



SOUTHERN FEDERATION of MODEL ENGINEERING SOCIETIES

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

**Such a variety, such quality, such dedication,
we have a good hobby!**



Photos by Mike Chrisp

Southern Federation Rally Sept 9 Fareham Details inside, not one to miss!

*A special gem from Doncaster
Angus French receives his Polly Award
More on the website
Your Federation needs you!
www.sfmes.co.uk*

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

EDITORIAL

Putting together the June newsletter brings home the message that we in a very busy period.

Your committee members are working hard hence Ivan's message that a little help would be appreciated. The boiler code is being updated, boiler testers seminars are organised, events are run and the accounts and website require attention, all of which needs people power. Other tasks or responsibilities make for a busy life. Just one more committee member who might like to pitch in would be welcome.

HSG216 is being updated. Very important work and

we have a progress report.

Romney March MES are celebrating LBSC's work in September. He died 50 years ago, I imagine he would be thrilled to see how many of his designs have been and are being made..

The Southern Federation Rally in September is closer than you think, better plan to get there. Australia Shield to be presented and a token of appreciation for the longest travelled person. Come on you Aberdonians!

David Goyder, Newsletter Editor

CHAIRMAN'S CHAT

My time spent either visiting or stewarding at this year's model engineering exhibitions has reinforced my view that our hobby is not purely about locos and railways. If you look at the lists of models on club stands that are printed in exhibition catalogues you can see for yourselves that this is the case. Yet, certainly in the case of my own club, nearly all new members join because they have an interest in railways and want somewhere to run a loco. So what are we doing to attract the non railway orientated new members and I ask this question as how to attract new members is one of the most frequently asked questions when I visit clubs. I don't profess to know the answer but would just ask club committees to at least ponder the matter.

Over the last few months I have visited several vintage rallies, these being open air events and mainly in rural locations. The exhibits ranging from traction engines, both full size and miniature, through road vehicles, lorries, cars and motor bikes, to tractors and stationary engines. The thing that has struck me is the

age, from the very young to the senior citizens, that own, look after and exhibit these pieces of our history, this being in contrast to the membership of many model engineering clubs which tends to lean toward the older age group. Many individual members of model engineering clubs do have an interest in preserving the aforementioned items but I've never seen a model engineering club exhibiting at a vintage rally. I raise this point as it could be away of attracting new members who are not necessarily interested in locos and railways. Just a thought but maybe a club might like to try the idea of taking a simple stand to one of these rallies with the idea of showing the range of interests that our hobby encompasses, and who knows it could attract new members.

I'll probably know be told by several people that their club has been doing this for years, well if this is the case, let us know the result and if it's worth doing.

Bob Polley Chairman

Southern Federation of Model Engineering Societies

Events, Special Occasions and more 2017

The best place to promote your special events is on the website <http://www.sfmes.co.uk/public/>
18th Aug Bristol Exhibition

29th July 3½" Day Southampton SME

9th September 2017 Southern Federation Annual Rally @ Fareham

9th September Polly Owners—Nottingham SMEE

16th September Celebrating LBSC—Romney Marsh, New Romney Kent

"Do use the website for your special events"

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

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

You can update as necessary yourself, but if you have problems accessing or changing data then please either contact the webmaster by using the "Need any Help?" home page or contact membershipsecretary@sfmes.co.uk and I will do my best to help".

Southern Federation Rally at Fareham—September 9th

The Fareham & District Society of Model Engineers are kindly hosting the annual Southern Federation Rally at their site in Titchfield and what a treat this is going to be.

Fareham caters well for many branches of our hobby and a guided tour will explain all.

First of all upon entering the site you will be either parked unload garden railway items, and boats. If you have a loco or a traction engine, you will be sent forward to unload closer to the action.

Once that is out of the way, let's stroll around a little. First we come to the 'Garden Railway'. This is 32 mm and usually features gas fired or electric narrow gauge stock.



A main "up" and "down" with loops.



Another view of the Garden Railway with addition loops for the younger set.

Next we come to the marine world where the boating pond provides variety and space. (Picture to the right.) The depth is ten inches so sail boats with deep keels may be frustrated but the sailors tend to use much bigger lakes!

The water comes from a stream and empties into a

near by river so make sure your holding tanks are working.

After watching the boats, we can stroll down the hill to see where the traction engines are parked. Being organised and with safe operation in mind the traction engines have their own parking bays.



The next stop is the railway viewing area where one will almost certainly get a cuppa after this exhausting tour.

Here we find the railways, 3½", 5" and 7¼". The raised track is really a long oval bent back on itself (a bit like a paper clip) so the two return curves are adjacent. The 7¼" goes around the outside of the raised track

Now we can start a pictorial circuit.

Here you see the raised track station on the right and the ground level station on the left. Just above the ground level station is



the club house and the picnic tables where you may do some train spotting. Direction of travel is away from you in this picture on the ground level and toward us from the station on the raised track.



The Pond with tracks around it.

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



Now we come to the long straight and yes, there is a speed limit, no 'Mallard' impressions allowed here. The 7 1/4 continues on the left in this picture.

The raised track now curves to the right, past the steaming bays and past the station on the outside track



Upon leaving the station the track curves to the left and commences the run up to the boating pond. We are on the middle of these three tracks and will soon arrive at the boating pond loop.



Here we are now passing under a canopy of forest as we approach boating pool on the right.

Have a look at the boating pond picture

on the previous page and you will see the raised track making its circuit. Not so visible is the ground level track going around the pond.



and then we plunge into the tunnel on the right. Here we go the same way as the 7 1/4" trains. This reminds me on the Hadley Wood tunnels where my father used to take me to see the pacifics charging up the hill out of Kings Cross.

Once out of the tunnel we take a gentle curve to the right and get ready for stopping at the station! Hope you enjoyed that, it is an interesting track to



negotiate great track. I have not mentioned hills or gradients, will let you find those for yourselves.

This is great fun to drive on and in one place we can have three trains passing, one in one direction and three in the other direction, enough to make you dizzy!

CARAVANS

There is a camping and caravan site very close to the track, and bookings can be made by contacting Mrs R Scott, Drove Lea Farm, Mill Lane, Titchfield, Fareham, PO15 5DX, telephone 01329 841864.

FINDING FAREHAM

Set your SATNAV to PO15 5DZ. Map users come off the M27 at Jcn 9 and head for Fareham. At the big roundabout take the first exit to Segensworth East/ 'Recycle centre'. This is Barnes Wallace Road. Follow it to the end. At roundabout 2nd exit to Cartwright Drive. 250 yards later turn left for Titchfield and Wickham. Look for Fareham Society on the right!



In the picture showing the 'three' lines there is a fourth on the left and that is the ground level coming back from the pond circuit.

Your Hobby Needs You!

The purpose of these short notes is to consider two issues which have become increasingly evident over recent years, and which may seriously jeopardise the future of the hobby in the long run as we know it.

Recruitment of Junior Members

A lament which we frequently hear is that fewer, especially junior, members are joining our ranks, and what can we do about it. Don't get too excited – The Federation does not have an answer to that question, but it is extremely interested in finding one. It is easy to come up with reasons – e.g the computer, the decline in manufacturing industry, issues surrounding child protection, and the cost of tools and materials – but to some extent these are excuses, and not real reasons (the two are not the same thing). The key thing is that clubs must make themselves more attractive to potential members of all ages. It must be said that Federation emphasis has been largely on building and operation of railways (a result of its early history in insurance and boiler testing), but there are other equally worthy endeavours out there, which we have tried to demonstrate by the different exhibits which we have fielded at shows recently.

Some clubs do have thriving junior membership, and it would be useful to pool expertise in an attempt to identify the key features which lead to this happy situation. Once the germ is planted, it may become a life-long interest, with the benefits of a relaxing hobby and/or a worthwhile profession in the engineering industry in its widest sense.

Based on the continuing interest and success of the Boiler Test Seminars, it is suggested that we hold a one day conference of interested delegates from our affiliated societies. We would particularly welcome an input from societies that have been successful in recruiting and keeping junior members, those who would be interested in actively participating in trialling approaches that might be identified, and those with ideas (even if they are not fully formed) which may merit further consideration and development. The future direction (if any) of the group would be dependent on the results of this initial meeting, and it may be that a specialist group be set up to deal with this important topic.

We would like to hear from anybody who would be interested in taking part in the initial meeting by the end of July 2017, with a view to holding that meeting sometime in the autumn/winter.

We would welcome hearing from any society who would be willing to host such a meeting.

Southern Federation Committee

Having commented on probably the most frequent lament we hear from our membership, it is now the turn of the Federation Committee to lament, again, to our membership. With our Treasurer standing down at the March AGM after 15 years of service to the members, the Committee finds itself another member short. The jobs have been redistributed amongst those that remain, but the fact is that the Committee is now 8 strong when, only a few years ago, it consisted of 12 members. Overlaid on top of this are ever increasing legislation, and the currently unknown, but inevitable, detailed impact of Brexit.

One current member has already declared his wish to stand down next March. It is obvious that unless this decline in Committee Membership is reversed, we will be able to do even less for our Membership, who normally have strong ideas about additional things we ought to be doing! Why should it be so difficult to find 12 people out of more than 12,000 members?

A word on Committee Member “qualifications”. As Committee Members, we try to do our level best to act in the interests of the hobby, and represent our membership in external bodies. This is based on our own experiences in clubs of which we are, or have been, members. (It is perhaps worth squashing a misapprehension held by some of our members that we represent our own societies. This is simply not true.)

To be able to do this there is not a list of “qualifications”. Rather, it is experience that is more important. In this day and age, experience, or at the least an appreciation, of the implications of business or financial management in a commercial environment, the law, Health and Safety and IT are basic. To be a model engineer as well is almost a bonus! Alternatively, specialist knowledge of a particular topic (anything from, say, interaction with local government to, say, current developments in law) would be valuable. Though there are defined roles and responsibilities for the various Federation Officers, these are not engraved in stone and can be amended (coats and cloth etc).

The Federation would also like to hear from individuals who would like to offer their services by way of a Register of Specialists in particular topics, by sharing their own experiences. The attraction is that this would relieve the individual of full participation in the Committee's activities but still make an invaluable contribution to the hobby.

Please give these important matters serious consideration. If you would like to discuss any aspects further (in confidence if need be), contact Ivan Hurst, Hon Vice-chairman, on 01252 510340. THANK YOU!

Continuing a Stroll through the Southern Federation Website Or exploring a veritable goldmine of essential knowledge

It is safe to say that will be invariably an 'expert' in every society who knows all about everything and they will tell all about it. They usually say something like, "You can't do that", it is against Health and Safety or our insurance. And occasionally they might be correct but usually they are inventing it on the spot. Our defence and essential resource is the section in the website headed,

"Best Practices and Compliance".

So let's explore this a bit more deeply.

There are three sections here,

- ◆ **Boilers and Pressure Vessel Testing**
- ◆ **Legal side of Managing a Society**
- ◆ **Guidance**

We will start with the Boilers and Pressure Vessel testing.

bottom yellow copy is for the boiler inspector to be kept in the book for record purposes. No carbon paper is required so make sure that the card sheet is inserted after the bottom yellow copy.

In the section, Written Scheme of Examination under the heading 'Boiler Material' paragraph (3), delete the material not used. Under the heading 'Items to be examined and tested' paragraph (4) delete the items not fitted to the boiler. The boiler inspector should then insert his name (block capitals), sign the document and insert the date.

Next is the question regarding what is required when a boiler changes ownership (and it might not be attached to a locomotive!)

Boiler Testing - 7 January 2014 Supplement to the Written Scheme of Examination (WSOE) Change of Owner

It has been brought to our attention that there is a minor problem, in specific circumstances, related to the cross relation be-



First of all you are provided with the contacts that can help you in this area if all else fails to answer your question. But you will find clear and complete instructions on a great range of matters and we can quote a few. Let us start at the top of the list on the right, Small Boiler Certification— instructions.

Guidance on Completion of Documentation Written Scheme of Examination and Certificate for a Boiler below 3 bar litres

The document comprising a combined Written Scheme of Examination and Certificate of Annual Inspection is used for a small boiler with a pressure-volume product below 3.0 bar litres. The document may be used by Clubs and Societies who operate such boilers on site where the Health and Safety at Work etc. Act 1974 applies.

The certificates are in a pre numbered book and there are two copies. The top white copy is for the boiler owner/user and the

tween the Written Scheme of Examination (WSE) and the Boiler Examination Certificate when a boiler changes hands.

- Paragraph 3.13 of the Boiler Test Code BTC 2012 requires that the WSE is not transferable. A new WSE is to be raised and issued to the new owner if the boiler changes hands.
- Paragraph 12.8 of the BTC 2012 allows for the Boiler Examination Certificate to be transferred to a new owner and remains valid until expiry.
- However the Boiler Examination Certificate identifies the original Serial Number of a WSE which is no longer valid.

This problem exists with certificates produced between Club members and with certificates from other Clubs or Societies.

In the event that the new owner wishes to continue to use the old Boiler Examination Certificate until expiry a compromise is required.

To get round the problem a solution has been reached, after

We Are Strolling through the Southern Federation Website And exploring a veritable goldmine of essential knowledge

review, by all the members of the Model Engineering Liaison Group.

The boiler inspector associated with the new owner is required to raise a new WSE. The boiler inspector then deletes the original WSE number at the top of the page of the old Boiler Examination Certificate and enters the Serial Number of the new WSE and initials the change. This temporary arrangement, lasting an absolute maximum of 12 or 14 months, would only apply until the next Test (Hydraulic or Steam) when a new Boiler Examination Certificate would have to be produced which will automatically reflect the new WSE number.

The third item in this list is a menu as indicated by the plus sign but available only to those who have permission to sign into the system, in this case the most likely person will be your boiler test manager or his support in using the computer system.

Once signed in the menu looks like this,

These instructions and sample pages of forms are well



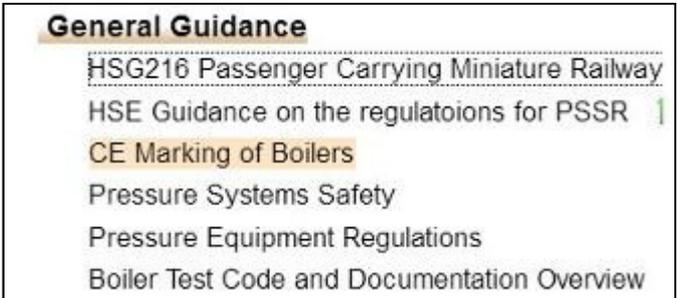
The screenshot shows a menu with the following items:

- Downloadable documents and forms**
- Standard Boiler Certification**
 - Instructions
 - Certificate
- Written Scheme**
 - Instructions
 - Form
- Small Boiler Certification**
 - Combined schem below 3 Bar litre
 - Small Boiler Certificate version 5
 - LPG Gas Tank Supplement 2013
 - LPG Gas Tank Certificate
- Boiler Testing**
 - Boiler Test Code 2012 Specification (
 - Boiler Test Code 2012 Specification \
 - Boiler Test Code 2012 Review

written, clear and complete. No member should ever have worries about what is correct or not, it is all there but for obvious reasons access is limited to member societies of the Southern Federation.

That now completes the section on pressure vessels and testing and I do not mind telling the reader that I have learnt a thing or two reading and typing some of this into the newsletter!

The General Guidance heading contains a number of useful resources.



The screenshot shows a menu titled 'General Guidance' with the following items:

- HSG216 Passenger Carrying Miniature Railway**
- HSE Guidance on the regulations for PSSR**
- CE Marking of Boilers**
- Pressure Systems Safety**
- Pressure Equipment Regulations**
- Boiler Test Code and Documentation Overview**

HSG216 Passenger Carrying Miniature Railways is the subject of much work by a wide representation from the hobby and this work is described on page 8 of the newsletter, overleaf in fact. Notwithstanding this work HSG 216 remains a most useful reference and officers of clubs and societies would do no harm in reading it.

The next item **HSE Guidance on the regulations for PSSR** takes you to the Health and Safety website where you are allowed to purchase the regulations for the princely sum of £15.00. On the other hand a click on the "Download a free copy" gives you a pdf with the full regulations.

CE Marking of Boilers comes next. The introduction to this section is as follows,

"This document is intended to give a broad outline of the requirements for compliance to current legislation related to the manufacture and test of steam operated equipment in a model engineering environment. The legislation applies to manufacturers, owners, operators and personnel responsible for test and certification of model steam pressure equipment.

The document refers to Regulations that are current at the time of issue of this document. Subsequent amendments to Regulations may affect the content of this document and therefore it is essential check that the latest standard is consulted in the event of a requirement for detailed information.

The second part lists the members of the Association of Professional Copper Boiler Makers (ME)

I must confess to being pleasantly surprised when I went down to this list of copper boiler makers, here is a full list of where you can acquire your next boiler!

By now any reader will realise that by digging a little deeper, he will find guidance and sound advice on a great range of subjects and in some ways shows us that managing a successful society can be quite complicated so having a resource on just about everything must be comforting!! At least you can see the self appointed experts of with real sound knowledge.

A new guide to safe practice for passenger carrying miniature railways

In 2001, the Health & Safety Executive, (HSE) published "Passenger-carrying miniature railways, Guidance on safe practice" which is referred to as HSG 216. The guidance covers passenger carrying miniature railways of less than 350 mm (approx. 13 3/4") gauge. The guidance had been drawn up and agreed with the Miniature Railway Liaison Group, the forerunner to Model Engineers Liaison Group (MELG), which included representatives of Northern Association of Model Engineering Societies, Southern Federation of Model Engineering Societies, Midlands Federation of Model Engineering Societies, Society of Model and Experimental Engineers, Ground Level 5" Main Line Association, 7 1/4" Society, trade, manufacturers, press and private railways.

The HSE made it clear on page ii that following the guidance was not compulsory, and miniature railway operators were free to take other action. However, following the guidance would normally be seen as doing enough to comply with the law and that H&S inspectors seeking to secure compliance with the law may refer to the guidance as illustrating good practice. However, HSG 216 is no longer part of HSE's guidance suite, it was withdrawn around 4 years ago during the HSE's review of all of its guidance. It is no longer supported or available from HSE. The reason it was withdrawn was because it was due for review and it did not fit the criteria to remain part of HSE's guidance suite. The resource was therefore not made available to do the work and it was withdrawn. Consequently it was handed to the Office of the Rail Regulator (ORR) who had a peripheral interest but they finally chose not to update it either. The document is not currently available from either the HSE or ORR, but can be downloaded from a number of websites including www.sfmes.co.uk

It is still regarded as 'Best Practice', that is acknowledged by HSE, as it is the only document that deals with the broad safety issues of passenger carrying miniature railways.

Local authority officers involved in investigations following RIDDOR reported accidents, often have no knowledge of HSG 216, and have been known to refer to HSG 175, Fairgrounds and Amusement Parks: Guidance on Safe Practice and this can cause difficulties for both hobbyists and commercial operators to demonstrate compliance.

After several months of discussion, the representative bodies making up MELG, have agreed to produce a new guidance document on safe practice. The new

document will reflect current legislation and approach to health and safety matters. In May 2017 the Passenger Carrying Miniature Railway Safety Group (PCMRSG) was formed from 10 1/4" Gauge Railway Society, 7 1/4" Gauge Society, Midland Federation of Model Engineers, Southern Federation of Model Engineering Societies, Northern Association of Model Engineers, Britain's Great Little Railways and representation from manufacturers/suppliers of passenger carrying miniature railway equipment.

The National Railway Museum and the Heywood Society have recently augmented the group, and further national bodies representing hobbyists and commercial operators may yet become involved.

Their challenge now is produce new and up to date guidance that will lead to a reasonably achievable standard which both hobbyists and commercial operators of passenger carrying miniature railways will be expected to follow. It must be a broad document written by involved people from across the country to provide guidance on safe practice for the benefit of all, and obviously, must not contradict other guidance or the law.

The declared objective of the PCMRSG is to get HSE endorsement of the new document and for them to do so requires demonstration of 'broad acceptance' of a guidance document produced outside of the HSE.

There will therefore be a need for members of each of the national organisations represented on PCMRSG to be given the opportunity to comment on the draft document, as has been done in the past with the Boiler Test Code. How this will be done has not yet been agreed, placing the draft on a website and asking for comments to be submitted, or a number of seminars around the country, or perhaps both, are options. For the new guidance to be universally adopted by railway operators, they must be given adequate opportunity to review and comment.

Regrettably there are already a number of ill-informed rumours circulating about what the document will mean to operators of miniature railways, and as these rumours and genuine questions are received, the intention is to produce a Frequently Asked Questions (FAQ) section on the Southern Federation website in response to them.

More news about that as the work progresses, please check the News section of the website www.sfmes.co.uk for updates.

Concluded at bottom of next page

Rugeley Power Station Model Engineering Society

The Rugeley Power Station Model Engineering Society have lost their track site. This happened at the end of March. They have sent the following message and the two pictures shown here.

"We are therefore having to dispose of various items of equipment. I would therefore be grateful if you would circulate the fact in the next available newsletter that we wish to dispose of our portable track of 200 feet with three riding cars and all contained in a purpose built trailer. Everything you need is contained on or within the trailer. We are looking for expressions of interest and place a value of £1000 upon it.

I am attaching a couple photos for your information and hoping that this request falls within any laid down guide lines."

Ed note: The Southern Federation newsletter is not really a 'sales and wants' vehicle but occasionally an exception can be made. This portable track would be of great use to a club without a permanent site and we are happy to pass the message on to the hobby.

Contact Albert Haywood. Hon Sec., RPSMES

Email Log into the SF website, find Albert and send him a secure email.



CELEBRATING LBSC

5 0 Years since LBSC died The Romney Marsh Model Engineering Society will be holding an open day for locomotives designed by him.

This will take place on Saturday 16th September 2017

At 101 Rolfe Lane, New Romney, Kent TN28 8JL



Our track accommodates 2.5, 3.5 and 5 inch gauge locos. Boiler and insurance certificates will be required for operating locos. We will also be pleased to see static exhibits.

Please contact Richard Linkins on 01233 630078 or e mail Log into the SF website, find Richard and send him a secure email for an application form to bring a loco.

A new guide to safe practice for passenger carrying miniature railways (concluded)

Meanwhile, please bear in mind that guidance documents are written entirely in terms of what must be achieved in terms of safety, not how to do it. The document will not be prescriptive in providing solutions but state what must be achieved and provide lists (non-exhaustive) of considerations.

If you have any questions about the intent or content of the document, or have picked up on a rumour about it that concerns you, please contact the Southern Federation Secretary Peter Squire, or Safety Officer Bob Walker.

Seminars for Boiler Inspectors

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

Jointly organised and sponsored by Southern Federation of Model Engineering Societies and Northern Association of Model Engineers (NAME) the seminars have visited Perth, Hereford, South Durham, Chelmsford, Belfast and Taunton.

In this time around 250 boiler inspectors and would-be boiler inspectors have benefitted from the opportunity to hear about how the law drives what we do on boiler testing, consider boiler design requirements, observe a practical demonstration of a hydraulic and steam test, improve their understand of certification, to raise questions and receive clarification and guidance on the Boiler Test Code.

It is now time to be planning the autumn 2017 seminar. The venue has not yet been chosen, a number of clubs/societies have kindly offered to host the event, which will most likely be held in early November. We would like to receive expressions of interest to attend the seminar so that the best venue can be chosen based on where the delegates will be travelling from.

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

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

A Sharp Reminder

At seventy seven fate decided that I was due for a reminder and proceeded to demonstrate that it was overdue.

This story begins a couple of weeks before Christmas when I discovered that I could no longer see through my spectacles properly. In the course of removing the coat of oil and swarf I came to the conclusion that they were well past their sell by date and were a disaster needing replacement.

Off to the optician for the usual look at life through first one eye then the other. The result of all this was a referral to the hospital. No problems so far. At the clinic an attractive young lady put drops into both of my eyes, a bit sharp but still no bother.

The consultation over I found myself on Becket Street unable to see properly and a little uncertain of my footing. The demonstration commences, traffic was manic, fast noisy and too damn close, to make things a little worse the sun was low in the sky and the roads wet I was determined to walk home about an hours walk with a break in Leeds market for coffee and a bacon

butty.

It was very shortly after setting off I discovered how dangerous it was to be, crossing side turnings was difficult. But I had to cross two major roads. The speed and noise of traffic at these points convinced me I should never have set off.

How then do the people with permanent impairment cope. I have often thought that hearing impairment should be visible, how nice it would be if nobody spoke to me while looking the other way. For long enough I thought that was a problem, different now.

My journey through Leeds partially sighted leaves me filled with admiration for those that deal with it daily. As you would expect I saw myself as considerate of others, I wonder now?

Have I always been truly considerate or has there been occasions when the rush of self has ignored the need in others for a helping hand. I truly will make more effort in the future and I appeal to you to follow as bad sight is awful, blindness must be without parallel.

John Brady

I had amnesia once --- maybe twice.
I went to San Francisco . I found someone's heart. Now what?
Protons have mass? I didn't even know they were Catholic.
All I ask is a chance to prove that money can't make me happy.
If the world were a logical place, men would be the ones who ride horses side saddle.
What is a "free" gift? Aren't all gifts free?
They told me I was gullible and I believed them.
Teach a child to be polite and courteous in the home and, when he grows up, he'll never be able to merge his car onto

the motorway.
Experience is the thing you have left when everything else is gone.
One nice thing about egotists: they don't talk about other people.
My weight is perfect for my height--which varies.
I used to be indecisive. Now I'm not sure.
How can there be self-help "groups"?
If swimming is so good for your figure, how do you explain whales?
Show me a man with both feet firmly on the ground, and I'll show you a man who can't get his pants off.

Angus French is presented with his Polly Award

On Sunday May 28 we assembled at the Silk Mill, Whitchurch so that Angus French could finally receive his Polly Young Engineer Award. 'We' were various committee members, Mike Chrisp to make the presentation, Ivan Hurst and David & Francis Mayall to support him and your editor with his trusty brownie! Let the pictures tell the story.

Worth a visit.

Whitchurch Silk Mill is the oldest silk mill in the UK still in its original building. A gem of industrial heritage in beautiful, rural Hampshire, Whitchurch Silk Mill is a Georgian water mill that weaves silk using 19th century machinery.



Mike Chrisp makes the presentation to Angus.



Mike Chrisp, Angus French and Patrick Hendra, the mentor behind the Cawley Young Engineers Club.

Norman Rogers retires from Southern Federation Treasurer

Brent Hudson Southern Federation President presented Norman with an engraved glass memento in recognition of his contribution to the Southern Federation.

Norman joined the Southern Federation the SFED team in March 2002 as the newsletter editor following in the footsteps of Stan Bishop who had to stand down for health reasons. Three years later the treasurer wished to leave so I moved into that role and Mike Leahy took on the newsletter. I was then treasurer for 12 years. As Norman remarked, "... nothing terribly remarkable!".

Yes Norman quite a remarkable contribution to the hobby for 15 years!



**Celebrating
LBSC, see
page 9 for de-
tails!**



A Booth-Rodley 5 ton crane with a Priestman Mechanical Grab

Once in a while one comes across something of rare beauty or superb craftsmanship that has to be shared with a wide audience. Now, not everyone marvels at Beethoven or Genesis and not everyone will be bowled over by a Booth-Rodley 5 tone grab crane but what is worth sharing is Richard Gibbon's work and thoughts in bringing it to life. Richard has kindly let me share some of his work with you.

First of all let me introduce Richard Gibbon OBE, BSc, Eng, C Eng, FIMechE.

Richard Gibbon is one of the most accomplished and experienced railway and mechanical engineers in the United Kingdom, with a strong focus on heritage equipment. Formerly the Head of Engineering at the National Railway Museum in York, he has been intimately involved in the restoration and operation of a number of important steam and diesel locomotives.

He has authored twelve publications and papers, and has appeared on many TV programmes as an expert consultant. Amongst the numerous accolades bestowed on him in recognition of his considerable achievements are the Institute of Mechanical Engineers 150th Anniversary Gold Medal (in 1997), the Heritage Railway Association's Plaque for Outstanding Achievement (in 2003), and appointed Honorary Chief Mechanical Engineer to the Friends of the National Railway Museum in 2006.

Richard was exhibiting his crane at the Doncaster MEX this year and showing how it worked. But more importantly he showed us how he conceived it in model form and shared his thought process. His words are much better than mine.

"Since I was a child I have been fascinated by mechanical grabs on cranes and the difficulty (or opportunity!) of operating the grab with a single rope crane. I remember sending off my postal order to an advertiser in Meccano Magazine and getting a lovely gold painted bucket grab which claimed to work with any single rope crane (made in Meccano obviously). I can recall my disappointment when I found that the control for opening and closing the bucket was a dangling string that hung from a prop on the bucket! Yet I knew that there were such things as single rope grabs because I had seen them working. The desire to get to the bottom of this had to wait nearly fifty years to be resolved! A lucky chance conversation with Jim Rees when he was at Beamish produced an assembly drawing for a 45 cu.ft. Priestman Grab Bucket, but there were so many dotted lines and hidden surfaces that it still was not clear how it worked. I wondered whether I could guess what all the dotted lines meant, and build the model grab for my crane from the drawing, in the hope it would work. You see the result here, and although it didn't quite work first time it very soon revealed its secrets. The resulting mechanism is extremely ingenious and a mechanical design delight.

I thought it would be fun to turn it into an interactive toy for the Harrogate Exhibition whilst the grab waited for the rest of the steam crane to be completed.



So come on! Have a go at transferring a bucket load of muck from one container to the adjacent one without a spill!

Richard says he wanted to venture into building a model for the first time for which there were no working drawings to purchase. He has not used any castings and the only bought items are the pressure

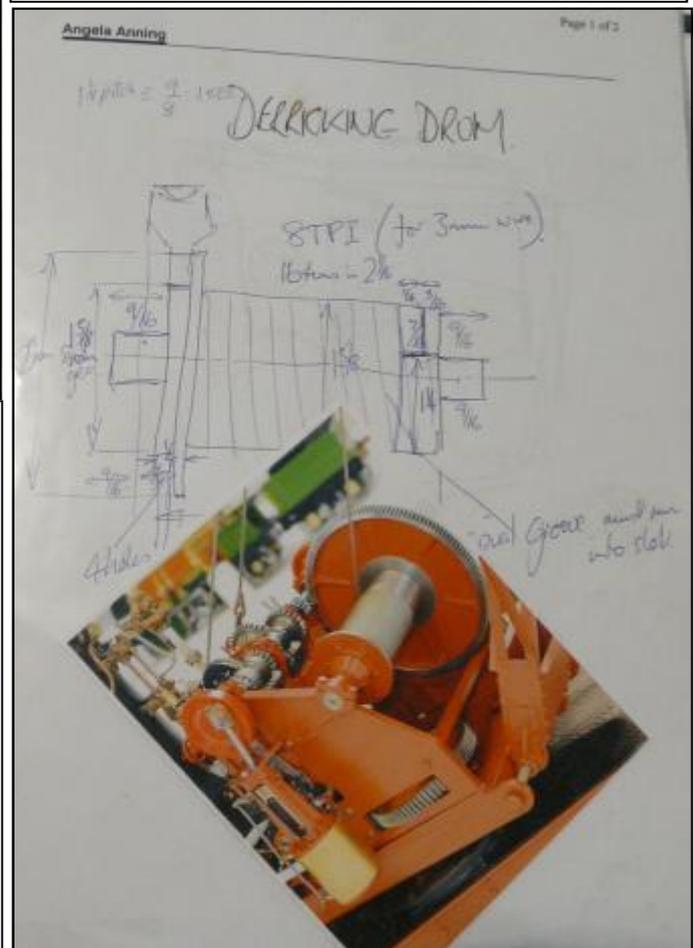
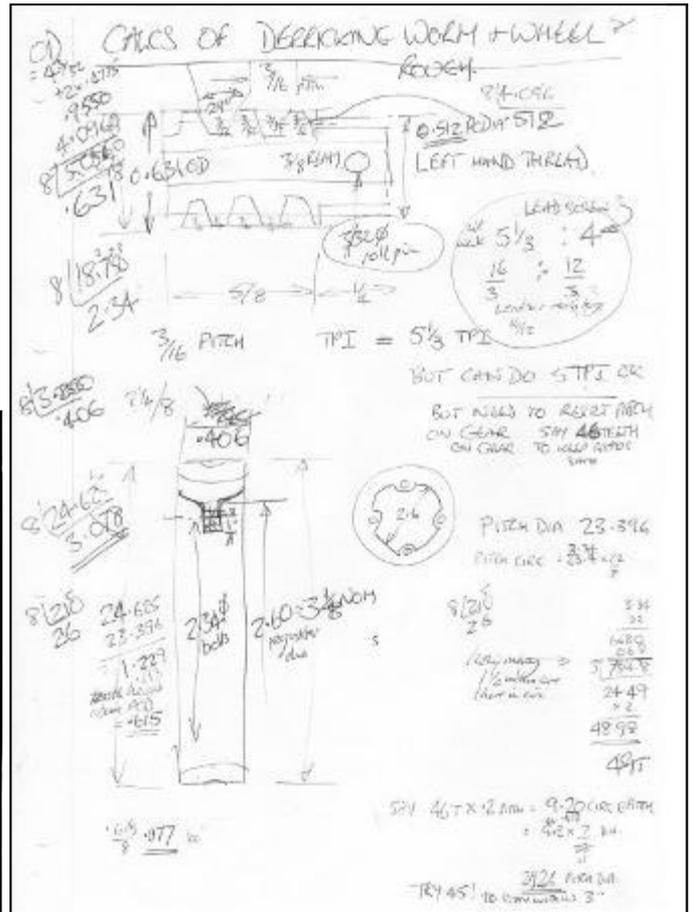
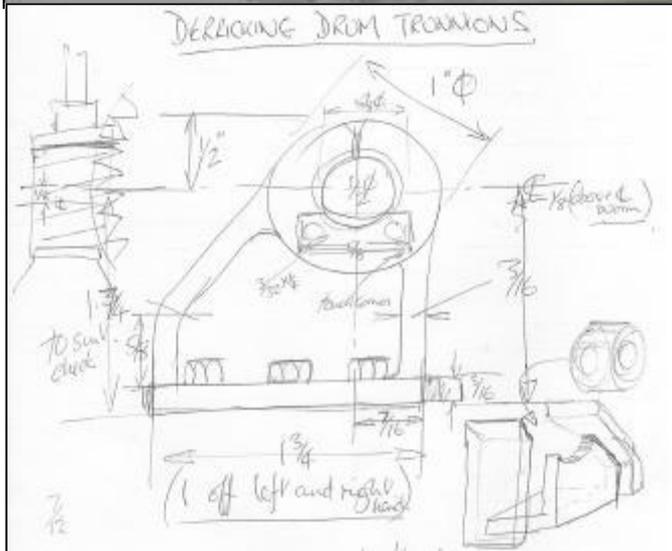
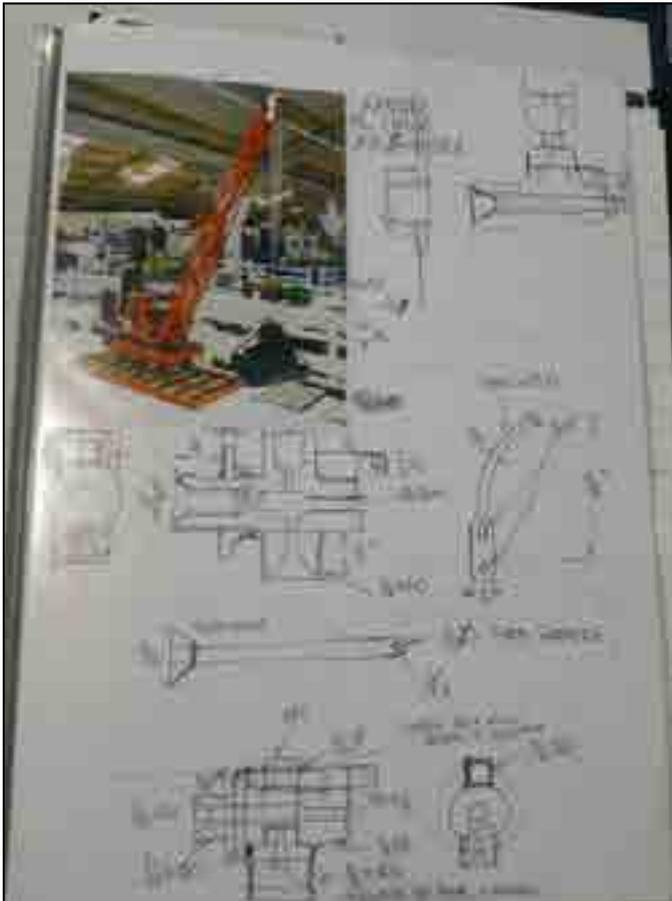


A Booth-Rodley 5 ton crane with a Priestman Mechanical Grab

gauge and an injector. He guesses that about 3000 hours have gone into the project over about six years.

He also modestly says that fellow model engineers might be quite shocked by the scruffy standard of the sample sketches and calculations that the model has been built from. He adds that this is the way he works through the creative processes so he can envisage the part he is about to make fully in his mind before starting.

So this creative process is revealed!



A Challenge or inspiration for the marine modeller!



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