

SOUTHERN FEDERATION NEWS



SEPTEMBER 2010

Southern Federation Spring Rally 2010.
Hosted by the Leeds Society of Model & Experimental Engineers



Top pictures show Brian Thompson (S/Fed Chairman) addressing the gathering with Arthur Bellamy replying on behalf of the hosts (Leeds Society)



A proud Leeds Society Chairman displaying the plaque awarded to the host Society each year.

The cover pictures shows David Wainwright enjoying his time on the tracks with his 'Brit', at the Spring Rally held at Leeds this year. Other pictures follow throughout this edition. All pictures are reprinted with the permission of both the Leeds Committee and their intrepid photographer, thanks everyone for a grand job. Stan B (ED)

Southern Federation News



SEPTEMBER 2010

Editor
Stan Bishop

stanleybishop@tiscali.co.uk

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

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

EDITORIAL

At the start of this year I realised that time races on and for many the onset of the year 2000 was a milestone in their lives. How many times did I stand in the school playground as a child and wonder what the years ahead offered. We are now of course well through the year 2010, and I still wonder what the years ahead will bring. Many of our fellow model engineers have travelled to the workshop in the sky, and many are struggling through life however for some of us luck remains on our side, make the most of it while you can!

On my travels to Canada, which seem to take place each year now, I have built up a friendship with a good number of people, many that have were born here and emigrated over there some years ago. through this diverse bunch of people the hobby still remains strong and to an extent thriving. This year we we able to reunite ourselves with friends both in Ontario and at a club near Montreal (Quebec), it seems we each have similar problems with niggling things on locomotives, such as injectors, blowers and the varying quality of coal to burn. Having said that there is a very strong relationship now developing which uses the internet as a great way of debating a problem and coming up with ideas etc to overcome the problems. We may soon be adding to this when we have our own Federation pages of web sites up and running on our web site. This will give others a chance to view your web site at the click of the mouse, hopefully allowing even greater coverage of the hobby.

This edition will hopefully have coverage of the Federation's Spring Rally at Leeds. Colour pictures are an issue as I am only allowed to use them on the cover and inside front and back covers plus the four centre pages, so any that will not fit there will either not appear or will be in monotone.

Items for inclusion in the
DECEMBER 2010
edition should be with the Editor by
OCTOBER 26TH 2010 at the very latest.



FROM THE CHAIRMAN – September 2010.

Circumstances dictated that there was no “Chairman’s Chat” in the June newsletter, so we are back in the fold for this edition.

You have most probably read in recent editions of the Model Engineering press of actions and statements attributed to the Federation on a range of topics that were completely untrue, as a consequence, there has been much burning of midnight oil by other members of the Federation committee to clarify the situation, and hopefully to publish the facts as they are, and not what individuals think they are.

The Federations “Road Show” continues to be made most welcome whilst *out and about* supporting the various events that it gets invited too.

The Vale of Aylesbury traction engine rally continues to be a well supported and organised event with new faces appearing every year. The M.S.R.V.S traction engine rally at Tewkesbury was blessed with wall to wall sunshine, a far cry from the floods of a few years ago. The excellent weather continued for the following week end for the trip to Bournemouth for the I.M.L.E.C. competition. Guildford as ever, continues to be a Mecca for road vehicle enthusiasts ably supported by loco owners along with their well established exhibition marquee.

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 3rd/4th/5th Bedford Invitation Rally (New invitation for Federation)

September 18th Federation Autumn Rally (Rugby M.E.S.)

September 19th Host Society Open day

September 11th/12th National Locomotive Rally Birmingham Society

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

December 10th/12th Model Engineer Exhibition. Sandown Park

DIRECTORY SUPPLEMENT UPDATE – SEPT 2010**Secretary Changes: -****Chingford and District Model Engineering Club**

Secretary: Mrs. C. Wright. 25 The Croft. Friday Hill. Chingford. London. E4 6EZ
Tel. No. 07790329166 Email: Caroline.Wright@simmons-simmons.com

Chichester & District Society of Model Engineers

Secretary: Mr. I. Armstrong. CDSME Ltd. Blackberry Lane. Chichester. West Sussex.
PO197FS

Tel. No. xxxxxxxxxx Email: armstrong242@btinternet.com

Farnham & District Model Railway Club

Secretary: Mr. C. Jackson. 60 South Lane. Ash, Aldershot. Hants. GU12 6NJ
Tel. No. (01252) 326868 Email: clive_jackson@btinternet.com

Halesworth & District Model Engineering Society

Secretary: Mr. D. Seaborne. 98 Corton Long Lane. Lowestoft. Suffolk. NR32 5HB.
Tel. No. (01502) 733896 Email: xxxxxxxxxxxxxxxx

Huddersfield Society of Model Engineers

Secretary: Mr. M. Carter. 32 Victoria Avenue. Brighouse. Huddersfield. West Yorks.
HD6 1QT

Tel. No. (01484) 530303 Email: mikeca@onetel.com

Red Hall Live Steamers

Secretary: Mr. R. Blackburn. 15 Redhall Court. Leeds. West Yorks. LS14 1EL
Tel. No. (0113) 265 5044

Westby Miniature Railway Trust

Secretary: Dr. A. Blacker. 4 Worcester Street. Rochdale. Lancs. OL11 3QE
Tel. No. (01706) 525608

Worthing and District Society of Model Engineers

Secretary: Mrs. D. Lewins. 41 The Gardens. Southwick. West Sussex. BN42 4AP
Tel. No. xxxxxxxx

Change of Address: -**Ramsgate and District Model Engineering Club**

Secretary: Mrs. J. Knight. 1 Darren Gardens. Broadstairs. Kent. CT12 2EF
Tel. No. xxxxxxxx Email: curtainsblindsuk@tiscali.co.uk

Resignations: -**South Devon Miniature Railway Society**

Due to several 'in house' reasons your club change of officers may not be shown here.

Apologies if this is the case.

DIRECTORY and DIRECTORY SUPPLEMENT

You are advised that the 2010 editions of the Federations excellent publications are now available with all the up to date information available at the end of March.

In the main DIRECTORY, now in its seventh edition, the opportunity has been taken to include satellite navigation information where it has been provided.

The DIRECTORY SUPPLEMENT now includes the individual Club/Society reference numbers allocated to organisations when accepted into Federation membership.

In previous years, the SUPPLEMENT has been distributed to affiliated organisations free of charge, however this puts a heavy burden on the Federations finances, as a consequence this arrangement is no longer available.

Copies of both publications are available by mail order at £3.50p each including p & p from: -

Brian Thompson. 35 Rivershill, Watton at Stone, Herts. SG14 3SD

In addition they are readily available from the Federations sales stand at the various events that it supports.

Details of what is available can be obtained from the Federation web-site at www.southernfed.co.uk click on the 'publications' link.

Brian Thompson.

Federation/Polly Awards 2011

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.

SOUTHERN FEDERATION COMMITTEE MEETINGS - MINUTES

Minutes of the meeting held on March 23rd 2010

Chairman's Introductory Remarks

The Chairman welcomed Messrs Hudson and Siddall to the Committee.

Election of Vice Chairman

The Chairman sought nominations for the post of Vice Chairman, following Mr Young's resignation from The Committee following many years in the post. None were immediately forthcoming.

The Secretary commented that he had increasingly tackled a range of strategic policy formulation and process changes in recent years. He also acknowledged that he had in some instances only half done them. He was glad to note that more Committee Members had taken these over, and that The Federation was consequently offering a better service to its membership. The efforts of Messrs Bishop (Website), Griffiths (Vulnerable Groups) and Pearson (Safety) were recent examples. The Secretary was also of the view that after a difficult period, the Policy aspects of Insurance were now pretty much under control, leaving only the Marketing issues to be handled. He suggested that the post of Vice Chairman would provide a suitable repository into which these wider ranging activities could be put. Given a Minutes Secretary, and a possible change in the Insurance sub-group, he could combine his "management" role of Secretary (one Committee Member used the analogy of Company Secretary) with that of Vice Chairman. It would also reduce his overall workload.

These suggestions were discussed at length, and were agreed to be a viable approach (proposed Mr Bishop, seconded Mr Bennett). Mr Pearson observed that a six-month trial period could be instituted, with the situation being reviewed at each Committee meeting.

Mr Chrisp offered to act as Minutes Secretary (his activities to be strictly limited to this, in view of his many other commitments), and Mr Hudson expressed his interest in participating in the Insurance sub-group.

Mr Hurst was accordingly elected Vice Chairman and Secretary.

Review of the Minutes of Previous Meeting

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

Review of Action Items

The Action Item List was reviewed. There were no other matters arising that would not be covered later in the meeting.

Secretary's Report.

Correspondence

A small number of communications had been received:-

A Society re Boiler Testing

A school seeking a local club with a portable track

An individual seeking clubs in his area

An enquiry from a Society when they might receive their Insurance Renewal Invitation

Various communications re Vetting and Barring - taken over by Roger Griffiths, for which thanks

Change of Secretary at Saffron Walden - passed to appropriate Committee Members

Letter re arson at a Society - now the subject of an Insurance Claim

An apology for late renewal from a society, due to personal circumstances of their Treasurer

The Chairman reported an e-mail that he had received (presumably from a solicitor) concerning the exclusion of an individual from a particular society - did SFed offer an arbitration service?

It was agreed that as the signal had been addressed to The Chairman, he would respond, pointing out the fundamental tenet of The Constitution is that SFed never tells its Affiliates how to run their affairs.

Treasurer's Report

The Treasurer had distributed details of the Federation's financial status previously. In his absence (due to rail problems), it was not possible to discuss it in detail, but prima facie there appeared to be no major issues.

Insurance

SFed/FJ Liaison Meeting

A meeting was held prior to the AGM - Minutes have been circulated.

New Applications/Membership Update

Renewals

In Mr Walker's absence (again due to rail problems), The Chairman reported that some 235 organisations had renewed their affiliation. The outstanding ones would be chased.

New Applications

There had been a report that a Society was considering moving to SFed from NAME.

Safety

Design Code Meeting

There was little to report on this activity, and no future plans are known. Following the Bedford Meeting, Mr Pearson requested that he be given authority to write to The Boiler Group recommending that a Boiler Design Code is not necessary or desirable. This was agreed.

Seminar

Mr Pearson and The Secretary had met with Messrs Deith and Thompson at The Fosse, to discuss details of the Boiler Test Seminar to be held at The Fosse on 24th April. Plans were progressing well.

Mr Pearson suggested that the relevant SFed Bulletins be available at the event (it was noted that NAME have no equivalents). It was agreed that there would be a mini sales stand.

The Chairman repeated his aspirations to hold a similar event in the Autumn, and sought suggestions for an appropriate venue in the South.

The Secretary observed that the first problem to be addressed would be to identify the presenters.

Boiler Registrar

Mr Bennett continues to receive slips, and keep the records up to date.

Vulnerable Groups

Mr Griffiths continues his work (with NAME) on the questionnaire.

Bulletins

There has been no activity wrt Bulletins in recent months.

2010 AGM (13th March 2010)

Feedback/Matters Arising

It was agreed that the AGM had been relatively non-controversial.

The Chairman considered that the proposed words for the change to the Constitution were too lengthy. Strictly speaking, the words should not be changed from those previously discussed and agreed by The Committee and presented to the membership at the AGM, but having been aware of The Chairman's concern, The Secretary had already worded the AGM Minutes to enable a change to be made. The new words had yet to be produced.

EIM would be publishing an article on The SFed/Polly Award.

Mr Pearson raised a general point that there was no formal follow up mechanism for issues raised from the floor at the AGM.

The Secretary agreed, and pointed out that unlike Committee Meetings, no formal Actions were placed at an AGM. He went on to suggest that this practice should continue; however, it would make sense to generate an actions list, and ensure that the relevant speaker address these at the next AGM.

The search starts again for a venue for next year (12th March 2011).

Newsletter/Website

Newsletter

With regards the flyers etc we are asked to distribute each year, Clubs/Societies could easily place a predetermined flyer (.pdf format) on their own web site (if they have one) or we could arrange for it to go into a section of our own. This would be reached by clicking on a suitably designated link on our 'Links' page. This would save both them and us postage and more importantly time and effort. His personal view is that the 'need' for every club that hosts their 'Open Day/Weekend' to produce some 300 flyers and circulate them around the entire country is a slight waste of time and money. An easy to read 'poster' on a web site conveys as much information and in some cases more, so serving the purpose without the cost.

Website

The relationship with Dalog continues to be useful and friendly.

Traffic

Traffic details as at 3rd March 2010 follow. The figures for w/e 20th January 2010 are given in parentheses.

Visits

Cumulative Total.....8,212 (7,745)
 Average per Day.....11 (9)
 Average Visit Length...3.27 (3.19)
 This Week.....77 (66)

Page Views

Cumulative Total.....37,654 (35,804)
 Average per Day.....43 (33)
 Average per Visit.....3.9 (3.5)
 This Week.....303 (233)

Rallies and Exhibitions

The Chairman thanked those who had supported him at Alexandra Palace (a letter of thanks had been received from Mr Deith) and the AGM.

Manning arrangements

The arrangements for The Harrogate Show, 7th/8th/9th May, and The Federation Spring Rally (Leeds), 15th May, were discussed, and entry pass requirements and attendees identified.

Future Events (2010)

VALE Traction Engine Rally (Aylesbury) 5th/6th June

MSRVS (Tewkesbury) 26th/27th June

IMLEC (Bournemouth) 3rd/4th July

Guildford 10th/11th July

Birmingham Locomotive Rally 11th/12th September

SFed Autumn Rally (Rugby) 18th September

Midlands Show 15th/16th/17th/18th/19th October

Finally, the Chairman would welcome offers from Societies to host the Federation Autumn Rally to be held September 2011 (the 2011 Spring Rally will be at Harrow).

AOB**Mileage**

Mr Pearson observed that petrol prices continued to fluctuate, and suggested that "sliding scale" be introduced, viz petrol price U to V p/l, mileage is W/mile, X to Y p/l, mileage is Z/mile etc. He was asked to circulate his suggestions.

Name Badges

It was felt that more professional Name Badges would not be out of order. Mr Siddall would investigate a possible supplier.

Welling

It was noted with pleasure that Welling's anticipated move was now unlikely before 2015.

DONM

The date of the next full Committee Meeting, to be held at
 Keen House, 4 Calshot Street, London,
 N1 9DA, is Tuesday 25th May 2010, commencing at 18-00 sharp.

Summary Minutes, Committee Meeting held on 25th May 2010

Review of the Minutes of Previous Meeting

It was noted that Action 01/10/06 should have referred to the Secretary, not the Chairman. It was also noted that during AOB there had been a discussion on the subject of retiring Committee Members (Messrs Ellam, Norman and Young), and implied Actions on Messrs Thompson/Hurst.

With these minor amendments, the Minutes were agreed to be an accurate representation of the business carried out at the previous meeting. The Chairman signed them accordingly, and they are now on File.

Review of Action Items

The Action Item List was reviewed. There were no other matters arising that would not be covered later in the meeting.

Secretary's Report

Correspondence

A number of communications had been received:-

—A communication from Small Boat Association, requesting that an advertisement be placed on the Website soliciting Boiler Testers to act (paid) on their behalf. It was agreed that the Federation could not support this request. NAME shared this view, and it had been explained jointly to the individual at the Boiler Test Seminar.

—A letter concerning boiler test periodicity (circulated). Reply sent.

—An enquiry from a Society who wanted to know their Affiliation Number.

—A request for Boiler Test Paperwork

—An enquiry from an individual wrt Insurance Extension - referred individual to FJ, and forwarded enquiry to FJ for information.

—Finally, a telephone call from an individual whose MP had visited his garden railway. Said MP promised that he would assist in “sorting out” the legislation surrounding boiler testing, and would contact the Secretary. The Secretary observed that in his view the Boiler Test Procedures are not a significant problem - rather, EU legislation, lack of coordination between Government Departments and failure on the part of official bodies to understand the requirements of hobby and volunteer organisations caused the majority of difficulties. The Committee agreed that this should be the approach to be taken in any discussions.

Treasurer's Report

The Treasurer had distributed details of the Federation's financial status previously. He reported that the estimated Tax Bill would be approximately £1,500, and with two more Newsletters to be produced (approximately £1400), an operating loss is likely.

Insurance

FJ Report

It was noted that 16 societies have taken up D&O cover, an increase of 5.

New Applications/Membership Update

Renewals

All but three societies had renewed their affiliation. They will be chased before they are

deemed to have withdrawn - it was noted that one of the outstanding societies is a regular defaulter.

New Applications

A new society had expressed an interest at the Boiler Test Seminar - they had been sent a data pack.

Safety

Design Code Meeting

The continuing activities wrt revision of the Gas Tank Code were noted.

The highly unsatisfactory situation surrounding definition of commercial use remains. Mr Pearson sought Committee approval to continue pursuing the attempt to obtain various items of correspondence, and clarification from FJ, before the Federation can publish a definitive statement. This was endorsed by the Committee.

National Boiler Test Seminar

Reaction to the Seminar was mixed. The main areas of criticism were acoustics and difficulties arising from the size of the groups. Reports had been received that the some attendees had felt patronised. On the positive side, it was felt gratifying that there was interaction between SFed and NAME members, and that we were seen to be acting together on matters of common interest.

The Secretary felt that overall the event was worthwhile, and that another session should be held later in the year. We had learnt a number of valuable lessons to overcome the failings (most of which were outside our control). One particular problem was that the target audience were probably the very people who did not attend, as they "knew better". The seminar content and publicity should take note of this.

Boiler Registrar

Mr Bennett's report had been circulated prior to the meeting. There was nothing pressing to report - the slips have now slowed up a little and the 95 which were returned are starting to reappear again. No one seems to be upset - in fact they are apologising, and expressing thanks for pointing the problems out.

Vulnerable Groups

Mr Griffiths was awaiting feedback from the Newsletter article, after which he would initiate further action.

Bulletins

No topics for future Bulletins have yet been identified.

2011 AGM (12th March 2011)

The search continues for a venue for next year's AGM. Committee Members should continue the search.

Newsletter/Website

Newsletter

The latest issue of the Newsletter is at the printers.

Website

Messrs Dalog continue to be extremely helpful, and relationships good. Changes are incorporated in a timely manner, and the eventual geographic breakdown should not cause too many problems.

Traffic

Traffic details as at 11th May 2010 follow. The figures for w/e 3rd March 2010 are given in parentheses.

Visits	Page Views
Cumulative Total.....8946 (8212)	Cumulative Total.....40,791 (37,654)
Average per Day.....10 (11)	Average per Day.....43 (43)
Average Visit Length...4.31 (3.27)	Average per Visit.....4.2 (3.9)
This Week.....71 (77)	This Week.....298 (303)

Rallies and Exhibitions

The Chairman thanked those who had supported him at the Boiler Test Seminar, Harrogate and The Federation Spring Rally (Leeds).

Manning arrangements

The arrangements for The Vale of Aylesbury Traction Engine Rally 5th/6th June, IMLEC (Bournemouth) 3rd/4th July and Guildford 10th/11th July were discussed, and entry pass requirements and attendees identified.

Future Events (2010)

- MSRVS (Tewksbury) 26th/27th June
- Bristol (Thornbury) 21st/22nd August
- Bedford 3rd to 5th September
- National Locomotive Rally (Birmingham) 11th/12th September
- Federation Autumn Rally (Rugby) 18th September,
- Midlands Exhibition (The Fosse) 15th to 19th October
- Alexandra Palace 21st - 23rd January 2011.
- The Guildford Society has offered to host the 2012 Spring Rally. The Spring 2011 Rally will be hosted by Harrow and Wembley. Autumn 2011 is currently unallocated.

AOB

Database Update

The main meeting had been preceded by a Working Group, which had discussed a number of issues relating to the provision of an integrated Database. In summary the objectives are to improve service to members, accuracy and timeliness. Costs and workload on individual Committee Members would also be reduced.

Messrs Rogers and Bishop will be masterminding this initiative.

Presentations

The wishes of the retiring Committee Members had been established, and presentation items obtained. They will be presented at the appropriate opportunities.

There was some concern over the possible setting of a precedent - it was agreed that each case would be considered on its own merits as the occasion arose.

DONM

The date of the next full Committee Meeting, to be held at Keen House, 4 Calshot Street, London N1 9DA, is Tuesday 27th July 2010, commencing at 18-00 sharp.

Urban Myth and Rumour.

The world today is subject to increasing regulation and legislation, some real, and much more imagined. You may have seen the recent correspondence in the model press, in which the Federation were alleged to have made certain policy statements, and the retraction that had subsequently to be published.

This particular matter is now closed, but it may be worth repeating the more widely applicable lesson from this incident.

As a matter of course, any Federation Policy Statement or Policy Change is formally distributed to Affiliated Societies in writing; information will also appear on the Federation Website (www.southernfed.co.uk), and in The Newsletter (a copy of which is also sent to every Affiliated Society), and may be supplemented by specific Information Bulletins.

The Federation would advise that the origin and authority of any (regulatory) statement made by a pundit be questioned; if these cannot be established, it should be treated with caution. It should not be passed on.

The Federation welcomes questions in case of doubt - your experience may assist in preventing further spread of misinformation.

The above declaration also appears on the Federation
web site at

www.southernfed.co.uk



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

Southern Federation Rally 2010

The Spring Rally this year was hosted by the Leeds Society of Model Engineers at their magnificent track close to Eggborough Power Station in Yorkshire. Many enthusiasts came north for the event which was only a week after the National Model Engineering Exhibition at Harrogate so they doubled up and also took advantage of a holiday in the area. The weather was kind to us, being the glorious summer's day we all prayed for. Thirty engines ran on Saturday, which was reserved for visitors and fifteen ran on Sunday including some of our own members. Whilst Saturday is the official Southern Federation Rally Day it frequently spills over to Sunday.

Opportunity was taken of the Rally to also celebrate the 75th Birthday of the Leeds Club as we know it, being formed way back in December 1936 by half a dozen enthusiasts. Perhaps we should say 'resurrected' as a previous 'Leeds' club was in being up to about 1911. This celebration took the form of Brian Thompson, the Southern Federation Chairman, cutting a cake and distributing it to all present together with a small glass of wine. (Drink and Drive you know!) Following this Brian presented an inscribed glass tankard to Frances Mayall, who had travelled the farthest to the event and not having been awarded a similar trophy before. Frances brought with her a much travelled 'Conway' locomotive which performed impeccably on the track. Another distance traveller was Richard Linkins who brought his BR Class 2 locomotive all the way from New Romney in Kent picking up his son along the way in Morley, South Leeds. Richard is a previous winner of the 'distance travelled trophy'.

A number of our own club members and visitors brought caravans for the weekend. Many of these chose to be fed and watered in the evening at the nearby Sports and Social Club. During the day there was an excellent array of food provided by John Hunt and his family. The barbecue style cafe supplied breakfast, lunch and tea which ranged from a full English breakfast, to beef burgers and pie and vegetables. The hot food was 'topped off' with homemade cakes, scones and buns. One lady came just to sample famous Lincolnshire sausages supplied by a local butcher! Just for the record, four Gallons of milk were consumed during constant brewing up!

A Bring and Buy stall housed in a large tent borrowed from the local Girl Guide troop did well. Our Hon. Secretary was concerned at one stage that there would not be enough to make a good sale but as they say one mans junk is another mans jewellery and sales were brisk throughout the event. A brass band organised by Ivan Smith of the Stockholes Farm Railway came to

entertain us and other attractions included a visit by the local MG Car club, Les Nelson with his Model A Ford and also the Vincent Motor Cycle Club who came in force.

The Southern Federation committee were well represented. Stan Bishop, yes Stan who edits this newsletter, brought his freelance locomotive. This is a 'Pansy' without the pannier tanks but with a tender instead. Stan lives in Ashford, Middlesex. David Mayall brought his 3½ gauge 4F, whilst his wife Francis her 'Conway'. Boiler Registrar, Maurice Bennett brought his 'Metre Maid', and Membership Secretary, John Walker, his 3½ gauge 'Mabel'. Other enthusiasts came from Darlington, Brighouse, York, Keighley, Spensborough, Scunthorpe, Grimsby, Warrington, Birmingham and Hull. A special welcome went to Graham Gain who brought his Tilbury Tank Engine which is the engine that took second place in IMLEC at Eggborough in 1988.

Sunday running included some of the above people who took the opportunity to get another run in together with a number of our own members. This included the maiden run of a 5 inch gauge "Uranus" locomotive as designed by LBSC in the late 1930s but doubled up from 2½ to 5 inch gauge. This model attracted a lot of attention on the Leeds stand at Harrogate. Building was started in Peterborough in 1937 but did not progress and the locomotive was sold to someone else in the Peterborough area in 1986. Even then construction was not completed and it was purchased by one of our members in 2007 and completed only this year.

Leeds S.M.E.E has a portable track and this can be seen at many social functions, garden parties and charity events throughout the summer months. We had an enquiry this year to take it to a child's birthday party. Unfortunately we already had a booking for that date but we suggested that the family came to the Southern Federation Rally instead. The six year old boy thought all his birthdays had come at once as he enjoyed many rides and a picnic on the grass banking overlooking the Eggborough track.

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

Many thanks to Arthur for providing us with this report. I think it would not be possible to fault the organisation of this event here at Eggborough, from the moment I arrived on the Saturday morning until we left after the two days everything ran like clockwork, except maybe my own locomotive, but that would be another story. Anyway, whatever anyone else may think both my Wife Linda and myself enjoyed our trip 'up North'. Thanks again to everyone involved. Stan Bishop.

You will see photographs of many locomotives here in these pages. If there is space to spare there may be some in B&W, purely due to the constraints of our costs at the moment.

The picture content for this issue was a problem in itself, not a problem in the true sense of the word but one of knowing which picture should be used and which not. My thanks go to the photographer at Leeds who provided me with over 300 pictures, and of course for being allowed to select which to use. I hope I have been able to convey some of the enjoyment we all felt at being there on a good weekend. I am sure everyone who has not appeared, and there are many, will be able to see the reason, yet still enjoy reliving some of the atmosphere.

The two B/W pictures on this page were taken of the car & motorcycle group that nearly always appear when any event is being held here, anyone interested in these fine vehicles will have also enjoyed seeing them.

I do apologise if I have mentioned names against locomotives and they are wrong, I am sure you will know who you are. Stan B.



This shot of a very nice 'Stirling Single' being prepared travelled from Peterborough under the care of P Lingard.



On the left is a 'Scamp'. Driven here I believe by its owner V Middleborough from York



Above two pictures show a 'Simplex' (one of many here this weekend, and a 'Firefly'. Across to left is a freelance based on a 'Pansy' minus pannier tanks. The 'Firefly' came from Spenborough, 'Simplex' as previously stated, one of many, and the 'Freelance' from the Staines Society.



Shall we or shan't we, Mabel and Princess Marina await attention, two very nice looking locomotives.



This 3½" gauge 'Maisie' was soon to take to the rails. It appeared to steam faultlessly and the driver enjoyed the experience.



What a beast, a doubled up 2½" gauge 'Uranus', started before even I was born (re article) this was it's first steaming and it went very well albeit with a few minor issues. Something to really capture the attention of all around.



One of Brian's busier moments, or is it a hold up!! All seemed well though with lots of questions being asked during the weekend.



Richard Linkins 'BR Class 2 being driven by his son. This locomotive went very well all of it's run.



Not often you will see a sign such as this 'Give Way to Golfers', on a railway. Maybe this was a 'Polly 4', it looked very nice and performed well.



Heading towards the tunnel, which was a nice feature here. Not sure if this was the 'Marina' or not, expect the owner will recognise it.



This was another good looking locomotive. I think this was the LTSR 4-4-2T, looked and performed very well anyway.



A 'Brass Band Ensemble' organised and presented by Ivan Smith from the Stockholes Farm Railway. (Good job nobody was sucking a lemon nearby at the time)



A 'Class 47' by J Thompson from Scunthorpe enjoying the freedom of the track at this point.



A busy shot at the station complex. The nearby track is the platform line while the far side is the run through track, makes for some slick operations.



This general view across the steaming bays shows the concern of others. Poor Maurice (Bennett) may not have been working on his 'Metre Maid', wonder if anyone did check to see if he was okay?

AROUND THE CLUBS

THE NATIONAL CLUBS



Over time many people have suggested that maybe the 2½" scale side of the hobby is in decline, rest assured it is not. The 'Coupling Rod', the newsletter from the 2½" **Gauge Association**, tells of the many events held during the season in this country. There are many reports of previously held events along with a good list of events to come. The supply and demand for castings for this scale are well covered it seems, with new and perhaps modern techniques being used to create the

patterns for new castings. Worth noting is that in line with most other things in life the prices are starting to rise, so if you do need anything from them place your order sooner rather than later. Mention is made of the 2010 Curly Bowl competition and a remark made about future venues, one mentioned is the Staines Society, along with Reading, Romney, Surrey and Worthing. I am sure any approach to any of these tracks will be considered by their committee and a successful day would take place.

THE NORTH OF ENGLAND



Since the glory of one of its members (Bethany Forsyth) the routine at the **Stockholes Farm Miniature Railway** has probably been returned to normal with media attention being taken somewhere else, however members still enjoy the track and hobby there. Almost like a 'Day in the life of the Archers' a featured report gives details of 'A Winter's Day at Stockholes'. Capturing what is taking place it shows a great deal of work being achieved such as making/painting various parts for a converted trolley into an LMS trolley wagon, a prototype

chassis for a scale carriage (of which they have a number of fibre glass bodies) On this day in question work was being done on the buffers. New track work, such as a new 60 foot radius turnout along with other alterations to some of the sidings took up hours of the gang involved many other 'projects' seemed to feature and I am sure everyone was able to enjoy the use of the workshops here, and without doubt the supply of refreshments from Barbara. One event they would like mentioned is their 'Halloween Run', this will take place on October 30th, if anyone is interested

please contact them in advance on (01427) 872723.

Members of the **Pickering Experimental Engineering & Model Society** put on an excellent show at Harrogate this year, by all accounts. Some extra space was made available to them and this was filled by an alteration to the stand and some extra models. One feature thought to have caused many visitors to stop and look were the three i/c engines and six stationary engines on show, appears these were running during the show. Ill health is causing some changes within the committee, something all too common these days it seems. However others are quickly being marshalled into line to take over where needed so continuity should be okay here. New storage for the club trailer is now in use, this trailer does a lot of hard work when out and about at events around Yorkshire. Many photographs were shown of the club stand at Harrogate and a look would suggest that their display was in a league of its own.

Wortley Top Forge has been given a new web site for information to be circulated out to interested parties. Some information about their activities is sent in via that medium.... Work on the new club loco, the Class 20 Bo-Bo, has progressed well with the final painting complete, transfers applied and electronics installed - including a diesel-effect sound module. Glazing and buffer beam detail is required to complete the loco, but it is already running in service on Sundays. Accompanying the new loco is the new 7.25" driving truck based on the GWR 'Toad' design which was also completed during the month. The first phase of our signalling expansion has commenced with the ordering of three new colour light signals for the main station area. Work on

the provision of a 12v electrical supply and modifications to the signalling control panel are required Lots of effort has been expended on track maintenance with rotten sleepers being replaced and re-gauging of some areas to improve running qualities. Detailed planning of our Summer Open Day (Sunday September 5th) is well advanced and we are all looking forward to another busy, tiring but enjoyable day for all. There has been a healthy increase in the number of members coming to the Forge on Wednesdays, ("Pensioners' Day"!), enabling us to undertake higher levels of maintenance and other activities. More members are, of course, welcome to attend paint brushes and tools provided.

The **Ryedale & District Society** included this in one of their newsletters....Thursday the 1st of July was, as is now routine, a working day. Stephen, Mike A, Pete W, Sheffield Dave, George and DM worked on the clubhouse interior. Toilet doors, Kitchen units and electrical planning were among the tasks. Steady progress is being made, but the deadline, in November, is rapidly approaching. Anyone good at moving house?

Our invitation to attend the LMMES Open Day at Cinderbarrow on Saturday the 3rd produced no takers this year. On Sunday the 4th Walter and John Cook ran their engines, Bill P, Mike M and Lin did guard. Jack sold tickets and John H worked the signal box. Stephen wore the Top Hat as Station Master. Mary and Eileen staffed the Tea Shop. Takings were approx £110. Mike A and Sheffield progressed with the new kitchen area. Walter walked the track with the weed killing spray, and Stephen did some spot weeding on the traverser run and around the west embankment. Bill P cut the grass. The recent rains have

given thistles a great boost. All this was on Thursday the eighth while Pete W continued with the plumbing, John H and Sheffield worked on soffits, and DM installed electrical trunking. Bob and Doug W were there swapping over Mk1 coaches, as the maintenance programme progresses.

At a meeting amongst members from the **York City & District Model Engineers Ltd** they were urged to adopt modern methods of construction, this followed (I think) a meeting when Malcolm High demonstrated his techniques for laser cut parts. Many ideas on this will be observed of course, one being time saving, another accurate repetition of parts, while others will suggest the cost will prohibit the use and that traditional methods are best. Whatever the outcome the members were able to debate/discuss these various points of view. At the time they wrote their newsletter they were in need of a new Treasurer, it was suggested that the task was made easier by the use of a well worn and proven accounting system, set up and adapted by previous occupiers of the Treasury hat!

The Editorial from the news of the **Chesterfield & District Society** mentions that their 'Open Weekend' was a great success, with good support and good sunshine both days. The railway was busy with the tracks running from 10-00am onwards, the traction engine support was good with some nine engines on the Saturday and eleven different engines during the entire weekend. The new 'Garden Railway' proved popular with the visitors, with the bonus of being able to 'Drive a loco for £1-00' making for a different approach to the hobby. Some members appeared shocked at a recent meeting when they

were told that subscription rates would be showing and increase shortly. This follows a debate on replacing the existing garages and toilet block with something better, something that will benefit everyone.

Opening words from the Editor of the newsletter from the **Leeds Society** read... As you read through this newsletter you will no doubt note that all the articles have been written by Committee members. I suppose that is to be expected as after all the newsletter is an essential communication device between the Committee and members. But it would be nice to occasionally break the mould and include some articles written by members....*So some words almost of despair from one side of being a member of any group. But then from another corner of the newsletter comes this....* Since our last Leeds lines we have held an incredibly successful Southern Federation rally to commemorate 75 years of Leeds Society of Model and Experimental Engineers.

It was only due to the enormous efforts made by a large number of our members (and their wives) that this event was such a success. A vast amount of preparation and publicity was carried out prior to the event, the weekday working parties were busy getting our site ready and as well as the "glamorous" front of house duties as track marshals and steaming bay superintendents/members willingly volunteered for less attractive roles as car park attendants and toilet inspectors! More on this elsewhere in the pages.

Iwould like to give the Southern Federation members a brief insight into what the "**Black Country Live Steamers**" is all about as I don't think we have ever had an entry in the news magazine. The B.C.L.S. was founded in

1993; the club is dedicated to road steam and meet in the West Midlands at Wombourne, and has in excess of 50 members. In the summer club members attend many rallies most week ends across the Midlands and Wales. Our club president is Mr Len Crane owner of 1929 Fowler B6 Super Lion Crane engine "WOLVERHAMPTON WANDERER" and is also restoring a Burrell showman's engine "ENDURANCE", the club also has two other members with full size engines, one a 1923 Marshall Road Roller & another member with a 1929 Fowler Road Roller. Going down in scale we have two 6" engines, Allchin & Garrett both fabricated and built by members (another 6" roller ½ built), many 4inch, and various other scale engines built by members, including

Fowler, Burrell, Garrett, Allchin, Foster & Marshall to name a few. Member Steve Harbach won Gold at the 2004 M.E. exhibition with his 3" Burrell showman's "GRIFFIN" (White Rose of York) returning in 2005 and winning the "Duke of Edinburgh" award. As a diversification we also have members interested in Meccano, boats & hot air engines. During our year when we are not steaming at rallies, we have in house events, lectures, railway workshop visits, also paramedics giving practical first aid demos.

For other information, and rallies we attend visit our Web site:-
www.blackcountrysteam.co.uk
 Richard Cross (chairman) on
 01283 – 566482.

THE MIDLANDS AND EASTERN COUNTIES



Early reports from the home of the **North Norfolk Club** were that things were going well, the better weather during the summer months did help of course. Not sure what the problems were originally, but a set of Gallopers have returned this year, which all helps draw the crowds. Work on and around the track continues. Motorising a set of points was one task being worked on at the start of the season, and a picture showing work on the control panel wiring, better known here as 'spaghetti junction'. Mild panic apparently sets in on some passenger hauling days, particularly when there seems 'just enough' members to run the event safely, some members are reminded these days are major fund

raisers that provide some of the money needed to help run other events.

Readings through a couple of copies of the newsletter from the **Norwich & District Society** I noted how well looked after some of the exhibits at the NRM at York appear, comparing these to a very dismal looking shed at the railway museum we visited in Montreal. Quebec (A very forlorn, and seemingly unloved, 'Dominion of Canada', stands almost unlit and in a very dirty condition. It even sports some new damage where it has been shunted into a 'knuckle coupling' of a locomotive in front. Suitably worded comments were made in the visitor's book at the museum entrance.) Like

many of our clubs/societies in this country, work continues on a never ending cycle. Here at Eaton Park work was carried out earlier to carry electricity to the far end of their site, along with large quantities of creosote being applied to wood work to encourage its longevity a bit further. Storage is via some reconditioned containers, these have been tidied up and it was hoped they would stay that way, making access etc easier for all.

The **Bedford Society** members are kept busy it would seem, various 'group visits were noted such as the charities of Mencap and the Cerebral Palsy Units, all of these runs are greatly appreciated by those unfortunate enough to benefit from them, if you understand my meaning. Normal passenger carrying events are still popular here, with the changes to the area around 'Hammer Hill' being most impressive. Members are warned to expect some of a working party from the local Bedford Training Group; they are being allowed to carry out certain tasks within the BMES as part of their training. This way they will see a lasting result from their efforts as opposed to having what they have created torn down to make way for the next project. A friendly word was that as these 'lads and lassies' are learning for their future they will be asking questions, so (to quote) 'no b***s**t please.

Reports about progress at the **Saffron Walden & District Society** do give a good picture of how things are going, this next piece taken from a recent newsletter..... Work continues on fitting out the Hobby Room (workshop) with the moving back of our machines. The vertical mill has been getting an overhaul by John W who cleaned up the vertical slideway after dismantling the knee

assembly. In its stripped down condition it was easier to move so, out came the rollers and it was soon moved from its home for the last few months in the tractor shed back to the Hobby Room door. Lifting it up to the ramp outside the door could have been a problem but the collective ingenuity of the Wednesday Gang soon had it back indoors. John is now completing the reassembly and is also fabricating a new belt guard to prevent fingers or hair getting tangled up in the motor drive.

The title 'Stour Valley Express' conjures up visions of a large locomotive hurtling across the countryside, but it is in fact the title of the newsletter from the **Canterbury & District Society**. Two items caught my eye, one with a picture of a 'happy' group working in coldish conditions repairing part of their track following a fairly serious derailment. As far as the eye can make out they all have the makings of a smile on their faces and appear to be well united in their aim to complete the work as quickly as possible. As a result of this close working relationship a 'permanent way gang' has been formed to look out for and repair any other problems. The other item was the report on a track cleaning vehicle, used to clean heavy deposits of oil etc from our rails. The featured unit is owned by the Harlington Society and appeared at Ally Pally recently. As a large number of clubs with tracks have a problem with all of the mess it would be good if we could have a selection of ideas to possibly publish to help others.

Northampton Society members have been occupied in levelling the ground at one end of their track. Some 8 tons of top soil have been spread around between the track bases and a lot of steel

work has been completed towards the raised track as well. A nice photograph appears that shows a presentation at an April meeting. This is the 'Bassett-Lowke Challenge Bowl and was awarded to member Bernard Clark by Sue Huckvale for his 'Winter Efforts'. This award and evening reflected a comment made by their Chairman earlier when he said he felt the 'club was doing rather well', the range of models and display of talent in their clubroom that evening was

outstanding. Outstanding work also shows with their new footbridge, additional work has seen it grow from a pile of metal bits into a strong looking structure. Work on excavating the centre of the site in readiness for the ground level line has probably begun by now, lets hope the weather allows them to continue at a good pace. Club bye laws are being updated for all to read, so safety will be an ongoing procedure I should think.

LONDON & SOUTHERN COUNTIES



Members old and young at the home of the **Maidstone Society** in Mote Park celebrated a special event recently. This event was the 60th anniversary of them opening their track in the park, judging from the pictures that cover the front of a recent newsletter it was a day not to be forgotten in a hurry. The whole scene was a re-enactment of the actual day 60 years ago, and the current Mayor performed an 'opening ceremony' amongst many people. Pictured also is the day it originally took place; I do believe the Mayor then was wearing a top hat! Another picture shows a young lad who was just four years old working with a small shovel I think (maybe not at the track however) and another view of him as he is now, this time with flute of Champagne in his hand. Oh, nearly forgot. A picture later on showed Sue wearing her 'Ascot Ladies' hat, suspect that was also during the celebrations. Well done everyone at Mote Park.

Not that far away from Maidstone I suppose is the home and track of the **Tonbridge Society**, one we have not heard from very much. Having said that I note the writer has not been very well recently so their news is somewhat belated. Events during 2009 were by and large very well supported which in turn has run through to this year. A special grant locally enabled the club to rebuild their 'Simplex' locomotive; this had shown a lot of wear and tear due to continuous passenger hauling over the years. Maintenance work on their track has meant they needed to purchase several new beams and 'a' frame sets, although these have come from a different supplier to previous orders they seem to be of a reasonable quality.

Just briefly it was good to see that the **Welling & District Society** have a good stay of execution. The key news is that the National Grid Tunnel Project has definitely been postponed until 2015. Consequently, they have a bit of a

reprieve on removing off the site. NG is, however, still pursuing easements and land acquisitions in order to have everything ready for a project restart. They may, therefore, still have some disruptions before 2015.

Events still take place here, such as a 'shunting competition' during which several members were soaked when overhead water filled balloons were burst, all part of the fun of course. One team known as 'the Tea Ladies' were shown edging up to the end and an air filled balloon they were not to burst. PLEASE NOTE: THE NEXT CLUB OPEN DAY IS ON THE 9th OCTOBER – NOT 25th SEPTEMBER AS PUBLISHED IN THE PREVIOUS SOUTHERN FED NEWSLETTER

Those familiar with the track circuit at the **Staines Society** will know it is fairly flat and undemanding. Recently an 'Invitation Day' was held and several locomotives (and drivers) attended. To some it was an easy drive around and a good deal of enjoyment was had by all....until the heavens opened above us. Luckily we have a section over the track where trees mingle their branches so some drivers took advantage of this to have some shelter. Rain quickly turned to drier weather and the traffic continued. Recent re-working on the new turntable enabled drivers to run their locomotives onto and around on it without the previous hazard of suddenly stopping when the ends hit each other, now a small amount of vertical movement has been provided which allows the ends to ride up across each other safely. It was great to see so many enthusiasts enjoying our track for the day.

Some will be aware that a fire destroyed some or all of a new signal box at the terminal station of the **Ascot**

Locomotive Society earlier this year. Comments were that the insurance claim is progressing slowly, isn't that always the case? Still, undaunted, the members are working hard to fine tune their track down by the racecourse. Gradients have been eased when possible, comfortable back rests have been added to the sit astride passenger cars, and a three seat 'handicapped persons' car is possibly going to be modified to carry more people. Birthday party rides and other portable track events have all helped provide the much needed finance for these projects. I note one, possibly surprising thing, a proposal has been made that their subscription rate is reduced from this September in a bid to encourage new members. A note that may have caused some despair was that a proposed visit to the 'Hogs Back Brewery' was being held up due to some minor complications, hopefully sorted by the time this gets out to the wider audience.

Some future planning is afoot at the **Harrow & Wembley** track with events for the next year being planned already. Some track repairs/maintenance may be required along with work to passenger cars and a club locomotive. With around 104 members, with the vast majority on the young side of the mid seventies this should not be a problem I suppose, but then we all know how percentages of those on the books to those prepared to work is balanced these days. A visit to the bus rally at Wisley Airfield (Surrey) by one member brought a couple of photographs of the now almost forgotten Green Line Coach service in and around London. (During my spell with London Transport I can recall the time when these RF vehicles were up for grabs at around £400 each, if only I had been canner!!) One item that pleased me is the

reference to my own request for clubs to submit a 'piece of news' rather than a complete newsletter, seems this is in hand here at this Society)

Club President Derek Tidbury heralds from the **Sutton Model Engineering Club** here in South London. Making his address at their AGM back in April he mentions the amount of extra work their (and of course other) committees have to contend with when dealing with the running of a group. Legislation from our own and European governments has often clouded the scene and made managing the club affairs a little awkward. With these thoughts in mind he urges members to give their support whenever they can and remember the many that dedicate their time and abilities to further progress the aims of their club. Looking through the pages of the latest 'Newslink' I soon realised that a well known figure had managed to get into no less than nine photographs, Mike Chrisp was obviously the choice of the members to present the many trophy's and cups to well deserved winners at their 75th Annual Exhibition Awards ceremony.

The threat of progress interfering with our everyday lives is mentioned in the Editorial from the **High Wycombe Club**. Editor David Boughen was writing about the threat of a new HS2 High Speed rail line through the Chilterns and the concern of the local residents. Comparing this to the disruption the building of both the cutting for the Grand Junction Canal, and later building of a cutting for the London & Birmingham Railway, must have caused, which through later years has become very much part of the landscape, he does pose a question that suggests that if the line was built it would soon be accepted and all the fuss forgotten. Like I suppose the amount of

work that has been completed at their own track, mainly to keep vegetation under control, a lot of work at the time but something that will become a past memory very quickly (well maybe not for those that did all the hard graft!) I can't reiterate enough my feelings about sending the whole club newsletter out to those 'outside' of the club, especially when a whole load of information is given in a report about the financial status of the club/society.(PLEASE read my own comments about this elsewhere, it could benefit everyone!)

Members from the **Frimley & Ascot Locomotive Club** are still awaiting news on their leasing arrangements at Frimley Lodge. Until the ink is dry on any of the papers work is being done fairly sensibly and possibly slowly. Some new raised track has been constructed in readiness for the day they have permission to put it all together finally, something they see is inevitable through the local support they have had from many people who see them as a distinct asset in the grounds. Just to keep the members active here a list of 'jobs are pending' was published. These range from Maintenance..On-Going.. thro' to Potential New Projects, I think there is enough shown to keep most busy during the following months/years, included in the New Projects section was a mention of a Tunnel and a Viaduct/Bridge, wonder if the latter was to cross the canal at some point.

Prospect Park and the miniature railway operated by the **Reading Society** is a popular place it would seem. Not only do they have good support from the local 'riders' but also with their local council, well it is hoped they do as a meeting was being sought with a Councillor to debate a club house

extension. Some members were treated to a day on the line of a private 7¼” gauge railway. Set in a large lawned garden it was a railway where it seemed every feature was built to a scale size, with trains normally double headed although on this afternoon they were not. Membership at Reading remains fairly static with two members not renewing this year but two new faces joining, so a good sign at least.

After congratulating themselves on completing their new clubhouse, the members of the **City of Oxford Society** had some bad news. During June the building was broken into by persons unknown, fortunately nothing was stolen and due to the fact no money is left there they left empty handed. Joy Brown (their Editor) says it is so nice to have somewhere different to sit when having lunch and also how nice it is to have decent toilet facilities. So the new building seems to have been given the thumbs up from everyone concerned. A mission organised by members that could not have been bettered by M15 was the celebration of member Bob Breeze who reached the grand age of 90 this year. Plans were so well organised he did not have any idea on what was taking place until he arrived at the gates, despite living within view of the new club room. Family and friends made good use of the time enjoying a ride behind a locomotive driven by Bob around the ground level track.

The track of the **Bournemouth Society** did of course see the running of the 2010 IMLEC trials during the summer. I know a lot of head scratching took place beforehand, all worthwhile I hope in the end. Anybody that have visited the group down here at Bournemouth in the past will know a

great welcome is always ready for you and I expect this event was no different in the end. Personally I have not read anything about the event, being away abroad at the time stopped me from visiting myself, I expect we shall hear more in future newsletters from them. I expect the ‘new’ track has settled in very nicely by now, with it looking as though it has always been there. Members were reminded that June & July are nearly always busy months at Littledown and maybe they can keep time free to help run the events.

The **Southampton Society** takes some pleasure in the fact that their ‘Open Weekend’ always attracts locomotives and owners from far and wide. This year they even had a visitor from Perth in Australia along with Romney Marsh/Taunton/Leeds & Loughborough mentioned in the visitor’s book. Member/Club Officer Paul Clarke asks the question why? He asks why there is a decline in attendees at both the AGM and general meetings, a question many clubs may well ask from time to time. Paul goes on to say that (his words) this apathy has to stop or the Society will fold, he mentions that just a few members run their locomotives at weekends and that these are supporting the entire Society with their takings each Sunday. It appears the feelings are strong enough for a questionnaire being circulated for some answers later in the year.

WALES & THE SOUTH WEST



Vivary Park and Creech are places associated with the **Taunton Model Engineers**; both have different tracks for operating the trains. Vivary Park has been the place of various improvements recently and a good start to the season was made with a good selection of steam and electric locomotives being in action. Following work during their 'closed season' it has been found the moving of equipment much easier and safer. While over at Creech it was noted that after having several running days they are building up a good and regular clientele, the spirit of some visitors was seen when, on a train one afternoon a mother and two were caught in a downpour, they were soaked when finally arriving back at the station and were seen heading off home with big grins, yet still clutching the unused parts of their tickets. Several jobs have been completed, including a new land drain to overcome any flooding problems, and the stock of steel is at hand for the additional 5" gauge rail around the full circuit.

Goodwin Park has been the home of the track belonging to the **Plymouth Miniature Steam Group** for the past twenty years. For some reason there did not seem enough time left to organise any serious celebrations, the only thing was offered to the members was a copy of 'the history'. Seems there will only be one print run and once these have gone that will be it. A fire in some very dry

undergrowth caused some alarm; later investigation saw that none of their own site was involved, with the fire brigade quickly on scene to douse the flames. An evening class held at a local Community College is proving well supported by everyone concerned. Attendance has improved so much they did run out of tea mugs one week. The news was that a 'rash of Petrol & Battery locomotives' are under build at the moment so anyone wanting help and/or assistance should pop along there at some point.

The Royal Bath & West Show this year did give those involved with the **East Somerset Society** (abbr) a right 'royal time'. A picture on the cover of their newsletter and a few inside, show Her Royal Highness the Countess of Wessex enjoying a ride on one of their trains. (I do have to say I hope the brilliant white dress she had on remained white after her ride behind the locomotive, I did later read it did!) A lot of work is forecast for the members here, with a new station, new Marshalling or Goods Yard and more driver training days these are planned after the success of those already held. An award for 'the Best Moving Engineering Model' sponsored by a local company was awarded to the ESSMEE; this followed the appearance of nine locomotives during the course of the four day event.

Labour costs are always a problem when added into anything we have

done by 'outsiders' these days. So it was a very happy treasurer at the **Bristol Society** when he was able to report a considerable saving during the repainting of their footbridge at Ashton Court. The saving was caused by members themselves undertaking the work of shot blasting the metalwork prior to painting, luckily the weather remained good over the working period which also made a tiring job easier to complete. Pictures appeared showing a trial run with a new petrol/electric locomotive being built to supplement the locomotive called 'Pegasus'. This new locomotive uses a Honda engine driving an 85 amp alternator controlled by a popular company's 200 amp controller. Although minus any bodywork the pictures show a train of four carriages with 16 adults being hauled along very nicely. The design is based on 'Thomas Telford' a class 67 diesel operated by Wrexham & Shropshire.

Normal workloads have provided those members that get involved at Ilshaw Heath with plenty to do at their track site and home of the **Birmingham Society**. New track for direct access to the 'party trains' fixed formation is but one task, improvements to the raised track locomotive lifting bay another, along with handrails for safety. A couple of very neat and tidy (brass?) bodies are shown in a recent newsletter for two 45mm steam locomotives, these were to be mounted onto a couple of proprietary 0-4-0 chassis, these bodies were built by father & son John & Stephen Harrison. Following the Boiler Test Seminar earlier this year it was noted that just one deviation detail emerged, this means the ruling that locomotive pressure gauges must be validated before a steam test can be completed, the society test rig can be used for this.

The annual event at Tewksbury run by the **M.S.R.V.S.** will be without the now popular 'road run', well any official run at least. Local Police demanded a fee of £1000 to marshal the event to their rules and regulations. However those taking part were tactfully reminded that if their road vehicles were 'road legal' then they could get together and two or three go out along the roads together (without the backing of the show of course). Various ring events were planned following the decision to not hold the normal steering competition which fell foul of some drivers declaring that reversing was not their forte. This year marked the 25th anniversary of this rally so it was hoped a nearly complete membership would turn out in support of this auspicious occasion.

A very educational and enjoyable trip was taken by members from the **Winchester Model and Engineering Society** to Bletchley Park, home of the wartime (and other) code breakers. Being shown the various artefacts they have there the group were shown the area surrounding the 'Enigma' machine and told something of its history. This was then followed by a talk on a later machine built for use by Hitler and his High Command named the 'Lorenz Cipher Machine'. Code breaking went on and later the first Digital Computer was built called 'Colossus, this is of course the (probably) grandfather of all the computers we use today. Despite the work of the crew that did the rebuild on this they still lack a supply of new valves and it is said that anyone with any old style valves should get in touch with them to see if they can be used.

Half the year had gone by when I received a newsletter from the **Newport Society**, at least that were the words in the opening lines by Bob Foster.

Portable track events feature here and one held during April raised a very healthy amount for their funds. Clearing their site has become a priority it would appear. A notice was printed that gave members sixty days notice to remove any item left there, unless they wanted to 'register' the fact and pay insurance to cover whatever was left. One other feature here, although it could well be adopted by many other groups I am sure is the 'Big Belly Club'. A picture shows five guy's with arrows pointing to four of them in the area spoken of. I am sure they were well pleased to be depicted as such. Makes true reading of a clip they published...*Maybe it is true life begins at 50..but everything else starts to wear out, fall out, or spread out!*

One main item featured on the front cover of the Summer Edition of the Cardiff Messenger was a picture of the new clubhouse. Built at the home of the **Cardiff MES** it marks the culmination of many years of debate and many months of building. Started back in January, amid the worse weather for many years, it was able to open for the first passenger day at Easter. The workload was divided between contractors and members so that the cost could be managed at a lower level. Judging from the picture it looks a very grand building and does contain a new kitchen and toilet facility, along with a nice meeting room. Thoughts are that it will go a long way to improving the image of Cardiff as a whole once people realise it is there.

STOP PRESS

Following the fact some of your newsletters are still being sent to the wrong person, despite many notices of change, I have created this small section this time around to deal with them.

First out of the re-directed bag is a copy of the newsletter from the **Tyneside Society**, with news of a special retirement party organised to welcome (I assume) their Secretary Linda into the realm of retired persons. Secrecy was of prime importance here so members worked hard at keeping the event to themselves. With the Harrogate Show completed an observation was made that the traditional model engineering content was contracting, to be replaced by the ship and aircraft models, this was not to say the event was still excellent. Exhibits on the club stands catered for all interests and the number of them made it difficult to work out if you had seen them all before leaving. Work on the new ground level line here must almost be completed now. The main running tracks were in place with just the steaming bays left to do, these should have been in place in time for the 'Invitation Weekend' during July.

The **St Albans Society** picture a Kerr Stuart 0-6-0 locomotive 'Axe' running round the train at Woody Bay station on the re-born Lynton & Barnstable railway. This railway was closed way back in 1935 and through a dedicated band of supporters it is slowly being brought back to life once again. September 25th & 26th will be the dates for the annual exhibition by this club, held at a local school. Postcode details if you want to go

along are shown in the Diary Page section at the end of this newsletter. Claims are that if the sales contents were removed from some of the 'major' shows in the country they would be a contender to be the best, go along and judge for yourselves. Entry prices are also very moderate I understand.

Our old friend 'The Oily Rag' turned up from the **East Surrey 16mm Group** recently, in it there are reports on the annual show held at Merstham each year. By all accounts the show was well received, with many people spending their cash at the 'trade' stalls, the tea room was also a source of income. Small but very often normal comments about lack of member help were also made. With a membership of some 120 plus people it surprises some when they struggle to cover all of the tasks that need looking after on a busy weekend such as this. Same all over I suppose, members enjoy events such as this but also feel it is not up to them to help, a lot of groups write similar thoughts about this issue.

Crawley Model Engineers run their railway operation at Goffs Park nearby to Crawley, this season saw many locomotives running at different times on the track, mentioned were a Garrett a Webb compound, Railmotor, Simplex along with a 'Lion'. All ran well on the occasions they were there and a change of drivers whenever possible gave everyone a chance to become proficient in handling them. In July, when the newsletter I have was put together the running total for passengers stood at 5116 persons, a healthy number in any books. Group visits from a local Beaver Scout group kept them busy on one occasion whilst another group from a local school came along. These children were nearly all sufferers of autism in its various forms, despite that they all appeared to enjoy riding the rails and left after a good session. (I won't mention the biscuits on the grounds of liability protection!)

If this edition manages to get to you beforehand try to remember the 21st Locomotive Rally at Ishaw Heath on the weekend of 11th & 12th September. And the Southern Federation Autumn Rally at the track of the Rugby Society on Saturday 18th September with an open day on the Sunday immediately following. Separate fliers were I think sent out for these two events.

Do not forget our own website

www.southernfed.co.uk

Hopefully you can read the latest news/information sheets when applicable along with other Federation details.

Some International News

This year (2010) I took myself off to Ontario for my annual pilgrimage to visit the club that has become 'home' over there, the Richmond Hill Live Steamers. This club and track is situated about an hours drive North West'ish of Toronto and is set amidst tall trees and peaceful countryside. In fact one of the only sounds you here there is the distant wailing of a diesel locomotive's horn as the freight trains go about their business.

The club activities here are very similar to those we know in the UK, maintenance, running their locomotives, and enjoying the hobby in general. One difference is that they only run two weekends a year for organised passenger hauling. During these two weekends members do their very best to carry the many visitors around their two tracks, highline and ground level. I was there for the event in early summer and the crowds were in excess of anything seen for a long time, queues were long nearly all day. Everyone we spoke with were enjoying the experience and many were keen to ask questions about the building and operation of these steam locomotives.

Members are from a mixed selection of people, some having been involved in engineering for a long period during their working days, others just keen to own and run these locomotives. Many varieties appear with a large influence of British outline on the highline section, more North American designs when running on the ground level, each of course have their advantages, especially the ground level locomotives that are by design very large. The various problems we have here when running, such as dodgy injectors, poor (sometimes) coal quality, and general breakdowns are apparent over there as well, so do not only apply to those of us this side of the ocean. I was also able to visit the Montreal Live Steamers for one of their big steam meets while over there. Again a similar set up to those we know of over here, highline and ground level tracks, good club member facilities and as you may expect when visiting North America a very large and generous welcome whenever they realise you were from England.

One difference we have experienced in our travels over there is that their club open seasons are shorter than ours due to the winter weather. When it gets cold over there it stays cold, so operations are suspended in general throughout late October through to March/April, visits are made to these two tracks by members really just to check there is no real damage caused by the snow and frosts or even the high winds they get.

Our friends at Richmond Hill have always made us feel very welcome so I would say to any of you that may visit Ontario, and have the time, to visit them and see just how very much the hobby is alive and kicking. They do have a web site which is reached by using this entry <http://richmond-hill-live-steamers.tripod.com>

Stan Bishop.

EVENTS DIARY 2010

*September 3rd/4th/5th Bedford Invitation Rally (New invitation for Federation)

*September 11th/12th National Locomotive Rally Birmingham Society

*September 18th Federation Autumn Rally (Rugby M.E.S.)

*September 19th Host Society Open Day

September 25th/26th. St Albans Society Annual Exhibition.
Francis Bacon School. Drake Drive. St Albans. AL15AR.

*October 15th/19th Midlands Model Engineering Exhibition
(Warwickshire Exhibition Centre)

*December 10th/12th Model Engineer Exhibition. Sandown Park

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

*Items for inclusion in the DECEMBER 2010
edition should be with the*

Editor by OCTOBER 26TH 2010 at the very latest.

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FEDERATION WEB SITE

www.southernfed.co.uk

Leeds Society. Spring Rally. 2010.



These two closing shots give a good comparison to the size of surroundings to the smaller scale locomotives, great weekend, good company, many happy memories.....thanks.



