. Ivan Hurst

our V-Chair wrote about this subject in a previous issue with only a luke warm response but I think this is a long term project to get new people interested, slowly and gently.

We had an excellent rally at Fareham, they put on a fine party, thank you Fareham Society.

Tony Wood, our Walker Midgley has allowed us to reproduce his report to the AGM. Quite educational reading and it may help societies to become more aware of some of the dangers to be managed or avoided.

And for a modeller who wants to find a different subject to the usual ones, we have described a "machine" I saw in France that would test the ingenuity of many, why not try it?

David Goyder, Newsletter Editor

CHAIRMAN'S CHAT

I recently made contact with someone I had not seen since school days, over 50 years ago. I recognised him instantly, not from his facial features as one does normally, but from the stump of his index finger. We both attended after school engineering classes in the school workshops and it was here that he lost that finger. He had attempted to remove, with a rag, some swarf from a milling operation without stopping the machine and I don't need to tell you what happened. I well remember sitting in the back of a teacher's car holding his bandaged hand above his head (cars had more headroom in those days) while we raced to the nearest hospital A & E. Plastic surgery was not as advanced as it is today and his finger was not saved. It taught all of us on the engineering course that powered machinery, if not treated with respect, was

capable of doing much damage to what in comparison is frail skin and bone.

So now that the period of the year when the rain is warmer is about over and we are more likely to find ourselves back in a warm workshop, remember that tools and machinery, especially if powered, can be dangerous things if not used properly. Don't take chances that may only save a few seconds but that could have consequences for the rest of your life. On that note, may I wish you happy and accident free modelling in your workshop.

Bob Polley Chairman

Southern Federation of Model Engineering Societies

Events, Special Occasions and more 2018

The best place to promote your special events is on the website <http://www.sfmes.co.uk/public/>
"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?" home page or contact membershipsecretary@sfmes.co.uk and I will do my best to help".

Southern Federation Rally at Fareham—September 9th

It dawned a lovely bright and sunny day over Fareham on September 9th heralding a fine celebration of the Southern Federation Rally. Pretty soon cars were lining up to drop off locos and within a short time lovely chaos reigned in the steaming bays.

Linda and Martin Gearing had spearheaded the arrangements put on by the Fareham Society and what a fine job they had done. Derrick greeted us at the gate and directed traffic. Lots of tea and coffee on arrival whilst filling out the records of boiler certs and the visitors post code so to be in the running for the 'longest travelled' prize.

So one can see that many aspects of model engineering were active, road vehicles, boats in the pond and the usual steam and diesel locos on the raised and ground level tracks. But then tucked away beyond the pond is the lovely garden railway and a busy place too.



Busy steaming bays at Fareham, we will see these locos again in steam. Photo, George Gearing



Paul Dean with his Fowler TE admired by Merlin Biddlecombe



. and a lovely narrow boat gently drifted by, . . . tranquility!!
Photo George Gearing



Photos George Gearing

Southern Federation Rally at Fareham—September 9th (cont'd)

As is usual at a Southern Federation Rally, the loco side was strong and indeed dominated. This year there was a tremendous variety and collection of splendid example and one can but show a few pictures.

But first for those who like statistics the variety was reflected in

3½”	-	5
5”		12
7¼”		2
Diesel-ish		3

Visiting locos ranged from the ‘petite’, Sue Parham’s 3½” Juliet to Martin Parham’s Duchess and finally Denis Mumford with a 2-4-2 Baldwin. Ancient and modern were represented LBSCR E2 0-6-0 (1913) King Arthur (1919), Claughton (1913) and then on to the Duchess and Bulleid Pacific. Lots of choice.



Linda Gearing takes a rest from her duties with Dave Finn and his B1. Photo Mike Chrisp



Little ‘Jack’ went splendidly around the 3½” track like a real pro, Sue Parham must be proud of him. Photo George Gearing



Ron Head from City of Oxford MES enjoying himself with his Adams Tank 2-4-2T. Photo Mike Chrisp



Sam Weller’s Gresley 2-8-0 had to rest quietly for much of the day as Sam had forgotten his grate & ash pan so he had to go back to Oxford to get them. If there was a prize for dedication

Sam would deserve it.



Roger Lunn of the Southampton Society at the controls of his ‘Arthur’. Photo Mike Chrisp



Left Dave Smith’s Class 45 waits her turn. Photo George Gearing

Southern Federation Rally at Fareham—September 9th (cont'd)

... And now we come to the tale of three locos those being the shortlist for the Australia Trophy.



Martin Parham from Maidstone with his Duchess.



From Maidstone, Bernard White's Merchant Navy "Orient Line".



The two 7¼" locos. Above Peter Gardiner from Frimley Ascot with his Baldwin 2-6-0 straight from the wild west. And below Denis Mulford with his Baldwin 2-4-2 with the marking of the Croate Park Miniature Railway in Oxford Photos Mike



From Worthing Mike Wheelwright with his Claughton, "Lord Rathmore"



From Staines, David Murray with his Class 56 GWR 0-6-2T

After a great deal of discussion, the three judges decided that David Murray's 0-6-2T met all the requirements to be awarded the Australia Trophy and the presentation was duly made. Everybody went home happy, except something was wrong . . .(See over)



Southern Federation Rally at Fareham—September 9th (cont'd)

During Sunday morning, it was realised that the presentation to David Murray, however richly deserved, had broken one of the rules imposed by the Australian Association of Live Steamers who had donated the trophy.

This rule stated that the winner must come from a Society that is a member of the Southern Federation of Model Engineering Societies. David's club, Staines, is not a member society, David himself is a member of the Northern Association of Model Engineers. It fell on him therefore to return the Trophy.

Once this was explained David was most gracious and fully understood the reasons. David's loco is superb and perhaps the photo to the right might capture the essence of his work. This could easily be the real thing!



Standing along side 5698 was Bernard White's Merchant Navy "Orient Line" making the judges decision very difficult. Both are superb models. Bernard's club is Maidstone and they are a Southern Federation member. And so we held the newsletter to get photos of Mike Chrisp, Ivan Hurst & David Mayall making the presentation of the AALS trophy to Bernard as his wife, Sylvia, looks on.

And then many of the Maidstone members joined Bernard and his "Orient Line" to congratulate him. Sue Parham organised the celebration, the cake, the champagne and took the photo, and as by magic she got herself into the photo too! *Photo Sue P, M Chrisp Camera.*



Insurance Matters!

Some members have asked for information about the number and type of insurance claims made.

The following is a transcript of the report given by Tony Wood, from Walker Midgley Insurance Brokers Ltd. at the SFMES AGM at Claymills Victorian Pumping Station on Saturday 11th March 2017. The claims listed are under the Southern Federation of Model Engineering Societies Club and Society Insurance Scheme, therefore this does not reflect the situation across the hobby in the UK, as some other organisations operate their own insurance schemes.

As usual I will start my report with details of claims made beginning with an update on the 7 claims which were outstanding at last year's AGM and I will follow with details of the claims reported during the last 12 months. I will give brief anonymous details but if any of the involved clubs are here today and would like to expand or give further background details please feel free. We can all learn by the experiences of others.

During the report you will hear me use the term 'Reserve' so just a quick word on what that means. Insurance companies, like all companies, have to publish their accounts but unlike ordinary trading companies they do not buy stock and then sell, hopefully, at a profit. Insurance companies sell insurance and it is not until later that they know if

they have made a profit, that is when the claims paid are less than the premiums received. In order that insurance company accounts show an accurate picture a 'reserve' is set when a claim notification is received and this is basically a worst case payment scenario. Those reserves are then entered in to the accounts which means that the accounts show, at any one moment in time, a more accurate reflection of the financial position. As mentioned reserves are worst case scenario and hence are usually quite large. The majority of claims will be settled at a figure below the initial reserve figure.

There were four claims outstanding at the last meeting – the progress report is: -

Date	Details
16 March 2014	Ground level train rounding right hand bend and riding car tipped over to the left depositing 4 passengers and the train guard on to the ground. Awaiting medical report on third claimant to finalise settlement. At last year's meeting I reported paid to date £12012 with a reserve of £5280. The claim has now been settled for a total of £17,481 (damages £10800, NHS £1881, costs £4800)
1 June 2014	Riding car derailed, cause unknown, and 5 child passengers injured. First aid carried out and ambulance called. At last year's meeting I reported £6,695.35 paid to date with a reserve of £13,675. The claim has now been settled for a total of £10540 (damages £5685, costs £4855)
4 May 2015	5 in raised track derailment. Claims from mother, father and two children. Liability investigations ongoing. No payments made, and reserve held as last year at £53,890
10 May 2015	Lady passenger put her foot on riding car footboard whilst dismounting and lost balance. Liability denied and yet to receive substantive response from claimant. No payments. Reserve reduced from £10120 to £9600
07 June 2015	Spark burn to child – portable track event. Reserve was £9450 now settled total £2817 (damages £1000, NHS charges £647, Costs £1170)
13 June 2015	Ground level derailment. Mother and son injured, both taken to hospital by ambulance. Liability admitted, awaiting medical evidence. Reserve £20340
23 October 2015	Member driving home after setting up club stand at an exhibition. Involved in a road traffic collision and seriously injured resulting in amputation of right arm. Closed - £4650 paid under personal accident section of club policy
15 November 2015	Kitchen worktop damaged – burn from water boiler. Reserve was £210 now closed £171.64 paid
17 November 2015	Wind blew off lid from water tower. Lid landed on a parked car. No claim received, reserve was £1599 now closed nil payment

Insurance Matters! (Cont'd)

“The following seven claims have been reported since the last meeting:

Date	Details
28/05/16	Derailment, father and child fell off. Child injured – formal claim received. Awaiting medical evidence. Reserve £9960
18/06/16	Man fell in steaming bay Closed nil payment
18/06/16	Ground level derailment – no injuries Closed nil payment
29/08/16	Spark burn to child. Solicitors letter received. Awaiting medical evidence Reserve £5425
23/09/16	Club buildings hit by lightning. CCTV system and telephone system both damaged. Awaiting engineers report. Reserve £4702
25/09/16	Lady visitor fell off picnic bench seat. Reserve £8135
26/09/16	Theft of items from locked store Closed £1012 paid

Adding the outstanding new claims to the outstanding old claims there are a total of 7 claims outstanding as at today.

I always say this but it is worth repeating - if you have an incident which might, and remember perhaps only might, result in a public liability claim please make sure that it is logged and that statements are taken straight away whilst people can remember accurately what happened, old Chinese proverb weakest ink better than strongest memory, then get in touch with us and report it. Also don't forget RIDDOR (Reporting of Injuries Diseases and Dangerous Occurrences Regulations 1995)

If an incident happens and correspondence is received please do not try to handle the claim yourself. We must be told of the incident or of the claim as soon as it practically possible and please send to us, without acknowledgement, any letters received. If someone telephones tell them it is with your insurers and give them our telephone number, let us handle it. Insurers do not want you writing or talking to

any person involved, such involvement by you could prejudice settlement. You pay the insurance premium – let the insurers handle the claims – that is what we are here for.

As part of the public liability claim investigation process the insurers are quite likely to ask for a copy of your up to date risk assessment so please make sure that your risk assessment is updated at least every year or more frequently if any changes to your buildings, track or site etc have been made. Insurers may also need a copy of any RIDDOR report made. Please make sure that your repair and regular maintenance records (track, club locos, club rolling stock etc) are completed and up to date. Don't forget it is not sufficient to just do the maintenance - you need to evidence that it was done, what exactly was done and when it was done. As with Risk Assessments and RIDDOR reports your maintenance records could be required in the event of a public liability claim.”

Ed. Thank you Tony for your report.

Seminars for Boiler Inspectors

For the past three years, there has been a Seminar for Boiler Inspectors in both the spring and autumn.

Jointly organised and sponsored by Southern Federation of Model Engineering Societies and Northern Association of Model Engineers (NAME) the seminars have visited Perth, Hereford, South Durham, Chelmsford, Belfast and 300 boiler inspectors and would-be boiler inspectors have benefitted from the opportunity.

The next Seminar will most likely be held in January 2018. The venue has not yet been chosen. We would

like to receive expressions of interest to attend the seminar so that the best venue can be chosen based on where the delegates will be travelling from.

It is hoped that the new Boiler Test Code will have been published by November, so the seminar will be opportunity to find out about what is new in the code. The basic principles of boiler examination and testing will not have changed but there are bound to be some new do's and don'ts tucked away somewhere!

If you are interested in attending the seminar please email secretary@sfmes.co.uk or phone 01327-342167 to register your, or your club's interest.

Examiner of Accounts

Norman Rogers, our Treasurer for many years, stood down at the AGM earlier this year. His place was taken by Dr Martin Baker. Norman has, however, kindly volunteered to act as one of the Examiners of Accounts for the Southern Federation, and is seeking a second person to assist him.

Although the Southern Federation claims the small company's exemption to audit under section 477 of the Companies Act 2006, it does seek to have the accounts independently examined at the end of each financial year. This enables the Southern Federation to demonstrate both accuracy and transparency in its financial affairs to the affiliated clubs and societies at the Annual General Meeting.

To achieve this aim the Treasurer will provide access to the records of the Southern Federation's financial activity during the (financial) year including the income

and expenditure transactions, invoices and bank statements. The records are then examined for accuracy and completeness and any areas of concern or doubt are discussed with the treasurer. The objective is to agree that the accounts accurately represent the financial activities of the Southern Federation. Once agreed an appropriate statement to that effect is signed by the examiners.

It is worth noting that the Federation's Accounts and supporting documentation are now electronically based. This has considerably reduced the amount of work involved in the examination process.

Please consider if you can help the Federation in this important task. If you would like more information, or to discuss the matter further (in confidence and without commitment at this stage), please contact Norman Rogers or Martin Baker.

LBSC Memorial Day Celebrating Curly Lawrence

Died 4 November 1967

Our event organiser for the National 2½ inch Gauge Association suggested that this year we hold a LBSC Memorial Day to coincide with the 50th anniversary of LBSC's death and that we open this event up to all gauges of locomotive based on Curly's designs. This being a good idea we scheduled it for September in the Midlands, so that we might attract as many supports as possible.

There is no doubt that as a result of the 'Battle of the Boilers' where LBSC proved that it is more than viable to build a 2½ inch gauge coal fired locomotive that will haul passengers, the National 2½ inch Gauge Association will be eternally linked to this character and whilst we hold many designs of this scale we also understand the contribution that he made to model steam locomotives of all scales in his many years of writing and building.

The event was held at the North West Leicestershire Society of Model Engineers base and the hosts made every effort to ensure that people attending we well looked after. The weather proved to be on our side and the event was exceptionally well attended with a good number of locomotives taking to the track. Enthusiasts travelled considerable distances to take part and this proved to be a very National event with people from the four corners of the land. The location of this track puts it very much in the public domain, so it was nice to see members of the public attending and enjoying the spectacle. There was a locomotive hauling passengers around the track for free, as well as a good number of other locomotives taking to the circuit with their drivers in tow, which made a splendid spectacle



"Eva May"

and an enduring tribute to Curly Lawrence.

Needles to say everyone enjoyed the day making the most of the shared interest in different scale locomotives, ruminating over the various design and build features on these locomotives and enveloped in the sights, sounds and smell that comes when water, coal and fire come together in a steam locomotive. Young and older rubbed shoulders together proving that the shared interest overcomes the so called 'age barrier.' I will let the photos do the talking from here on.

Cedric Norman

National 2½ inch Gauge Association

PS A note from Cedric, Sorry I have no details of the locos or owners. [Ed]



"Maisie"



"Jenny Lind"



"Jenny Lind" as well



"Britannia"



"Dyak Queen"



"Dyak Queen 2"



"Netta"



"Another Netta"



Ed note, Had to find a "Maid of Kent" to keep the 'little ones' company and honour LBSC



"Canterbury Lamb"

Children have a way of biting back!!!

A little girl was talking to her teacher about whales. The teacher said it was physically impossible for a whale to swallow a human because even though it was a very large mammal its throat was very small.

The little girl stated that Jonah was swallowed by a whale. Irritated, the teacher reiterated that a whale could not swallow a human; it was physically impossible. The little girl said, 'When I get to heaven I will ask Jonah'. The teacher asked, 'What if Jonah went to hell?' The little girl replied, 'Then you ask him'.

A Challenge for a Model Engineer wanting something different!



rotating and switches on 'suck'. The earth, stone and other contents of the hole to be are sucked up into the truck. His mate has a high pressure water lance and helps to loosen up the contents of the hole and once the hole is sufficiently clear and able to be worked by those who do that sort of thing, he lifts up his 'vacuum' hose, tucks it in behind the wagon and, yes you got it, he moves the whole apparatus forward to the next hole with his

This is a wonderful radio controlled toy akin to a vacuum cleaner but with added fea-

tures. It might be called a hole digger, a supreme example. First of all it is operated by the smiling chap in the bottom right hand corner. He steers the long arm over the hole to be dug. The steel tube rotates and has 'teeth' of sorts at the bottom. These are formed merely by cutting a 'V' shape around the lower circumference.

As the road surface has been cut away by others, he inserts his 'tube' into the hole, starts the tube



control box. He just walks behind, steering it and moving it without getting into the cab.

What a model that would make!! And by the way it is very noisy, especially outside your hotel window at 7:30 in the morning. Only the French of course would do that.



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Examination & Testing of Miniature Steam Boilers BTC 2012 - Green Book	£0.50
Ditto - Pack of 5	£2.50
Boiler Test Certificates - Pad of 50	FREE*
Written Scheme of Examination - Pad of 50	FREE*
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Ditto - Pack of 5	£3.75
HSG216 Passenger-carrying miniature railways 'Guidance on safe practice'	£3.00
Postage and packing if delivered	£4.50

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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.

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