

# *SOUTHERN FEDERATION NEWS*



*DECEMBER 2009*



With obvious delight Richard Linkins accepts the Australian Association Award, presented to him by last years winner John Wilks from the Crawley Society. Richard drove his 5" gauge B.R. Class 2 locomotive at the rally after travelling up from the Romney Marsh Society. The locomotive takes centre place on our cover this issue.

Other photographs taken at the rally appear in the centre of this issue, along with a report from the host Society.

Photographs are by kind permission of City of Oxford member Brian Holland

# *Southern Federation News*



DECEMBER  
2009

Editor  
Stan Bishop

[stanleybishop@tiscali.co.uk](mailto:stanleybishop@tiscali.co.uk)

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

## EDITORIAL

**W**elcome to the December 2009 edition, time sure does fly past when you undertake to look after something such as this newsletter.

This time of year brings most of our groups to a festive end. This last year has seen many factors emerging that have the power to change the way we deal with matters. What should perhaps be remembered is that each and everyone of the Federations/Associations that are involved with the hobby generally try to work to a common end.

While it may seem there is nothing taking place behind the scenes believe me when I say there is, often with a great deal of personal time being given freely by the committee members themselves.

'Political issues', such as CE marking, are not created by the various model engineering groups themselves, but it does fall to them to try to secure the best possible deal whenever possible, this sometimes takes a good amount of time and results are not attainable immediately.

Many people get upset by delays in publication of any outcome, but please remember it is much better to get the correct result than one which is conjured up from heresy and rumours.

Both of the Federation rallies this year saw good numbers of visitors enjoying the facilities as provided. Many smiling faces were seen amongst the drivers at each event. The weather is of course something that even we cannot control, but in general terms we must all agree we had a good year.

So enjoy the festive spirit, unwrap those prezzies with care, and we look forward to seeing you all again during 2010

Stan Bishop  
December 2009

Items for inclusion in the  
March 2010  
edition should be with the  
Editor by  
JANUARY 31st 2010



## From the Chairman Brian Thompson

Welcome to another rendition 'From the Chairman' as yet another year comes to a conclusion, with all the associated activities. So what has been happening in recent weeks as far as the Federation is concerned? We have continued to be out and about, and were made most welcome, at the National Locomotive Rally hosted by the Birmingham S.M.E. along with the Midlands Exhibition at the Fosse.

We must not forget the Federations Autumn rally hosted by our friends from the City of Oxford S.M.E. to whom we extend our thanks and appreciation for their organisation and friendly hospitality. Our congratulations are extended to Richard Linkins of the Romney Marsh Society as being the worthy winner of the Australian Association of Live Steamers trophy with his 5 inch gauge B.R. Class 2 locomotive.

All in all, I feel that the Federation has once again enjoyed yet another very successful year, being at the forefront of all things connected with the world of Model Engineering, whether it is at Club/Society level or dealing with the various Government departments that we approach from time to time. Despite comments from some quarters to the contrary, the regular on going dialogue with Footman James (our insurance brokers) has cleared up some of the outstanding problems that have occurred in recent years.

May I take this opportunity to make a plea to all Clubs/Societies, should you have a problem with your insurance requirements, that you are not able to resolve with Footman James, please let the Federation committee know, don't just throw your toys out of the pram and decide the 'grass is greener on the other side'. We have had two such instances this year, but the Federation were not made aware of the situation until after the decisions had been taken. Invariably the problem can be amicably resolved.

We have started to receive invitations to support various exhibitions and rallies during 2010 and I feel sure there are plenty more in the pipe-line; once again we look forward to meeting you at these events. The Federation will not be supporting the forthcoming exhibition at Sandown Park. And most importantly, have you booked Saturday March 13th for the Federations ANNUAL GENERAL MEETING we have a most superb and interesting venue again.

The Federation 'Road Show' commences the 2010 season shortly, and will be supporting the following events before the next Newsletter; you are always welcome to pre-order any sales items for collection at these events.

**January 22nd / 24th London Model Engineering Exhibition (Alexandra Palace)**  
**February 12th / 14th Brighton Model World (Brighton Centre)**

It only remains for me, on behalf of the Federation Committee, to take this opportunity to wish you all the compliments of the season, and best wishes for 2010.

## DIRECTORY SUPPLEMENT UPDATE – DECEMBER 2009

### **NEW CLUBS / SOCIETIES**

#### **THE 82D CLUB**

Secretary: Mr. S. Bowditch, 20 Delmore Road, Frome, Somerset. BA11 4EG  
Tel. No. (01373) 473084      Email: spbowditch@blueyonder.co.uk

### **CHANGE OF SECRETARY**

#### **BOLEBROKE CASTLE and LAKES RAILWAY CLUB**

Sec: Mr. P. Hobcraft. c/o Bolebroke Castle, Hartfield. East Sussex. TN7 4JJ  
Tel. No. (01892) 770061      Email: bolebrokecastle@yahoo.co.uk

#### **LISKEARD RAILWAY SOCIETY**

Sec: Mr. D. Brown. 63 Woodgate Road. Liskeard. Cornwall. PL14 6ET  
Tel. No. (01579) 343096

#### **NORTHAMPTON SOCIETY of MODEL ENGINEERS**

Sec: Mr. T. Kendall. 1 Lister Drive. Northampton. Northants. NN4 9XE  
Tel. No. Not Given      Email: secretary@nsme.co.uk

#### **NORTHOLT MODEL RAILWAY CLUB**

Sec: Mr. C. Thompson. 109 Arundel Road. Sands, High Wycombe. Bucks. HP12 4NB  
Telephone: To Follow

#### **PORTSMOUTH MODEL ENGINEERING SOCIETY**

Sec: Mr. J. Warren. 9 Herriott Close. Waterlooville. Hants. PO8 9QJ  
Tel. No. (023) 9259 5354      Email: jw28xx@tiscali.co.uk

#### **SCUNTHORPE SOCIETY of MODEL ENGINEERS**

Sec: Mr. S. Race. 2 Grammar School Walk. Scunthorpe. South Humberside. DN16 3NQ  
Tel. No. (01724) 858460

#### **THE MECCANO SOCIETY of SCOTLAND**

Sec: Mr. D. Carson. 99 Earlsark Avenue. Newlands. Glasgow. Scotland. G43 2HD  
Tel. No. (0141) 633 3956      Email: douglas\_carson@uk.ibm.com

#### **WEST SURREY MODEL TRACTION ENGINE SOCIETY**

Sec: Mr. T. Dezell. Berewick House. Green Farm Rise. Froxfield. Marlborough. Wilts. SN8 3YD  
Tel No: (01488) 684983      Email: thedezres@btinternet.com

**BRIGHTLINGSEA MODEL BOAT CLUB** pointed out to me that this is their correct title.

## SOUTHERN FEDERATION COMMITTEE MEETINGS - MINUTES

Due to Federation Committee policy the minutes that appear in this section have to be approved by a committee meeting and 'sanitised' before being published here. With the previous meeting being held in September and the next meeting being in late November, these minutes could not be processed in time for publication here. We apologise for this fact.

### Boiler Test Seminar

The Federation will be joining with the Northern Association of Model Engineers in presenting a Boiler Inspector Seminar, which will be of interest to Society Boiler Testers.

Mr Chris Deith has kindly offered his facilities at "The Fosse" as the venue, and the Seminar will be held on the 24th April 2010.

It is anticipated that the Seminar will cover the background to the legislation, the "Blue Book", boiler testing, including a practical demonstration, paperwork and responsibilities with regard to design and construction. There will also be a "rogues gallery" of hardware.

Applications for places should be made to the Secretary, Ivan Hurst, for collation and onward transmission by the end of January 2010.

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 Formal notice of this seminar will be sent out with the affiliation renewal reminders in January, in the meantime a 'form' may be downloaded from the Federation web site, after completion please forward it to the address shown at top right hand corner.

It has been pointed out several times during the last six months or so that post etc is being addressed to the incorrect member of the Federation Committee. Will you please note that any material for the newsletter should be addressed to me Stan Bishop. That way you almost guarantee items being included in the next possible edition.

Returned 'boiler slips' should be returned to Maurice Bennett, and must be filled in correctly, otherwise delays occur while they are returned to the sender for correction, so please check before posting them back.

Matters of general correspondence should still go to Ivan Hurst and membership details etc should be posted to John Walker.

If you should have any cause for concern over any Health & Safety issue please write to Wally Pearson.

All addresses can be found at the back of this newsletter

## **The Workings of Your Committee**

### ***Introduction.***

Questions that come up from time to time when out and about relate to the Committee, along the lines of what it does and how it does it. This has become more significant since FSA rules mean that we can no longer run the insurance part of the business. However, rest assured that there is much new to do, with the increasing amount of legislation to which we are all subject compared with, say, twenty years ago.

This short article has been prepared in an effort to shed light on the workings of your Committee.

### ***Committee Meetings.***

The full Committee consists of twelve Members, elected at the AGM, and meetings take place in London (Model Railway Club, Keen House) on the fourth Tuesday of January, March, May, July, September and November (dates set one year in advance). They start at 18-30.

### ***Agenda.***

A formal Agenda and Calling Notice is sent to all Committee Members two to three weeks previously. Thanks to the wonders of modern communication, this is done via e-mail, and enables specific topics to be added to the standard Agenda Items if required. Copies are also sent to the Insurance Brokers for information, and to any other attendees.

The remainder of this article takes the September 2009 Agenda as topic headings, but the notes under each item are general for illustration purposes.

### ***Apologies for Absence.***

This Item is self-explanatory, but typically it is unusual if more than two Members are not present. The majority of Meetings are fully staffed.

### ***Review of Minutes of the Previous Meeting.***

There are three parts to this Item.

The Minutes of Committee Meetings are produced and distributed within one week; they are confidential to the Committee, but in the interests of transparency, they are published in the Newsletter, sanitised to remove sensitive information (commercial and personal data).

The Minutes of the previous Meeting are reviewed for accuracy, and when agreed are signed by the Chairman and placed on file.

The progress on specific Action Items placed on Committee Members is reviewed. Each of these has an individual reference number, date coded, enabling it to be traced to the meeting at which it originated. Matters Arising from these may be discussed here, or deferred until later in the Meeting if they are part of a bigger issue.

### ***Secretary's Report/Correspondence.***

The Secretary reviews correspondence received since the last meeting. Many of these will have been dealt with when they were received. Typical Items include change of



contact details, requests for information on a range of topics, or orders for publications.

However, from time to time more substantive correspondence will have been received. This will have already been forwarded to the relevant Committee Member or the whole Committee within twenty-four hours of receipt. Such items may already have been resolved by the time of the Meeting, or may require full Committee discussion if complex.

### ***Treasurer's Report.***

The Treasurer presents details of the Federation's financial status.

Continual monitoring of Income and Expenditure takes place; the Newsletter constitutes a large cost contributor.

Affiliation Fees are also reviewed on an annual basis.

Consideration is also given for capital purchases - eg the new exhibition display stand.

### ***Insurance Report.***

The Insurance brokers supply a written report on the previous two months. Topics include finance, claims and administration.

Incidentally, there is also an insurance sub-group of the Main Committee, who meet formally with the brokers on a regular basis - actions are placed on relevant individuals, and these meetings are minuted.

### ***New Applications/Membership Update.***

Interest in affiliation comes from a number of sources, typically exhibitions and rallies. Interested groups are sent a data pack, which contains an application form. If they decide to proceed, their application is reviewed in Committee, and, if accepted, the society is allocated its unique reference number.

### ***Safety Report.***

Quite correctly, this topic is of major importance, and occupies an important part of the meeting. The Safety Officer presents his report, leading to discussion on the topics raised. The most recent topics include CE marking, Boiler Test Codes, and the Boiler Design Code currently in its early stages.

These deliberations may lead to the production of guidelines or bulletins. In the case of topics of general importance to the hobby, these may be produced in association with other bodies - eg the joint statement on CE marking recently issued.

### ***2010 AGM (13th March 2010)***

Search for suitable venues is a continuing exercise.

Once chosen, this Agenda Item becomes a monitoring function on progress. If required, specific items for presentation at the AGM are also identified.

### ***Newsletter/Website.***

With the appointment of the new Editor, the Newsletter and Website are under one individual's co-ordination.

Newsletter production costs are continually reviewed.

Website Traffic Reports are presented.



***Rallies & Exhibitions.***

This part of the meeting deals with feedback from events during the previous two months, and also looks forward to future events.

Manning and logistics arrangements are also finalised for the events of the next few months.

***Any Other Business.***

This item is self-evident.

***Focus Groups.***

Focus Groups are a new venture, which has proved successful. Some topics require lengthy discussion, which would occupy valuable time and cause distraction in full Committee. The Focus Group provides an opportunity to discuss such items on an informal basis, although a record is produced by the Secretary. They precede the main Committee Meeting for convenience. They have no authority, but where relevant a summary will be presented to the full Committee for discussion and to endorse (or reject) any proposed policy changes.

Other individuals may be invited to a Focus Group if they have a directly relevant contribution; indeed, it may be they who prompted the Focus Group Meeting.

Recent topics have included Safeguarding Vulnerable Groups, CE marking, Federation Records, and Insurance. Attendance is optional, although the meetings are normally well patronised.

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***Post Script.***

It is hoped that this short note has shed some light on the workings of the Committee. If you have any other questions or comments, do not hesitate to contact a Committee Member.

The Committee is formed of volunteers, all of whom are human beings, and all of whom have human attributes. One of these is fallibility, and it is only by feedback from Members do we know what we have got right and what we have got wrong.

A final thought is that expressed by the Chairman at the last AGM - the Committee membership will change considerably over the next few years, due to the passage of time. It is essential to identify the next generation now if the Federation is to continue its important work in ensuring that the hobby survives. Please consider volunteering for a Committee Post in time for the next AGM.

Each club/society are respectfully reminded that they should return their nomination forms for the Federation/Polly Award in good time. The committee need them in plenty of time to debate who should be the worthy winner at the Annual General Meeting next March

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## THE SOUTHERN FEDERATION SPRING RALLY 2010

The Southern Federation Spring Rally 2010 is to be held on 15th /16th May at Eggborough, the track site of the Leeds Society of Model and Experimental Engineers. The site is within the grounds of Eggborough Power Station, behind the Sports and Social Club, which itself is signposted from the power station access road. The power station is off the A19 near Whitley Bridge not far from Junction 34 of the M62.

The track caters for 3½ ins. and 5 ins. gauge locomotives and there is ample space for traction engines and similar vehicles to run. Naturally all owners of steam models are welcome to come and join us but as usual will be required to show the relevant Boiler Certificates. The track itself is roughly kidney shaped with curves of 100 feet and 70 feet radius. There is a 30-foot long tunnel on a curve finishing at the signal box where drivers make a choice of whether to go into the station for a change of passengers, coal or water or go non-stop via the mainline. The track now follows a long 100ft curve past the golf course No. 1 Tee along a long straight and under a footbridge to a short climb to the maximum height of the circuit. The track then curves downhill at a gradient of 1 in 100 to the tunnel again. Lionel Flippance won the 1988 IMLEC here with 26 passengers and said that he thought this was the only track in the country that is uphill all the way round.

Anti-tip rails have recently been fitted to the track so if you bring your own driving truck, please check that the vertical distance from the rail to the bottom of the stirrups/foot board is not greater than 30cm or 11.75ins. There is ample room for caravans and tents on site and the adjacent Sports and Social Club charge a fee of £5 per caravan per night which also includes temporary membership of the Sports and Social Club. The Sports club also serve bar meals most days but not on Mondays. If you are visiting the Harrogate Exhibition the previous weekend why not stay a while and come along to Eggborough the following weekend.

There are lots of visitor attractions in the area. There is the Yorkshire Air Museum at Elvington and the National Railway Museum in York. There is also Markham Grange stationary engine museum near Doncaster where they run the engines on Wednesdays. A little further away is the North Yorkshire Moors Railway and the ride over the moors itself to Whitby is a good day out. Hull is less than an hour away where you can visit 'The Deep' sea life centre that has a 10-metre deep shark pool. Leeds Industrial Museum has a good collection of full size Narrow gauge locomotives and at the Royal Armouries in Leeds you will find many exhibits from the Tower of London. For the ladies, there is shopping in Harrogate itself, Hull, Leeds and York—York has one of the best needlework shops in the country called the Viking Loom. It is quite close to the Minster, the largest Gothic building in Europe. There are stately homes to visit and the less stately but fascinating visitor centre at Eden Camp close to Malton. Eden camp was a Second World War Prisoner of War Camp for Germans and Italians. Here they demonstrate what it was like in the Blitz including the sound effects and smells! Talking of smells a visit to the Yorvic Centre in York is a must.

Observers travel in a time car (not unlike a dodgem) and travel backwards in time past soldiers in the first world war eventually reaching Viking times when the car reverses and travels forward through a Viking village. There are no fences or 'Keep off' signs here the scene comes to you! Thinking about it, a week in the area is not enough—but I'm biased of course since I live here all the time!

Arthur Bellamy, President, Leeds S.M.E.E

*Many thanks for this pre-visit notice Arthur. Having visited this well situated group, albeit many years ago now, I can vouch for their enthusiasm and friendliness. If any of you have a spare weekend at this time please make every effort to attend, oh and don't be like me, travel nearly 200 miles and, almost on entering their gateway, remember I have left my boiler certificate at home on the workshop bench! What followed is another story, one that will not be forgotten for a long time. (SB. ED.)*

## The Federation Web Site

Following discussions we have decided to place a version of the newsletter on our web site. They will not appear directly, as that would have an adverse effect on the sales of direct personal copies. So to satisfy this 'need' each copy will appear 'one issue' behind it's suggested publishing date.

As soon as administrative problems are overcome, a presentation of the Information Sheets, recently sent out to affiliated clubs, will also be on the web site. These will be added to as more appear through the normal course of business of the Federation

At some point or other there will be a map and list on the web site, this will show where each group of clubs /societies are located, with reference to the way they are set out in the newsletter.

[www.southernfed.co.uk](http://www.southernfed.co.uk)

If anyone has an article they would like published in these pages please feel free to send it/them in to me. I would prefer anything to be as a word document on a disc, but an electronic version would be okay as would a typed or (in good reading order) a hand written piece. Need not be about miniature railways or traction engines, or even model engineering. How about some interesting piece about an unusual project you may have been involved with during your life time, or a piece on how you yourself became interested in this hobby. I am sure there must be lots of people out there that are just waiting to be asked these or any other questions.

**Please note that you can also subscribe to this newsletter and have your own copy delivered to your door. Just contact :**

**Mr John Walker. 23 Redwing Close. Stratford upon Avon. Warks. CV37 9EX.**

**You should enclose a cheque for £7-50 if you reside within the UK  
or a cheque for £11-50 (Sterling) if you live overseas.**

**These prices include postage & packing.**

**Cheques should be made payable to SOUTHERN FEDERATION OF MES.  
(Prices were correct at time of going to press)**

What follows is something of a salutary piece, but one that many of us tend to ignore. It has to be said that most mishaps in cars occur within a very short distance of our homes or destinations, a time when perhaps a reader may have wished he/she had read and taken notice of the article. This actual piece was taken from the news letter from the Kinver & District Society with kind permission of their Editor Warwick Jackson, Thanks Warwick.

## *Shunting*

A number of locomotives are, like mine, conveyed to and from the club etc. in the back of an estate or hatchback car. Some of the larger engines are stowed lengthways in our vehicles and some of the bigger ones pretty well fill the space between the tailgate and the driver's seat. I have studied much of L.B.S.C.'s 'words and music', and read quite a bit of Greenly too, but have never, to the best of my knowledge, come across any of the more popular locomotive designs embodying the principles of a crumple zone – unlike the cars in which they are conveyed! It is I think fair to say that in a heavy rear end shunt, (no pun intended!) a substantial locomotive could come forward into the cab with possibly disastrous results. I would like to make an appeal to everyone to bear this in mind when stowing a large locomotive. If you are travelling alone in the car, please try to stow the engine on the nearside so that if it does crush a seat, it's the empty one. If both seats of the vehicle are occupied then stowing the engine diagonally will reduce the risk, but will of course by no means eliminate it.

Warwick Jackson (November 2009)

This 'Directory' of the Information Sheets has been prepared by Wally Pearson, Southern Federation Safety Officer.

## **SOUTHERN FEDERATION INFORMATION SHEETS**

I am sure that by now most of you are aware that I am a member of the Southern Federation committee. Clubs and Societies from around the country join the Federation for several reasons, namely to be permitted to carry out boiler testing, to directly or indirectly obtain insurance and finally to gain access to information related to the hobby of model engineering. For this latter purpose, the Federation from time to time publishes information through the Southern Federation News and by issuing Information Sheets. In my presentation as Safety Officer at this year's AGM I reported that, for various reasons, change of circumstance due to personnel leaving, resigning or retiring etc. relevant information issued over a period of several years may have been lost. It was therefore considered appropriate to re-issue information and to update with new information. Consequently all the currently available Information Sheets were sent out to all Clubs and Societies who are members of the Southern Federation. Herewith is a brief description of the content of each of the Information Sheets from which you can choose the items you may wish to copy. A master copy should be available from your own Society secretary.

### **INFORMATION SHEET No 1. CHILD PROTECTION ACT.**

This document is intended to help member organisations take appropriate action to enable children and vulnerable adults enjoy the hobby of model engineering. This document should be taken in to account when considering the later publication Information Sheet 6.

### **INFORMATION SHEET No 2. DISABILITY DISCRIMINATION ACT.**

This document is intended to help member organisations take appropriate action to enable people with disability to enjoy the hobby of model engineering. People who provide services are not allowed to treat a disabled person less favourably than they would others, without a justifiable reason.

### **INFORMATION SHEET No 3. INSURANCE INDEMNITY, GIVING ADVICE ON DESIGN OR SPECIFICATION.**

This document confirms the indemnity cover with regard to boiler inspectors giving advice on design or specification for a boiler. Indemnity is given provided that no charge is made for giving the advice.

### **INFORMATION SHEET No 4. FIRE SAFETY LAW.**

Notification of the requirement to comply with Regulatory Reform (Fire Safety) Order. The Society complies with this requirement in that a formal Fire Safety Risk Assessment has been carried out.

### **INFORMATION SHEET No 5. INSURANCE CLAIMS AND INCIDENTS.**

This document identifies the Southern Federation insurance broker contact in

the event of having to report an accident or an incident.

**INFORMATION SHEET No 6. SAFEGUARDING VULNERABLE GROUPS ACT (2006).**

This document describes Her Majesty's Government official policy on the application of this Act to the hobby of model engineering.

**INFORMATION SHEET No 7. PERFORMING RIGHTS SOCIETY LICENCES.**

This document indicates the requirements for obtaining a Licence to play recorded music in public.

**INFORMATION SHEET No 8. BOILER TESTING DOCUMENTATION AND OTHER PUBLICATIONS.**

This document lists the publications available, and includes an order form.

**INFORMATION SHEET No 9. CE MARKING ON BOILERS**

This document includes the joint statement from Footman James and Walker Midgley, regarding the requirement for compliance with the Pressure Equipment Regulations 1999, in order that a boiler built commercially after 30th May 2002 can be tested and subsequently insured.

**INFORMATION SHEET No 10. HEALTH AND SAFETY DOCUMENTATION.**

This document is a list of some of the documentation that may be useful for model engineering Clubs and Societies. It is in fact a short form variant of my Safety report given at the Southern Federation AGM in March 2009.

**INFORMATION SHEET No 11. PSSR, PER, CE MARKING AND BOILER MANUFACTURERS.**

This document gives a broad outline of the requirements for compliance to current legislation related to the manufacture and test of steam operated equipment in a model engineering environment. Any person wishing to purchase a boiler should take note of the requirements in order to avoid subsequent problems associated with incorrect or invalid documentation. A limited list of manufacturers who do comply with the requirements is included. The Regulations do not apply to a boiler manufactured by a person for their own use. This document will be re-issued to remove the typographical errors generated in the compilation process.

More Information Sheets will be issued in the future and existing Sheets will be updated as relevant information changes. I am sure you will have heard of the current proposals to the changes related to the Child Protection Act. In the current edition of the Southern Federation News is a notice indicating that the above Information Sheets will be available on the Federation website, [www.southernfed.co.uk](http://www.southernfed.co.uk).

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***The last comment by Wally indicated that the Information Sheets will be appearing on our web site. It has been noted elsewhere in THIS edition that there have been administrative delays, once these have been resolved the sheets will be placed on the web site for all to read.***

***In the meantime can we offer our apologies for this unjustified delay.***



## Polly Model Engineering Limited

Incorporating Bruce Engineering

For all your model engineering requirements.

Polly Model Engineering is pleased to be able to support the Southern Federation

Manufacturers of the renowned **Polly 5"** gauge passenger hauling, coal fired **steam loco kits**, which are easily assembled with hand tools and minimal skill. **Polly loco kits** provide an ideal introduction to the model engineering hobby. Latest **Polly VI** illustrated. **Kit price only £5995** inc VAT.



Manufacture is complemented by our **Bruce Engineering Model Supplies** business, giving a comprehensive range of steam fittings, accessories, materials, books, etc. We specialise in the supply of quality injectors (JC, Chiverton), pressure gauges, etc.

**Stationary engine kits:** We produce a wide range of over 45 different models, including designs by **Anthony Mount**, our own large R & B gas engine, etc, and supply the full range of **Stuart Models**.

**Practical Scale:** Drawings, castings, lost wax parts, laser cut frames, CNC rods, CNC platework, etc for the range of locos designed by Neville Evans and serialised in the Model Engineer.

Whatever your model engineering needs, from nuts and bolts to locos, it is probable we can supply. See us at exhibitions and rallies or find these and other items in our :

Supplies Catalogue £1.75 posted UK. \$5 worldwide  
Polly Loco Kit catalogue £3 Stuart Models Catalogue £5



**Polly Model Engineering Ltd (inc Bruce Engineering)**  
Bridge Court, Bridge St., Long Eaton, Nottingham, NG10 4QQ  
tel: 0115 9736700 fax: 0115 9727251

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[www.pollymodelengineering.co.uk](http://www.pollymodelengineering.co.uk)

MASTERCARD



## Southern Federation Autumn Rally 2009

Saturday 19th September was the date set for the Autumn Rally of 2009 and we, the City of Oxford S.M.E were proud to have been asked to host the event at our track site in Cutteslowe Park, Oxford.

As I arrived at the track mid morning on Friday work was already well underway getting things ready and the site looked really tidy, (as always), apart from a few leaves that had come off the trees, well it is the Autumn rally.

Now the worries when you hold an event like this are,

- 1) Will anyone turn up?
- 2) Will we be able to cope?

And the biggest, 3) what will the weather be like.

The arrival of the first visitors around mid day, Stephen and George Danby from the Polegate Society, soon assured us that at least someone had turned up. From there a steady flow of caravans and motor homes bringing visitors new and old arrived in the glorious September sunshine. Worry number 1 over.

Very soon locomotives of all shape and sizes were being unloaded and put away for the night and as the light faded some went off to their beds whilst we made for the marquee to sample a pint of West Berkshire Brewery's "Good Old Boy" and put the world to rights until the early hours of the morning.

As Saturday broke to another superb sunny day, worry number 3 over, more visitors were starting to arrive and soon our rather cramped steaming bays were beginning to fill up as visitors took advantage of the refreshments available be it just a brew or a full breakfast roll, who can resist the smell of cooking bacon?

Gradually locos took to the two tracks and it was decided that rather than allocate time slots, something we are always against, we would let people run for as long as they liked in fact some ran on the raised track for a while before dropping onto the ground level. Very soon all was running smoothly.

We had visitors from as far a field as Romney Marsh and Leeds, in fact from all over the country. Some were regulars who attend our Dreaming Spires Rally each year; some were new with a wide range of locomotives in all gauges, trams and road vehicles as well.

One special visitor was Barry Glover, President of the Australian Association of Live Steamers who was in attendance to present their annual trophy, (thanks for bringing the weather Barry), and this was being judged throughout the day. It was awarded to Richard Linkins from the Romney Marsh MES for his very nice 5" gauge B.R 2-6-0 Locomotive. Richard was also presented with a clock by the host society for the person who travelled the furthest and steamed a loco. COSME were presented with a certificate to commemorate the event by Brian Thompson of the Southern Federation.

All too soon the day began to draw to a close as visitors with long distances to travel started to make their way home whilst I made my way to the local chip shop to collect the 70 or so portions of fish and chips which followed by fruit salad and cream with a glass of wine or beer made a very enjoyable evening meal, and as the sun continued to shine, some of our members and guests raised steam for an evening run well into the night.

Sunday morning broke bright and sunny again and we were about to enter new territory for our society as we have never had a rally on a public running day. Soon those that did not want to run for the public were out on the tracks getting in some more laps before our scheduled opening time of 13-30 hrs and as the time approached we started to take down the marquee and all bits and pieces from inside the public area.

I did warn those that wanted to pull passengers that we could get very busy, but little did we know that the afternoon was going to be our busiest of the season with around 1200 passenger rides given. We must thank Stephen Danby and Dave Holland along with our members for their sterling work throughout the afternoon; I think they enjoyed it really.

Anyway here are a few facts about the weekend, we had, 19 locomotives book in and run along with 2 Trams and 2 Steam Lorries.

I would like to thank all the visitors for coming and making such an enjoyable event, Brian Thompson and all from the Southern Federation for asking us to hold the rally and for being there, Fred and John the shiny metal men for supporting the event and not forgetting all the members of COSME, especially the ladies, for making it such a successful weekend, worry number 2 out of the way.

If you enjoyed it why not come to our Dreaming Spires Rally next year, you will be made most welcome.

Denis Mulford, Chairman.  
City of Oxford S.M.E.

*On behalf of the Southern Federation I would add my thanks to the many City of Oxford Society members that were there to run the event. Everyone appreciates the uncertain outcome of any event such as this, but in this case only the pleasure given to the many visitors mattered. Yes the weather was kind, yes the organisation was excellent, and yes the friendship shown to everyone there made the entire event worth attending.*

*There are several photographs taken during the event shown in these pages, my thanks are offered to Brian Holland for allowing me to use them, without a picture record the event report would be lifeless.*

*Once again, thanks to all concerned, Stan Bishop, Federation Editor.*



Intrepid travellers Arthur Bellamy and Tony Hall enjoying the track during one of their spells. Picture below tells us that rail travel is not the only means. Could the lorry Company name tell us anything about the two on-board, not facing each other?





Above is the unusual configuration of a 'Mallet Compound' driven by the previous years AALS Award winner, J. Wilks from the Crawley Society



Sorry to say I do not have any details about the locomotive above, but very fine looking it was. The picture below is of the GWR locomotive owned and driven by Martin and Sue Parham from the Maidstone Society, seen here being prepared for a run.







Heavy boys ruled on the ground level line, here 'Sir George' is seen waiting while the driver has lineside chat. Resplendent in a fine coat of paint it performed well. Hope the diamond crossing was well protected at the time. Below is a version of the 'Metropolitan Railway' type locomotives, this ran well at all times, giving the driver a lot of pleasure I am sure.



# AROUND THE CLUBS

## THE NATIONAL CLUBS



A feature of the **Model Steam Road Vehicle Society** is their apprentice of the year, this year a very young Elic Sedman was a worthwhile winner, Elic is only five years old being brought up with steam in his blood. The main trophy was awarded to Colin Hawkins for his very fine 4" Burrell engine; Colin has been working on this since the early 1990s. Don't forget next year with the 25th anniversary, plans are already underway to make this a really big one. 65 entries took part in this year's rally so you wonder how they can better that, no doubt they will do their very best. To round off the season other meetings included talks and slideshows on various aspects of steam on road rail and land and an introduction into bell hanging and a restoration by Graham Clifton.

The **National 2½" Gauge Association** publish a journal and a newsletter, the newsletter contains more up-to-the-minute news, with a note about the Curly Bowl competition which was held in September. Pictures that show some of the views seen during a rally at Nantwich in June this year show very happy drivers enjoying what would seem to be a good track. Compared to the 14 members and eight locomotives that took part at Nantwich, the poor turnout at Staines almost a week later, when only a small handful of members turned up, made for some comments. Despite this those that

were present did seem to enjoy the day as far as it was. The Guildford show this year saw a good turnout on the club's own stand, much talking was done amongst members and the general public, which will no doubt benefit everybody. Members were told that wheel castings from the Alan Headech range are available for many locomotives. A range of over 50 different patterns exist it seems.

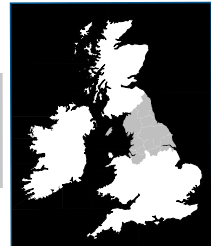
Something of interest for everyone is the aim of the **Maxitrack Owners Club** and their magazine. Plenty of articles and photographs fill the pages of their magazine when it appears. One aim it would seem is to create a 'photo gallery' on their web site, they ask that any good quality .jpg file pictures be sent to them from the members. This web site, along with the magazine will ensure that their side of the hobby gets broadcast as wide as possible. One article that did catch my eye related to the matter of registering a traction engine for use on the public highway. Many people are under the impression this is a particularly onerous task, but reading this report it does not seem that difficult. The writer does offer a warning though, he says that not every DVLA office runs on the same set of requirements, at least that is the impression we are given. Their rallies during 2009 were well supported, with many members traveling good distances to run their own locomotive amongst like-

minded people.

The 'Journal' a well established production from the **Society of Model and Experimental Engineers** has seen the change of Editor recently. Mike Chrisp has been acting as Interim Editor for a while now, but it seems they have gained some new blood in the form of Alan Wragg. He has sharpened his new 'blue pencil' in readiness for the job, under the tuition of Mike; so all should be well there. Many articles appear along with many photographs, pity is we do not have the

space here to do justice to them. (Constraints of cost also bear heavily on how far we can go) Don't forget the series of courses offered at Marshal House during the winter months, all well worth becoming involved in, maybe too late for this session but there is always next year! Recent discussions gave a pretty good indication that these courses are destined to continue, with the call for more members to come forward and offer their time and skills to increase the band of 'tutors'.

## THE NORTH OF ENGLAND



The **Pickering Experimental Engineering and Model Society**, newsletters appear almost as regular as daylight, although saying that I have two copies for August 2009 which are completely different. Each edition carries many pieces about various rallies either visited or supported by this group, articles also appear describing several concepts of model engineering. Under the title of a 'shovel full of coal', written presumably by the editor, he says "I have to grovel once again for information to go into this magazine". He says, "I do not have any articles left in stock, but I'm sure you must have photographs and can put a few words together to send to me".

**Tyneside Society of Model and Experimental Engineers** report on several items, one being a look back on the history of the ground level track. I say history although the first section of concrete for the ground level track was

laid as 'long ago' as November 2007. Since then progress has been steady although lack of manpower bad weather, holidays and unforeseen circumstances has slowed progress. Hopefully the main circuit will be complete by early December so by the time we read this running should be taking place on this track. The open day and Stephenson trials during September saw only motley collection of locomotives. The trials on the Sunday took place with seven entries with a 5" gauge North Eastern T2 owned and driven by Chris Lee winning the Best overall and best 5" gauge award, Joseph Gibbons with his 3½" gauge Atlantic won the award for the best 3½" gauge locomotive.

**Stockholes Farm Miniature Railway** have good cause for celebrations, 20 years ago a decision was made to have proper toilet facilities, these were completed in July 1989 and have proved



invaluable ever since. That same July a JCB helped dig out one of the cuttings, it certainly made this task a lot easier. Later in July the first public open day was held. At the end of the week locomotive Duchess of Sutherland, driven by Roger Sully, had the honour of breaking through the ribbon. Just 10 years ago the second circuit was established, this was a significant step as all the track work used heavy-duty rail. The theme for the annual rally was pre-grouping and there was an excellent turnout of locomotives. Activities here continue with the same enthusiasm and I am sure anyone visiting will be treated to a great welcome.

**A** Newsletter just in from the **West Riding Small Locomotive Society** headlines the word apathy along with the dictionary description of the word. It seems that even with 80+ members everything is left to the few dedicated of no more than 20. This situation is of course not that different wherever you go but it is not often you see a front page devoted to the topic. The annual rally held in June saw good weather for a change. Saturday was a better day for visitors who came from far and wide, two travelled from Crewe, a distance of well over 100 miles, and stayed in their caravan for the weekend. On both days the caterers were busy keeping everyone satisfied, judging was undertaken in the marquee with the best finished locomotive award going to Ricky Beaumont with his 5" gauge Britannia, the best unfinished locomotive award to Ken Hepworth with his 5" gauge Black 5 and an award for the best non-locomotive went to Richard Byram and his 4" scale Garrett traction engine.

**M**embers of the **Chesterfield and District M E S** were saddened to hear that one of their 'younger members, John Page had died. John was a welder

by profession and was therefore a great asset to the club, becoming involved in several projects around the site. Apart from that, this Society is going from strength to strength at the moment, with new ideas and new projects underway. Talk about a new purpose built building was mentioned in the copy of the newsletter I have at present. This building could house a new workshop, storage area and a very important toilet arrangement. All eyes and ears were waiting for a letter from the local planners. Members have been asked to keep on the good side of the local school Headmistress, seems there have been a few issues recently, everyone has been told, 'we help them and they can help us'.

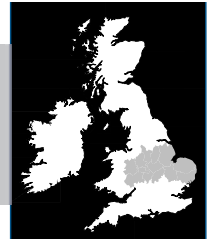
**S**trange that I should report on the word 'apathy' in an item just up the page a bit, it has appeared again, this time on the front of the newsletter from the **York City & District Model Engineers Ltd**. Headlines were 'Apathy continued'. Several reasons were noted here, but it was hoped everyone would heed the call for more support at events and that the issue would diminish and maybe go away. A note of thanks was given for the help and efforts of fellow members that have helped others move equipment and whole workshops, it was said most of this goes unnoticed and unrecognized by the majority. One comment seen in this edition of their news was with regard CE marking on model boilers. Contact had been made with the Southern Federation, seeking answers to questions, particularly the delay in information being transmitted to clubs/societies. Hopefully this issue will be resolved very soon.

**N**ext is the newsletter from the **Ryedale Society of Model Engineers**. You may recall earlier this year there were pictures of the concrete

base being worked on for their new building, well much work has since taken place here. The building is up and the roof completed by now, I should imagine a fair amount of work is still to be completed inside however. Passenger hauling still proves as popular as ever, which is good news for their Treasurer of course, what with the expense of the building programme. The three-day rally was as successful as anyone hoped for, with favourable comments from all of the visitors. Darker evenings and colder days are giving the building team some food for

thought, work outside will be seen as a poor alternative to working on the inside of the new clubroom. A driver training day saw many keen people on site on October 3rd. Fortunately it was 'dryish' but the exuberance of the trainees overcame any issues from that side of things. A small set back did nothing to prevent the new building being connected to the electricity mains, the set back was in the form of a large stone block, discovered when digging into the ground just where the ducting was to be placed for the incoming cable.

## THE MIDLANDS AND EASTERN COUNTIES



**A**n autumnal picture on the front of the **Birmingham Society of Model Engineers** newsletter shows a Austrian Federal Railways class 1245 Bo-Bo electric number 008 taken during the National Rally at Ilshaw Heath. A grand total of 49 locomotives ran during this weekend in September this year. A good selection of motive power also ran on the 32 mm and 45 mm tracks. There were traction engines as well. Congratulations are due to the chief organiser John Walker and the traditional stalwart members who helped to set up a running event. Many photographs accompanied this report on the rally far too many for me to reproduce here and to close the article a fine photograph of the catering division shows many smiling faces despite all their hard work. In an earlier issue, from June and July, photographs still abound, a couple of all the events run for the benefit of local beavers and Cub Scouts this summer were all so successful

despite the second date dampened by the weather although this did not dampen the spirits of those that attended.

**T**he **Bedford Model Engineering Society** newsletter from September/October 2009 reported a new editor which it was claimed should relieve the pressure on the Hon Sec. One idea of this new guy is to include an article every month titled 'engineers of the kitchen', recipes will be most welcome and can be sent to him where he looked forward to trying them out. The superb new bridge over the tracks at Hammer Hill is now complete and in regular use on public running days. It is not only used as a means of crossing the tracks but also as a viewing stage to watch the railways in action. The bridge looks really very good and enhances the Hammer Hill Station area. By the time members read this issue equipment would have been installed in the new workshop and should

be ready for use, thanks go to uncle George for undertaking the installation of the equipment. A break-in took place at night when the Society Garage was entered and some equipment stolen, the doors were wrecked beyond repair and the police were informed, luckily more valuable equipment was not touched.

**M**embers of the **Saffron Walden and District Society** have been busy preparing for a new club building, conditional planning permission was obtained at the end of June and the project is now well and truly under way. First jobs were to clear what was known as the hobby room of most of its heavy machinery, work was expected to last for anything up to 3 months, so plans had to be made to make sure that the machinery would be placed in a dry and safe place. Muscle power and ingenuity were forefront in this operation, along of course with good old-fashioned 'brute force & ignorance'. Later editions of their news show that the new building is well underway, with clearing the old building completed, base area dug out ready for the concrete and the building due for delivery in mid October. A picture shows the 'local' weed killer train in operation on their track. One locomotive, pulling two passenger cars, on the back of the second is the guy operating the pressure pump with his co-worker hanging the spray jet over the back aimed at the track. Slow effect did cause some cynics to suggest the plan had not worked, but after a short time there were definite signs the chemical had done its job. A proposal to revive the monthly club running day was discussed and the fourth Sunday of each month was selected with immediate effect. Looking at their events guide it would appear that this arrangement gives members the chance to run a locomotive in the morning unhampered by

passengers until two in the afternoon.

**A** neat and precise newsletter comes from the **Kings Lynn and District Society** with a sunny Sunday afternoon view of a passenger train at their club track. Members were reminded that they should show respect to each other and that everyone has different views and ideas and they should not expect to agree at all times. Junior members are the future of the club and should be shown the same respect that the members would expect from them. Work has begun on framework for a proposed tunnel, the metal for this framework is made from scrap sports equipment from the local Lynnsport sports facility, and so the cost of this project was thought to be small. The rolling stock has recently been repainted this time in Oxford blue, other work at the site has included a major tidy up in the workshop area, track maintenance is of course an ongoing project anywhere, as it is here. Slippage of ballast in one area is a focus of attention and they await the chance to use any wood off cuts to stabilise and support the ballast.

**N**ews for the members of the **Norwich & District Society** comes in a handy size newsletter. One item of news that seems a shame is that their insurers have confirmed that youngsters under the age of twelve cannot be insured, a form will accompany new application forms, where needed, suggesting that parents and or guardians will accept responsibility and will supervise whilst on club premises. Recent committee meetings have decided to hold a series of 'member only days', these would allow unhindered running for members that want to learn more about driving, testing and generally just 'messaging about'. I read that these days, 2nd & 4th Sunday of each month, will only be applicable between the end of

the running season this year and the start of the new season next year. A great deal of work has been taking place at this railway site, mostly to deal with public and safety issues. This included additional work to fencing and barriers etc.

**E**ditorial comments from the newsletter of the **Kinver & West Midlands Society** confirm that at least in this group enthusiasm is not dead. At the annual KINLEC competition this last September no fewer than 19 locomotives were entered. According to their own boiler inspectors this represented almost all of the club's locomotives currently 'in ticket'. It was a pleasure to witness such a turnout and the whole event was one to make the day most enjoyable. John Hurley with his 'Jubilee' won the 5" gauge

side of the event, while Alan Cookson with his Rob Roy won the 3½" gauge section, congratulations to both. Some landscaping work (gardening maybe) will be considered here, a set of conifers have raised some concerns about subsidence. These may be taken out and replaced with some beech hedging or a long 'arbor'. Thoughts are being given to creating a workshop, this due to the many items of machinery being offered to the club, not a new idea we are reminded, but one that has been suggested on previous occasions before. I have been given permission to use two items from the Kinver Link as separate entries in this issue. One deals with transportation of models and their safety, the other a stolen track.

## LONDON & SOUTHERN COUNTIES



**T**o open this bumper selection from this area of the country we start with a copy of the 'Prospectus' which is the newsletter of the **Reading Society**. Following the loss of Jack Shayler who was the last surviving member of the club from way back in 1947, when it restarted, members of his family unveiled a memorial plaque. Two locomotives were on display and then giving passenger rides on the raised track. Workers progress on the track is going well with many of the jobs being completed including bringing the swing bridge track and the adjoining track level. Member Rob Denton has had his Britannia named by the head of a local school, it has been named after a nurse who was at the

Battle of and Waterloo, her name was Mary Jane Seacole.

**T**he **Bournemouth & District Society** held another couple of events to entertain some children who visit from Chernobyl. The second of these groups enjoyed sunnier weather at least, but everyone enjoyed the occasion. Members will be kept busy here with a programme of repairs and maintenance it seems, carriage repainting, stage two of their carriage sheds along with other jobs are listed. On a smaller scale the 16mm gauge railways are mentioned. A track at Littledown, home of this Society, is described as 'little more than a test track'. Making it more attractive is one plan on

the table I see. A drawback to any substantial work involving landscaping are the worries about vandalism, but...if the railway was built in a private garden then these fears would not be as great. The writer then suggests that the idea of visits to private 16mm garden layouts is well established throughout the country. The new 'trolley shed' built recently seems to be working well, saving a lot of hard work and making life easier for the older members.

**T**he **Ascot Locomotive Society** produce a newsletter that invariably shows a main line locomotive in full steam, the October issue depicts 'Bittern' waiting at Meadstead & Four Marks station on the Watercress line during June this year. Not that many members were present it seems when a locomotive, started back in the 1970's by Henry May, was steamed at the Ascot track for the first time in ten years. This locomotive, a 5" gauge New South Wales Government Class AD60, 4-8-4 + 4-8-4 standard gauge Beyer-Garratt, was started by Henry May and completed by his younger brother after his sudden death in 1979. At 116 inches in length it just fitted the club's unloading traverser, which measures 118 inches between end flaps. This locomotive requires extended driving controls and can only be fired when stationary. A good time was had by all that were there and driver John, and wife Maureen, thought it very worthwhile following the drive down from Spalding.

**R**ailway events at Roxbourne Park, in West London, are organized by members of the **Harrow & District Society of Model Engineers**. The two events this last summer were both well supported and enjoyed in good weather reports say. On a matter of safety there were three names put forward to the

Southern Federation and Insurance company, these three names are boiler testers able to test steam boilers above the normal 500 bar litres up to a maximum. Rotten sleepers will be getting attention during this lay over period, and some carriage repairs are also on the agenda. Two new arrivals are mentioned in the Con Rod, one being an addition to the editorial team in the form of a new son to the Tilbury family named Nicholas. The second addition is a brand new 7¼" gauge BR 'Britannia Class' number 70007 'Couer-de-Lion' owned by Martin Holland. Following a champagne launch it performed faultlessly during passenger service that afternoon.

**Y**es David, a 'glutton for punishment', this in answer to a comment made on the front cover of the news from the **High Wycombe Model Engineering Club**. David was referring to my sitting back in the Editors seat. Some refurbishment has taken place at the track here, painting and general care being the theme. The word 'Leylandii' crops up, mention is made that they have lopped some 20 feet off the top, still leaving them at 50 foot high though, these must be the scourge of many people, but word has it that this has shown a great improvement. A talk was to be given during October, by restorers of aircraft, the talk would probably include reference to the many furniture makers in the area that took part in the building during the war of the famous 'Mosquito' aeroplane. Member Jim Elliot took part in the IMLEC trials earlier this year at Bristol, his entry was to the 'Previous Winners section', results at the time were not available when their newsletter was printed. Looking at a picture of the 'placing board' at Bristol in another newsletter from a different club, I would assume he came fourth in his 5" gauge section.

Heralding from the west of London is the newsletter from the **Northolt Model Railway Club**. Covering many aspects of life within the confines of 'model railways' there seems to be a lot going on in their own circle. One interesting article describes the misconception of London's underground railway system. Often referred to as 'the Tube' it comprises of the two systems, first was the cut and cover railway, almost working to standard gauge practices and its loading gauge, down to the true 'tube' running in bores just twelve feet in diameter. We, well a lot of us, know how it is to travel in these 'tube' trains, with a height of just under 9½ feet from rail top to carriage roof. A reprint of a section of the newsletter dated February 1987 takes your eye; almost to the point of believing it is part of the current issue. It shows how although time has passed by the basic ingredients of our widely spread hobby remain almost as they were.

The good weather during 2009 and the passenger season has, for many of us, brought good fortune to our bank balances. The **Frimley & Ascot Locomotive Club** have not been the exception to this trend this year, some think it may also be due to less foreign travel that latter months of the summer have seen good numbers of passengers. Membership numbers at events have shown a good level it seems, the need to share out as much work as possible between the members so that life is not too strenuous is still paramount. The efforts to secure new members are also given a priority in a section of their news. A proposed new raised track here at Frimley Lodge was the subject of a survey of the entire route recently. An experimental section of the design is being completed, along with a 'steaming box' to help with bending the timber side

supports. This experimental piece will be used to show the local council what is planned so that their final approval can be obtained.

**A**lan Edwards, Chairman of the **Chichester & District Society** greets us with the same plea as many other groups, the need for more help is his battle cry of the month. Luckily in the Secretary's report he mentions that at a committee meeting during September they accepted six new members, taking their numbers up to a new high. All of this talk of help etc comes to the fore when I read their list of jobs to be done, it numbers some 30 odd different jobs in need of attention, just as well there are 'new kids on the block'. A first visit by some to the Weald & Downland Steam Fair this year proved successful and interesting. A lot of planning and negotiation went into this event beforehand and with the co-operation of the organisers of the site the entire weekend was a complete success as far as the club were concerned. A wide range of pictures do appear on the club web site at [www.cdsme.co.uk](http://www.cdsme.co.uk)

**A** peaceful picture of a line up of full size and miniature traction engines etc graced the front of the newsletter from the **Canterbury & District Society**, known as the 'Stour Valley Express'. The event that this picture was taken at was their 'Trains and Traction Event' held for the second time during the weekend of August 8/9th this year. One of the most popular attractions was a miniature-baling machine, taken along by Ron Patey, powered by a 4" Garrett traction engine owned by Mervin Claringbold. As an aside it seems these miniature bales of straw are popular with florists and owners of animals such as guinea pigs. Various other traction engines appeared, including



a 4" Foster crane engine, a 6" showman's alongside a 6" Marshall and a 4" Tasker. The list did cover various other engines including a Fowler ploughing engine, a Foster, Burrell, 9" scale 'Mann' steam lorry and others. It was estimated that at the end of the weekend they had entertained upwards to 600 visitors, a worthy effort and welcomed by their Treasurer I am sure.

On the front of the 'Smoke Stack', another name for the newsletter from the **Gravesend Model Marine and Engineering Society**, there is a photograph of the 'new' container being delivered to their site. A painstaking search for the right container, both regarding size and cost eventually led them to purchasing what they did. Preparation took place and on the day the container was delivered and carefully lowered onto suitable concrete pads. Since then I expect work has been taking place making it all secure and useable. Great things these containers for storage, being 'almost' vandal proof and weather tight and of course given time and the correct colour they soon blend into the surroundings, pity more of us are not allowed them onto our present sites. Special events during this last season have included an Invitation Day, with upwards of ten locomotives attending, a day for visitors from the group known here as the Chernobyl Children, a well behaved and friendly bunch of children attended, a Charity Day, raising money for the group known as the 'Whizz Kids' whose aim it is to provide mobility for those children that need it, with the report ending with the comment that Fathers Day and the Teddy Bear runs seem always as popular as ever.

Despite a very full couple of newsletters from the **Welling & District MES**

there is no mention of any move soon. A historic look back at one early railway situated alongside the lake in nearby Danson Park, tells of a man that built up a good collection of locomotives to run on a track for 10¼" gauge. The owner, a Mr. Hammett, also had two portable 5" gauge tracks that he used on different occasions. Looking closer to home, members were treated to a look back at a day when rain curtailed the events for a while. Passing rain held up a shunting competition, but the 'chish & fips' were enjoyed under cover by those that attended, so all was not lost, looking at the picture it gives a clear indication of the conditions being experienced at the time. As a comment by their Secretary says, "a great season of events, running with utmost satisfaction, despite the best efforts of the National Grid and Greenwich Council to leave us uncertain as to our future". The entire membership has conspired to keep the site in good order and to support Club activities.

Over 130 members from the **Romney Marsh Model Engineering Society** spent a great night riding behind locomotive 'Green Goddess' on the RH&DR in June. This was to celebrate the 40th Anniversary of their own Society and the train was 'Special' for their members alone. Despite weather conditions being a bit foggy it did nothing to dampen the event, which also included scattering the ashes of their late President George Barlow, this was done in a time honoured fashion through the firebox of the locomotive. John Wimble, present Secretary, has announced he was standing aside this last September, following 36 years of duty, well done John, we hope a replacement has been found to continue the spirit of the hobby and club down there at Romney. An 'Open Weekend' at this track back in May this



year saw a total of 18 locomotives visit over the two days. Members from Maidstone, Canterbury, Polegate, Gravesend and Tonbridge clubs made the effort and made the weekend a success for the locals. By design or coincidence the first day of this weekend fell on the 40th anniversary of the inaugural meeting of this club, held at Cyril Carters House, that led to the formation of the present day club.

**A**long the south coast in a westerly direction from Romney lies Brighton & Hove. It was here at the tracksite of the **Brighton & Hove Society** that a 'Centenary Weekend' was held during last August. The only reports and news I have was that volunteers were needed to help set up a display in a marquee adjacent to the track, and volunteers to remain on the site overnight from Friday thro' till the Monday when the marquee was to be removed by contractors. A long stint maybe not to be completed by just the same members. A great deal of effort has been expended here fitting a new anti-tip rail around the present track, many hours of cutting, grinding and welding during the last two years were finally completed on the 20th June this year. Attention will now have turned to the traverser and its refurbishment. Longer term projects seem to be the provision of a set of purpose built braked passenger cars, always a major job at any club but one that is worthwhile.

**S**outhampton Society members can now all appear at away day events sporting new club clothing. Secretary Mollie Giles has obtained a new supply, all at reasonable cost I might add. It is nice sometimes to see a good show of club logo's etc when in a crowd. I suppose being a club situated near to the worlds (probably) most famous seaport it is fitting the Christmas Dinner should be held 'on

board'. The venue this coming December is on board the SS Shieldhall, members were urged to book early to avoid being left ashore! A display of various models was made at the Exbury Gardens, not far from Southampton, during June this year. A good display was made showing off various locomotives ranging from 5" gauge locomotives down to hot air engines. During one conversation, similar to those I am sure we have all had at shows and exhibitions, one visitor admitted he came from the 'Bitterne Park' locality but did not know the track was there! One partially finished Class 66 Co-Co locomotive was also shown, this being from a set of parts from a well-known supplier. Two of these are being put together by different members and will hopefully soon be running to the delight of their owners.

**N**ow a short swim away, across the Solent is the Isle of Wight, for many years the holiday venue of many people. The quarterly magazine known as 'Vectimod' comes to us from the **Isle of Wight Model Engineering Society**, themselves often blessed with the warm climes of this island. Now in their 75th years they are finding that their current membership of 111 members is in need of a boost. Ways of doing this have been tabled by the committee for future discussion. Facing the facts that, as with most other groups, the driving forces within us are beginning to wane, there are several locomotives that have reached a point of construction, only to be left lying abandoned in some corner of a workshop. Many members turned up on the occasions of work on the pond replacement programme here. The old liner was carefully removed and will be used to underlay the new, many humps and bumps were dealt with before going too far. There is a good schedule of work

for all the members to consider for the next few months, let us hope they can all contribute something towards this.

**W**e do know of course that the **City of Oxford S.M.E.** have had a busy year, What with their own Charity Day in June and the Dreaming Spires Rally weekend in July, they then hosted the Southern Federation Rally in September. By all accounts each event was a success, due in no small part of the members and the organizing committees. Also as the month of August progressed work began on the much needed and planned new club house, at the September Rally it was seen as a hole in the ground with some outer blockwork erected along with some pipework going hither and thither! At the Dreaming Spires weekend there were some 28 locomotives in attendance covering the various gauges in all types, electric,

steam, main line and narrow gauge. Two steam wagons were also on show with of course their tram. (No formal report has been sent in as yet, ED)

**T**o finish this section a quick word from the **Staines Society.** Despite the small number of members they have managed to have one of their best years so far, with passenger support as well as members support running at a high. Always popular with the children they will have run another 'Santa Special' towards Christmas. Various 'new' models are being worked on, as well as some of the older ones. The need to attract new faces is perhaps a daunting task but one that will be faced over the next few months. Anyone with any failsafe ideas about recruitment should make contact with our committee please.

## WALES & THE SOUTH WEST



*Following a question mark I used in a previous issue I received this reply directly from the Taunton Model Engineers, I have used it as their part of the news-round section.*

Ref: Southern Federation September News

**W**ith the question mark inserted in the text there would appear to be some, understandable, confusion over the location(s) of **Taunton Model Engineers.** I would like to clear any confusion that may exist.

Taunton Model Engineers is a 135 member strong model engineering society based in Taunton, the county town of Somerset. The society was established in

the 1940s but had no permanent base until 1980 when a 3½" and 5" gauge raised track was established in Vivary Park in the centre of Taunton. This remained the only fixed club facility until 2003 when, after a lengthy search for a location where we could establish a 7¼" gauge track a possible site was found on the periphery of a recreation field in the village of Creech St Michael (known to all locals just as Creech), just outside Taunton. Following negotiations with the authorities and a successful planning application an agreement was concluded. What we had gained was a green-field site together with a redundant tennis court. A contractor was hired to remove what was

later stated to be 300 tons of spoil from the tennis court area and deposit it as an embankment upon which to run a ground-level 5" and 7¼" gauge track, this being necessary because of ground levels. Over the 6 years of occupation to date a substantial carriage shed and a ticket office have been built, mostly by members with the occasional specialist contractor. Many members have contributed financially or by allowing the use of their business premises (professional engineering machine shop and a builder) and by the donation of time at working parties etc. The railway track now extends to about half a mile; some only in 7¼" gauge at present but it is intended to fit the third rail in due course. All the many sets of points are dual gauge.

From the above you will see that Taunton Model Engineers is somewhat unusual in that we have two sites, at both of which public running is conducted. In 2008/9 we were invited by Taunton Deane Borough Council to extend our raised track in Vivary Park over two redundant tennis courts. As soon as agreement was concluded all work at Creech ceased while members concentrated on the Vivary Park Site, this being completed just after the start of the 2009 running season and has almost doubled the length of the run. Despite the two sites we are a unified Society covering all aspects of model engineering and are always pleased to receive visitors from other societies.

A E Cooke Hon Secretary, Taunton Model Engineers

**G**oodwin Park has been the home of **Plymouth Miniature Steam** for a number of years, and appears to remain so for a good time yet. Enthusiasm amongst members means that new locomotives, in many guises, appear from time to time. Recently, over a period of

three months it would seem, there have been three new additions to the motive power department. Two electrically powered and one using a 150cc petrol engine. A few small problems always occur and with these three there were some, none however that caused any real difficulty. Around the 'staff quarters' there has been a re-fit to the kitchen and more roof repairs, these roof repairs may have to be the last until a complete new roof can be fitted. Minor vandalism still happens here from time to time, mainly aimed at the local tree population. Plans were still being made to restart the 'Tuesday evening workshop' sessions, once a venue can be obtained. This group lost the use of the original CFE/City College workshop back in July and were (in October) still trying hard to find somewhere else.

**T**he main item of news in the newsletter from the **Bristol Society of Model and Experimental Engineers** this time around was IMLEC. During the course of the two days a total of 27 half hour runs were made almost without incident. The eventual winner was the driver that first ventured out on the Saturday with his Polly3. The results surprised everyone when you realise that there were several larger locomotives of most configurations. The small size of Polly3 made the win unusual but did go to prove in some respects that 'size is not everything'! A visit by the Lord Mayor of Bristol, Chris Davies, on the occasion of the club Gala Day brought that bit of extra pomp to the proceedings. Complete in his robes and feathered hat, he, with white gloves, drove the Southern railway locomotive owned by Gordon Cackett around the track to cut the ribbon declaring the new tunnels well and truly open. The Gala weekend was organised of course to celebrate the 100th

birthday of the Society, a day remembered by many I am sure for a long time,

**D**own into Wales we have a newsletter from the **Mold Model Engineering Society**. Following the appearance on the cover of a fine 'Duchess' being driven by a member that has since passed away, the Chairman of this Society quietly remind everyone of the need to prepare a 'rough outline with ballpark figures' of what we have collected in our workshops. Our dependants (and others) often find it difficult to resolve any issues dealing with the workshop when the builder/owner of a

lot of models and equipment has departed. (Very astute and sensible comments John)

A note that has come in with the issue I have used this time around, points out that while the members at Mold appreciated the mention of a members mis-fortune when pickling a boiler, I managed to mix up or even forget to mention that an informal competition run by EIM to declare the 'best' club magazine was in fact won by the publication that emanates from the Mold Society under the heading 'The Sentinel' for this transgression I apologise profoundly! (ED)

## EVENTS DIARY 2010

### January

22/24\* London Model Engineering Exhibition (Alexandra Palace)

### February

12/14\* Brighton Modelworld (Brighton Centre)

### March

13\* FEDERATION ANNUAL GENERAL MEETING (Heritage Motor Centre, Gaydon, Warwicks.)

### May

2/3 Vale of Aylesbury Miniature Railway Gala

15\* FEDERATION SPRING RALLY (Leeds S.M.E.E. Eggborough Power Station)

16\* Host Society Open day

### June

2/3 Vale of Aylesbury Traction Engine Rally

12/13 Sweet Pea Rally (Fareham & District S.M.E.) Welsh Locomotive Rally (Cardiff M.E.S.)

26/27 M.S.R.V.S. Traction Engine Rally (Tewkesbury)

### July

3/4\* I.M.L.E.C. (Bournemouth & District S.M.E.)

10/11 Guildford Traction Engine Rally and Exhibition

### August

20/22 Bristol Model Engineering Exhibition (Thornbury Leisure Centre)

### September

11/12 National Locomotive Rally (Birmingham S.M.E.)

18\* FEDERATION AUTUMN RALLY (Rugby M.E.S. Olney Lane, Rugby.)

19\* Host Society Open day

### October

15/19 Midlands Model Engineering Exhibition (Warwickshire Exhibition Centre)

Note!! Dates and events marked thus\* the Federation "Road Show" will be in attendance.  
Other events and dates will be added as invitations are received.

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## INSURANCE CLAIMS & INCIDENTS

All claims and reports of incidents should be notified to Footman James in the first instance.

## FEDERATION SALES

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## FEDERATION WEB SITE

[www.southernfed.co.uk](http://www.southernfed.co.uk)



*Now, I am sure it said, somewhere in one of these, how to start one of these pesky machines!!*

Picture taken during the Autumn Rally at the City of Oxford Society.



And to close this edition, a snapshot of two wise men, Ivan Hurst (left) and Brian Thompson (right), ponder on the events at Oxford over the weekend in fine sunshine.

**Many thanks for all the support.  
If your item of news has not appeared then please accept our  
apologies and tell us.**

The boy stood on the burning deck

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Burning deck

