

SOUTHERN FEDERATION NEWS



JUNE 2010



The group, Grandmother Gwen, Ivan Smith, Bethany, Andy, Barbara Smith and Grandad Mike. All very proud to be present on this occasion I am sure.

Meanwhile a final duty before he stood down from the duties of Vice Chairman of the Federation Committee, Clive Young, reading the award address.



Southern Federation News



JUNE 2010

Editor
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Federation Web Site Is At
www.southernfed.co.uk

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

EDITORIAL

The majority of our affiliated member groups will be well into their 2010 season by the time this gets out and about. Many of them will have either read about or heard about various issues around the country, through the national press or other sources, issues that could have a direct effect on our own future as a hobby. Generally those with a good grounding in commonsense will have noted what has happened and taken the steps needed to safeguard their own members and the people that visit their tracks etc.

A lot of background work has been, and still is taking place trying to seek answers to the many questions asked throughout the year. Documents are published as seen fit, sent either direct to our members or posted on our web site, To try and keep abreast of things it will be advisable for anyone with internet access to look regularly to see if there are any notices that give answers to any of the questions. I mention common sense earlier, this is something we feel some do not have, especially when you read or hear of events that take place.

In this particular issue you will find a document presented by our man at the front, Roger Griffiths. He has spent several hours/days/weeks searching for any information he could get his hands on that may well help in the general terms of the subject he has written about. Please read and digest the information. Use whatever links he has provided to gain whatever information you can, but above all else if you feel the need then please contact him. His direct link is shown either on the Federation web site or in the re-formatted list at the back of this publication.

Stan

Items for inclusion in the
SEPTEMBER 2010
edition should be with the Editor by
JULY 26th 2010 at the very latest.

Brian has decided he did not have that much to say this time around, so his 'piece' does not appear. However there is one thing that may cause some thoughts amongst you so.....

YOUR FLYERS AND THEIR FUTURE DISTRIBUTION

For a number of years now the Federation has offered the services of a 'mail shot' to distribute your many flyers/posters etc at the start of any new season. Up until the changes to postal regulations, regarding sizes and costs, this has been successfully carried out. However at this point in time it is felt the services of a much wider distributor should be employed, maybe with better results.

With effect immediately we are going to ask any club/society that wishes to publicise their own events to send in, either as a hard copy (one) or electronically (preferred) a copy of their flyer/poster. The information will then be placed in the newsletter diary section as appropriate during the season, and a copy of the poster/flyer will be put on our web site with a direct link to your own web site, always assuming of course you have one. It is hoped this way the information will be disseminated more widely, not only to our own affiliated members but those of other groups across the country.

Part of the issue is that even if we send out the flyers in a separate envelope the money we receive (£7-50p) a shot, will not cover the total costs involved. The number of clubs/societies using the service has dropped since it began. It will also enable me to run this newsletter as a slightly larger (page number wise) without the need to worry about weight factors.

So the use of our diary section and website will hopefully be beneficial to all concerned. The situation will however be reviewed as time passes with any alterations being incorporated as needed.

Stan. (Newsletter/Website)

DIRECTORY SUPPLEMENT UPDATE – JUNE 2010

Due to the 2010 Directory Supplement being re-printed and maybe sent out by this time there are no changes notified here. Each Club/Society should have had their own 'new' copy by now, further supplies can be obtained at any of the events where our Sales Stand appears, and also by ordering direct from Brian Thompson through his link on our web site.

www.southernfed.co.uk

2009/2010 Annual General Meeting, Saturday 13th March 2010.

***“These minutes are published for information purposes.
They have not yet been formally approved by the membership.
As is usual, discussion and approval will be a specific Agend Item at
next year’ A.G.M.”***

Introduction

The 2009/2010 AGM was held at the Heritage Motor Centre, Gaydon. 48 Societies (8 fewer than last year) were represented, and in total, 68 Delegates (including the Committee) attended (8 fewer than last year). Additionally, there were 4 guests, from Footman James and Polly.

The main points are recorded here; the reader is referred to the full Minutes posted on the Website (www.southernfed.co.uk). The Minutes take precedence over this report.

Review of the Minutes of the 2008/2009 AGM

The 2008/2009 Minutes had been sent out with the AGM Data Pack sent to all Federated Clubs and Societies prior to the Meeting. They were agreed to be an accurate representation of the business carried out at the previous AGM. There were no matters arising from last year’s AGM.

Chairman’s Report

Mr Thompson summarised the achievements of the previous year and gave details of the events that the Federation had supported and will support in the forthcoming year. He expressed his thanks to Messrs Norman and Young who had previously indicated their intention to step down at the end of the year. He also expressed his concern that some Societies have not updated their records, in that communications are still being sent to the wrong Officers, some 18 months after changes had been advised to the Membership. This inevitably led to delays.

There were no immediate questions arising from this report.

Treasurer’s Report

Copies of the Accounts had been distributed with the AGM Data Pack.

The Treasurer reported that some Affiliates wished to eliminate paper, and had enquired if Electronic Transfer of Money is possible. A “straw poll” of Delegates indicated that three quarters of societies had Internet access. It also revealed that one third would favour an electronic route.

In reply to a question, The Treasurer stated that the Tax Liability arose from the Insurance Commission payments.

There were no other immediate questions arising from this report.

Auditors’ Report

The Auditors had previously expressed their satisfaction that, in their view, the Accounts were in order, and recommended that they be accepted.

Insurance Report

Footman James (FJ) reported on the progress of renewal applications. They also noted that there had only been two claims during the year.

No immediate discussion took place following this report

Acceptance of Reports

Prior to acceptance of the reports, one Delegate commented that details of incidents and accidents were not being propagated. The Chairman accepted this comment, and would investigate the possibility of publishing the information in the Newsletter.

The Chairman then sought acceptance of the above Reports, and this was carried.

Safety and Boiler Test Codes Report

The Safety Officer described the recent activity in response to queries on The Blue Book. He also outlined the definitions and implications of “Commercial” operations. He then went on to address the subject of Gas tanks, and explained that these came under the aegis of the Department of Transport.

The Federation had made available a large amount of documentation on a range of subjects. A full set of Guidelines/Bulletins had been sent to society secretaries recently. He then carried out his own “straw poll” of Delegates, which indicated that approximately one-half of the Delegates regularly read the Editorial, Technical and Minutes sections of the Newsletter and Website. Only one third had read the Information Sheets/Bulletins published by The Federation. The lessons are self-evident.

Boiler Registrar’s Report

The Boiler Registrar is continuing to maintain the Database, but he reported that a significant number of Tear-off Slips were still being sent to the wrong address, or were incomplete or incorrectly filled out.

No discussion arose from this report.

Matters Arising from Reports

Other than questions relating to Safety (see full Minutes), there was only one other matter discussed.

One Delegate expressed Concern at the ever-increasing legislation that affects us all, and urged that societies/individuals should lobby their MPs. The Federation Secretary wholeheartedly supported the comments and asked how many of the Delegates had written to their MP on any subject. None had done so.

Future Activities - Insurance

FJ outlined their future intentions with respect to enhancing the benefits to Members. These would include other insurance products (Home, Contents, Modern and Classic Car and Motorbike). These products have been agreed at specialist rates. The increased product range available to members would allow substantially increased financial contribution to the Federation in future.

Safeguarding Vulnerable Groups

Recent events had again brought this subject into prominence, and the introduction of the Vetting and Barring Scheme later this year will raise further concerns.

The Federation, in conjunction with the Northern Association of Model Engineering Societies, are considering guidance that will help the member Clubs and Societies. As an initial step groups should seek advice from their local specialists in this area of work or Volunteer Group Associations. In addition it is recommended that risk assessments covering the group’s activities are carried out and written down for future reference.

All Southern Federation affiliated groups will have received during the last six months

copies of a series of Information Sheets and No. 6 deals specifically with this topic and includes helpful notes. Further information on the Child Protection aspect was covered in Information Sheet No.1 though some parts have been superseded by the 2006 Act. The whole series of Information Sheets can be viewed on the Southern Federation web site.

Within the next few weeks all Clubs, Societies and other affiliated groups will be asked to complete a survey giving information, (without personal details etc.), of any incidents that may have affected their group; how it was dealt with and the result; what steps have been put in place to reduce the risk of further incidents. .

Mr Roger Griffiths is now The Federation a point of contact for this important subject, and a link to him will be added to the Website.

In reply to a question he regretted that he could not give definitive timescales for this work, but it would be as quickly as possible.

Change to the Constitution

A proposal for a change to The Constitution had been included in the AGM Calling Pack. This had resulted from a comment made by an affiliated society following last year's AGM.

The proposed change is purely procedural, and does not affect the Federation or its objectives. However it will give an increased opportunity for Affiliates to influence policy when required.

The proposed change was carried, and Article 16 of The Constitution will be modified to reflect this decision.

Election of Officers and Committee

At the closing date, the following nominations for Committee Posts had been received:

Post	Nominee	Society
Chairman	Brian Thompson	Hitchin
Secretary	Ivan Hurst	Bracknell
Treasurer	Norman Rogers	Bristol
Membership Secretary	John Walker	Birmingham
Safety Officer	Wally Pearson	Fareham
Boiler Registrar	Maurice Bennett	Rugeley
Newsletter/Website	Stan Bishop	Staines
Committee Man 1	Mike Chrisp	North London
Committee Man 2	Brent Hudson	Brent House
Committee Man 3	Roger Griffiths	Woking
Committee Man 4	David Mayall	Bracknell
Committee Man 5	VACANCY	

All were elected as nominated.

The Chairman observed with regret that, as had happened last year, there remained a vacancy on the Committee as defined in the Constitution. He accordingly sought volunteers from the Delegates. Mr Andrew Siddall of the Harlington Society expressed his willingness to participate, and there was no objection from the floor. He was welcomed to the Committee.

Election of Auditors

Diane Leahy and Maurice Sparkes had previously signified their willingness to act as Auditors in the forthcoming year.

The Delegates present unanimously endorsed their re-appointment.

2010 Rallies and Events

The Chairman reported that in 2010 The Federation has already supported the exhibitions at Alexandra Palace and Brighton Modelworld.

He went on to list the events at which The Federation Sales Stand will be in attendance during 2010.

He reminded Delegates that the Federation Spring Rally would take place at Leeds SMEE on 15th May, and the Autumn Rally at Rugby MES on 18th September.

The Chairman suggested that visitors to Harrogate and The Spring Rally (which were on consecutive weekends) might consider stopping in Yorkshire for the week and visit other attractions in the area.

The Southern Federation Trophy and Polly Model Engineering Prize

Andy Clarke from Polly Engineering presented the prize and trophy to Bethany Forsyth, a very worthy winner, from Stockholes Farm.

AOB

A Delegate suggested that costs could be saved by publishing The Newsletter on the Website. The Chairman acknowledged the comment, but pointed out that a large number of people did not have Internet access. Each Society receives its own copy (sent to their secretary), and a number of individuals prefer to take out their own personal subscription.

It was noted that The Newsletter is already posted on the Website.

A second Delegate observed that they had made substantial savings in publication costs by using a local technical college, as part of a course.

There being no items of other business, the Meeting closed at 15-50.

SOUTHERN FEDERATION COMMITTEE MEETINGS - MINUTES

Committee Meeting, 26th January 2010

Introduction

In order to provide more space for Club and Society matters, and following the practice introduced in the last Newsletter, summarised Minutes of the Committee Meeting of 26th January 2010 follow.

The Minutes relating to any particular topic can be made available to individual Societies on application to the Secretary.

AGM Minutes will continue to be published in full. Review of the Minutes of Previous Meeting

With respect to the Treasurer's report and the proposed update and reprint of the main Directory, The Chairman had previously pointed out that the cost of the 2005 Edition was just over £2,100 for 1000 copies, rather than the figure of £500 reported in the Minutes. Prior notification had also been given that "not" had been omitted from Page 5, dealing with Committee Member intentions.

These two points had been incorporated into the Minutes eventually signed by the Chairman.

With these minor corrections, the Minutes were agreed to be an accurate representation of the business carried out at the previous meeting (Proposed Wally Pearson, seconded David Mayall). The Chairman signed them accordingly, and they are now on File.

Secretary's Report

Correspondence

A small number of communications had been received:-

Yellow Pages - entry to be amended with new contact details (Secretary)

A letter from a Society re CE marking and Grandfather's Rights - passed to

Mr Pearson

A letter from a Society re Air Vessels (eg Braking Systems) - passed to

Mr Pearson

A letter from a Society re Boiler Tester appointment process.

A few Newsletters, passed to Mr Bishop. The number being sent to the wrong place has decreased, but it is still patently obvious that communication in some societies is sorely lacking. This topic will feature in the Chairman's Report at the AGM and Newsletter

Notification of The Myford Spring Show (15th/16th/17th April) - again to Mr Bishop

Finally, details from a Painting and Lining Service, for potential provision of a LINK on the Website, also to Mr Bishop.

In addition, Boiler Test Seminar Applications are coming in - Delegates from 29 Societies had applied at the date of the meeting. These had all been acknowledged, and where more than two Delegates had been nominated, it was suggested that the Societies should consider reviewing their application.

(Post meeting note: as at the closing date, the total was 47 Societies and 81 Official Delegates. A number of Societies had nominated more than two Delegates, and two individuals did not declare a specific Society sponsorship. It is suggested that without Society sponsorship, applications should not be forwarded. SFed Committee intentions must be identified, and it might be of benefit to invite FJ - WM will certainly be present. Consideration should be given to running another seminar, perhaps in the Autumn).

Treasurer's Report

The Treasurer had distributed details of the Federation's financial status previously.

The Treasurer had also distributed his report previously. Affiliation renewals are flooding in fast, keeping John Walker busy.

He had also discussed with Mr Walker options for making all or part of this an online process. One club had said that they wanted to dispense with their chequebook, something The Treasurer whole-heartedly agreed with wherever possible. He intended to prepare something for the Committee and the AGM. The proposal was endorsed by The Committee.

Coincidentally, The Secretary had suggested to Mr Walker that the Form for Notification of Changes to Society Officers should be put onto the Website, enabling it to be done on-line, thus eliminating one possible source of error.

In response to a question, the Chairman confirmed that the Accounts had been audited. A small discrepancy (a few pence) had been identified. This has now been resolved, and The Auditors had signed the Accounts. They will be sent out with the AGM Calling Pack.

Insurance

SFed/FJ Liaison Meeting

The Secretary described proposals he had made to FJ (previously agreed with the SFed Insurance sub-group) that the Liaison Meetings were in two distinct parts. It had become apparent that the Liaison Meeting now has two distinct components; matters relating to the policy itself, and matters relating to business development. The suggestion was that these could be handled on separate occasions. The policy is now in pretty good shape, and other than updating as may be required, need not occupy too much time: opportunity could be taken to meet at Rallies etc.

Business Development aspects could be addressed by one representative from each organisation. Again, this meeting could be quite short, and FJ's representative could perhaps find time when in London on other business, as was done on a previous occasion.

As would be expected, The Secretary would issue a formal record of these meetings.

FJ Report

The FJ Report had been previously distributed, with an update received on 26th January.

Discussion

In view of technical complexity, Mr Pearson sought, and received, Committee approval to contact FJ with a view to his contacting RSA direct. Messrs FJ would be invited to be party to such contact, and The Secretary offered administrative support at any meetings that may eventuate.

In response to a question, The Chairman clarified that "Exhibition Cover" referred to Clubs/Societies hosting exhibitions.

New Applications/Membership Update

Renewals

Renewal Invitation Packs were sent out in the first week of January 2010.

120 renewals had already been received.

Two societies had declined renewal, one of whom had had their track stolen.

New Applications

A full size preservation society in Wales had expressed interest in affiliation to support a 5" and 7¼" line they were contemplating building. They had been sent a data pack.

Safety

Design Code Meeting

Further aspects of the recent Design Code meeting were discussed at a Focus group that preceded the Committee Meeting.

The Committee were pleased to note that Mr Pearson is reporting proceedings in full detail.

Seminar

The Secretary had met with NAME, at Alexandra Palace, to discuss details of the Boiler Test Seminar to be held at The Fosse on 24th April. Plans were progressing well. Key points are:-

NAME are fully supportive that the Seminar is a joint venture

The Seminar will be chaired by Mike Heathcote of the Leyland Society. The Secretary has contacted him to discuss the Agenda

Mr Deith will provide catering staff and restaurant facilities

Boiler Registrar

Mr Bennett continues to receive Boiler Slips via indirect routes - this underlines the discussion previously in the meeting wrt communication within some societies.

Bulletins

The proposed Information Sheet on photography caused much discussion. It was felt that the subject was so mired with urban myth and myriad interpretations by lay individuals, more harm than good may result. Accordingly, it was decided not to issue the document.

2010 AGM (13th March 2010)

Calling Pack

The Calling Pack had previously been distributed for comment, and updated in light of the feedback. The Pack is ready for distribution, which will take place shortly.

Committee Member Intentions, 2010/2011

In reply to a question, Mr Norman confirmed his intention to stand down at the next AGM, after 26 years service.

{Post meeting note: - Mr Young (24 years service, 23 of those as Vice Chairman) had previously stated his intention to stand down.}

The Chairman thanked both for their contributions, and wished them well for the future, a sentiment endorsed by all those present.

SFed/Polly Award

The Committee were impressed by the high quality of the nominated prizewinner.

The choice was agreed by the Committee (Proposed by John Norman, seconded John Walker).

Newsletter/Website

Newsletter

There was little to report on this topic.

Website

Two items had been received for possible inclusion on the Website. It was felt that this is a useful service, but as LINKS only, not an implied endorsement. It was suggested that a disclaimer should be published on the Website for any LINKS provided.

The Editor was investigating ways of reducing the size of The Newsletter for publication on the Website (currently approximately 6Mb).

Traffic details as at 20th January 2010 follow. The figures for w/e 17th November 2009 are given in parentheses.

Visits

Cumulative Total..... 7,745 (7,069)
 Average per Day 9 (7)
 Average Visit Length ... 3.19 (3.39)
 This Week.....66 (52)

Page Views

Cumulative Total.....35,804 (33,230)
 Average per Day.....33 (31)
 Average per Visit.....3.5 (4.2)
 This Week.....233 (218)

Rallies and Exhibitions

The Chairman thanked those who had supported him at Alexandra Palace.

Manning arrangements

The arrangements for Brighton Modelworld 12th/13th/14th February were discussed, and entry pass requirements and attendees identified.

Future Events (2010)

Harrogate Show, 7th/8th/9th May
S/Fed Spring Rally (Leeds) 15th May
IMLEC (Bournemouth) 3rd/4th July
Birmingham Locomotive Rally 11th/12th September
S/Fed Autumn Rally (Rugby) 18th September
Midlands Show 15th/16th/17th/18th/19th October

The Secretary reported that the ME Exhibition would be held at Sandown on 10th/11th/12th December, and that we had been invited to be present. Conscious of the problems encountered in 2009, the Secretary had informed him that we would require a formal invitation.

Both Mr Chrisp and The Secretary commented on the high quality of the 2009 show. The Chairman would welcome offers from Societies to host the Federation Autumn Rally to be held September 2011 (the 2011 Spring Rally will be at Harrow).

AOB

“Standard” Boiler Designs.

Mr Bennett stated that he would find it useful to have a list of (standard) Boiler Design Pressures.

Mr Mayall suggested that we should ask any individual that we encounter on our various travels what boilers they were using in their models. It was felt that most would be existing designs - it is anticipated that very few would be a “bespoke” design.

“14 month” Steam Tests. Mr Bishop enquired the origin of the (not to exceed) fourteen month interval for steam tests, rather than annually. It was explained that it came from the insurers, mirroring full size practice. The Secretary observed that a mandatory 12 month test would meet the requirements, and that a number of societies already do this.

Website Traffic. Mr Pearson observed that Website Traffic had considerably increased - he attributed this to the inclusion of the Bulletins.

SAFEGUARDING VULNERABLE GROUPS ACT (SVGA) 2006

Recent events have brought this aspect of our lives into prominence once again. Unfortunately yet again it involves legislation as does every facet of life these days.

This latest piece of legislation does, of course, follow on from the Criminal Records Bureau programme introduced a few years ago.

Some Clubs and Societies have sought external advice and been advised to make use of CRB checks as a means of demonstrating the group’s duty of care. In some cases this has proved to be a wise decision, highlighting potential problems for the future. Others have relied on the honesty of individuals and recommendations.

The new Independent Safeguarding Authority, established towards the end of 2009

will incorporate the existing CRB checks. A new CRB form will be introduced later this year and will constitute part of the new scheme. This scheme applies to England, Wales and Northern Ireland and becomes fully implemented on 1st November, 2010. A parallel scheme is being developed for Scotland under the Protection of Vulnerable Groups (Scotland) Act 2007. Anyone on the Barred List in Scotland will be barred from working with children & vulnerable adults across the UK.

One of the new definitions included defines the type of activity being carried out. For most model engineering situations groups could fall into the regulated category. The Guidelines, however, indicate that “hobby societies” where the activities are open to the general public will not be a “regulated activity” and therefore fall outside the scope of the legislation. (As a word of caution, advice needs to be sought where some sessions might be considered closed, i.e. for club or society members only, as this may change the activity to “regulated”. In this case the group may need to become a registered body and the members apply for an individual ISA registration.) There is no ISA Registration charge for volunteers.

One significant change is that the registration, unlike the CRB, does not need to be renewed when a “job” changes, though subsequent RAP (Registered Activity Provider) will be able to request information on line.

In general it is not possible to give definitive information to any one individual group. Rather as an initial step each group/society should carry out risk assessments for this and other aspects of their activities and have the findings written down. These notes will always be useful and could help decision making.

In addition there may be an association of voluntary service groups in your local area (this is not Social Services) and these should be able to give you further help, or at least indicate where suitable professional advice can be obtained.

There is some good information available about these new regulations and their implementation and some are listed below.

Websites: www.direct.gov.uk/vetting
 www.isa-gov.org.uk
 www.isa.homeoffice.gov.uk
 www.crb.homeoffice.gov.uk
 Wales: www.wales.gov.uk
Northern Ireland: www.dhsspsni.gov.uk
Information line 0300 123 1111

A booklet (76pp) The Vetting and Barring Scheme Guidance March 2010 has been published by H.M. Government. ISBN: 978-1-84987-202-7
and may be downloaded at:
http://www.isa-gov.org.uk/PDF/VBS_guidance_ed1_2010.pdf

Thanks to committee member Roger Griffiths for preparing this piece, his direct link for any comments can be found on the web site ‘contacts’ page.

SOUTHERN FEDERATION TROPHY & POLLY MODEL ENGINEERING PRIZE MARCH 2010.

Once again, we had a nominee from the breeding ground for junior model engineers, Stockholes Farm Miniature Railway Society in South Yorkshire, a delightful and charming young lady, 13 year old Bethany Forsyth for the Southern Federation Trophy, and Polly Model Engineering Prize, being awarded to Club/Society Model Engineers less than 24 years of age. The Federation are ever grateful to the support received from Polly Model Engineering, and Andy Clarke in particular.

Approximately five years ago Bethany and granddad (Mike May) asked if they could start attending the junior workshop run by the Stockholes Farm Society to build their own locomotive. Mike has never had any model engineering experience or any other similar activity; this was to be a joint effort, with Mike funding the project whilst Bethany did the majority of the work. During the years that the project has been ongoing she has developed skills in handling a wide range of hand tools for marking out, sawing, filing and cutting/shearing in various types of metal. In addition, she is now more than capable of using both the small Myford lathe and the larger Warco machine along with a linisher machine and electric soldering iron.

So what did these two budding enthusiasts decide to build, nothing fancy or beyond their capabilities, namely a 71/4" gauge 0-6-0 battery electric locomotive which has progressed to a stage where there is a fully functional chassis, and a basic superstructure. The locomotive has proven itself on the track and they are now in the process of detailing the basic superstructure.

One of the reasons why the project has taken so long is due to the fact that they have had to do the majority of the work themselves under supervision with advice and guidance from other members of the class. Basically all the physical construction has been left to Bethany and Mike, with Bethany the majority, when they both attend the Tuesday and Wednesday evening workshop nights.

To give these two budding enthusiasts a good start the class supervisor and Club Chairman (Ivan Smith) manufactured the six driving wheels, it was felt prudent not to let a 8/9 year old loose on a large lathe at that time. In the mean time the situation has changed, and she is more than capable of using such a machine.

So what is Bethany's involvement in Club activities? Along with Mike, she is a regular attendee at most Society events and she is always prepared to carry out whatever duties are required, whether this be in the ticket office, station staff, guard or shunting duties. She is a very competent driver of our full range of battery electric locomotives, and is very conscious of the rules that apply when operating, i.e. use of tokens/signals etc. She

is even willing to learn steam driving. In addition, when we have our annual maintenance week, again, she will carry out whatever tasks are given, this could be painting the concrete workshop floor, outside structures, and recently she has been let loose on the large ride on lawn mower.

Within the Stockholes Farm Society, Bethany was a joint winner of the loco trials in 2005, which is a competition to test driving ability and awareness and in 2006 was also awarded the Societies 'Broken Spoke Award' which is awarded annually to any member chosen by the Committee who has shown dedication and perseverance in any task or tasks given.

She has been a member of Stockholes Farm Miniature Railway Society since she was two years old, and at every opportunity, Mike always tells the tale of how on her first visit to the railway in 1998 she had twenty six rides. Over the years she has become a valued and competent member at everything that she does, with a pleasant personality and popular with all the other Society members, and a credit to her family.

Ladies and Gentlemen, it is with pleasure that I introduce you to **Bethany Forsyth** being the worthy recipient of the Southern Federation Trophy and Polly Model Engineering Prize for 2010.

Pictures of the family group and Clive Young, from the Federation Committee, who read out the nomination address at the meeting, are shown inside the front cover, as you will have probably noticed.

While you have the thoughts of this event in your mind perhaps it may be timely to ask that you give some consideration to any junior member, from your own group, that you feel may be a worthy recipient of this award next year. Nomination forms will be going out soon to all clubs/societies so think hard and nominate somebody. All of the rules etc will be on the back of this form when you receive it.

A big vote of thanks to Clive for reading the address and Mike Chrisp for taking the photographs.

*Just a few words to fill this spare space, I have already intimated I would be more than happy to receive items for the Club News Section to be in a 'ready prepared' state (**in the form of a report of around 150/200 words or so**). This would save me time when preparing for edit, it would also almost certainly mean we would read news that you wanted us to read, rather than something I personally felt was of interest. Any item could then realistically be forwarded via the 'e'mail system, saving me time again and also your own group the postage and paper needed via snail mail. Unfortunately we are restricted in the use of colour photographs, but if they are included they may be used, although no guarantees. Thanks. Stan Editor.*

A Different Type of Lubricator Designed by ‘Corky’ [Tony Cork] of Mold MES.

How many times have you heard or had to admit “I’ll have to come off, the lubricator has packed in.” Well I have suffered this ignominy more than once. More often than not lubrication failure can be laid at the door of a sticking delivery valve evidenced by the tell-tale milky emulsion that appears in the lube oil tank. Now I’ve always used proprietary ratchet type lubricators and my main gripe has not been about delivery valves but the possible periodic unreliability and adjustment of ratchet driven lubricators caused by one or a combination of potential faults - you will know them!

Now I am aware that there are a number of satisfactory alternative designs to a ratchet type lubricator but these are not generally available on a proprietary basis and therefore require one to manufacture the item. I’m lazy at heart and therefore treat lubricators like sight glasses and pressure gauges – there are enough souls out there making them so why not devote one’s time to other aspects of the build rather than making lubricator[s]. However for my latest engine, a ‘Maid of Kent’ in 5 inch gauge, I thought about the type of lubricator required and decided to break the habit of purchase at engine number five.

With this in mind and the prospect of a fiddly job of making effective reliable ratchets etc I thought I’d have a go at making something to do the job that was entirely new and untried – that is untried as far as I know, but you may know better. The system I have designed is not ‘brain surgery’, as the saying goes, and, as such, I cannot believe that someone with more talent than I have has not thought of it previously and put it into practice.

The principle I hit on is quite simple [usually the best method]. The pump and ram are conventional in nature but the ram is actuated by a moving cone rather than by a ratchet spindle or an eccentric. The general arrangement of my design is shown in the accompanying drawing. This notional drawing is really a glorified sketch and purposely is not dimensioned – the latter will depend on engine gauge, available room, pump stroke & capacity required and so on.

The rod on which the cone is mounted and locked with a grubscrew is driven from the valve gear. In my case on the present build this is achieved by it being connected to the intermediate valve spindle. Clearly the rod and its cone oscillate to and fro with the valve movement. The forward stroke movement of the cone from its minor diameter to its major diameter in the forward direction causes the ram to be depressed into the pump body. A spring under the mushroom head keeps the ram up against the cone as it moves from major diameter to minor diameter under the reverse stroke. Stroke adjustment, and hence amount of oil delivered, is achieved by moving the cone along its rod, the former being locked to the rod by a grubscrew.....

continued on page 21.....



Polly Model Engineering Limited

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CLUB PROFILE

RUGBY MODEL ENGINEERING SOCIETY

OPERATORS OF THE RAINSBROOK VALLEY RAILWAY

The site is located on the south side of Rugby about 1 mile from the town centre in pleasant rural surroundings overlooking a broad valley. Close by the eastern side of the site the long lifted track bed of the old GCR main line heads towards Woodford Halse and Marylebone.

The society celebrated its 60th anniversary in 2009 and currently has about 80 members. We have in the last few months seen a significant increase in new members not always from the usual model engineering/miniature railway backgrounds.

Whilst many members have a strong interest in locomotives we have others who pursue their interests in model ships, clock making, machine tool manufacture, traction engines and stationary engines and we encourage members with all interests.

Rugby at one time had a very strong industrial base with British Thompson Houston Ltd and the English Electric Company Ltd being the main employers providing huge numbers of skilled mechanical and electrical engineering people a number of whom founded the society. Sadly these organisations are now a fraction of their original size.

The site occupies 4½ acres of landscaped wooded land with workshops, carriage sheds and a clubhouse to complement the tracks.

Track comprises 3300 feet of 7¼ inch with a steaming bay, turntable and hydraulic lift and 1100 feet of mixed (5, 3½ and 2½ inch) elevated track. The latter is serviced by steaming bays and a small 'siding system' entered via a swing bridge.

Like most societies our major source of income apart from member's subscriptions are public running events and private children's birthday parties. Public running operates from April to October on both ground level and elevated tracks simultaneously carrying about 8000 passengers per annum. We have ample off road parking available for public events.

The end of 2009 and early 2010 has seen a large amount of constructional work on site. This involves the complete rebuilding of the 7¼ inch steaming bays and their access to the running lines plus a substantial amount of routine track replacement.

It is our intention to create a first class site subject to the usual financial and labour constraints.

Additionally we are nearing the end of a programme of passenger carriage construction to replace worn out equipment and bring rolling stock up to modern safety standards.

Our routine working sessions are Wednesday and Sunday mornings unless other events are scheduled. On Thursday evenings we hold a club night and during the winter we invite guest speakers.

We periodically host rallies for the 2½ inch and 7¼ inch societies and other local model engineering societies...

In 2010 we are proud to have been accepted as the host society for the Southern Federation's autumn rally – a first for the society.

Complete details of our activities and membership information can be found on
www.rugbymes.co.uk

There follows a series of photographs showing some of the track available at the rally, along with a very nice painting of their whole track layout. It will give you an idea of the scope available to the visitor to enjoy this very well situated society.(ED)



Pictured on the left a visiting locomotive to one of the 'Open Days' while below another visitor on one of their 7¼" gauge 'Open Days'



Above a peaceful view during a normal passenger carrying day and to the right member Peter running on the raised track with happy passengers.







Another busy passenger day at the track with a well ordered load of passengers and below, possibly on the same day, another view of the ground level track here at Rugby



Pictured above a visitor during a 2½" gauge National Rally, wide open spaces seem in order here, over to the left is, sadly, a picture of deceased member Phil Bevan enjoying a driving experience to beat all others.

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The lubricator was first tested with the motion work running on air. The results at that stage encouraged me to continue. The locomotive has now been steamed outside the workshop suitably propped up and with the lubricator installed. I am pleased to report that during this bench test the pump worked well with more than sufficient oil delivered at the cone diameters and stroke settings/sizes that I had selected.

The in situ arrangement can be seen in the two accompanying photographs showing the overhead view of the lubricator without its lid. One can just see the pump ram and its domed head in one of the views. All the components [bar the spring] were made in house – tank of brass, ram & plunger bronze, cone bronze and cone rod silver steel.

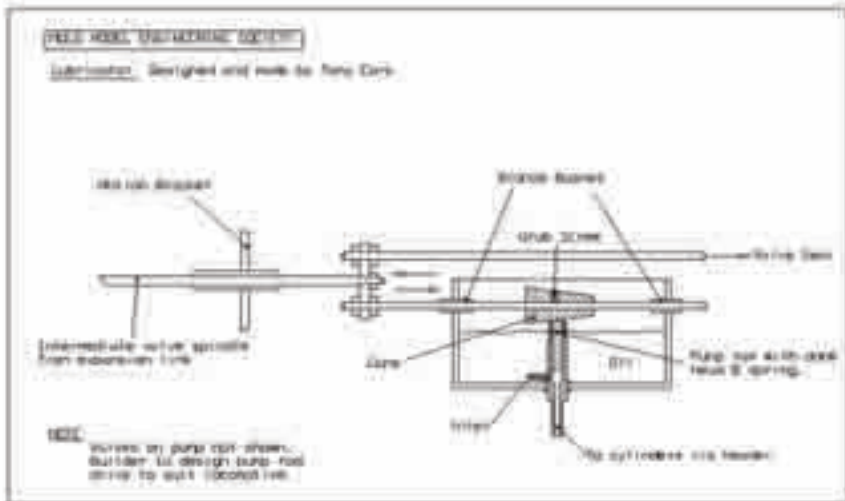
The benefits of this pump can be summarised thus:

Simple to design to suit a given engine. Simple to machine and assemble. Minimum number of moving parts. Cheap to make – a few pounds compared to £25 upwards for a purchased item. Stroke adjustment easily undertaken.

Well I hope some of you out there will try this style of pump and report back through the Federation's magazine of your success or otherwise. I am confident it will not be the latter.

Tony Cork [Mold MES]

The drawing below has not reproduced in the best quality, so apologies for this, I do have to say the original is okay to work with. I have omitted the two photographs due to both space and quality. I am sure if anyone is interested in trying one of these they would only have to contact Tony for more help and readable drawings.



AROUND THE CLUBS

NATIONAL CLUBS



The current (May) Editor of the **Maxitrak Owners Club** newsletter is not unlike many of us in that position, worrying about having enough content to worrying if he will have too much. However the issue I have is full of the news that the owners of these locomotives enjoy reading about. Several visits to other club tracks around the country are described along with pictures taken while on trips to other larger railway organisations. One spectacular view is shown from the top of the incline of the cliff railway at Saltburn in North Yorkshire. Back page carries a nice photograph of the locomotive built to replace the Ruston, called the Planet it has a remodelled body with a different cab and higher degree of detailing. Looks good for starters. Visits to others this year are quickly filling up the diary so we wish them well.

I get news from two sources of the **National 2½" gauge Association**, one their Journal and secondly their 'Coupling Rod'. In the Club News Up-date section of their Issue 83 Coupling Rod they have some items of news, such as the Bracknell Society were hoping to have the additional

facility to run this gauge locomotives on their track at Jocks lane. Unfortunately additional help to lay the rail from members of this Association was not forthcoming so the project has been placed on hold. Over at the Reading club work is, or probably has by now, completed the laying of the extra rail there. On the 13th June they are being hosted for a National Rally at the Rugby Society track, any spare time get along and see these locomotives in action.

Owners of miniature steam road vehicles will already know the dates of the Annual Rally organised by the **Model Steam Road Vehicle Society**. Just in case you do not it will be held over the weekend of the 26th & 27th June this year at the Rugby Club grounds, Ganders lane, Tewkesbury. GL20 5PG. Anyone that has been before will know what a great weekend it is, especially if the sun shines!! Good company, good supplies of drinks and food to suit all tastes from the Rugby Club clubroom and above all else normally a spectacular selection of road/agricultural vehicles of all shapes/makers and sizes.

NORTH of ENGLAND



Pickering Society members are, as I write this, gearing up to attend the Harrogate Exhibition this year. Those attending were asked to confirm their

intentions about stewarding etc, along with the transport and delivery of whichever model they were using on the stand. Various articles have appeared in the

pages of their own newsletter that describe various facets of using a CAD drawing programme, with many uses it was shown to have been used to design, produce laser cut parts and construct a bridge for a 16mm railway layout. Their May issue describes a visit to a company (local) that produce various electrical cable cleats/cable fixings along with plumbing and industrial pipe fixings. Apparently it was visit to cause some interest by those that attended. (Not sure if there was any member connection with the company however Ed)

Sadly vandalism is an all too often reported part of life these days. At the track of the **Tyneside Society** they had a plaque set onto a stone to commemorate the life of deceased member Eddie Ions, it was noticed it had been removed by, 'persons unknown'. Luckily it was retrieved from some undergrowth by one of the park gardeners and now resides on a specially polished wood background hanging inside their clubhouse. Other 'attacks' by vandals have been targeted at the water supply pipes, guttering and outside lighting, meetings have been held between club officials and the police and the word around is 'be ever watchful'. Work on a new track is progressing well; question still arises over the need to raise extra cash for the project. Members are asked to search out any scrap that can be turned into cash; even their old gold was suggested. Members were invited to read an enclosed 'child protection policy' they have produced, this follows the item in the national press that was given wide publicity recently.

Stockholes Farm Society feature fairly well in this issue (See cover and pictures) however they would ask that you make a note of the dates outlined for consideration of a visit to their railway.

These are August Bank Holiday Monday (30th August) and 'Halloween' on Sunday 30th October. Unfortunately the other dates they asked to be mentioned have been outstripped by the progress of time. Talking of dates etc, it is pleasing to see just how far this group has gone over the years. A report states that some twenty years ago they had just issued their second newsletter, membership had risen to 24 and that on Boxing Day 1989 there were two significant events. One was the first visiting steam locomotive owned by Paul Tattersall and the second was a visit by a couple known as Phil and Sue Amson, they apparently had a major impact on development over the next decade. Good to read now they have a 'large' pool of motive power to call on when needed.

The newsletter from the **York City & District Model Engineers Ltd** proclaims they have seen a considerable increase in new members joining their club. It was suggested that when asked for a model for loan for an exhibition, now with a membership of around 160 the 30 or so normal contributors could be extended. Models need not always be to the high standards seen at shows, it was said these are often the exception rather than the rule. Two new electric (diesel outline) locomotives were given their first outing during what would appear to be the colder months of this year. Both ran well and one (the more complete it seems) has a sound system that produces sounds to rival the passing full size traffic nearby.

From the **Chesterfield & District Society** I was impressed to see a report about the state of their finances, more specially the cost of membership. An argument that often occurs but one rarely shown in the same way we did at my own club recently. Their Treasurer broke the

proposed 'new' rate down into a weekly and daily figure which gave the members the figures of just 60pence per week or 8.2pence per day, he asks 'where else could you get such good value for your money'. Fundraising is an important feature here at the moment, with the proposals that they work hard to improve their facilities around their site, including toilets and buildings.

The workforce at the **Ryedale Society** have been bust beavering away at completing their new clubroom. Many members have spent many hours, each undertaking a different role so ensuring the work continues at some pace. A lot of digging, for cables and pipes, lots of hammering, for fittings and fixtures, lots of drilling, for similar things, plus loads of plasterboard and plaster to finish off the inside. These are just a few items out of the many hundreds that must have gone into this project. One job being 'outsourced' was the plastering, wanting the best finish this was thought to be the best way to obtain it. Even while all of this has been going on there has been activity outside on the track, judging by the pictures anyway. We continue to wish them well on this and maybe see first hand the results of all their work.

Richard Cross (Chairman) would like to present a brief insight into what the **Black Country Live Steamers** is all about

as he does not think they have ever had an entry in this newsletter. The B.C.L.S. was founded in 1993; the club is dedicated to road steam and meet in the West Midlands at Wombourne, and has in excess of 50 members. In the summer club members attend many rallies most week ends across the Midlands and Wales Their President is Mr Len Crane, owner of 1929 Fowler B6 Super Lion Crane engine "Wolverhampton Wanderer" he is also restoring a Burrell showman's engine "Endurance", two other members have full size engines, one a 1923 Marshall Road Roller & another a 1929 Fowler Road Roller. Going down in scale we have two 6" engines, Allchin & Garrett both fabricated and built by members (another 6" roller ½ built), many 4", and various other scale engines built by members, including Fowler, Burrell, Garrett, Allchin, Foster & Marshall to name a few. Member Steve Harbach won Gold at the 2004 M.E. exhibition with his 3" Burrell showman's "GRIFFIN" (White Rose of York) returning in 2005 and winning the "Duke of Edinburgh" award. As a diversification we also have members interested in Meccano, boats & hot air engines.

During our year when we are not steaming at rallies, we have in house events, lectures, railway workshop visits, also paramedics giving practical first aid demos. Further information can be obtained from

www.blackcountrysteam.co.uk

MIDLANDS & EASTERN COUNTIES



Members of the **North Norfolk Club** were allowed a break in their work pattern when the weather turned really cold this winter, but we understand the work continues now things are almost

back to normal. Track work modifications meant there were some periods when only an out and back system was allowed. A mole is seeing if he/she can undermine the efforts being made to level the ground

off around the steaming bays where work to make life easier has been attempted. Some members enjoyed a bus trip down to Ally Pally and the exhibition there in January. Some noted changes to layout and the range of models on display but all enjoyed the day out. This is another club that have produced some facts and figures about their operations over recent times. Since they moved to the site at Holt that they presently occupy they reckon they have carried over 15000 passengers since 2003. The count from last year indicated a rise of some 17% over that for 2008, which showed that 2007 was their best with some 3696 passengers carried during the season. They also go as far as counting the miles travelled, the total for 2009 was in the order of 413 with a Metropolitan electric locomotive being the first to clock up 100 miles in just one year on the track. I wonder how many other groups keep these records and I wonder what the totals would be for the whole hobby in general regarding passenger numbers and mileages covered.

The inevitable snow covered scene adorned the front cover of the news from **Kings Lynn & District** this time around, mind not one member in view! Recently though they have made a big effort to make their railway more obvious to the general public. A 'Gala' feel was to be the theme for the opening at Easter when the local Mayor and their Deputy were to attend and perform the opening ceremony, also there was planned to be a fairly comprehensive display of members work in one of their portable display areas. We do of course hope this effort was rewarded with a steady influx of new members. They have a novel idea for a tunnel here, a façade/portal has been built and the tunnel itself is a framework with heavy duty plastic sheeting fixed across it, this has proved a bit of a liability over the

winter with strong winds or gales giving this sheeting a 'sever beating up' to use their words. A re-think has to be carried out on this issue.

The health & safety issues that blight nearly everything we do these days have been considered at the home of the **Norwich & District Society**. Younger members will have to be over 12 years of age to become members in their own right. Any youngster under 12 will have to be accompanied by a parent or guardian who is a full member. Isn't a shame that we have to resort to these measures even in our hobby world! An article about the building and operation of Tower Bridge in London describes the hydraulic system used along with the steam powered water pumps used to pump water into the holding tanks or accumulators under pressure, these provided such working pressure to the hydraulic engines that the bridge bascules took around one minute to raise to 86 degrees to allow ships to pass through. (Strange when I can recall my Grandfather saying he worked on the steel work that formed the walkways across between the two towers, we even have a serviette from the grand opening dinner put on for all of the workers once work had been completed) Damage around the track in Eaton Park resulted in the loss of some chain link fencing recently, but work continues despite these irritations with track improvements. Replacing some of the concrete uprights, or just realigning them, should improve the ride for passengers and mean the track remains safe to use.

Good vibes were felt after the appearance at Alexandra Palace by the **High Wycombe Club** and their display stand, complete with a new and very obvious club banner. The team were very much on the ball on set up day and the

team spirit continued through out the show. Consideration is being given to them appearing At Sandown Park later this year to continue their search for new members. Bracknell members will be making a return visit to the track at High Wycombe this year during August, and the Secretary of High Wycombe has asked for more support on Public days, mainly with locomotives and driving. A club outing to the Historic Naval Dockyard at Portsmouth is being considered for September, a whole list of interesting things to see were announced to the members recently. (The antics we had a couple of years ago when inside the submarine there could have been the making of a long and sometimes funny article. SB ED)

Mixed feelings come through from the land of the **St Albans & District Society**. Torn between two factions, boating and railways there is always plenty of discussion. Although I read that the boating section enjoyed several visits to their lake, even during the colder weather, there is no clear indication from members as to what they feel would encouraged more members with boats to become more active on the lake. Members that are more interested (maybe) in the railway world have found the winter a bad time to get out to their track, however as the air warms up so they come out to play. A lot of tidying up was proposed before any use could be made, so I expect by the time this is printed the running will be in full swing.

The new club building at the **Saffron Walden & District Society** is by now well and truly habitable. A lot of interior work was completed while work outside remained at a standstill this last winter. Some discussion took place as to ways of disposing of the original wooden building they used previously. It ended up being dismantled and some of the parts that

were unusable were burnt on site. Within a few hours the whole thing was consigned to the ground as a 'flat pack'. It had been considered donating this old building to the Audley End railway, not sure if this decision was changed after the reduction of it to a smaller than first thought heap of parts. The A.G.M. probably caused some discussion, topics noted for this were, how to improve attendance of members at passenger events, future plans for their workshop and clubroom, track, signalling, points, all subjects that normally promote plenty of discussion on a club night. An 'Operating Manual' for visiting drivers is being prepared for use, it is felt that with their good safety record they should keep up the work by presenting this so that everyone knows the track diagram and various safety aspects.

One fairly new member I suspect at the **Birmingham Society**, asks about introducing facilities for other branches of the hobby, such as boating or road vehicles, this follows his observation that railways seem to be the only attraction at Ilshaw Heath at the moment. His question did apparently coincide with their non-rail evening, at which he showed members a good collection of boats and aircraft. He does obviously realise that Ilshaw Heath is not the place to try and fly model aircraft and he was reminded there is not enough room for any boating facility. A problem I suspect many of our clubs around the country face with such a diversity of hobby branches to contend with, although I am sure we all try our best to accommodate everyone that comes along to join us. The ever popular steam gathering known better as 'Lionsmeet' will this year take place at the track and home of the Kinver Society. Dates given by them in a recent newsletter were July 31st and August 1st. This event is of course all about the world famous locomotive "Lion" built in 1838 for

the Liverpool and Manchester Railway, although the event will only see smaller versions of this locomotive. It also saw fame of course by being immortalized in the Ealing Comedy film 'The Titfield Thunderbolt'. Their Editor Warwick Jackson suggests that 'a whole pride of them will be a veritable feast'. A colony of bees took up residence last year in the roof space of the toilet block at this track. You may imagine the fears of the members when it came to using this facility and exposing various areas of their anatomy! Well news was that should they (the bees) survive the winter then they will/would be removed by a bee specialist, wonder how they got on with the extreme cold weather we eventually did have. Several prospective members were welcomed this year once the membership list was reopened after a short break, how do some groups manage to entice new members while others seem to fail miserably. The 'Open Weekend' here at Kinver this year will be over the weekend of 14th & 15th August.

Site development at the track of the **Northampton Society** has been

concentrated to work on the raised track. Excellent progress has been made with the construction of the concrete footings, piers and large sleepers. Work was hoped to complete most of this work before Easter, so probably by now they will have loved on to something else. Tree and Shrub planting have also been taking place with approximately fifty plants being spread around the site, members are asked to help with any spare plants they may have, these will compliment those already planted. Two extra ground level riding cars will be in service this season, it was hoped they could run two three car trains where possible in a bid to ease the queues during the running days. One of their locomotives, looks very much like a 'Simplex', was in for a de-coke recently. A lot of running with over oiling and hot temperatures saw the inside of the smoke box completely covered with a baked on layer of what is technically known as 'crud'. This has been painstakingly scraped off as much as possible revealing a very (well nearly) clean inner surface. Just shows what can happen with some things.

LONDON & SOUTHERN COUNTIES



Members of the **Reading Society** are normally running a service right through the year, and even the cold weather of recent months did nothing to prevent this taking place. A report around the late February early March time suggested that passenger numbers were well on a par with normal for this time of year. Work has progressed with the laying of a rail to support 2½" gauge models, in fact Les Dawson said 'it was being laid at

great speed", not surprising when he reports that on a series of Monday working parties there have been up to 25 members turning up to do the jobs needed. By the way the rail for 2½" gauge needs to be finished because on the 21st July they are holding a 2½" gauge rally at Prospect Park.

Anyone that is a member of the **Vale of Aylesbury Society** will have probably

seen that work was underway to secure the façade of the tunnel at the south end. Reports are that due to the way the ground moves during the course of the year, along with the changes of water table and ground heave when it gets cold, they have had some issues to deal with. Hopefully by now the brickwork will have been replaced/rebuilt so all will be safe for the future. Clive Ellam has written a short piece about the subject of 'becoming a President'. He asks what duties are officially involved and comes up with the answer 'none', except to represent the Society at appropriate ceremonies, and to undertake any duty, which he may agree with the committee. He asks these questions since he has been appointed to the position of President following the loss of their previous President Jim Stevens. This is probably a fitting appointment since Clive has devoted a large part of his life to this Society and does not foresee any changes unless ill health or age compel.

Despite being on a private site, protected in some way by being well off the road and covered, one would imagine, by security staff patrols, the terminus signal box at the **Ascot Locomotive Society** track was hit by an arsonist. Sometime during late February some individual/s deliberately broke a window and introduced an incendiary device, as described by Derek Alford. Damage was contained within the building, although plastic guttering was damaged outside. Police did take away a small plastic lid for forensic tests, this was found on the floor near to a melted plastic patch. Not to be deterred members continued to work around the site making alterations and improvements to different aspects of the railway. Yet another group to report a small drop in membership the members here have been encouraged to try to get more new members, a report

about their 'birthday parties' suggests that more members are needed to help or they will become victims of their own success.

The members of the **Staines Society** have had a good start to their running season, with maybe shorter queues but queues never the less. New locomotives are coming on line, with an outline locomotive similar to a Beyer Garret but electrically powered. Some that have seen it run say it is very convincing, especially with the sound unit the builder has incorporated on board. The club are hoping for a good amount of support when they hold their Charity Day on the 13th of June. The Charity being supported this year is Help 4 Heroes, support has been promised by the local area organiser and they were going to try to get a couple of the servicemen from Ashted Court in Surrey to come along. Various other events are planned as well as the 'Three Gauges Open Day' on August 7th, this is open to anyone with a locomotive that wants to come and have a run on a track that is not their own. (Steam operators will need their certification and club identification as normal)

Questions did arise within the **Frimley & Ascot Locomotive Society** some months ago regarding their lease on the land they occupy at Frimley Lodge. A meeting in January with the local council was well support and their plans appear to have been thought of in a favourable light. Their next stage was to submit their lease for renewal along with some land drawings. All of this takes time and will bring a slow and steady approach to the building of the proposed raised line on their site. Hopefully because permanency is a debateable word when it comes to these sorts of constructions it should not cause too many problems. As with many of us maintenance work takes priority, here at

Frimley being no exception. Paving, sidings tracks, rotting woodwork all come into the equation when talking about a work programme.

After being given the shield for the best of show displays, the **Harrow & Wembley** group are looking forward to the exhibition at Ally Pally next year. When speaking with the organiser Chris Deith mention was made that this year was their 75th anniversary year, he then issued them with a challenge. This was to provide one model for each of the 75 years, space being no problem. So members here are urged to see if they can between themselves come up with enough to meet the challenge.

Nearby **Northolt Model Railway Club** celebrate their Diamond Jubilee year this year with a family day being organised. A bar-b-cue with train rides will be their centrepiece along with much merriment I should expect. A couple of reports from the 'O' gauge and 'OO' gauge sections say that work carries on with both groups. Even in these sizes there always seems enough to keep people occupied, and of course the bonus is that most if not all of the work is carried out in warm and dry conditions. One page of interest was the back cover; this had an advert on it from Hornby Dublo. It advertised their 'new range' of colour light signals, claiming they were 'just like British railways'. Many will recall having these for the first time, but a quick look at the price was the clincher, Single (home or distant) priced at 10/6d or a Junction (home) for just 17/6d, oh and that was including Purchase Tax.....those were the days!

Goffs Park Light Railway is the home of the **Crawley Model Engineers**, they did not of course miss out on any of the bad weather this time around. In fact they

were curtailed on several occasions from doing any maintenance work on their track etc. When they did get a warmer day the task of refitting the refurbished bogies to their passenger cars took place. Several pairs of hands made short work of this important job and they now have a set of fully working brakes to rely on. One mornings visit to the track was on Valentines Day, more snow appeared and after a short spell of dog ball throwing, along with drinking tea and eating bread pudding they departed for home. One thing they did make a note of was that the daffodils were at last showing through the ground, some six weeks later than last year when they were in bloom on New Years Day!

Readers of the 'Oily Rag' newsletter from the **East Surrey 16mm Group** will have seen a picture of Gertrude, on the front cover, huffing and puffing. No, not a club member but a locomotive built by the company Andrew Barclay, operating on the Launceston Steam Railway during 2009. At least there was no snow visible, not like the view from the Editor here who said there were ten inches of the stuff outside in his road where he lives. Hopefully by the time we get to the September issue of this newsletter, stories of the winter will have given way to more railway/engineering items. Anyone with some time to spare over the weekend of May 15th/16th should remember that the Merstham Model Steam Show will be open at the St Nicholas School in Merstham, Surrey.

Reports of the work their signalmen have to contend with appears in the 'Roundhouse' the magazine from the **Malden & District Society**. It is said that during a typical 3½-hour session some 1400 passenger departures are completed with the aid of 50 train movements.

Signals and track directions are handled through three signal boxes and follow, as far as practicable, full size procedures. At their busiest of times the signalman will have to move a lever, issue or respond to a bell code, once every 6 seconds on a continuous basis. Makes driving a locomotive seem absolutely easy doesn't it? Being one group that run an extensive ground level operation it is good to see they have designed and built a special car for those in wheelchairs. When in use it will carry both the wheelchair occupant along with their carer/helper, this vehicle is to be known as 'The Comet' after the Surrey Comet (newspaper) that have sponsored the project.

Another cover picture that caught my eye was that of the **Romney Marsh MES**. It shows a 'Canadian Pacific U-25B diesel locomotive built by 'Aristocraft' running in near perfect conditions of snow on the ground on a garden railway nearby. The lighting and plant growth, along with the snow, makes it almost a natural full sized locomotive. Additional track meetings will be trialled here for a while to see how popular they are, these will be on certain Friday evenings during May, June and July. The idea is to encourage those unable to get there on the normal Tuesday meetings to enjoy some use of the club. Perhaps we should envy their membership numbers, currently standing at a figure above 250, and with a welcome message to 7 'new' faces as well being published in the April newsletter, are there lessons to be learned here you wonder?

Relocation, Relocation, Relocation is a RTV programme watched by a few, the term is one of apprehension in many respects at the **Welling & District Society** these days. I mention this because they are still under a certain amount of 'threat' with the impending closure of their track

site at Falconwood. Local householders have been told there has been a review of the proposed Hurst to Eltham tunnel scheme (power cable supply tunnel) and that it will not be required before 2015. However the up-dating of certain things in the interim could be a certain amount of work to the overhead lines and may mean some 'land or easement' which could have an effect on their lease where the railway is. Members are urged to enjoy their time here and to be prepared for an inevitable move. But as ever, things move on here, with members enjoying running on a well-established track and even better established members. Many years of experience are passed on to new members every year, this was shown at the recent A.G.M. awards ceremony, when a very young member Ben Chapman was presented with his Shield for the model of a gauge 1 locomotive and signal he had made from 'Lego'.

Two resounding success stories from the **Canterbury & District Society**. First was the fact that after some 37 years of existence they entered the Model Engineer Exhibition last December for the first time, and came away with a 'Special Commendation' from the organisers. This was for the well-presented display during the show. The second success story came from the portable track event at the Kent & East Sussex railway's 'Santa Special'. A grand total of over 6000 passengers were carried during the time the event was open. Actual figures quoted were a total of 6380 passengers with a total of 709 per day for the nine days they were there.

Members of the **Guildford Society** will once again be busying themselves with future planning for their Annual Steam Rally & Exhibition weekend, scheduled to take place on the weekend of the 10th & 11th July this year. Many traders will be

present so an ideal time for those of us in the South to collect those parts needed for the months ahead, and a grand chance to see live steam at its best, both on the rails and on the grass. Weather is of course always an issue with outdoor events but we have been told this year will be as good as it gets, whatever that means!

The **City of Oxford Society** is another that competes with many with their own 'Dreaming Spires' event each year. This year will be no exception with the event taking place on the weekend of July 24th & 25th. Visitors to this especially nice track, with or without locomotives/road or agricultural models, can be sure of a good welcome. Track (rail) facilities exist for 3½"-5" and 7¼" gauges, areas will I am sure be found for the road style vehicles to enjoy being there. Caravan and Camping facilities are allowed but must be pre-booked in advance. Trade stands will also be there as well as refreshments and a fish & chip supper. Probably the main attraction for many will be the new Club House, which has recently been completed. More details and booking advice can be taken from their web site at www.cosme.org.uk or by 'e' mail to secretary@cosme.org.uk or even by telephone 01367 700550 (used sensibly of course, time wise I mean)

Bournemouth Society members are of course looking forward to being the hosts of the IMLEC event this year. A request in an earlier newsletter from them urged as many as possible to keep that weekend free so that they could help with whatever came along over the two days. (July 4th & 5th) Their President Dick Mantle came up with a nice gesture recently, he donated his two electric locomotives to the club so that they could be used for the rest of their (the locomotives) life. One condition was that

the names were not changed, the 'Hymek' is known as Royal Engineer, after Dick's national Service Corps, the other known as 'Archie' was named after Val's Dad (I presume she was Dick's Wife). Two members have been given the job of being 'caretakers' and will make sure they are looked after.

From the **Southampton Society** there is news of their endeavour to enjoy a good summer at their track in Riverside Park, running days and open days are all arranged, with the hope visitors pour through their ticket office part of the park. Interestingly there is a 'profile' of one member that enjoys engineering but prefers to let others paint and line his models. He is shown standing alongside a 3" scale 'Burrell' Agricultural Traction Engine, while in another part of the house is an un-steamed 5" gauge 'Britannia', other models are also spoken of. Must say they look very good. The annual 'Frostbite Meeting' brought lots of members and visitors to the track; at least it was sunny even if cold. Members here were asked to consider submitting ideas for celebrating the 50th anniversary of the building of the club track, they were reminded that the committee does not have a monopoly on ideas!.

First glances at the front cover of the 'Vectimod' the newsletter from the **Isle of Wight Society** gives a very clear impression of a quiet rather hilly village somewhere with a steam locomotive emerging from a tunnel. There is even a chap on a bicycle coming down the hill at what seems breakneck speed and about to fall off. The picture is however taken at the garden railway of one of their members. While many of us have been busy during wintertime with railway track repairs and improvements, the members at Broadfields have another demanding

task, that of rebuilding their boating lake. Once all of the original liner had been removed a survey took place, which showed the way the levels had changed since it was built. Various techniques were used to plot the new 'bottom' level, and this; along with some 'borrowed' machine

tools saw the whole internal area re profiled. An addition to the finished lake will be a filtration system, this will hopefully keep any weed growth or algae to a minimum and is something that can have other additions made, such as ultra-violet screening etc.

WALES & THE SOUTH WEST



I received a short note from the Editor of the **Mold MES** Newsletter titled 'The Celyn Wood Sentinel', amongst other comments he made he said they had been pleased to win, for the second year running, the informal competition run by EIM for club publications. The down side is that under the rules they are prevented from going for the hat trick. Well done anyway. An A.G.M. report in their winter edition suggests that, as with many other groups, the attendance figure represented about half of the total member. I am also pleased to see this particular group have pursued the issue of CRB checks etc, and have published their own advice using a section of the act which also appears in the latest offering from our own Committee member Roger Griffiths (see page ***) An article appeared some months ago regarding a different type of mechanical lubricator built by one of the members here. I have subsequently received permission to re-print it in these pages, just a matter of working out the space for it. Good comment by one Mike Lawton from Oswestry MES was that although he admires the weathering effects applied to some of the smaller gauge models when seen at exhibitions, however he can't see any accolades being made if a larger (5" gauge say) was displayed with such effects added, probably be frowned upon and forgotten.

Newport Society members saw a plea in their recent newsletter, it was for some help with the 'Bistro Belles', no not a dance group but the Ladies that look after their catering at the club. Like everyone, even these ladies are susceptible to being unable to attend for one reason or another. Members were asked to contact somebody if they could offer some help. You know this factor of our life is very often taken for granted and it is only when the normal 'tea maker' fails to appear do we realise how much we rely on them. Members with locomotives are urged to get them out and dust them down so that they can run on their track during the better weather. They do of course have two working tracks here at Newport and it is a pity they are not used as much as some may think. A couple of short anecdotes made me smile here, one says 'We do not quit playing because we get old, we get old because we quit playing' and the other that may seem more appropriate to some of us, 'You know when you are getting old when everything either dries up or leaks'.

If anyone is in the area of the Welshpool Air Show on Saturday July 17th this year they may be interested to know that as a adjunct there will be a model engineering collection as well. The **Mid Wales MES** will be participating in an all embracing

model show that will include large scale model aircraft, radio controlled boats, model railways, radio controlled trucks, diggers etc. The Society will have their portable track in operation along with a collection of their models. All of the family can participate with 'hands on' experiences. Techniques and demonstrations will also take place. The Welshpool Town Council sponsors the event; although entrance will be free a charge will be made for parking with all proceeds going to the Mid-Wales Air Ambulance service. I do not have any specific times of opening, nor does the Welshpool Air Show web site!

A very colourful picture graces the cover of the newsletter from the **Bristol MEES** this time around. It shows member Ryan Gully emerging from the East end of the tunnel driving his 'Butch' locomotive, judging by the look on his very oily and sooty face he was enjoying the afternoon. Members who were due to have a boiler test completed this year were urged to tolerate any directional changes asked of them following the visit by some of their boiler testers to the Seminar recently run at the Fosse. They were said to be attending with the chance to learn/update or argue their way through the recent changes to the testing procedures. (I wonder how they felt after that meeting? Ed)

The Chairman's Chat section from the home of the **East Somerset Society** contains comments about the cold winter, as do many others. He says that despite this cold they had on average 24 members on Wednesday's, he says the clubroom must have been warmer than some homes. Their new carriage shed is completed except for the electrics and rails, at least that was then, back in the days when he wrote the piece. Other work

has included sorting out a dip in the ground and putting up a gate and moving some fencing to enclose the area where their 'marshalling yard' will be. Their level crossing has now been equipped with more 'bells and whistles' it appears. Once the gates are closed a flashing light takes over from the sound of a bell. The gates are then protected until the signalman gives the all clear for them to be opened. A picture published with the article shows a set of gates that would not be amiss on a full size railway.

One previous member has written a piece in the news from the **Winchester Society**, he is said to have been a very young lad when most of the club track was built in his parent's cellar. Now enjoying his life amongst clocks and photography he still gets involved with archaeologists as a consultant palaeoecologist. His interest in model engineering is a bit limited at this time but he is hoping when he final retires he will be able to finish the pair of 7¼" 'Terriers' he started some 20 years plus ago. Anyway he has promised to get along to one of their meetings in June and speak to them. A 'Bits & Pieces' evening held during February certainly brought along a lot of stuff to look at it seems. Items ranged from a Stirling engine, pictures of two sailing boats, a set of bound newsletters covering some eight years, also on show was a rail-sanding device with a difference. This device, it is said, places the sand directly onto the top of the rails and not all over the place. Old Meccano magazines brought a lot of nostalgia, especially with the design remaining almost the same throughout its life. To end the report one member took along a glass phial that was said to contain some Barley seeds dating back to around 2900BC.

Newton Abbot & District Society members will be hosting a visit this season to members from the Heywood Society. Founded during 1976 these people pay regular visits to others around the country, members from the host club have been asked to make them feel at home when they come. As ever work at their track presents some challenges, fixing some ramps to their traverser to allow the ends to be matched with the steaming bays or test track spur. Paving slab laying is another task to make the front area of the clubhouse better to use, root work on some trees is also needed to allow the raising of the bank alongside to ditch, this will hopefully stop water spilling through when it rains heavily. A couple of pictures show the track in different circumstances, one with a sheet of solid ice during the cold spell and another with numerous mole hills perilously close to their track.

Anyone that has any doubts about the long term life of some of our model locomotive boilers should note that a 3½" gauge 'Maisie' rejoined the fray after a layoff of four years following a failed boiler. This boiler had been in service for a period of 53 years!! So not bad going. The owner is a member also of the **Luscombe Valley Steam Collection**, which has no facility to run these gauges of locomotives at their own track. Close ties with Bournemouth means they are able to share the smaller gauge track with them when the need arises.

Opening words from the Editor of the 'Oily Rag' a newsletter from the **Taunton Model Engineers** asks 'Sometimes I wonder if members read these notes', this follows a lack of any comments following a decision to cancel the exhibition they normal hold each year. Others outside of the club have said they

will miss it and hope it can be reinstated next year so the ball is back in the members court to decide a yes or no. Normal service is the theme for the rest of their activities. Activities at Vivary Park during the winter more or less ended with the 'Santa Special', here three steam locomotives supplied the motive power with passengers being treated to a ride around a park where the temperature was said to be 'bloody cold'. Despite this a good sum was raised by donation and the track was said to have required just a small amount of fine-tuning to keep it in running condition during the cold weather. Work at 'The Creech' follows similar patterns to other tracks during the winter. Extending a land drains seems important in a bid to stop flooding, 80 feet of digging were mentioned at one point. Although they do not have any steaming bays here at present they will be built. Once this has happened then they will be in a better position to invite others along to enjoy their facilities.

The **Plymouth Miniature Steam** group have recently celebrated being at Goodwin Park for some 20 years. History suggests that there was some model engineering activity did take place around the area during the late 1940's with some exhibitions of work taking place. One such exhibition was reported in the Model Engineer as taking place in a local car showroom, with 11,000 people passing through in the 12 days the show was open. On display were 41 locomotives either finished or being worked on, 39 stationary or traction engines with over 170 boats and aircraft. Reading that it makes you wonder what happened to all of those models and their builders. A very interesting 'History' has been produced to keep members up to speed on how they are now members of a group that good show some connections to those previous

times. Goodwin Park of course saw activity, trying to keep ahead of the ravages of time with track maintenance as many others do at this time of year (winter), they have of course already begun their normal season but at the time of writing they were looking forward to getting out and about and away from the cold weather we have all be through this last wintertime.

Members of the North Wilts Society would welcome any visitors during their Charity Weekend during July (dates in diary) when they will be raising money for the Macmillan Nurses, locomotives as well will be welcomed it seems to help out if needed. They also have a 5" gauge Rally Open Day during early October. So please make an effort to support these fine people, I am sure everyone will make you welcome.

BRIEF REPORT FROM OVERSEAS

During my visits to Ontario I have become attached to the Richmond Hill Live Steamers, approx an hours comfortable drive North West(ish) of Toronto. Life there is very much as we know it at our own clubs/societies, with one exception, their season is much shorter than ours due to the onset of winter and the snow. However once the weather improves each springtime they get out to their track and begin to enjoy steam in all its glory. Club activities really do revolve around their own site, with other clubs a good distance away, so no easy visits 'just down the road'. Steam is the prevailing motive power, with some electric or internal combustion powered loco's taking part. Passenger carrying is really well done on the two weekends they set aside for it each season, although rides will be given to any passer by that happens to drop in any time they are there. They have an extensive ground level track, with many switches and diamond crossings, and a big viaduct that takes the railway across a deep chasm amongst the trees. The raised, or high level track, as they call it, is similar to any of ours, and also runs through wooded areas, with a fairly stiff climb on the way back to their station. Recently they were able to buy their piece of land so the future is fairly secure for them, particularly as it is set in a protected area. Members do travel a long distance to get there, some chose to come well over 100 miles each way, often making a weekend of it with their mobile homes/caravans, and locomotives. One other event we went to last summer while there was the 75th Anniversary gathering of the Montreal Live Steamers, again a very friendly club, with ground and raised tracks set on the edge of farmland. During our visit we experienced one of the worst thunder storms I have ever seen. Lasting some four hours it very quickly flooded the site to a depth of several inches, some locomotive drivers did, as mad as it may have seemed, carry on driving through all of the storm. So it is good to report that despite the miles we are apart the hobby seems to unite us all in a common theme, one where we try to enjoy the hobby for what it is worth. Stan B. Editor.

*Items for inclusion in the SEPTEMBER 2010
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EVENTS DIARY 2010

JUNE

- 5th. Amnerfield Miniature Railway 'Electric Open Day'
- 5th/6th. * Vale of Aylesbury Traction Engine Rally
- 6th. Warrington & District 'Curly Bowl Weekend'
- 12th/13th. Sweet Pea Rally (Fareham & District S.M.E.)
- 12th/13th. 19th Welsh Locomotive Rally (Cardiff M.E.S.)
- 12th/13th. Harrow & Wembley Society Open Days. (Road/Rail/Marine & Traction Engines)
- 19th. Southampton Society 'Electric Open Day'
- 26th/27th. M.S.R.V.S. Traction Engine Rally (Tewkesbury)
- 26th/27th. LITTLE LEC. Birmingham Society @ Ilshaw Heath.

JULY

- 3rd. Amnerfield Miniature Railway 'Steam Open Day'.
- 3rd/4th. * I.M.L.E.C. (Bournemouth & District S.M.E.)
- 10th/11th. North Wilts Society Charity Weekend. Macmillan Nursing. Visitors & Locomotives Welcome
- 10th/11th. * Guildford Traction Engine Rally and Exhibition.
- 12th/13th. Harrow & Wembley Society 'Open Weekend'
- 17th. Mid Wales Society combined Exhibition at Welshpool Air Show. Location reference SY21 8SG.
- 17th/18th. Peterborough Miniature Traction Engines at Sacrewell Farm & Country Centre.
- 24th/25th. Tyneside Society 'Open Weekend'
- 24th/25th. City of Oxford Society 'Dreaming Spires Rally Weekend'

AUGUST

- 7th. Staines Society. The 'Three Gauges' Open/Invitation Day (Steam-Electric-Internal Combustion)
- 13th/14th. Frimley & Ascot Locomotive Society 'Open Days'
- 15th. Ascot Locomotive Society Invitation Day
- 20th/21st/22nd. * Bristol Model Engineering Exhibition (Thornbury Leisure Centre)
- 28th/29th/30th. Harrow & Wembley Society. Open Days. (Road/Rail/Marine & Traction Engines)
- 28th/29th/30th. Mainline Rally at Gilling (Ryedale Society)
- 28th/30th. Harrow & Wembley Society 'Open Weekend'
- 30th. Stockholes Farm Railway Running Event

SEPTEMBER

- 1st/5th. Great Dorset Steam Fair
- 4th/5th * Bedford Invitation Rally
- 11th/12th. * National Locomotive Rally (Birmingham S.M.E.)
- 18th. * FEDERATION AUTUMN RALLY (Rugby M.E.S. Olney Lane, Rugby.)
- 19th. * Host Society (Rugby) Open Day
- 25th. Welling & District Society 'Open Day'
- 25th. Maxitrak Owners Club A.G.M. & Factory 'Open Day'
- 25th/26th. Vale of Aylesbury Autumn Traction Engine Rally

OCTOBER

- 2nd. North Wilts Society 5" gauge Rally Day all welcome
- 2nd/3rd. Kew Bridge Museum Festival of Models
- 9th/10th. Malden & District Society 'Visiting Clubs Weekend'
- 15th/19th. * Midlands Model Engineering Exhibition (Warwickshire Exhibition Centre)
- 30th. Stockholes Farm Railway 'Halloween Running Event'

DECEMBER

- 10th/11th/12th. Model Engineer Exhibition Sandown Park Racecourse

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.

