

SOUTHERN FEDERATION NEWS



SEPTEMBER 2009



Cover picture is one from a collection taken by Ivan Hurst while at the Spring Rally held at Llanelli this year. The picture above is of Secretary from Llanelli, Jan Golightly, receive the citation from Brian Thompson of the Southern Federation and the picture below shows one very happy visitor driving a 'Princess of Wales' locomotive, resplendant in a fine colour scheme. Two other pictures appear within the write up later on. Thanks to Ivan Hurst, our roving photographer.



Southern Federation News



SEPTEMBER
2009

Editor
Stan Bishop

stanleybishop@tiscali.co.uk

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

EDITORIAL

Welcome to the September 2009 edition, my second in this session of sitting in the 'chair'. I was well aware of the errors that occurred in the June edition, thanks however to those that saw fit to tell me. A very sharp learning curve preceded the printing of that edition so I felt the few there were did not cause too many problems for people.

One very glaring error was the description of the locomotive pictured on the cover. You will have seen I changed the classification of this from a Class 51XX to read correctly a Class 56XX, it was only when putting them into the envelopes I saw the mistake, by which time I was three quarters way through sealing the things up.

It appears from correspondence that many of you that send in information are still using the wrong address, if you are sending in newsletters- articles- photographs or anything else for the newsletter will you please send it/them directly to me, my address details are at the back of this publication.

Up till now it has not caused any problems my end but it seems unfair to have to ask others to re-send them to me considering the cost of postage.

Well better get on otherwise the dreaded posting date will be upon me once again, thanks again for your support and interest, along of course with whatever you may have sent in, all helps boost the content.

Stan Bishop
Sept 2009

Items for inclusion in the
December 2009
edition should be with the
Editor by
31st OCTOBER 2009



From the Chairman

Brian Thompson

FROM THE CHAIRMAN – September 2009.

It's that time again, so welcome to another rendition from the Chairman, is it really three months since the last edition.

So what has been happening in recent weeks as far as the Federation are concerned? We have continued to be *out and about*, and have been made most welcome at the various events that we have supported. The Vale of Aylesbury traction engine rally continues to be a well supported and organised event with new faces appearing every year. Guildford as ever, continues to be a Mecca for road vehicle enthusiasts ably supported by loco owners along with their well established exhibition marquee.

In addition, the Federation were present at I.M.L.E.C. hosted on this occasion by the Bristol S.M.E.E. Our congratulations are extended to Neil Mortimer of the Ickenham and District S.M.E. as being this year's winner. Neil was the first competitor on the Saturday morning and maintained pole position all week end. We look forward to next year's event on July 3rd and 4th, hosted by the Bournemouth and District S.M.E. at their Littledown site.

With the evenings starting to draw in, it indicates that another running season is slowly drawing to a close; however the Federation 'Road Show' will be supporting the following events before the next Newsletter, You are always welcome to pre-order any sales items for collection at these events.

| | |
|-----------------|---|
| September 12/13 | National Locomotive Rally (Birmingham S.M.E.) |
| September 19 | Federation Autumn Rally (City of Oxford S.M.E.) |
| September 20 | Host Society Open Day |
| October 16/20 | Midlands Model Engineering Exhibition (Warwickshire Exhibition Centre) |

We will have the pleasure of Barry Glover, the recently retired President of the Australian Association of Live Steamers in attendance at the above events. He is paying a visit to the U.K. again this year.

Brian Thompson.

DIRECTORY SUPPLEMENT UPDATE – SEPTEMBER 2009

NEW CLUBS / SOCIETIES

BARRY MODEL BOAT CLUB

Sec: Mr. P. Trueman. 13 Llys Llewelyn. Meadow Farm. Llantrivrit Fadre. Rhondda.
Cynon Taff. CF38 2HQ.

Tel: (01443) 207829

Email: philip.trueman2@btopenworld.com

CHANGES OF SECRETARY

CHICHESTER and DISTRICT SOCIETY of MODEL ENGINEERS

Sec: Mr. R. Philips. 23 Robson Road. Goring by Sea. West Sussex. BN12 4EE.

Tel: No Number Given

Email: rbp@ladylydia.co.uk

TYNESIDE SOCIETY of MODEL & EXPERIMENTAL ENGINEERS

Sec: Mrs. L. Nicholls. 12 Mitchell Drive. Ashington. Northumberland. NE63 9JT.

Tel: No Number Given

I have to apologise for the mistake that went unnoticed until the last issue had been printed. This was with the contact details of the.....

BRIGHTLINGSEA MODEL ENGINEERING SOCIETY

Sec: Mrs. S. Bowery. 50 Granville Way. Brightlingsea. Essex. CO7 0SY.

Tel: (01206) 304401

Email: sandrabowery@supanet.com

WEB SITE DETAILS

BARRY MODEL BOAT CLUB

www.barrymodelboatclub.co.uk

DELETIONS

**The following Clubs / Societies have declined to renew
their affiliation for the year 2009 / 2010**

Bexhill, Hastings and Eastbourne Model Engineering Society

Gloucester and District Model Boat Club

The 10¼" Gauge Society

SOUTHERN FEDERATION COMMITTEE MEETINGS - MINUTES

Minutes of the Committee Meeting held on 26th May 2009

Attendees

The entire committee were present this evening.

Apologies for Absence

None required

Review of the Minutes of Previous Meetings

The Minutes were agreed to be an accurate representation of the business carried out at the two meetings. The Chairman signed them accordingly, and they are now on File.

Matters Arising

There were no matters arising that would not be considered later in the meeting.

Secretary's Report

Correspondence

A number of items of correspondence had been received: -

Correspondence had been circulated to the Committee for information, and suitable replies made. An enquiry from an individual wrt the documentation he should expect to receive from a commercial boilermaker. He had been directed to Bulletin #9.

Change of contact details at the 2½" Gauge Society, Fancott, and Westland and Yeovil. These had been passed on to the relevant Committee Members.

Various Newsletters - passed to our Editor. These were both in electronic form and hard copy. Andover requested a copy of insurance documentation. Referred to FJ.

A Chichester Member enquired wrt the SHESTO discount offer. It is worth noting that this is still in force. The Code is with the Secretary and the Newsletter Editor.

Spenborough had sought clarification of the reference to CE in the Blue Book. This was answered at the time, but was one of a number of events leading to the flurry of activity resulting in the publication of Bulletin #9. The Secretary expressed his appreciation at the response of Committee Members, in terms of comment, and also its subsequent publication in a speedy manner.

Treasurer's Report

The Treasurer had previously distributed his report and details of the financial situation prior to the Meeting.

Renewals Income is substantially complete.

There was no other discussion on financial matters.

Insurance Report Discussion

Once again, there was considerable discussion wrt FJ perceived levels of service. It was noted that two Societies had "voted with their feet", and what was of more concern was that the Federation had only learnt of this after the event. FJ's limited presence at shows, and their

low profile in advertising, were also noted.

Turning to Annex B, the Secretary sought comment on the wording of Section 6b - “voluntary/unpaid members”. FJ assert that our comments of 2009 reverse our previous comments of 2008. Unfortunately, nobody on the Committee recalled or admitted as to who had said what on this subject. The Secretary was asked to undertake a trawl of Minutes etc in an attempt to identify the protagonists in order to prepare a response to FJ.

New Applications/Membership Update Renewals

Four renewals remained outstanding. “Final Notices” would be issued, reminding clubs that if they do not renew by the end of May, they will be deemed to have left the Federation.

New Applications

Expressions of interest had been shown by four societies, who had been supplied with data packs.

Safety

It was agreed that the Safety Report to the AGM should be published as Bulletin #10.

2010 AGM (13th March 2010)

There was little to report on the 2010 AGM. Search for a suitable venue continues.

Newsletter/Website

Costs were discussed. It was noted that currently postage costs almost exceed the subscription costs, this figure is somewhat uncertain as production of the last two Newsletters was under exceptional circumstances - it will continue to be monitored. However, it is apparent that individual Newsletter subscription costs were approaching a loss situation.

Website: Since taking over the handling of web matters, the Editor reported a good working relationship with our hosts is now in place.

The Secretary outlined his long held aspirations to have a geographical breakdown of societies on the Website, using the same regional definitions used in the Newsletter.

The Secretary sought the Committee’s view on the publication of Bulletins on the Website.

These are normally sent to each society as they are produced. This led to wider discussion on Bulletins, summarised as follows: -

Post the 9 (10) currently extant in a one off shot to all affiliated societies. In association with this, an index would be produced.

Bulletins would be published on the Website, and would be sold at shows etc at a price to cover duplication and stapling.

Chairman to obtain suitable “slotted” rack to display/store Bulletins for Rallies/Shows etc.

The Newsletter would also be published on the Website, but six months after initial publication in order not to compete with individual subscription copies.

Finally, the Editor raised the subject of publication of Minutes etc on the Website. It was agreed that such documents would need even further reduction than that currently practised in the Newsletter, as distribution is uncontrollable.

Rallies and Exhibitions

The Chairman thanked those who had supported him at the Harrogate Show and the Spring

Rally.

Wrt Harrogate, it was felt that some of the models on club stands were of a higher standard than those entered in competition.

The Spring Rally was judged to be successful, some 30 locomotives and traction engines being present on the day. In view of the location of the track, and the weather, this was a very creditable turn out. Llanelli's reputation as hosts no doubt contributed to this.

The weather took its toll on the Federation's Marquee, which was demolished overnight by the wind. Fortunately no stock was lost due to water damage, but the Display (Map) Board was broken. This has since been repaired.

A suitable write up for the Newsletter will be produced by Llanelli (by end June), and a disc of photographs taken by the Secretary was handed over to the Editor.

(Post-meeting note: The Chairman realised that he had not reported on the Rally at the Committee Meeting, other than the weather, and subsequently asked the Secretary to produce notes for inclusion in the Minutes.)

Future Events

Bristol (Thornbury) Exhibition 21/22/23 August

National Locomotive Rally (Birmingham) 12/13 September

SFed Autumn Rally (Oxford) 19th September

Midlands Exhibition (The Fosse) 16 - 20 October

It was noted that the 2010 Alexandra Palace Show will take place on 22nd/23rd/24th January, and Harrogate on 7th/8th/9th May. It is also understood that Bournemouth will host the 2010 IMLEC.

Minutes of the Committee Meeting held on 28th July 2009

Attendees

All but two were in attendance this evening.

Apologies for Absence

Two members were not able to attend this evening.

Review of the Minutes of Previous Meetings

The Minutes were agreed to be an accurate representation of the business carried out at the two meetings. The Chairman signed them accordingly, and they are now on File.

Review of Action Items

Secretary to set up next SFed/FJ liaison meeting.

Considerable difficulty was encountered in fulfilling this action, due to (non) availability of FJ staff. The meeting had eventually been held on 14th July.

Matters Arising

There were no matters arising that would not be covered later in the meeting.

Secretary's Report

Correspondence

A number of items of correspondence had been received: -

Change of contact details for Andover, Chichester. These have been sent to appropriate Committee Members

An enquiry wrt electronic water level gauges.

An offer from a well-respected model engineer offering his services in preparing a Boiler Design Code.

Spring Rally Article and Disc from Llanelli - passed to the Editor.

Treasurer's Report

The Treasurer had previously distributed his report and details of the financial situation prior to the Meeting.

In view of increasing costs, particularly associated with the Newsletter, the Treasurer felt it likely that affiliation fees will probably need to rise. Currently the Newsletter consumes some two thirds of the income from fees. However, it was felt that the neither the high quality of the publication or its content should be compromised.

It was agreed that more use should be made of the Website.

There was no other discussion on financial matters.

Insurance Discussion

The Safety Officer expressed his disappointment that, despite their assurances, FJ had so far made little effort to apply pressure to RSA in getting a reply to outstanding enquiries.

New Applications/Membership Update

Renewals

It was noted with regret that three organisations have decided not to renew their affiliation - The 10¼ Gauge Society, Bexhill, Hastings and Eastbourne MES and The Gloucester and District Model Boat Club.

New Applications

An application had been received from The Barry Model Boat Club, which was approved.

They were allocated Affiliation Number 777.

They bring the total of affiliated organisations to 255.

Safety

RSA/CE "Grey Areas". The poor response on the part of FJ to assist in pressuring RSA to respond to the CE "Grey areas" Our Safety Officer is under considerable pressure from individual SFed members who were desperately seeking resolution - as one had said - "I have lost a season's running".

NAME/EIM Boiler Seminar. The letter from NAME relating to this topic had been distributed previously. It was agreed that the Federation should support and participate in this activity.

Bulletin #10. The Safety Officer repeated his view that this document should be distributed as a matter of urgency (Action 05/09/09 above). It was felt that Bulletin #10 could usefully incorporate the background relating to PER legislation.

Blue Book Copyright. There was an impression that the Blue Book (2008) edition was not to be issued as a pdf, as the copyright was with BMELG. It had however already been published on the NTET Website (confusingly with a RED cover).

Child Protection Policy. It was noted that the Fareham Borough Council had run a course on the subject, which had been attended by members of Fareham DSME. It appears that there is no conflict with the advice that SFed had previously issued.

2010 AGM (13th March 2010)

The Chairman had visited the Heritage Motor Museum at Gaydon, which had suitable rooms and catering facilities. The Secretary had (quite coincidentally) visited Haynes Motor Museum in Sparkford, which had similar facilities at a similar cost

It was felt that the geographical location made make Sparkford less attractive, and Gaydon should be followed up.

Newsletter/Website

Newsletter

The Editor reported that the next issue was closed and ready to go. The Chairman reminded the meeting that the Nomination Form for the SFed/Polly Award would be going out with it.

Website

Work to incorporate a geographical breakdown is under way.

It was suggested that the “spare” photographs should perhaps be placed on the Website.

Publication of Bulletins and Newsletters on the site would begin in the near future.

Traffic details as at 21st July 2009 follow. The figures for w/e 26th May 2009 are given in parentheses.

Visits

| | |
|--------------------------|---------------|
| Cumulative Total..... | 6,111 (5,702) |
| Average per Day | 10 (9) |
| Average Visit Length ... | 1.22 (2.34) |
| This Week..... | 70 (64) |

Page Views

| | |
|-------------------------|-----------------|
| Cumulative Total..... | 28,883 (26,860) |
| Average per Day | 42 (38) |
| Average per Visit | 4.2 (4.1) |
| This Week | 295 (263) |

Rallies and Exhibitions

The Chairman thanked those who had supported him at Tewkesbury, IMLEC (Bristol) and Guildford.

Future Events

SFed Autumn Rally (Oxford) 19th September

Midlands Exhibition (The Fosse) 16th - 20th October

2010 Events

Alexandra Palace 20th/21st/22nd January.

Brighton Modelworld (future attendance to be reviewed) 12th/13th/14th February

SFed Spring Rally (Leeds) 15th May

IMLEC (Bournemouth) 3rd/4th July

AOB

The Boiler Registrar observed that returns were still being made via another ex-committee member, in large bundles, and that many returns were incomplete or incorrectly made out. It can only be assumed that, once again, communication in some societies is poor. It was suggested that incorrectly completed forms be returned.

Following discussions at the previous Committee Meeting wrt internal inconsistency in Boiler

Documentation, the Chairman reported that reference to the “Red Book” in the Record Pads now refers to the “Latest Issue” of the Test Codes.

This version of the committee minutes have been ‘sanitised’ to remove details thought unnecessary in this web version.

The Federation Web Site

Following some debate it has been agreed we should place a copy of the newsletter in/on the website. It was pointed out that it should not appear directly, as that would have an adverse effect on the sales of direct personal copies. So to satisfy this ‘need’ each copy will appear ‘one issue’ behind it’s suggested publishing date. This should then give people the chance to catch up without being totally behind with the news etc.

Soon to appear on the website should be a presentation of the Information Sheets as recently sent out to affiliated clubs. Due to some member clubs not keeping their membership up to speed on these, this was felt to be a prudent way of getting the information across to as many people as possible.

Also on the way will be a map and list, this will show where each group of clubs /societies are located, with reference to the way they are set out in the newsletter.

www.southernfed.co.uk

Southern Federation Spring Rally 2009

Llanelli and District Model Engineers had the pleasure of hosting the Southern Federation Spring Rally in May 2009. Having hosted the IMLEC in 2007, the time seemed right to take on another project

It was a long, cold winter, right from the start of 2009 there was the task of laying the ground level, 7 ¼” and 5” track and the building of the signal box, it seemed as though the Southern Federation Rally was a long way off, a spec on a distant horizon, but of course, May 16th soon came round. Fortunately, the experience gained over the years of running the our normal rallies and the IMLEC and WIMLEC stood us in good stead, and the members pulled together to get everything ready for our guests, the downside was that the weather forecast did not bode well for the weekend, and as everyone knows, being blessed with good weather is more than half the battle.

It's true the weather forecasts were not too promising but it's also true, that they have been known to be wrong before, so we were not going to be put off, and the main thing was to make our guests welcome, catch up on news with old friends, make new friends, and generally a good day be had by all. Many regular guests travel long distances to take part in our events, and this one was no different, from Leeds to Tiverton, and Pembroke to Romney Marsh, so we try to accommodate every one to make the visit as worthwhile as possible for them. I hope our first time visitors found that coming to West Wales was a voyage of discovery.



The usual suspects, aka, the Thursday crew had a lot of work making the place ready, but there was still a lot to be done - mark out the site for caravans, put up the marquee and set up the electrics, set out tables and chairs, checkout the rolling stock, get the coal, charcoal and paraffin ready, liaison with the park authority and let them know what was happening, and then take delivery of food for the weekend on Friday morning.

It was at this time that our Chairman George Golightly, who had been suffering with a bad back, had to bow out of the proceedings and went home

feeling very unwell. However, it's not just in "show business" that the "show" must go on! Trusty lieutenants took on the mantle and carried on where he left off.

Our first visitor arrived on Thursday, with more arrivals on Friday. Several had a run on the track on Friday in spite of the squally weather, and the BBQ was lit to keep bodies and souls together. Saturday dawned bright, but cool and very, very windy with a lot of scudding clouds. However, the smell of breakfast cooking wafting around in the air always helps to get things started.

The steaming bays were a hive of activity and Malcolm, in charge of the traverser, was kept busy as engines joined the track, the rest of the support team were equally kept on their toes providing coal and water. The kitchen staff kept everyone's fluid and energy levels topped up with tea and coffee and a selection of cakes and sweets, plus hot dogs and burgers lunchtime.

The shrubs and flowers the ladies of the club had plant over the weeks leading up to the rally were looking good. They were colourful and cheery, standing up well in the unusually strong blow for the time of year.

Despite the off putting forecast we had a very respectable number of visitors, there were eighteen steam, four electric locomotives and eight traction engines of various sizes. A member of Merthyr club put on display his fine array of model railway wagons and carriages. Although not yet officially opened, the ground level track circuit is complete and several runs, using 5" locomotives, were made. The feedback was excellent. Work is on going to put in steaming bays, hydraulic lift and other ancillary work in place before Easter 2010, when it is provisionally planned to open it.



The now customary award of a trophy to the visitor who brings a locomotive the furthest distance, was awarded to Phil Brien, of Fareham Society, it was a close run contest with only two miles difference between him and second place. The day ended with a fish and chip supper in the restaurant in the park, which was so successful that our future rallies are likely to be catered in the same way.

On the whole the weather improved during the day, but The Southern Federation stand was a casualty of the strong winds on Saturday morning and suffered quite a lot of damage, needing to be re located inside the club marquee, other than that, as long as you were wrapped up warmly, it was a cool day but reasonably sunny, with only a couple of short bursts of rain in the late afternoon. However, Sunday dawned grey and showery, but this did not deter our intrepid visitors who were on the track at about 7 am, some coming off for breakfast then back on again, determined to get a few runs in before making the home journey.

Looking back overall, was a good weekend, with an excellent turnout. On behalf of the club, my thanks to members from the clubs of Merthyr, Swansea, Cardiff and Steam, to name but a few, for their support on this occasion and consistently over many years. Thanks to everyone who helped, to Chris, who signed everyone in, (and has also been known in the past, to lend a hand taking the marquee down).

Thanks also to the Southern Federation Chairman and Secretary for their help and advice, and last, but not least, of course, thanks to the club members who made the commitment, put the time in when it mattered most and worked very hard to make the whole event possible and a success.

Post script. The chairman, George Golightly was unable to be at the rally after being diagnosed with shingles and has been very poorly indeed, but is now back on track and keeping to the timetable, with a one way ticket to good health again.

Jan Golightly. Secretary, Llanelli & District Model Engineers.

IMLEC 2009 at Bristol

The 40th International Model Locomotive Efficiency Competition - IMLEC 2009 - was held at the Ashton Court Estate track of the Bristol Society of Model and Experimental Engineers, currently celebrating their Centenary.

During a very busy and well organised weekend, 27 drivers ran their locomotives on the Bristol SMEE track that had been carefully prepared for the competition. Five 3½in. gauge locomotives were entered and of the remaining twenty-two 5in. gauge locomotives, four were competing as previous winners. Apart from three brief but heavy showers during Sunday afternoon, the weather was good; in fact, throughout Saturday the sun was very warm to the extent that sun screen lotion was advisable.

Visitors were able to enjoy riding on the ground level 7¼in. gauge railway throughout the weekend with an interesting variety of motive power that included double- and triple-headed trains. Traction engine rides were also available on an established route around the track site. Also present at the event, the Southern Federation stand was accompanied by Western Steam Model Engineers and John Keatley Metals, all of which appeared to have been kept busy during both days.

A large marquee provided areas for refreshment and an exhibition. Ladies of the Bristol Society did a roaring trade all weekend serving tea, coffee, cold drinks, sandwiches and cakes. The aroma of cooking bacon wafting across the site early on both mornings was enough to tempt many to sample and enjoy succulent bacon rolls. Saturday evening saw more than a hundred members and visitors sitting down to a cooked meal in the marquee. This opportunity for socialising after a busy day was appreciated by all participants and thanks are due to those who organised the meal - having already had a busy and tiring day running the competition.

The exhibition included many interesting examples of model engineering, as well as some delightful pictures to enjoy. A special feature of the display was a presentation of all the IMLEC contenders representing the Bristol Society that had participated in the event during its forty years. Rain showers on Sunday afternoon convinced the organisers that it would be wise to make the presentation of awards under cover. It is an indication of the success of the weekend that the marquee was full almost to capacity for this final formal component of the event.

The winning 3½in. gauge locomotive was Andrew Giffen's SAR Class 15F 4-8-2 built to a scale of 1in. to the foot. Andrew is a member of Reading SME. With a grate area of 36sq. in. and comparable in size to a 5in. gauge 9F Andrew's engine was completed in 1970 by Ron Etter in Johannesburg and was awarded a Silver Medal at the 1976 Model Engineer Exhibition. Its features include a working steam/oil cataract reversing engine, steam/manual rocking grate, vacuum brakes and a turbo-generator.

Running as a private entry, Len Steel beat the other three previous winners entered in this year's competition with his 5in. gauge Britannia 4-6-2 Coeur de Lion built by Lionel Flippance in the '80s and purchased by Len in 1987. Len won IMLEC 1997 with it in heavy rain at Llanelli and has been a regular contestant in the Previous Winners competition ever since.

The locomotive that won IMLEC 2009 was Neil Mortimer's Polly III. Neil is a member of Ickenham DSME. A Polly III kit locomotive it may be, but Neil has 'breathed' on it. Completed in 1994, it has since been modified to include a new cab, steam water pump and balanced slide valves. Neil runs it regularly on his home track.

It is appropriate here to compliment Andy Clarke and his team at Polly Model Engineering for providing such a successful and popular design for enthusiasts unable for whatever reason to scratch build their own locomotives.

At age fourteen years, George Winsall competed in IMLEC 2009 with his 3½in. gauge GWR 45xx 2-6-2T to the Firefly design by Martin Evans. George beat by just a few months his father's record of being the youngest ever IMLEC competitor. Built in 1969 by George's grandfather Fred and rebuilt by his father Glyn, the engine has been driven at tracks and rallies ever since. George is a member of Rugby MES.

Members of Bristol SMEE are to be congratulated on presenting a superbly managed event. Your reporter certainly enjoyed his weekend and looks forward to next year's contest to be hosted 3-4 July 2010 by members of Bournemouth DMES. Visit www.littledownrailway.co.uk for details.

Mike Chrisp.

Due to space constraints I have placed two photographs inside the front cover. (Editor)

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



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



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



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



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Supplies Catalogue £1.75 posted UK. \$5 worldwide
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MASTERCARD

City of Oxford Society of Model Engineers Ltd.

The Cutteslowe Park Miniature Railway, CPMR, has now been running for 21 years and opens for public rides on the first, third and fifth Sundays plus Bank Holidays from Easter to October, as well as Wednesday afternoons during the school holidays.

We run a very popular 2 day event, the Dreaming Spires Rally, each year in July as well as family days and a special Charity steaming day.

For quite a small area we have managed to get 2 railways into our site. There is a raised track, 1163 ft (354.5m) in length for 3½ and 5 inch gauge and a ground level track of 762 ft (232.25m) for 5 and 7¼ inch, which runs around the outside. The raised track is fully signalled, whilst the ground level has limited signalling, another project we are looking at. Steaming bay space can get a bit short when we have lots of visiting locomotives but we somehow overcome any problems. There is a hydraulic lift that takes 2 tonnes and the steaming bays are served by ample water, 12 volts and compressed air. Good quality coal is always available.

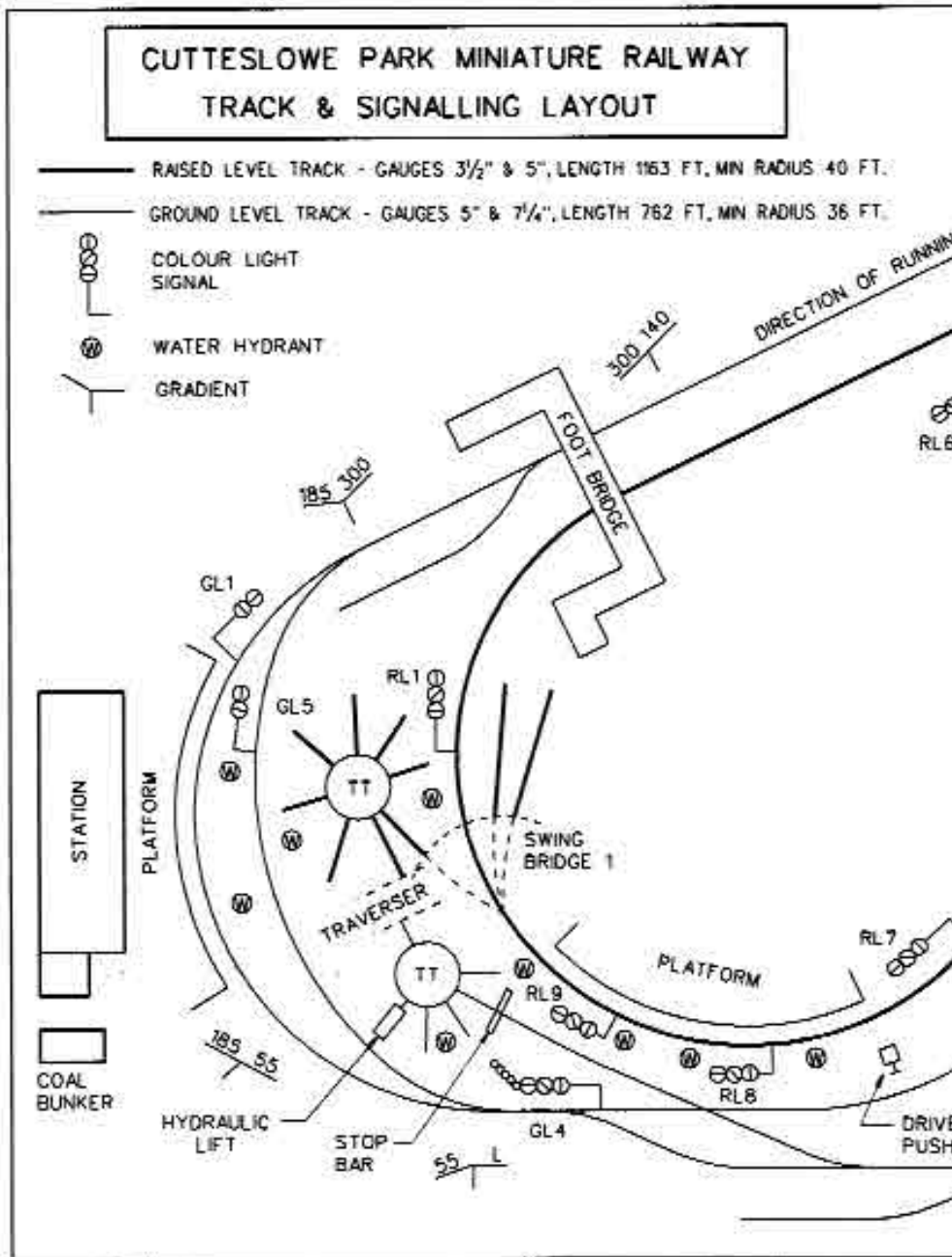
We have almost completed renewing the sleepers on the raised track and re-laying sections of the ground level and we are in the process of building a larger carriage shed in the centre of the raised track.

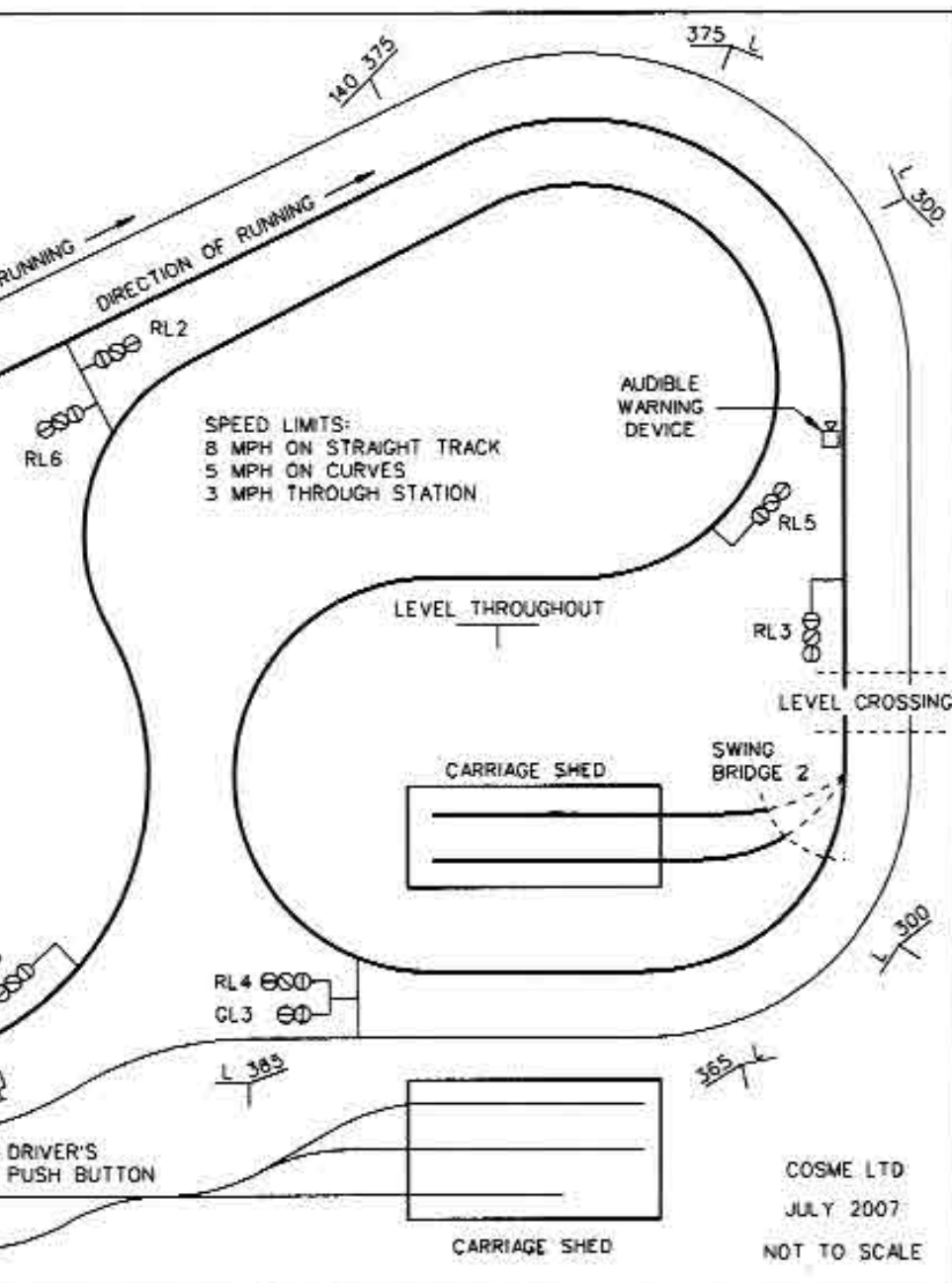
The biggest project we have on at the moment is the construction of a new Station / Clubhouse which hopefully will be well underway at the time of the S.F Rally. This will provide our society with a much needed base or home as well as much better facilities.

What can always be assured is a warm friendly welcome.

For more details of the site please look at photographs or take a virtual ride around our track in the video section of our website, www.cosme.org.uk

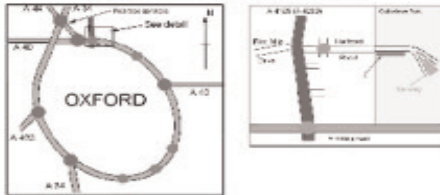








To find Cuttleslowe Park.



When arriving at Cuttleslowe Park, please enter via Harbord Road as this is the only entrance with access to the railway.

If you are using a Set-Nav system use the postcode: OX2 8LH and house no. 41 will direct you to the park entrance.



AROUND THE CLUBS

Following a quick look around the areas this section covers, there seems to be a section for Scotland & Northern Ireland missing. I know there has not been very much input from any group in this area, so by opening one up I am hoping we will get some input at a later date. With the possibility of a 'location of clubs/societies' section appearing on the website at a date not that far away there has been one location change. The Bedford Model Engineering Society were often shown in the 'London & South East Section' From now on they will be entered in the Midlands & Eastern Counties Section. So come on Scotland & Northern Ireland, we wait with baited breath for some news.

THE NATIONAL CLUBS



From the pages of the **Maxitrack Owners Club** newsletter comes some interesting news of a club in Northern France that would make any of us feel welcome. The Minitrain des Marais is about one hour by road from Cherbourg and Caen. A ground level track in both 5" and 7¼" runs through good countryside for a distance of 1½ kilometres, a web site is available for more details. Enter the title as printed above in your search engine. Just a few snippets of news, a visit to the Leicester Society was the venue for the first rally of 2009, followed of course by many others. April was the month for boiler testing, some 10 locomotives and 6 traction engines were presented for testing. This company is now in a position to scan and copy any drawings into digital format. The sudden arrival of another box of Greenly archive drawings caused a rethink on the cost of doing the scanning, so a scanner large enough was purchased, hence the mention in the Maxitrack factory news. Contact them for more information.

From the Journal, the voice of the **Society of Model and Experimental Engineers**,

carries a message we should perhaps all take heed of. Interim Editor Mike Chrisp says that recent events have made him think more about recording the past so that others can benefit from reading and understanding about it. Even to the recording of how our models were put together when first built can help when, in later years, a major repair or rebuild is needed. A topic that often comes up even at club level centres around judging at competitions. A few comments appeared recently in this groups Journal which are probably worth noting. The main issue dealt with is the possibility of a model being entered in a competition that has been constructed in part using modern day techniques and processes. Resulting comments suggest we should not forget that first and foremost ideal 'ours is a hobby and is therefore for the enjoyment of the participants'. One comparison was drawn where it was said, how many locomotive frames in full size were cut using a hacksaw and file, making the use of laser cut frames in a model not that far from prototypical. A photograph on the back cover of the May issue shows Barry Jordan after being awarded the trophy for the 'Best in Show', awarded at

the Harrogate 2008 show. He won it with his 1:3 scale 3 litre Bentley engine, scale capacity 118cc.

The National 2½” gauge Association recently told that they were to take over the sets of drawings and castings from Alan Headech, these negotiations have now been completed successfully.

A re-printed report on a National Rally held during 1975 showed that this gauge was as popular then (maybe even more so) as it is today. The pundits had said that no one would turn up, while others said there would be many there. The result was that several hundred visitors turned up, many of them model enthusiasts, there were forty locomotives booked in for the show and some 24 or so actually ran. I wonder if this number has been bettered since, it would be interesting to hear comments on this. It appears from reading between the lines that visiting numbers from this group do vary across the season, one event at Rugby saw 14 locomotives in steam and a

further 14 on display, while at the Staines event there were just four locomotive present with just two of those running.

The M.R.S.V.S. are of course a group that has countrywide interests, one issue affecting some is the new C.E.marking of commercial boilers. A front page declaration of their own boiler testers thoughts shows clearly what is expected on the subject. By all accounts the annual rally at Tewksbury went off without any real hitched. Many visitors are regulars at this event so know how the whole weekend should run. Seems that some form of roadworks caused the road run route to be changed from normal. Probably did not deter many from taking part in what has become a big feature of this weekend event. One possible benefit fro being a widely know organisation like these is that new members are just waiting round the corner. Recently four new faces joined the group, helping to promote the interest further than ever.

There may just be the possibility that one of the seven clubs from Scotland or the one club from Northern Ireland may be able to write a short piece to fill in a gap such as this.

I am sure they must have some interesting things going on within their own group, so how about it?

THE NORTH OF ENGLAND



I did read that just two contenders took part in a ‘Trophy Night’ in March, at the home of the **Leeds Society**. The winner was Andy Herd with his two stroke ‘flame lick’ engine, while the ‘Ted Tait Trophy’ was awarded to Steve Russell with his gauge 1 and O gauge brake vans. The report on the Ellenroad Steam engine gives the impression that it is well worth a visit. Running takes place on the first Sunday of each month with more details from the web site. Sadly there is an obituary for Tony Fitton who passed away during February, a much travelled member of this society he will be missed by many. A request to the members here is for more support for their portable track events, it appears there are more and more events these days, and they are all being supported by the same dedicated few.

York City & District Society of Model Engineers July news sheet has the headlines ‘member Apathy’. Thinking we may have been told how to overcome this popular ailment I read with some interest. But no, nothing new to report it seems, lack of enthusiasm to volunteer is the main concern it seems. Many are willing to help on a project but not step forward unless asked or persuaded, so nothing new there at least. I think every club is faced with this prospect and as time passes there is the question of ‘what will happen when he or she is no longer with us’. Smiling faces were however shown in the collection of pictures taken at the evening of the ‘Exhibition Night and Best

Work of the Year’. Five awards were made for efforts ranging from one for the ‘Leeds Crane’ through workshop equipment, a yacht and a 16mm scale locomotive along with one for the ‘use of innovation’.

Tyneside Society of Model & Experimental Engineers have been busy laying a ground level track, invaluable help with a digger meant they could get on laying the infill and drainage much quicker than be hand. While doing all of this work they have been able to enjoy club meetings and discussions. During March a talk was given on the Welsh Highland Light Railway, this was the history of this line from the beginning during 1876 through to the present day. A slide show during April depicted the 1960’s and 70’s with scenes from Barry scrap yard, Steamtown and their own track. IMLEC from 1972 & 1975 were of interest because the presenter was able to recall all of the drivers and which Society they were from.

Chesterfield & District Model Engineering Society have also published some notice regarding the current problems with CE marking of boilers. Following this piece there was another titled ‘Being Torpedoed’ although not related to each other it could be taken that way. Here also there is work taking place on the ground level track, much to do with the extension taking place. Many hours of digging and earth moving faced the team earlier on, although some did have the help of a digger at the outset. A comment that there were a good number of

Traction Engines at the Open Weekend during May this year, newly appointed Chairman Nigel said it would be nice to see more of them at Hady.

Kirklees Model Boat Club newsletter has, as you may imagine, lots of news about their own waterborne hobby. You may imagine that having a club that does not rely on rails of any sort, or tarmac even, that there would not be any problems. How wrong to think this, the lake they use for their club activities was recently found to be choked with all sorts of debris. This ranged from dead leaves, rotting bread and more alarmingly dead fish. With the hot weather at the time the oxygen level had thought to have dropped, while the influx of public coming along to feed the ducks added to the problem (particularly with the bread). Members were told that as the whole lake is available for their use they could easily move around to the other side where this debris was not as bad. At the Harrogate show earlier this year one member Chris Behan won 1st, 2nd and 3rd place certificates for his Submarine models while Ian Stuart won a 3rd place certificate for his model of a Brixham Trawler.

Those people that are members of the **Stockholes Farm Miniature Railway** were told that events of last year did make their Chairman question, for the first time in the twenty year history of this railway, just what they were doing and why. This followed of course the loss of a substantial sum of money on their Bonfire Night run last year,

along with a derailment that caused damage to the locomotive concerned. Due to increased use of their workshop, members are urged to make sure that every safety aspect is covered while working, the prospect of a painful visit to the local A&E dept with some injury or other, should be enough to make everyone take the fairly basic safety procedures each time. Detailed measures of what to do in the event of a fire are published in their own newsletter, something other clubs/societies with property should also take heed of and draw to the attention of their own members.

Pickering Experimental Engineering Society produce a very neat and colourful newsletter. They report in both the June & July issue that their group had a very busy month recently, with a stand at the Harrogate Exhibition and attendance at other local events. A garden party held by members Mike & Pat saw a very healthy and good crowd turn up to enjoy their hospitality.

Building work still continues at the home of the **Ryedale Society**. A recent thunderstorm did flood the part that has been built so far, to a depth of two inches. This did not dampen the spirits it seems, more progress has been made since then. An LMS 'Charity Day' was held recently at this track with members assisting with the running, one young member was able to help out by 'shunting the yard', supervised of course. Judging by the pictures everyone seems happy and content with life at the moment.

Federation/Polly Awards 2010

Just to remind everyone that there is with this newsletter a **Nomination Form**, for the Awards that usually take place at the Federation AGM each year. If your own Club/Society has a young member you feel deserves some recognition please complete the form and return it as indicated.

THE MIDLANDS & EASTERN COUNTIES



A picture packed newsletter arrived from the **Birmingham Society** in early June. The pictures cover most aspects of the life of a club in the UK. Sadly there is a piece about the mistreatment of a club locomotive. This is often one of the problems many clubs find with a 'club locomotive', members were warned this sort of behaviour would not be tolerated. Some new trackwork has been installed ready for the new season (now almost finished) and the addition of six new members was mentioned. The Efficiency Competition this year was as good as they get it seems. With a 5" gauge Great Northern being the winner in the overall class Peter Wardle took hold of the award, another picture shows the sole entrant receiving his award for the 3½" gauge 4-6-2 by LBSC, this owner/driver was John Budd. Just reading about the 'Steam Car Project' conjures up all sorts of ideas, when I read that the cars heating system for the 'flash steam' system uses 1.86 miles of pipework and is designed to give out three megawatts of heat to convert water into steam at around 750 F. On a 'minus' side is the fact that it consumes 10.5 gallons of water each minute it is in use generating superheated steam at up to 40 times atmospheric pressure. (Makes my old 'Pansy' locomotive seem very efficient for its age!)

Normal seasonally news comes from the **Kings Lynn & District Society**. Writing at the start of the season members were reminded that they should refresh their memories regarding club rule etc. Some trackwork was replaced during the winter months and a set of new passenger trollies are

or where being constructed. Another club here that can announce new members, and as a bonus they are both keen on looking after the garden areas. There was notice that although their railway is open once again for use there is still plenty of work to be done. One of the many 'jobs' entails the occasional driving or guarding of the trains. Members are advised that training will be provided for this, only for the safety aspect as most will be sensible.

The **Bedford M.E.S.** carry, within their Town newsletter, the report on young member Tom Fuller winning the Southern Federation Annual Award. Tom must feel very proud at being able to gain some recognition of his achievements, well done.

Storage is nearly always a problem at our club sites, here at Bedford they have solved it with the acquisition of a redundant steel container. Modified to allow extra entry it now graces their site. These are readily available but at a good cost it seems. New grass cutting tools will make the work of keeping their site looking good, older machinery will be kept for ground that is not that good.

Some rather busy times are ahead for members of the **Saffron Walden & District Society** during the autumn months. Reports in their July newsletter tell they have been given conditional approval, from the local planning committee, to erect a new club building at their site. Comments were, 'to get the project completed we will need the maximum effort from members, please don't assume others will do it'. Strong words maybe, but sometimes they are needed.

Another discussion centered around the issue of improving members attendance at the track. One suggestion was to revert to an arrangement made several years ago, when a particular Sunday in each month was designated for members (Club) running day. This proposal will be tabled at their next Committee meeting and any other ideas were asked for to join the debate.

While writing about their changes and maintenance work the contributors to the newsletter of the **Norwich & District Society** show some photographs of a Canadian snowplough buried completely under the snow while trying to clear the tracks. The writer commented that at the time people of this country were complaining about the roads here not being gritted and we were saying how cold we were. The article and picture were taken when the temperature in that part of Canada was standing at minus 50 degrees!! A second picture shows the track clear with the snowplough train and locomotive sitting in a 'cutting' just over the width of itself and as deep as itself.

At their own track it is reported that a new station canopy is finished, along with anti-tip rails along the passenger loading and unloading sections of the raised track. Repair work to some parts of the raised track have also been completed.

The **St Albans & District MES Gazette** carries the article about the steam car being developed to try for the world record. One can't help but wonder at this, 1.86 miles of tubing in the 'boilers', water fed at 580 psi after which it becomes superheated steam at 400 degrees centigrade and in turn drives the turbine at 13,000rpm producing some 360 hp. There must be some future in developing a system for our locomotive boilers, think of that in a smaller version? Another topic away from railways was the subject of a talk during May. The restoration of the Vulcan bomber was the subject and the speaker was the

project crew chief Kevin 'Taff' Stone himself. Kevin's in-depth knowledge of the aircraft and its operation, his presentation skills and an excellent slide & video show made for a very memorable evening.

Writing in the March issue of the 'Criterion', the journal from the **High Wycombe Model Engineering Club**, there was some mention of a possible charge by the local authority to allow them to operate their four passenger days each year. In the June edition of the same journal there is no mention, so perhaps this issue has been resolved, at least we hope so. Looking to the future there is a call for those members, with the necessary skills and experience within a professional planning framework, to step forward to enhance and fund the essential assets, increase the membership base and ensure the continued enjoyment of the model engineering activities. The annual club efficiency competition was held during April, with five locomotives in the running order. These ranged from a 7¼" 0-4-2 Dart, also in the same gauge an 0-6-0 'Angela' with an 0-4-2- 'Laurie. In the 5" gauge list there were two Sweet Pea's, and a Royal Scot.

The eventual winner was the Royal Scot driven by Ray Lines, Ray was apparently somewhat amazed at the result. Had more members been available as passengers the result may of course have been different, one of the 7¼" gauge locomotives was thought to have been somewhat under-loaded, if that expression is allowed. Maybe an idea would have been to have had some sand bags available to make up the load?

LONDON & SOUTHERN COUNTIES



Lots of interesting bits in the newsletter from the **Crawley Society of Model Engineers**, many about their demanding schedules when running due to popular demand. A question of speed caused a stopwatch to be produced on one running day. The idea was not to create a speed record but to see what their average time was to complete a circuit of their track. The feeling was that a passenger should be given at least two minutes for a decent ride. The outcome was that most drivers are keeping to a time of more than two minutes some even taking three to go around. Taking a nice steady ride around any track does give the passengers time to look and see what is going on, this was the case recently when a couple were seen 'riding the love train' as it was so eloquently put in a newspaper report. The couple were approached by the police who gave them a friendly word of warning about their antics. Members of course are far too busy here to become involved in anything like that, locomotive repairs and track maintenance are first in their minds when at the track.

Bolebrooke Castle & Lakes Railway are well prepared for the season after taking delivery of a one ton Union Pacific FP 40 locomotive. The honour of being first over the new viaduct was given to this locomotive, this viaduct I presume is on a new track extension which, when in use, will allow a complete ride of some two miles start to finish. Over 100 tons of clay and stone were dug to complete the tunnel with the need to divert a stream as well, all work carried out in nine months.

Many events are planned for this railway and although a ground level 7¼" gauge system it looks good enough for a visit, located at Bolebrooke Castle near Hartfield in East Sussex. Their web site is www.bolebrookecastle.co.uk/bclrhome.htm Postcode for reference TN7 4JJ

Down in sunny Maidstone there is the **Maidstone Model Engineering Society**. The front cover of their Spring & Summer newsletter is devoted to photographs showing their late Treasurer Peter Roots who died earlier this year. Club member for 59 years, Treasurer for the last 49 of those, some dedication you will agree. Earlier in this season the members were reminded that their eager help is still needed as station staff on passenger days. Duties, none said to be that demanding, are always available especially those of traffic controller and the loading and un-loading sections along with ticket collector. Two new members have joined their group so at least they may be convinced it is good to help.

The April newsletter from the **Ascot Locomotive Society** has a striking view of 34067 'Tangmere' heading a 'Somerset Explorer' out through Iver station during February this year. With their 'new rack' now mature enough they feel able to commence operations in conjunction with birthday parties, primarily for the children but open to all ages. Their system is for the person booking to be a member and he/she takes full responsibility for the event, including the organising of motive power. A visit to the

London Transport Museum Depot at Acton in March this year was enjoyed very much. Running a 7¼" gauge Metropolitan locomotive on their track took place along with another Metropolitan locomotive. One other visitor was the three car Northern Line 3 car set that once ran at various exhibitions in the London area, this originally built by a Fred Blois who ran at the Pinewood Railway in the earlier years of this sets life.

The present committee of the **Worthing & District Society** have set themselves a task similar to many other clubs in the hobby, that is to encourage as many youngsters to come away from their keyboards and join the hobby. Their Chairman has suggested that only when they have done that will they be sure the next 35 years are as successful as the previous 35 years. Ho notes that many members have left them due to age etc and there is a need to pursue as many youngsters as they can. A report from the CME's office states that they have benefitted from having grease free rails recently, anyone of their members found with oily/greasy wheels will be spoken to, a set of cleaning devices/cloths etc will be readily available. A short article about the 'Necropolis Railway', running from nearby to Waterloo to the Brookwood Cemetery back in the years between 1854 and 1941 brought a wry smile to my lips. The writer quotes the fare structure for the time as being a class system, first class return costing six shillings, while the third class cost two shillings for mourners and for the deceased the charge was two and sixpence ONE WAY! One dead sure way of making money even in those days I suppose.

Aventure by some members from the **Welling & District M.E.S.** saw several members taking part in a driver training session earlier this year. Under the grand title of 'The School For Steam' a six hour learning curve was implemented. Starting with an

informal talk on boilers and locomotive construction, which took place in their club room before lunch. After lunch, the classroom move out to the steaming bays, and quickly they had locomotives in steam. Then without the problems of holding others up, they were able to gain experience of driving on the track. Any problems they may have had were overcome because they were all in the same boat, and small 'gaffs' went by almost unnoticed. Later comments were very positive and further sessions may be considered. A group of members have been living, eating and probably sleeping planning details. You will recall this club have been given their marching orders and are dealing with all the implications it brings. We wish them all the luck they need.

A74th Annual Exhibition held by the **Sutton Model Engineering Club** was a resounding success, according to the report in a recent newsletter. A combination of 'track & field' events saw them all keeping busy. Train rides were provided all afternoon by around four locomotives, while inside the competition and exhibition took place. It seems there were practically all types of entries on the table, ranging from conventional locomotives, stationary engines, hot air devices and even a delicate Viola made by a George Swallow. Thoughts now turn to next year and their 75th event. To compliment their own image a 'new' horse box type trailer has been obtained to transport the equipment needed for the fetes etc they support. Recently renovated and repainted in club colours it will be seen at various events they support.

One bonus of my efforts in this 'Editors Seat' is that I get to read many club newsletters, some from clubs and groups I have known for a number of years. One such group is the **East Surrey 16mm Group**, who meet at the school in Merstham. Many interesting snippets about the events they as a group, and individuals, support throughout the

year appear within the 'Oily Rag' their own Journal. During their A.G.M. earlier at Stoneleigh there were three entries for the trophy known as the 'Gordon Diplock Trophy', some will know why this is so named. Standards of workmanship were high on all four. Another trophy presented each year is the 'Lamb Trophy' this year it was won by John Sowerby, good to see you looking so well John (Ed)

It appears that recently the members of the **Chichester & District Society** were given the chance to take part in an 'in-house' activities survey. A 33% return on this gave a fairly mixed picture of what the members really wanted from their group. Probably the 'best feature' mentioned was that the social function of the club was important as was the ability to share knowledge of the members. The inevitable question on attracting youngsters into their own group and of course the hobby in general. Reading the comments I do not see any clear indication from the results, seems we will still have to look for the answer generally.

The report on the success of the start of this season from the **Frimley & Ascot Locomotive Club** bodes good for the future. Their Treasurer says in his report 'if you count in the informal Wednesday opening between the two running days above (April 5th and Easter Bank Holiday Monday), we gave rides to around 3000 people in the space of nine days. Or another way, the trains travelled something over 156 miles in the two weeks. Something of a record.'. This is good from the point of view of the amount of hard work that has been put in by members, over the winter months, creating a track extension. I must say the front cover picture show what seems a very well engineered turnout, recently installed.

Harrow & Wembley Society members have been busy upgrading their safety aspects at their railway. This included some

major track relaying, after first removing the original concrete sub bas which was crumbling away, they have also extended fencing along by the terminus arrivals platforms. It is hoped this fencing will deter the general public from crossing in front of heavy passenger trains. An article on revised thoughts about vacuum brakes is written for members to peruse. It goes as far as showing a change from the general diaphragm brake 'cylinder' to a conventional 'piston type'. Benefits are said to be with it being able to offer a longer stroke and virtually maintenance free operation. The seals could be 'o' rings, but the use of 'u' section rings means the cylinders can be run as air or vacuum devices, by simply turning the seals around to face the opposite way.

A road run last Boxing Day was undertaken by their Secretary and his 4" scale Burrell Traction Engine. A four mile drive from his home to Sarratt (Herts) was completed without any real hitch apart from negotiating some large potholes in the country lanes en-route. Ending up heading a cavalcade of vintage and classic vehicles he was mobbed on arrival like some popstar, he managed to cope with royal-like aplomb.

Members have probably been busy preparing the site and taking delivery of a 'container' at the home of the **Gravesend Model Marine and Engineering Society**. This will be obtained from a local supplier hopefully and will take time to fit out for use. A good start was made to their running season despite a couple of failures of locomotives early on, the Sunday routine now seems settled enough to become normal! During March a 'Project Evening' saw some six items on the table for discussion. One item did raise some serious comments, this was the regulator the builder intends to fit to a sweet Pea boiler. Made from Aluminium there was the question regarding corrosion, the comments from the floor were to the effect 'only time will tell'. (Hope a close eye is kept on this if it is finally fitted..ed)

From the Garden of England we have news from the **Romney Marsh Model Engineering Society**. Many of the pages in the May newsletter contain a potted history of this group, first formed during 1969 after a member of the Ashford M.E.S decided he would like to form a similar club in the New Romney area. Since then they have grown and matured into the well organised Club they are. It was during 1994 that the landowner died and on the advice of their Solicitor they became a Private Company Limited by Guarantee. (The landowner had previously left the land to them in his will) Now with a very healthy (in number terms anyway) membership they look forward to another forty years of success.

The **South Downs Way Light Railway Society** have some very extensive facilities now that a new engine shed is nearing completion. Situated in one of the countrywide chain of Garden Centres, the new engine shed has added a new dimension to the operation, allowing work to continue

throughout the year without weather problems. The whole project looks very professional and should make it a place to visit in the future.

News from the **Staines Society** was nearly all doom and gloom. A recent event in the park saw the club involved, it was part of the National Play Day, a countrywide event. A new guy from the local council was given the job of organiser. This year the club were asked for copies of their risk assessment documents and a copy of their insurance receipt. The final straw came when a meeting was arranged with the Health & Safety Officer of the council. Once the meeting was underway it became apparent this H&S guy knew little about miniature railways. The meeting took a little over 90 minutes and at the end the club came away with an interesting range of comments, such as, you answered most of my questions before I asked them, and so long as you carry on in that very business like manner you have no need to be worried in the future.

IT SHOULD NOT ONLY BE 'BOY SCOUTS' THAT ARE PREPARED!

Following the short piece from the Staines Society (see above right) I thought it may be a good idea to outline a few points for others to read, and perhaps be prepared. This H&S guy arrived with a helper and started by asking if we were using the document 'Information Sheet #12. He was put somewhat on the 'back foot' when we presented HSG 216 and said we preferred to use that as it was more up to date. Once we had gone right through this booklet and our own set of paperwork he did admit we were better prepared than he had maybe thought and that he had no worries, so long as we continued to operate our miniature railway in the same positive and considerate manner.

Point to make here is that we (the clubs and societies) should all be in possession of as much 'back up' paperwork as we can, accident recording book, our own operating procedures, fire assessment report, track and stock maintenance records, signing in sheets, and maybe most importantly a copy of HSG 216 so that it can be shown without any delay if asked for. A later visit to him at his office clarified some points of order and we have now been given a clean bill of health for the next five years, that of course with respect to our own dealings with Spelthorne Borough Council, our Landlords. So take an old boy scout motto, and 'be prepared', worth every effort in this case. Stan Bishop (S.M.E.E. Sec)

WALES & THE SOUTH WEST



Many of us will remember the track at MKings Park, the old home of the **Bournemouth & District Society Model Engineers**, well of course they have now settled into their new home. One bonus for all this hard work is not only a fine track with additions being made as fast as they can go, but that they have been asked to host IMLEC next year. This will mark a return after some 24 years to this part of the country for this event, and plans are already being made to ensure it will be a success. On the home front there are new carriage / trolley sheds are in place. A recent Open Weekend proved very good with a large turnout of visiting locomotives, all being fed and watered by members.

The **Taunton Model Engineering Society** members have been very busy extending their track in Vivary Park for a few months this winter. Luckily they did not loose too much time due to bad weather, unfortunately they fell short of their original completion date by a few days. Working parties have been busy at the same time at the ground level track at Creech (?), this is another concentrated effort by those concerned. It is interesting to see that the new track extension in Vivary Park appears to be running across what could be a tennis court. Presumably this part has been decommissioned other wise it would be awkward for all concerned.

Enclosed in a nice pink cover is the news from the **Plymouth Miniature Steam** group. Mention is made inside that locomotive, aptly named Hernia, has had a

recent heavy overhaul, this work included many of the major items such as cylinders, pistons and valve gear. A new boiler was to be fitted and then hopefully it will join the shed as a reliable locomotive once again. Major work has also been completed in the club kitchen area which now looks resplendent in it new look., much to the pleasure especially of the Ladies. Running on the track has been successful since the start of April and one member is named as bringing the track up to scratch in an ever increasing move.

A 'Souvenire Issue' of a news letter comes from the **Newton Abbot & District M.E.S.** It is issued to mark the grand opening of their new track at Lindridge Hill, the event took place on the 20th June 2009 much to the pleasure of all concerned. During the ceremony everybody was congratulated on their efforts that have occupied them over the previous three years. Their Chairman has loaned them a Polly 1 locomotive for use on this track, now all that remains is for a volunteer member to come forward to ensure it is looked after and maintained as a running locomotive.

The **City of Oxford Society of M.E.** seem destined to be up amongst the leaders in events this year. They will have held their all to famous 'Dreaming Spires Rally' as I am typing this in, and then shortly after this is in print (hopefully) they will be hosting the S/Fed Autumn Rally. A lot of changes have apparently taken place at Cutteslowe Park recently, the trackwork being among these. Also on the agenda is a new club building,

which at the time of writing found the only snag was in the legal side of things needed completing. Members are warned that two different safety officers will be on site, each on different sides of the fence, this while the building work continues, and that two different sets of rules will apply.

Some vandalism took place in Prospect Park earlier this year, you will recall this is the home of the track belonging to the **Reading Society of Model Engineers**. Damage was caused to the 7¼" gauge ground level track. Members quickly rallied round and put the matter right. Meanwhile some work changing some bad sleepers has led to more effort by the gang, all to the benefit of the rest of the members who enjoy running on these lines. It was reported that a number of the members took a ride along the M4 and visited the Harlington club during their Open day. A good time was spent amongst other friendly 'model engineers'.

Islle of Wight Model Engineering Society members will be celebrating 75 years of activity at their next exhibition. Some problems have been resolved with the venue and it was noted that several of the 'pillars of support' have either passed away or left the Society during the past three years. Members are warned that if this next show falls short it may well be the last, so it will basically be 'up to them' to make it a success.

Following many months of expertise the new tunnel at Aston Court has opened for the use of drivers on the tracks of the **Bristol Society of Model and Experimental Engineers**. Pictures give the distinct impression that this is a tunnel to outlive all tunnels, Three walls, two outer and an inner divider are capped off using concrete panels. The ends are brick built to represent the typical tunnel portals. Final touches are the landscaping across the whole thing giving the

feeling it has always been there. All of this was work that had to be completed in time for the I.M.L.E.C. trials which took place over the first weekend of July, which I understand did happen and was a great success for all concerned.

The 'Celyn Wood Sentinel' is not the name of a steam wagon but that of the newsletter for members of the **Mold Model Engineering Society**. Printed on heavier than normal paper it is an easy read throughout. I read in the Editorial that it took part in an informal competition to see who had the best newsletter at the time, this during the Midlands Exhibition. Fortunately they won first prize over the previous winners of two years the cardiff MES Club, their own Treasurer would have been pleased to see the injection of the prize money into their funds. A new (well to me anyway) method of constructing a mechanical lubricator is described in this Winter.Spring 2009 edition of their news, if I can I will seek permission to re-print it in this (S/Fed) newsletter as soon as possible, may be of use to others.

Southampton Society members have a new editor in their hot seat. One thing he is trying to do is to publish a 'Meet the Members' feature each issue. Time for a chat is asked for, along with a cuppa, and then their history and hopefully a photograph will appear in the magazine. A recent evening trip was made by the combined members of the Southampton Society, the Bournemouth Society, along with the Winchester Society to the Exbury Gardens. After four circuits of the track it was getting a bit chilly so they alighted and enjoyed the tea and biscuits provided.

Many thanks for all the support.

Please note that you can also subscribe to this newsletter and have your own copy delivered to your door. Just contact :
Mr John Walker. 23 Redwing Close. Stratford upon Avon. Warks. CV37 9EX.

You should enclose a cheque for £7-50 if you reside within the UK or a cheque for £11-50 (GBP) if you live overseas.
These prices include postage & packing.
Cheques should be made payable to SOUTHERN FEDERATION OF MES.
(Prices were correct at time of going to press)

EVENTS DIARY 2009

SEPTEMBER

- 6 Wortley Top Forge ME. Annual Open Day.
- 12 Peterborough S.M.E. – Polly Loco Owners Rally
- * 12/13 National Locomotive Rally
(Birmingham S.M.E.)
- 12/13 Bolebroke Castle and Lakes Railway – American Locomotives
- 13 Harlington Locomotive Society – Exhibition Day
- * 19 FEDERATION AUTUMN RALLY
(City of Oxford Society of Model Engineers)
- * 20 Host Society Open Day

OCTOBER

- 3 Welling and Dist. M.E.S. – Autumn Open Day
- * 16/20 MIDLANDS MODEL ENGINEERING EXHIBITION.
(Warwickshire Exhibition Centre)

DECEMBER

- 13 Harlington Locomotive Society – Mince Pie Run
- 13 Wortley Top Forge ME. Christmas Gala Run.

Note!.

Subject to receiving an invitation, dates and events marked thus * the 'Federation Road Show' would hope to be in attendance.

Apologies are extended to the Bristol S.M.E.E. for showing the incorrect dates, in the March Edition of this Newsletter, for their Exhibition at the Thornbury Leisure Centre, the correct dates are shown above.

SOUTHERN FEDERATION COMMITTEE

The main contact details for any of our Officers is located on the 'Contact' page of our web site.

www.southernfed.co.uk

Some Memories of IMLEC 2009



First to run and registering the highest figure from the start, Neil Mortimer from Ickenham DSME recorded 1.35% efficiency with his 5" gauge *Polly III*

Best of the 3½" gauge entries, Andrew Giffen from Reading SME achieved 0.87% efficiency with his South African Railways Class 15F locomotive.



Attaining 1.54% efficiency with his 5" gauge *Brittania*: Coeur de Lion, Len Steel won the Previous Winners section of IMLEC 2009 at Bristol.

At fourteen years of age, George Winsall was the youngest ever contestant in 40 years of IMLEC. He achieved 0.36% efficiency at the controls of his 3½" gauge GWR 45xx locomotive.



Pictures with the permission of Mike Chrisp

