



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

Formed from the Federation established in 1970 by Model Engineers for Model Engineers  
A Company Limited by Guarantee in England and Wales No. 9002737  
[www.sfmes.co.uk](http://www.sfmes.co.uk)

## **Exhibitions, Rallies and Running** **The summer is upon us!**



*The diversity of model engineering is seen in this 'ball turning' tool exhibited by P Bowler at the recent Doncaster Model Engineering Exhibition.  
Photo by Mike Crisp*

### **Coming UP**

**Bristol**  
**19/ 20/ 21 August**

**Southern Federation**  
**Autumn Rally Guilford**  
**3rd September**

**MEX 2016 Brooklands**  
**16/ 17/ 18 September**

**Leamington (Fosse)**  
**13/ 14/ 15/ 16 October**

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*Free issue of boiler certificate pads*  
*Black Country Steamers*  
*A look at some Marine Models*  
*Wheel Machining*  
*To CCTV or not to CCTV*  
*New Society at Exeter*  
*Special Royal Scot Event—see back page*  
[www.sfmes.co.uk](http://www.sfmes.co.uk)

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

## EDITORIAL

If this issue were to have a theme, I think it would be membership. How often do we hear tales of woe about the lack of members. Indeed Mike Crisp recently addressed a Society in his role as President and related how Percival Marshall was told in 1897 that this 'model engineering business' would not last.

In the previous issue, we welcomed a new member society, Corby and District Model Railway Society. Now we have news of a new society in Exeter who have held their founding meeting recently and have 18 members. The Black Country Live Steamers have grown from three to sixty members in their 23 year life. And locally in my own Society here in Southampton we have had five new members this

spring. Perhaps this hobby may last.

And to encourage younger members, Engineering in Miniature have announced that through the generosity of a reader a "Young Engineer Lathe Award" (a Myford Lathe with tooling) is to be presented to a 15 to 20 year old.

And so the summer marches on. Doncaster fades away, Bristol and Brooklyns coming over the horizon. The Southern Federation Rally at Guildford in September approaches with frightening speed not to mention all the other activities.

*David Goyder, Newsletter Editor*

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## CHAIRMAN'S CHAT

The new venue of the model engineering exhibition that was always known fondly as "Harrogate" was attended by the regulars as well as fresh faces and I came away with the impression that, although there was obvious nostalgia for the old venue and that there were a few minor niggles to be sorted, the event had been a success.

During my periods of stewarding on the Southern Fed stand and on my own club.(York MES) stand I met with many old friends and made many new ones. One thing that struck me was how the same old faces appeared in roles as officers committee members and general dogs bodies and how model engineering clubs owe a debt of gratitude to those who serve their membership in so many different ways. Ask any of these people and they will probably tell you that they get much more satisfaction and pleasure from fulfilling these roles than the amount of work they put in.

Now the previous paragraph could be construed as a sneaky way of raising the subject of asking for volunteers to join the Southern Fed committee (board of directors). We are currently two members short and so if anybody feels that they could contribute to the well being of our hobby at a national level, and remember that the Southern Fed is not just about boiler testing and insurance but looks after the interests of the hobby in general, then please contact me (or any committee member) for a chat.

Finally, I hope that those clubs who suffered damage to their sites over the winter months are now making progress in their repair efforts and are once again able to enjoy their outdoor facilities now that there is slightly better weather.

*Bob Polley Chairman*

*Southern Federation of Model Engineering Societies*

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## Events, Special Occasions and more 2016

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

25 26 June LittleLec South Cheshire Model Engineering Society

25 26 June 2016 Reading Society of Model Engineers Open Weekend.

**9—10 July Last Royal Scot withdrawal commemorative Rally—Rugby Model Engineers Society**

30 July— 3 1/2 " Special Rally Southampton Society of Model Engineers

3rd September 2016 Southern Federation Annual Rally @ Guildford

10<sup>th</sup> September 2016 Polly Owners Group City of Oxford Society of Model Engineers

18th September—Chicester "Steam on Sunday"

8th October 10-5 Open days for the Welling and District Model Engineering Society

9th September 2017 Southern Federation Annual Rally @ Fareham

"Do use the website for your special events"

## BLACK COUNTRY LIVE STEAMERS

This issue's Featured Society with thanks to Richard Cross, Chairman

### ACORN to OAK TREE 23 years.

I write to provide a brief overview of the "Black Country Live Steamers" located here in the West Midlands for our Southern Federation colleagues.

Historically the club was founded in 1993 by 3 gentlemen disillusioned with local model engineering societies, with the majority of club time spent discussing railway locomotives, track work, signalling, gardening, painting etc. we've all witnessed this, and not a lot of interest in road steam, (there are exceptions) which means there must be a niche in the market for our type of model engineering club. One of the founding 3 men is still our treasurer.

During the past few years, sadly we have seen the demise of some excellent and knowledgeable model engineers, however we have also had a dramatic increase in membership, which is now around 60 members, spanning all age groups, the model engineering fraternity are always asking, where are the younger members? This is clearly not applicable to the B.C.L.S. and we appear to be bucking the national trend. Some possible reasons being, ready availability of pre-fabricated large road steam engine models, club location and more importantly friendliness of club members

Our clubs model engineering interest spans beyond road steam, including model stationary engines, hot air engines, aero engines and a plethora of other things, including narrow boat interest and full size road steam and classic vehicle restoration, but no steam railway locomotives, although some members also have them. The club also have 2 members which have won major



prestigious awards at the London M.E. exhibitions, within their own right, we think is unique for a club.

In 2014, B.C.L.S. celebrated its 21<sup>st</sup> anniversary with a buffet meal provided by the members / wives and also commemorative mugs being presented, this was attended by around 80 members and families.

We have recently lost our long term president Mr Len Crane as most people must be aware of, however our new president Mr Les Bromley is a long standing stalwart of the club, being involved with the club since its initial inception, and is relishing his new position.

Our members are to be found at many events across the midlands, and even beyond into Wales, if you see them at events please communicate with them, they will be only too happy to discuss their exhibit (s).

Our meetings take place in a Victorian building belonging to Dudley Canal Trust which is adjacent to a canal in Dudley and this creates a fantastic ambience for our meetings.

As the title says a small acorn was set in a pub meeting by 3 gentlemen in 1993, and now we have a flourishing oak tree.

All our activities are recorded by our web master, please visit it to see details of our meetings, our events and our location to see what we are about.

[www.blackcountrysteam.co.uk](http://www.blackcountrysteam.co.uk)

*Richard Cross, Chairman Black Country Live Steamers*



*Photo thanks to Martin Attewell*



## The Marine Scene

The Doncaster Exhibition did show some really lovely miniature vessels. As our hobby seems dominated by the railway side, let's look at the gems that are presented by the mariners.

One has to wonder at just how long or how many hours are devoted to producing some of the items here. And of course the research required to produce the accuracy and detail must be quite staggering.

Derek Hughes comments below give a little insight into the problems facing the marine modeller with water coming in through the main hatch and it's effect on the electrics. There was also a model at Doncaster of HMCS Chicoutimi, the Upholder class submarine sold to the Royal Canadian Navy. While she was travelling in heavy seas some 100 miles from Ireland both bridge fin lock-out chambers were left open and the sub took on 20 tons of sea water. This shorted an electrical panel and caused a fire that knocked out all power.



*Above and Right*

*This unusual vessel caught my eye at Doncaster and I could only get a shot in to look at later. It was the name that raised my curiosity. Only when preparing this section did I see what looked like a maple leaf on the funnel.*

*This is a model of Hull No 241, an 82 ft coastal workboat built in 1983 at Allied Shipbuilders Ltd in North Vancouver. She was built as a shallow draft buoy tender for the Canadian Coastguard or, put in their terms, a "Small Navaid's Tender".*

*I contacted Derek Hughes for permission to include this unusual vessel and I have printed his interesting comments in full.*

*"I am the owner of the model Tsekoo II that you are enquiring about.*

*I actually purchased it around 20 years ago from a fellow club member that in turn bought it elsewhere. I later realised why! It had been one of my most unreliable models in my fleet, mainly electrical propulsion wise. It has sailed mainly on salt water which obviously didn't help when it had a habit of taking in water via the rudders and main hatch.*

Several crewmen were injured and a young Lieutenant eventually died. A sad story

Perhaps in a future issue we can persuade some of the 'mariners' to tell us what is required to produce such fine work. Anyway on to the docks!



*Above: Seen at Doncaster, a 1/24 Tug Boat originally built in 1952 by Cammell Laird. This model by A Mountford. The builder relates that he read Naval Architecture and joined Cammell Laird at about the time this and another sister tug were being built.*

*In 2009 he found plans and photographs in the Wirral Archive. Originally planned for steam propulsion. The builder settled on electric mainly due to the costs of a boiler.*



*It has taken several rebuilds to finally resolve things. The main hatch is raised to allow a "wall" to be fitted around the opening. I now have 2 brushless out runners installed on independent drive. And led illumination throughout which at least means the lighting is visible in day time sailing.*

*What I find when the general public see this and my other models, is that they like the "well" used look. And all do tend to get well used. Imara & Shotton on the stand that I own are a good example, both showing genuine rust.  
Derek Hughes Redcar Model Boat Club*

## More Marine



German Federal Navy Minesweeper M1062 Schultz by Stan Reffin of the Kirklees Model Boat Club . Superb detail aft with paravanes stacked up and the various lifting out gear. Notice the rib lashed up against the funnel and the liferafts ready to deploy. On the bridge is the watch officer keeping it all under control. Stan's work is highly regarded at the Kirklees Club.



Now, a relaxing meander down the river in our yacht both by Alan Wyatt of the same club. Cathy Wilson (Web Admin) mentioned that she had the plans for Lady Margaret (left) but felt less than capable so Alan made it for her, she says, "I am a luck lady"! Indeed.

## Southern Federation 3rd September 2016 Rally at Guildford

**G**uildford offers just about anything a modeller would wish for! Ground level 7 1/4" raised 5" and 3 1/2" with the "Notorious Hill". Gauge 1, 16mm outdoor and a huge park for traction engines to work up a head of steam. And too boot they are a really pleasant and happy club to visit!  
Set your SATNAV to Stoke Park or GUI ITU





## Steam and hydraulic test certificate expiry dates.

By R. Walker

Safety Officer, Southern Federation of Model Engineering Societies.

*Repeated as this still exercises some minds!*

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

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

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

date.

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

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

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

*R. Walker*

*Safety Officer, Southern Federation of Model Engineering Societies.*

## Model Engineering DVDs – Stills for SF Exhibitions– an Appeal

**A**t the various exhibitions that the Southern Federation supports we show DVDs to promote the hobby. These have been 'railway' dominated which does not promote properly the breadth of the hobby. So we appeal to our member societies. Do you have some road vehicle, marine,

horological or anything that we could use to help promote model engineering. Please contact your editor [davidgoyder@sfmes.co.uk](mailto:davidgoyder@sfmes.co.uk).

Any item loaned to be copied would be returned on penalty of some frightful fate!!

### Welcome Exeter— a new Society

**L**ast night (June 17th) we had our first general meeting; we had 18 people turn up.

We explained our aims and hopes for the club and most signed up and paid their membership there and then, a few took away the application forms with them.

We have some good news in the form of a donated portable track.

Also since our two outings with the traction engines we have had quite a few requests to attend fetes and fairs etc, so with the portable track in operation funds should start rising. The next step is to get a 5 inch gauge tank engine, something along the lines of a

speedy, simplex sweet pea that sort of size.

The next meeting will be held at St Sidwells Community Centre, Sidwell Street, Exeter, EX4 6NN, I will put the date up when we find out. We plan to meet once a month and all members will be kept up to date via email. See

<http://modeleng.proboards.com/thread/11400/new-club-exeter?page=2>

Regards

George



## Free issue of boiler certificate pads

“**T**he Southern Federation is pleased to announce that from receipt of their 2016 subscription payment, member Clubs and Societies of the Southern Federation will be entitled to the free issue of pads of Standard Boiler Certificates, Written Scheme of Examination and Small Boiler Certificates when pre-ordered for collection at an exhibition or rally attended by the Southern Federation.

This free issue is for the normal level of usage of a Club/ Society and will continue throughout the 2016 subscription year. It will be reviewed late in 2016 and hopefully it will be possible to continue with free issue

throughout 2017 and beyond.

Blue Record Cards, the Boiler Test Code (Green Book) and A5 plastic wallets will continue to be available, either at an exhibition, rally or by post, for a nominal charge as detailed on the order form.

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

## Have you unused Written Scheme of Examination Books (WSOE)?

**S**hould your society have Written Scheme of Examination book that is an unused or not needed, David Mayall would be happy to hear from you to seek your returning it for use by other societies. The

best way is thought to be at an exhibition so there is no postage cost involved.

Please contact David at [davidmayall@sfmes.co.uk](mailto:davidmayall@sfmes.co.uk)

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

**I**would like to remind all club and society secretaries of the importance of maintaining up to date contact details for their organization on the SFMES website. With the early season of AGM's moving toward the running season, now is a good time to check and update information.

Just as an up to date list of members makes life straightforward for club and society secretaries so it will for the Southern Federation, so please ladies and

gentlemen, would you check the names and contact details of your Club Officers held in our membership data.

You can amend and update as necessary yourself, but if you have problems accessing or changing data then please either contact the webmaster by using the “Need any Help ?” section on the home page or contact me at [petersquire@sfmes.co.uk](mailto:petersquire@sfmes.co.uk) and I will do my best to help”

## Seminars for Boiler Inspectors

**A** Seminar for Boiler Inspectors was held at Chelmsford in spring 2016 and was over subscribed and by all reports received was found by the delegates to be helpful and informative.

The next seminar will be held in Northern Ireland in the autumn of 2016 in conjunction with the Northern Association of Model Engineers. We plan on a maximum of 40 delegates in order to give each delegate the best opportunity for involvement on the day.

It is now time to start planning the spring 2017 seminar and therefore expressions of interest from members in sending delegates and/or to host the event would be most welcome.

We would particularly like to hear from members in the south west of the country which until now, has not been covered by the seminars

Please send your requests for places at a seminar to [petersquire@sfmes.co.uk](mailto:petersquire@sfmes.co.uk) “

## Question of the month, Do Model engineers garden, or Do Gardeners model engineer?



Thanks to Roger Scott-Roberts—IOW Model Engineering Society

## Wheel Machining to SMEE profile

With thanks to Doug Rundle

And Steam Chest The Journal of the 2½" Gauge Association

Following on from Des' article explaining the whys and wherefores of the modifications that are considered necessary to the SMEE wheel standards may I offer a method /or the machining of the wheel profile as described by SMEE and the Model Engineers Handbook. Bracketed capital letters are references on the Wheel Standards drawing.

I have used this method for quite a lot of wheels in 2½", 3½" and 5" gauges over the years and it is useable no matter what you decide the Tyre Width, 'W', should be. This sort of method is required because some of the critical dimensions are actually un-measurable by normal methods. There are actually a lot of stages before the start, below, because I have a bee in my bonnet about the machined tyre periphery being concentric to the as cast centre of the wheel front but for the purposes of these notes I am leaving them out. In essence though, the wheel will have been machined where required with the tyre tread, flange front face, tyre front face and tyre outside diameter left, say, 0.010 larger than finished.

The procedure is to machine the 2° cone angle on the tread, the 20° flange angle and the root radius (RR):-

1. Accurately mount a spigotted mandrel in the lathe chuck so that the wheel treads and flanges can be finished machined. The spigot should be

a nice fit in the wheel axle holes and its end should be threaded to accept a suitable retaining nut.

2. Machine the outside diameter of flange and rim front face to finished dimensions. (The flange back face will have been previously machined at the same setting as the rear face boss and axle bore).

3. Using lead screw index, machine tread to finished diameter Axial distance to machine is W-P

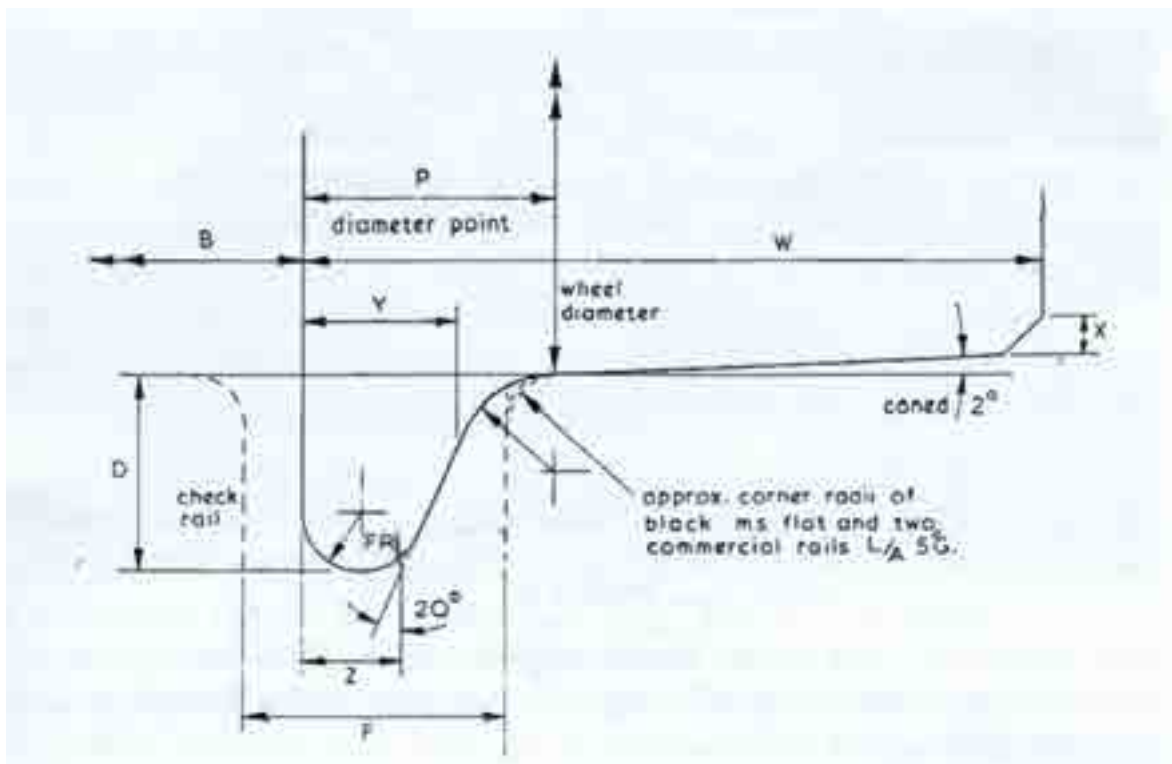
4. Using a "V" tool, machine a groove in the flange outside diameter 0.005 deep at dimension Z from rear face.

5. Prepare form tool with correct ROOT RADIUS (RR) and with the side cutting edge longer than the depth of the flange. Set tool in tool post with flange edge at 20° Set top slide at angle of 2°

6. Using the top slide gently machine to groove (Z) until the tread DIAMETER POINT (W-P) just disappears. Slow the machine right down for the final cuts, even pulling the chuck around by hand when reaching the flange. Use very small cuts on the diameter as it is surprising with this very small angle just how quickly the profile is completed.

7. Machine chamfer (X) Round off the periphery of the flange (I carefully use a fine file)

8. Remove the finished wheel from the mandrel and admire your handiwork. Doug





## The Crowborough Incident—Guidance on the use of CCTV



It is heartbreaking for any society to suffer needless and mindless vandalism to their premises but this is what happened at Crowborough earlier in the spring.

This has led to many discussions with regard to security and the issues that it raises particularly with regard to the use of CCTV. Now CCTV is commonplace these days, we often hear that we are the most spied on country in the world and we see cameras in town, in stores and many public areas. We see the results of recordings used by the police to try to identify

suspects.

But as common as it may be, its use is a minefield of legal and administrative considerations.

- ◆ Is the use of a CCTV system proportionate?
- ◆ Guidance from the Information Commissioners Office.
- ◆ Data protection issues, policy statement, signage, administration, camera sighting and quality.
- ◆ Disclosure, access requests, images of third parties.
- ◆ Policy on retention of images.

Peter Squire, the Secretary of the Southern Federation has devoted a great deal of effort to assemble a guidance document to assist clubs and societies in the event they consider that a CCTV system might help with maintaining security against the type of incident that befell Crowborough.

It is thought that a well researched and thoroughly thought through guidance should be invaluable to societies. Peter will welcome any experiences and thoughts on this matter as well as share this draft document with you. **Contact Peter through the website at [www.sfm.es.co.uk](http://www.sfm.es.co.uk).**

## The Tool Warp

The tool warp is a parallel dimension populated only by lost tools. The flow of time in the tool warp is different from the flow of time in our Universe.

This flow has resisted efforts at empirical analyses. Therefore, it is impossible to predict how long a tool lost in the tool warp will remain there.

When someone sets a tool down, there is a 73% chance that it will enter a tool warp. If it does, the likelihood of its emergence from the tool warp within a relatively short time (say a few seconds) is directly proportional to the amount of time the tool's user waits before going to look for it. Some scientists have theorised that a tool takes a minute or so to completely dissolve into the parallel dimension, and if grabbed during this process it can be rescued.

Once a tool has entered the tool warp, it is invisible to an observer in this Universe. Again, the length of time it takes for the user to begin searching for the lost tool has an effect on how long the tool stays in the warp. Often, waiting a few minutes will cause the tool to re-materialise right where it was originally put. Usually, this process lasts just long enough for the user to become extremely frustrated.

Occasionally, however, the process takes longer. There have been documented cases of tools disappearing into a tool warp for months or even years, only to re-materialise

in plain view when the user was looking for something else (usually another tool). In cases like this, it is imperative that the tool be put away immediately to prevent its re-entering the tool warp, possibly permanently.

On rare occasions, a tool warp will re-materialise a tool in quite a different place from that where the tool entered the tool warp. Often, the tool will re-appear in its tool box. This is especially true of pliers and screwdrivers. Some scientists have suggested that some tools might have a natural homing instinct. The author leans toward the alternative theory of non-corporeal "tool borrowers."

A phenomenon recently observed has been the sympathetic harmonics retrieval. In these instances, the user immediately abandons his search for the missing tool and simply gets a nearly identical tool from his tool box to resume the task at hand. The proximity of the twin tool emanating sympathetic harmonic vibrations from the original task causes the warp field to reverse polarity and repel the missing tool back to our dimension in its original bench location. Curiously, the dematerialisation itself has never been viewed.

See also Bench Holes.

Ed. *I think I can avoid an accusation of plagiarism as I am told I wrote this some twenty years ago for our local society.*

## PUBLICATIONS AVAILABLE FROM SOUTHERN FEDERATION MES

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

Title	From Our Stand	By Post
Examination & Testing of Miniature Steam Boilers BTC 2012 - Green Book .....	£0.50 .....	£1.30
Ditto - Pack of 5 .....	£2.50 .....	£4.50
Boiler Test Certificates - Pad of 50 .....	FREE* .....	2.60
Written Scheme of Examination - Pad of 50 .....	FREE* .....	£3.40
Small Boiler Test Certificate - Pad of 50 .....	FREE* .....	£2.60
Boiler History Record Card - Pack of 10 .....	£3.50 .....	£5.10
Plastic wallets to hold certificates size A5 .....	£0.75 .....	£1.90
Ditto - Pack of 5 .....	£3.75 .....	£5.30
HSG216 Passenger-carrying miniature railways 'Guidance on safe practice' .....	£3.00 .....	£5.00

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

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

These publications are issued free of charge to fully paid up member clubs and societies however for delivery by mail the cost of the postage, as shown, must be borne by the Club/Society placing the order.

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## SOUTHERN FEDERATION MES COMMITTEE

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Boiler Registrar	David Mayall
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### INSURANCE CLAIMS AND INCIDENTS

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

FEDERATION INSURANCE BUSINESS Managed by Walker Midgley Insurance Ltd

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

**[www.sfmes.co.uk](http://www.sfmes.co.uk)**

# Southern Federation Insurance Scheme

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

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

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

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**southernfed@walkermidgley.co.uk**

**www.walkermidgley.co.uk**



**A Special Event ,to mark the final withdrawal of the Royal Scot**



Running Royal Scot models of 2 ½", 3 ½", 5" and 7 ¼" gauge, with an exhibition of other scales and part built locomotives.

If you wish to submit your engine to run, be part of the exhibition or if you have any questions, please email:

[RoyalScotevent@outlook.com](mailto:RoyalScotevent@outlook.com)

Exhibitor camping available upon request.



Rugby Model Engineering Society  
Onley Lane, Rugby, CV22 5QD  
[www.rugbymes.co.uk](http://www.rugbymes.co.uk)

9<sup>th</sup> - 10<sup>th</sup> July

10:00 - 17:00

You are welcomed to our special commemorative event, to mark 50 years since the last Royal Scot was withdrawn.

Free admission.