

SOUTHERN FEDERATION **of** **MODEL ENGINEERING SOCIETIES**

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

Thank you Brent—Great Job, well done

What a great place for the AGM!



In this issue we bring you . . .

Free issue of boiler certificate pads

Southern Federation Annual General Meeting March 12, 13 at YORK

12 or 14 month boiler certificate issues cleared up

POLLY AWARD TIME—NOMINATIONS PLEASE

...And best wishes for a Happy Xmas & Productive modelling New Year 2016

www.sfmesc.co.uk

Editor: David Goyder Tel: 023 8042 1201 newslettereditor@sfmes.co.uk

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

EDITORIAL

I won't mention the AGM, by the time you read this you will be committed.

I am sure we will all want to wish Brent the best while he copes with his health problems. Obviously not a happy situation for a man as active as he is with leading the Federation, running his own railway and enjoying model engineering of all kinds. How very frustrating!

While not knowing him as long as many Society members both within and without the Southern Federation, I, as much as all of you, will recall moments of him at play and work. Mine will be from Gilling some years ago where I had been sent 'light engine' over to the 'Erimus' yard. Here one is signalled across

the main lines into a loop. I stopped at the signal and whistled but they waved me on, 'Erimus' had completely forgotten I was expected, so I went around light engine until I got back to the main signal box where a loud voice stopped me, "You're supposed to stop at the bloody signal". Having explained what happened I slunked off and got to Erimus where I asked who was "that"? "That's Brent, great guy really!! Yes a great guy!

A couple of society articles included this issue but don't let up. Let's share your great work with others in the Federation. Let us publicise your events. Rallies et al are poorly attended sometimes, members need lots of encouragement in the website and the NL. So wishing you all a Happy Christmas & a Merry New Year in 2016.

David Goyder, Newsletter Editor

CHAIRMAN'S CHAT

Unfortunately due to degenerating health problems I am standing down as Chairman at the next AGM. It was very pleasant recently to meet so many members at the Fosse and help with advise to those who stopped at the stand for a chat.

You may have noticed that Committee Members now have smart polo shirts in a light grey colour with the Southern Federation logo. This is to enable you to spot them and talk to them as they walk around the various venues and I would like to make it clear that they were bought by the individual Committee Members and not, as some individuals have alleged, out of Southern Federation funds! Similarly Committee Members pay for their own food and do not claim for it on expenses when on Committee business. In my time as Chairman, I have believed in keeping a tight rein on all the monies the Southern Federation handles for its members .

As a result of an improving financial situation in the Southern Federation, I can now tell you that from the receipt of their 2016 subscription payment, member Clubs and Societies of the Southern Federation will be entitled to the free issue of pads of Standard Boiler Certificates, Written Scheme of Examination and Small Boiler Certificates when pre-ordered for collection at an exhibition or rally attended by The Southern Federation .

This free issue is for the normal level of usage of a

Club/Society and will continue throughout the 2016 subscription year . It will be reviewed late in 2016 and hopefully it will be possible to continue with free issue through 2017 and beyond .

Blue Record Cards, the Boiler Test Code (Green Book) and A5 plastic wallets will continue to be available, either at an exhibition, rally or by post, at the price(s) quoted on the order form, plus postage & packing where applicable.

Standard Boiler Certificates, Written Scheme of Examination and Small Boiler Certificates will also be available as free issue by post, but the cost of the postage and packing must be borne by the Club/Society placing the order. Orders for these pads for either postal delivery or collection at an exhibition must be placed with the Boiler Registrar.

Summer is coming so finish the Winter maintenance and get ready for a great New Year and if you feel your club could host an Autumn rally for the Federation in 2016 then please let the secretary know .

I hope to see you at the Northern Exhibition or Alexander Palace or the A G M to say good bye and thanks for putting your faith in my leadership.

Brent Hudson Chairman

Southern Federation of Model Engineering Societies

Polly Engineering Award 2016

Candidates to be 24 or less years of age at Nomination

Nomination made by the Club or Society affiliated with the Federation

Nominee an active member

Nomination forms found on pages 11 and 12 of this issue.

Please send them to SFMES Secretary, 18 Wakefield Way, Nether Heyford, Northampton NN7 3LU

Deadline is January 16th 2016

YORK 2016 Annual General Meeting YORK 12 & 13 March 2016

I remember from some long time ago there was a record (yes those vinyl things) called "This is York" and to my mind it was one of the most evocative sounds I had heard. So imagine back in 1978 when a young Canadian chap was called into the boss's office in Toronto and told get ready to go to the Horbury works and help out for three weeks.

York was only about an hour away from Wakefield and in due course one Saturday morning there was I standing on York Station watching the hustle and bustle. The atmosphere was terrific and it was a misty morning. Was standing on footbridge in middle of station just imagining the days of steam years ago when seven or eight different railways used York and I must have dreamed a little for it seemed as if a train passed right underneath where I was standing and the air was full of smoke and mist, couldn't see much. I felt a tap on my arm, it must have been a local chap, as he said, "not from around here are ye". No, I replied. "Well", he said, "Wait until 2:35 and you will see the Liverpool train with a new L & Y, 4-6-0 and ready to race the North Eastern Leeds train to Church Fenton." At that point, the smoke cleared just as the announcer called "This is York". Had I imagined that? It seemed real to me but I will never know. I do remember his last words though, "Name is Lumb, if you ever come back to Yorkshire".

So now the Southern Federation have been invited to come to York and visit the York City and District Society of Model Engineers Ltd for their Annual General Meeting next Spring. Where else you ask? This will turn out to be a fabulous weekend.

The York Society has a rich history and it has been a hard slog. Founded in 1929, meetings were held in various places, mainly public houses. Most were discussion nights but a regular feature was "Live Steam Nights" when locomotives were run on a test bed, stationary engines were demonstrated and even a flash steam boat was put into action. Membership remained low until the latter half of the 1930s but as more people found work membership grew. Meetings were now taking place courtesy of Rowntrees, who provided access to the work's dining room free of charge.

After the Second War, farmland was rented at Stockton Lane for the building of a raised track. The track itself was made and assembled in the LNER workshops – the members being given access to the York Loco Repair Works and then, at the suggestion of the CME LNER (Peppercorn??), the York Carriage Works. Erection of the track at the Stockton Lane site started in 1947. Not many clubs can claim that their railway track



was made by one of the Big Four!

No sooner had the track been brought into use than the farmer sold the land and the new owner decided to plough it. The track was dismantled and stored until other land was found. This was in April 1949 at Bishopthorpe. Unhappily, the site was sold in 1966 to an unsympathetic new owner.

The Society then found a new site in 1967 through the generosity of a local builder, Messrs. Birch & Co.. The owner, Jack Birch, indicated that he was willing to allow the use of part of his site at Moor Lane, Dringhouses until required for building but the sale of land ended the club's stay and it was packed away for the 4th (or 5th) time.

In 1987, British Rail were electrifying the East Coast Main Line and using redundant sidings at Dringhouses, for contractors' storage. The Society arranged to purchase the site but would have to wait until the electrification was complete. The Society finally took possession in 1989 when work started on a clubhouse and erection of the track. The site has an association with railways back to Victorian times as much of the ground is deep in ash from NER and LNER locomotives shedded at York. Fittingly, the new clubhouse and site were opened by the man who had generously allowed the use of the previous piece of land, Councillor Jack Birch.

Any club that has had that many barriers to overcome to get to the 21st century deserves our support so let's all go to York!!

YORK IT IS!!

How to get to the York City & District Society of Model Engineers

Regardless where one starts from, one ends up approaching York on the A64 past the oldest Yorkshire brewery Sam Smith's at Tadcaster. Those coming from the North are urged or indeed positively encouraged to stay on the M1 and pick up the A64. This avoids the city centre and is a mere 3



miles further in distance. On the A64 then take the A1036 to York SW as shown on the sign on the left. Follow the A1036 until the race course appears on your

right and then the Holiday Inn. Just past that is a lovely old church and on your left is St Helen's Road. Turn left. Go over the East Coast Main Line and then turn right into North Lane.

Continue until you see a metal fence and the ECML. Turn left into a once muddy path and you are there!! There is a little red sign and it is little!



And a word from the Secretary of the York Society, Bob Polley

What's the Southern Fed thinking of you may ask, organising the next AGM "up north" at York.

But hang on a moment, only about 40% of affiliated clubs are in the southern region, the rest being spread throughout the UK, so this should give some fresh faces, as well as the regulars a chance to attend.

Anyway, what's on offer at YorkMES? Well we have 2.5" through to 7.25" facilities as well as a 16mm garden railway, all of which will be in use (assuming there isn't 12" of snow) on the Saturday of the AGM and also on the Sunday which is our normal running day and when visitors (with or without loco) will be most welcome. The clubhouse catering facilities are limited but we intend to provide a simple light lunch for those who pre-order it and of course tea, coffee, etc will be

available at all times.

What is there in the city around the clubsite? Nearby are shops, pubs, takeaways, etc and of course all the sites that York is famous for, including the NRM, Minster, museums, etc. In the surrounding area are to be found attractions such as several preserved railways, an aircraft museum, a museum dedicated to the second world war and much more. The coast, dales and moors are only a slightly longer drive away. For further information why not go online to www.visitork.org/seeanddo/

You are most welcome to contact me at either bob-polley@sfmes.co.uk or honsec@yorksme.org.uk and I will try and answer any queries you may have.

Bob Polley Honsec of YorkSME

Government consultation on firearms conversion .

An Update

By R.Walker

Safety Officer, Southern Federation of Model Engineering Societies.

Recently the Law Commissioners issued a consultation paper, No. 224 FIREARMS LAW, inviting comments on proposals to restrict the availability of certain kinds of metal-working machinery. The previous edition of the Newsletter, Vol. 5, Issue 3, included an article outlining some of the details and the immediate responses from the SFMES.

Since that article was printed, replies have been received from some MPS and the Law Commissioner himself. These all included reassurances that it was not the intention to criminalise those in innocent possession of metal-working tools and equipment. They also included the comment that

criminality would involve the breach of both of the proposed clauses and not either one, as implied originally.

The members of the SFMES board are keeping a watching brief at present. Representations have been made on behalf of member Societies and the matter is now in the hands of the legislators. Any further opportunities to contribute to the debate will be taken at the appropriate time."

Bob Walker, Safety Officer

Southern Federation of Model Engineering Societies

Free issue of boiler certificate pads

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Does your Society need places in the next boiler testing seminar?

If so, tentative plans are underway to hold one in East Anglia, possibly Norwich in the Spring before the running season gets underway. So, as many of you are well aware, please pass your nominees on to

Peter Squire, Secretary, Southern Federation at peter.squire@sfmes.co.uk

Thank you.

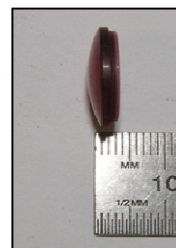
Seeing the Light (Part 1 of 2)

By Robin Howard, Tonbridge Model Engineering Society

One of my ongoing projects is to produce a set of scale 7¼ in hand lamps based on one that I had photographed at Foxfield Railway in 2009, the prototype for which was completed before Christmas last year (shown on our stand at the TMRC Exhibition at the Angel Centre in February). These are for use on my 7¼ in Holmside loco (how's the wider track coming on at Tonbridge Eric?) and although I am now retired (almost) time and priorities have placed my resources elsewhere. Whilst the original prototype, which itself had gone through a number of iterations, was OK there were various aspects that I wanted to improve on with tweaks to some of the dimensions to make it look right and design changes to the way the front part was held on (thin nut replaced with a sleeve nut) along with a complete redesign of the battery holder and switch to make it easier to disconnect and replace the batteries.

When I started out the intention was to use 3off AG7 coin cell batteries, giving about 4½ volts and dropper resistors to suit the voltage rating of the LED's. The LEDs for front and back were going to be the 5 mm high intensity warm white and red wide angle types. This worked OK on the prototype but the light was very bright and the rear version with the red LED didn't look right when the LED was not illuminated as the front lens was clear. So a rethink was needed and the

obvious came to mind, that is to use a red lens for the rear so e-bay was consulted and 100 mm of 19 mm diameter red Perspex was purchased (at considerable expense). The way the front lens is constructed is that the OD is turned and then a hand ground form tool (see picture below) is used to form the profile on the front of the lens (slow speed with plenty of coolant and a gentle touch on the cross slide hand wheel so that the material doesn't overheat). Once formed the face can be polished with 2500 grit wet and dry (used wet) to remove any tiny machining marks and finished with Brasso wadding. Then the rear location diameter can be plunged to size with an o-ring groove tool and the item parted off with a sharp angled, very sharp parting tool with copious coolant applied. It gives a remarkably good finish but leaves a small centre pip which can be carefully removed with a scalpel. The rear face can then be polished on a flat surface with 600 then 2500 grit wet and dry (used wet) and Brasso wadding.



(Ed- to be continued in the next issue!

Steam and hydraulic test certificate expiry dates.

By R. Walker

Safety Officer, Southern Federation of Model Engineering Societies.

A question of expiry dates for boiler test certificates has recently arisen. The current Boiler Test Code (Section 12.5) specifies the validity of Examination Certificates as ...

- a. *The Initial Shell test is valid for the life of the boiler unless the boiler is subject to repair or modification which would affect the structural integrity of the boiler.*
- b. *Further repeat tests hydraulic test shall be valid for a period not exceeding four years from the date of the test for copper boilers and for steel boilers four years from the date of the Initial test of a new boiler, with subsequent tests at intervals of two years.*
- c. *The steam certificate shall be effective from the date of the steam test and can run for a maximum period of 14 months from the date of steam test, but not beyond the expiry date of the hydraulic certificate.*

This seems to be very clear. However, some Societies and/or Inspectors are interpreting Rule 11.1(c) "An examination under steam pressure shall be undertaken annually or at intervals not exceeding fourteen months" as meaning the certificate should be issued and dated for 12 months from the date of the test but may be regarded as valid for 14 months from that

date.

This has resulted in boilers being presented for running with expired 12-month certificates on the basis that **"we have two month's grace period, don't we?"**. The answer is **"NO"**. The date on the certificate should be the date on which it ceases to be valid, as clearly specified in Rule 12.5(c).

The Examination Certificate itself is not as clear as it could be. The "expiry date" is relegated to an explanatory note instead of being the main heading for the entry of the actual expiry date. The main heading is instead labelled as "Date next ... test is due:".

It seems logical that the date a test becomes due is the same as (or the day after for the more pedantic) the date the current certificate expires. However, it appears to be not quite so obvious to everyone and is being miss-interpreted. It seems a minor point, but it is one that is leading to confusion, with owners being refused permission to run their locos unless a new test is undertaken.

R. Walker

Safety Officer, Southern Federation of Model Engineering Societies.

THE CURIOUS CASE OF THE FAILED VACUUM BRAKE SYSTEM

by Wally Pearson of the Fareham Society.

For many years we have been using the type of 7/4 inch gauge coaches as shown on the front of the HSE document *Passenger Carrying Miniature Railways, Guidance on Safe Practice HSG 216*. The coaches are vacuum braked with a train pipe running through each coach. The coaches are connected together using rubber hose attached to 1/2 inch diameter brass hose adaptors. Last year a problem arose such that there was no vacuum showing on the gauge situated in the Guard's van. Checks on the individual coaches indicated that there was a blockage in the pipe of two coaches. The fault was traced to what appeared to be clay at the ends of two hose adaptors. At the time the fault was put down to the possibility of children or pranksters applying a finger of clay. At various times coaches are disconnected for several days for reasons of service or train assembly. The obstructions were removed and no further problems occurred.

However the problem arose again this year. This time one blockage was at the fitting and was easily removed but another was some distance in the train pipe. The application of full vacuum (30 ins Hg) and subsequently a

pressure of 45 psi air pressure failed to remove the obstruction. The use of a flexible dispenser wire (don't ask) did remove the obstruction along with the body of a deceased yellow and black striped insect.

I can only offer the following as an explanation to the problem taken from a Reader's Digest booklet.

The female Mason Bee cleans out a hole in mortar (lazy ones find a readymade hole), stocks it ~with pollen and nectar, lays an egg and then blocks up the hole with mud.

For those of you with similar vacuum braking systems, to avoid a similar problem, I would recommend that vacuum pipes remain coupled or blanks are fitted as appropriate.



L) Mason Bees



R) Mason bee nest cell with cocoon

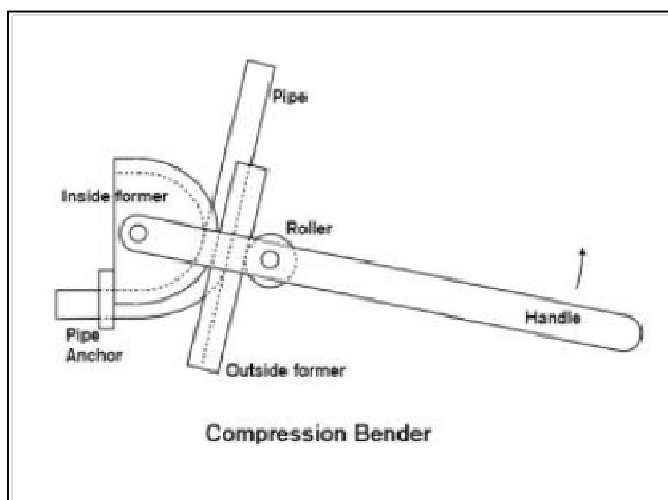
A review of pipe bending options (Part 3 of 3)

Stuart Walker, of SMEE runs through common techniques that many of us need from time to time.

Note: We have permission to reprint this from the SMEE Journal and as it is both topical and interesting we have their gracious permission to use their article. It is quite long so it will be broken into three or so parts for our newsletter. This is part 3.

4 . Compression bending

In principle, these work in a similar way to the above but use a roller behind a flat former to exert the pressure at the bend point as shown in **Fig. 4**. The advantage is that the pipe is better supported at the point of bend with less frictional drag

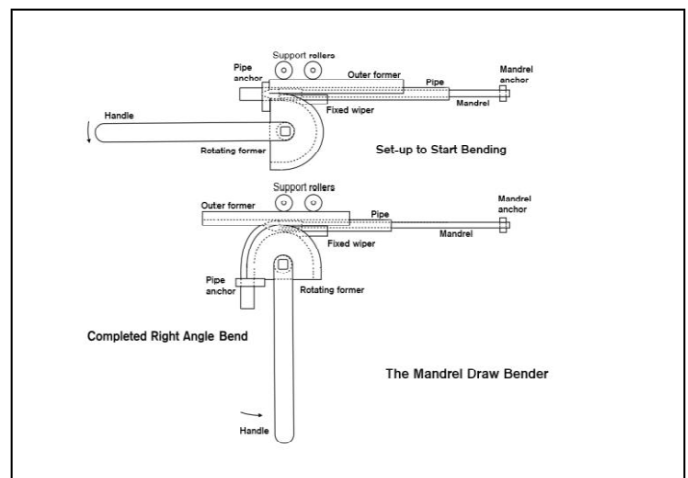


stretching the outside of the **Fig 2 Fig. 3** 28 The Journal of The Society of Model & Experimental Engineers - February 2015 | Vol. 23 | No. 1 bend. This balances the plastic state by imposing compression on the inside of the bend, which enables tighter bends to be formed. Using this approach, a member at my local club made his own bender and was able to pull a 180° bend in 304 stainless steel to a radius of the pipe diameter with very little distortion. However, it should be noted that work hardening and loss of structural integrity can lead to premature failure. The standard pipe benders for 15 and 22 mm diameter hard drawn copper pipe, as used for domestic plumbing, normally use compression bending with a fixed radius of three times the pipe diameter. From my experience they work well enough, but the former could be a better fit and similarly the anchor point can mark the work and should be improved if higher standards are needed. Numerous designs have been published for small pipe compression benders, including a simple easy to make and use design for pipes up to 1/4 in. diameter, which was recently published on David Carpenter's model engineering website. Unfortunately, it's no longer available on line, but a nice boxed example has been made by Mike

Chrisp who recently displayed it as work on the table. Note that the design is based on a minimum bend radius to pipe diameter of three and might need to be strengthened to accommodate more ambitious bending. Hemingway Kits use a similar design but the outside former is shorter and fixed, thus producing less compression and more friction stretch by using a wiping rather than rolling action. This wiping action seems to be used by most of the small low cost benders being offered by suppliers like Chronos and RDG. Better quality tools are available in the UK from the like of <http://www.toolstop.co.uk/pipe-benders-b63?qo=Pipe%20benders> but you'll need a much deeper pocket and you might well conclude that it's better to make your own.

5. Mandrel draw bending

Unlike the above, the pipe is attached to a centre former which is rotated to form the bend, **Fig 5**. At the point of bend, the pipe is supported by an internal mandrel, and two external straight formers are used to support the pipe up to the point of bend. One is a static wiper set on the inside face of the bend with a shaped nose that blends into the profile of the rotating core former. The outer straight former supports the pipe on the outer face of the bend and is roller mounted so that it remains in contact with the pipe up to the bend point. The end of the internal mandrel is



shaped to fit the bend profile and extends beyond the point of bend. On industrial machines, the mandrel end is fitted with an articulated ball shaped profile which supports the bore well past the bend point. The end of

A review of pipe bending options (Part 3) cont'd

the pipe is anchored with a keep plate on to the centre rotating former at a straight section just past the starting bend point.

The depth of grooved profile in the centre former is equivalent to 60% of the pipe diameter to aid profile retention. The external formers fit within the central former to maintain alignment and a true pipe profile. Tight distortion free bends can be achieved down to a bend radius of one pipe diameter, but two seems to be the norm. The resultant integrity of the bent pipe seems to be similar to that achieved using a compression bender but industrial precision pipe benders favour this approach and use hydraulic ram to rotate large pipe formers using rack drives. Simple, hand operated versions are made for pipes between 3/8 and 1 in. diameters. The amount of effort needed is reduced by using smooth finished formers and spray applied lubrication.

Hard anodising seems to be popular with industrial users today; in the past, hard chromed steel was used for non-ferrous pipes and aluminium bronze for steel pipes. However, for low volume model engineering it's not critical and the main focus should be on fit and smooth finish. An example of a good quality industrial bender, along with a video demonstration, can be found at <http://www.useful-tools.co.uk>

Significant simplification can be made to the design when applying these principles to most model engineering applications where 1/4 in. diameter pipe work seems to be the norm, and a useful range would be 3/32 to 1/2 in. Two designs have been published in model engineering publications over the years, with the first dating back to 1947 when SMEE member WT Barker described his design in *ME* volume 96. This is a very elegant design and his original equipment is now owned by Ann Hatherill and was displayed on our stand at Guildford Model Steam Rally in July 2014. It attracted much interest and encouraged me to step back and take a more rounded view of pipe bending. It was designed for bending copper pipes up to 5/16 in. diameter. The 1/2 in. diameter shaft seems to limit the design and

Fig. 5 30 The Journal of The Society of Model & Experimental Engineers - February 2015 | Vol. 23 | No. 1 increasing it to 3/4 in. diameter and enlarging the table should allow it to accommodate 1/2 in. diameter pipes. It would more than likely reduce the frictional drag if the fixed external former is replaced with a longer block former that moves with the tube and runs on a roller support similar to the commercial version. It might also be beneficial to provide a short fixed wiper on the opposite face of the pipe. The other design was published by Ian Hunt in *MEW* during November and

December 2002, a more robust design intended for pipes up to 1/2 in. diameter. Unlike the previous design, the centre former and pipe clamp are made separately and bolted to the centre spindle. The mounting arrangements for the internal mandrel seem a little complex and the external guide doesn't appear well supported.

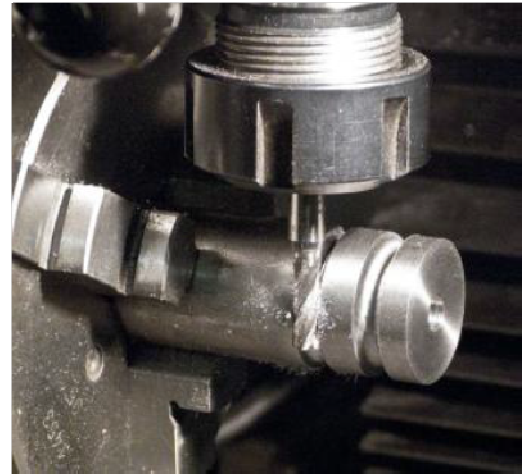
Making formers

Some might be put off making what, at first sight, seem complex irregular shaped formers which appear to need special tooling. However, the method used by Mike Chrisp employs a chuck mounted on a rotary table on a milling machine to hold the work with a standard straight milling cutter, offers a straightforward solution, as shown on the photos here.

Ball end mill cutters are useful for making the straight formers, but if you consider such an investment an unjustifiable expense, then they can be made from an oversized block by drilling and reaming a hole to fit the tube and producing the correct shape former by machining away the excess.

Conclusion

If you do a Google search for 'small bore tube benders' you will find a bewildering array of different designs and YouTube demonstration videos and I hope this short article will help sort the wheat from the chaff and enable you to better assess your particular needs. If you'd like further explanation or you can add additional insight, please let me and the Editor know.



PUBLICATIONS AVAILABLE FROM SOUTHERN FEDERATION MES

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

Title	From Our Stand	By Post
Examination & Testing of Miniature Steam Boilers BTC 2012 - Green Book	£0.50	£1.25
Ditto - Pack of 5	£2.50	£3.25
Boiler Test Certificates - Pad of 50	£5.00	£7.50
Written Scheme of Examination - Pad of 50	£6.00	£8.50
Small Boiler Test Certificate - Pad of 50	£5.00	£8.00
Boiler History Record Card - Pack of 10	£3.50	£4.70
Plastic wallets to hold certificates size A5	£0.75	£1.50
Ditto - Pack of 5	£3.75	£5.25
HSG216 Passenger-carrying miniature railways 'Guidance on safe practice'	£3.00	£4.50

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

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

Postal Charges

In view of the hefty postal charges for packages in force currently, if you require more than one item please contact David Mayall first for advice concerning the postal charges

SOUTHERN FEDERATION MES COMMITTEE

Chairman	Brent Hudson
Vice Chairman	Ivan Hurst
Secretary	Peter Squire
Treasurer	Norman Rogers
Membership Secretary	Martin Baker
Boiler Registrar	David Mayall
Safety Officer	Robert Walker
Newsletter Editor	David Goyder
Vulnerable Groups	Volunteer welcome
Committee Members	Mike Chrisp, Bob Polley

INSURANCE CLAIMS AND INCIDENTS

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

FEDERATION INSURANCE BUSINESS Managed by Walker Midgley Insurance Ltd

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

www.sfmes.co.uk

Southern Federation Insurance Scheme

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

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

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

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SOUTHERN FEDERATION of MODEL ENGINEERING SOCIETIES

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



SOUTHERN FEDERATION TROPHY & POLLY MODEL ENGINEERING PRIZE

The committee of the Southern Federation of Model Engineering Societies acknowledges with gratitude the generous support provided by Jayne & Andy Clark of Polly Model Engineering Limited in promoting this award.

This Award is made with the aim of encouraging young persons to participate in the hobby of model engineering with particular emphasis on acquiring the relevant skills and use of appropriate materials.

While pursuance of excellence by those in their late teens and early twenties should be promoted, work by youngsters taking their first steps in the hobby of model engineering is also encouraged. Participation in club/society activities is also important.

Nominations are judged by the committee of the Southern Federation of Model Engineering Societies and approved by the proprietors of Polly Model Engineering Limited. Their decision is final.

The winner will receive a prize donated by the proprietors of Polly Model Engineering Limited and a suitably inscribed Southern Federation Trophy, which shall be retained.

The award will normally be presented at an Annual General Meeting of the Southern Federation of Model Engineering Societies at which representatives of the winner's family and Club or Society are welcome to attend.

Completed nomination forms must be sent to the SFMES Secretary, 18 Wakefield Way, Nether Heyford, Northampton NN7 3LU to arrive no later than 19 January 2016

RULES

1. The Nominee shall be no more than 24 years of age at the date of nomination.
2. Nomination shall be made by a Club or Society affiliated to the Southern Federation of Model Engineering Societies and the Nominee shall be an active member of that Club or Society.
3. The Nominee shall have demonstrated the acquisition of skills in the use of appropriate materials and metalworking hand tools and/or machinery/equipment by producing a model, other mechanical item or piece of workshop tooling associated with the hobby of model engineering, complete or part built, constructed using metalworking hand tools or equipment normally found in the home, school, Club or Society workshop. Supervisory input and items built as apprentice pieces in a training environment are acceptable. The work shall be the nominee's own but normally acceptable commercial fittings, fixings, fastenings or other components may be used.

NOMINATION

Please supply a summary of the Nominee's relevant projects completed and/or in hand.

Please supply photographic evidence and state to what extent the Nominee's work has been completed unaided or produced under guidance - please note that supervision is acceptable.

Please supply a summary of the Nominee's involvement in Club or Society activities.

NOMINEE

Club or Society:

Signature:

Name (please print):

Date of nomination:

Age at date of nomination:

Home address:

Telephone:

Email:

SPONSOR

Club or Society:

Signature:

Name (please print):

Position held in Club or Society:

Home address:

Telephone:

Email: