

# 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.sfmesc.co.uk](http://www.sfmesc.co.uk)

## Jordan Andrew - Polly Award Winner



Jayne and Andy Clark presenting 'their' Polly Award to this year's winner Jordan Andrew



Jordan at work painting and lining a fellow member's loco



Mike Crisp introducing the many skills of this year's winner



L to R, Mike Crisp, Steve Willis, Julie Andrew, Angela Willis, Barbara Smith, Mark Andrew, Sally Willis, Jordan Andrew, Ivan Smith of the Stockholes Miniature Railway who nominated Jordan.

## Welcome New Chairman Bob Polley

*Free issue of boiler certificate pads*  
*.Special Royal Scot Event—see back page*  
*“Elf & safety” challenges so called ‘experts’*  
*The Romney Marsh Model Engineering Society*

[www.sfmesc.co.uk](http://www.sfmesc.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

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## EDITORIAL

If nothing else for our hobby, the breath of fresh air from the H & S people has to be welcomed. The 'myths' section has been going for some time but they are publishing it more and debunking all those 'self proclaimed experts' who simply confuse and dismay sensible people. Welcome common sense. I have laboured the subject on p4 but I hope this is useful to defend your corner.

Our new Chairman, Bob Polley comments below that he inherits a strong and sound organisation to support his work. Brent worked hard to put his together and the Southern Federation has a new feel to it as it serves the member societies. Brent, in his new role as President, will undoubtedly comment when we need it.

The Committee is actually two persons short and those who feel disposed to support our hobby are welcome to join, initially as a member, but then to take on a specific role. I was recruited by accident as I was asking Martin Baker about using the website and he asked how I would like to do the newsletter. Seemed a good idea at the time, but what has made it enjoyable is the support from my fellow committee members and member societies.

Model Engineering is more than locos even if they dominate so our plea for contributions of DVD s or stills to help promote the Federation at exhibitions.

Very happy to welcome to a new member, Corby and District Model Railway Society, welcome aboard.

*David Goyder*, Newsletter Editor

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## CHAIRMAN'S CHAT

The AGM held on the 12<sup>th</sup> March saw me elected to the position of chairman, a position that has been very ably held the last few years by a gentleman, namely Brent Hudson, who has led the Southern Federation into a new era and I would like to thank Brent for passing onto me an organization well placed to serve it's member clubs and societies in the coming years. Brent is not putting his feet up entirely, at the AGM he was elected to the position, on the recommendation of the directors, of president, a non executive role, but none the less a role that will enable him to keep in touch with his many friends in the world of model engineering.

As to the future, I see the Southern Federation in the short term consolidating the recent progress that has been made in many areas, such as the revamped and hopefully more user friendly website to quote but one example. In the longer term there will be the need to

ensure the popularity of our pastime, an issue that has taxed the minds of many people since the birth of our hobby of model engineering, the need to keep abreast of legislation that may affect us and much more besides. Whilst I am sure that the Southern Federations directors will continue to work hard on the many issues that will confront the hobby, there will be much that the member clubs and societies can do to help. A two way dialogue is essential to the smooth running of any organization, so please share problems and ideas with those you have elected to run the Southern Federation.

By the time you read this, the spring and summer season of events run by most clubs will be under way and thus may I wish you a successful season.

*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/>

16 April—Fareham Electric Day

24 April IOW Annual Rally

7th May 10-5 Open day for the Welling and District Model Engineering Society

14<sup>th</sup> May 2016 Polly Owners Group, North West Leicestershire Society of Model Engineers

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**

Early August 3 1/2 " Special Rally Southampton Society of Model Engineers

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

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

"Do use the website for your special events"

## Report from YORK 2016 AGM Meeting YORK

The York society welcomed the Southern Federation member societies to their facilities next to the East Coast main line and what an experience with a great variety of main line traffic thundering by. York's railway connection was created by George Hudson with the York and North Midland railway in 1835 to take fortuitous advantage of the building of the North Midland connecting Derby and Leeds. Hudson 'tapped in' so as to speak with his connection at Normanton. Those who are interested in railway history will know how it developed from there.

Over the years York gained connections to a variety of railways including, the North Eastern, Great Eastern, Great Northern, the Midland, the Lancashire and Yorkshire, London & North Western and Great Central. At sometime there was a Swansea to York service so Great Western coaching stock would have been seen there. So today the legacy is a great variety of services passing the York society.

The business of the AGM is better recorded in the minutes but the highlights were the presentation of the 'Polly Award' to Jordan Andrew and the election of our new Chairman Bob Polley.

Jayne and Andy Clark of Polley Engineering were able to come to the meeting and make the presentation themselves so after Mike Crisp's splendid introduction Jayne and Andy made the presentation. The photos are on the front page.

### Jordan Andrew of Stockholes Farm Railway.

Ivan Smith, Chairman of the Stockholes Farm Railway, in nominating Jordan had written, "*Jordan first came to the Railway in 2009 and shortly afterwards he and his dad Mark became members. They quickly decided to build a 7 1/4 Gauge 0-6-0 Battery Electric locomotive based on a BR Class 03. For the first few months Mark and Jordan used to come together to the Society workshop evening, but since this initial period Jordan has been working on his own in the construction of the model. In particular he has done all the machining and the quartering of the wheels.*

*Away from his own locomotive he has helped with numerous projects within the Society- Jordan has a special talent for painting and through his own efforts alone has transformed our passenger fleet from plain functional carriages to much more eye catching and authentic looking vehicles.*

*Additionally Jordan has painted and lined out a Holmside for one of our members*

*He also has helped myself re-profile an Atlantic and he has given it a complete re-paint. Please note in the above no transfers have been used, all the lining and lettering is hand painted*

*(continued overleaf)*

### Bob Polley Elected Chairman of the Southern Federation of Model Engineering Societies Ltd

Born in 1946 into a family involved in farming and agricultural contracting, Bob, as a kid became involved in machinery and engineering at an early age. As with most farmer's sons he learnt how to maintain (bodge sometimes) and construct farming orientated equipment.. Around the age of 10 he built his first "vehicle", a lawn mower engined, pram wheeled go-cart. His learning curve continued with the maintenance of old cars he ran around the farm and by attending after school engineering courses.

After college and working as an industrial chemist, initially in a solid state physics research lab, then in both ICI's nylon analytical and research departments, he moved to a firm making synthetic leather where he was in charge of the labs and any shop-floor processes involving chemistry.

In his late 20s, Bob and his wife decided on a change of direction to his life and went into business on his own behalf. Initially "wheeler-dealing", then starting a small building firm and finally reverting to his farming "roots", producing horticultural products, chickens and pigs. During this period Bob's engineering skills were put to use in the construction and maintenance of equipment used in the business as well as helping in his passion for cars ( including the construction of a v12 engined replica of an AC Cobra from scratch ). Also during this period he served the community by serving on several NFU and agricultural college committees as well as the government funded North Yorkshire area manpower board (which oversaw the implementation of such schemes as the Community Programme and the YTS).

In 2001 work started on a 7 1/4" railroad track in a two acre paddock on the farm. This 1/4 mile track has, and continues to, host events for local clubs and raises monies for charity. After being a member of York MES for several years, in 2009 he became a member of the management committee and eventually took on the role of secretary, a role he still fulfils. The Southern Fed AGM in 2014 saw Bob join the Southern Federa-

tion committee, taking up the role as projects director, and as the saying goes " the rest is history".



## A Breath of H & S Fresh Air Dame Judith Hackitt in her opening to the Helping Great Britain to work well 2016: “A new health and safety strategy”

**A** quote from her new strategy,  
“**Too much complexity and bureaucracy has built up around health and safety.** We heard many people say that we already have the knowledge to make the themes of the strategy a reality. The message that this is about being smarter – not simply doing more – resonated with our audiences. “

And,  
“HSE will look to act increasingly as an enabler, supporting businesses, particularly small and medium enterprises (SMEs), by providing simple, accessible and relevant advice and **challenging so-called ‘experts’ who overprescribe and over interpret requirements.**”

**So, let us test the system and quote some cases from the HSE website.**

### **Case 386 - Supermarket café told customers they are unable to heat up mince pies for health and safety reasons**

#### ISSUE

A Supermarket café told a customer that they are unable to heat up the mince pies they serve for health and safety reasons.

#### PANEL OPINION

A clear case of "bah humbug" here. There are no health and safety rules which would prevent the counter staff responding to a perfectly reasonable request to heat up a mince pie. The store management have confirmed there is no central policy on this either so we hope the serving staff can get into the Christmas spirit soon.

### **Case 391 - A gym reduced it's 24/7 opening hours, closing overnight for health and safety reasons**

#### ISSUE

A gym reduced it's 24/7 opening hours, closing overnight for health and safety reasons.

#### PANEL OPINION

Whilst there may be some additional health and safety considerations in operating the gym 24/7, they are all easily manageable as thousands of businesses demonstrate in providing round the clock opening. This facility chose to trump all of the other reasons behind their decision to curtail their opening hours with the health and safety card when they should have had the courage to reveal their full hand.

### **Case 383 - Odd job person in managed block of flats not allowed to change light bulbs for health and safety reasons**

#### ISSUE

Management company advised that odd job person is unable to change light bulbs as they would only be protected from negligence if a competent electrician carried out the job.

#### PANEL OPINION

Health and safety at work legislation does not require the use of a competent electrician to change light bulbs in a residential property. Confusing a perceived (but in all probability low) risk of being sued for negligence with the requirements of health and safety legislation is unhelpful, and can distort the aim of the legislation, which is to ensure a proportionate approach to managing risks.

Ed Note. This last one could read, “**Society member not allowed to change light bulb for H & S reasons.**”

#### **AND to see**

**the top 10 worst myths, try this link**

**<http://www.hse.gov.uk/myth/top10myths.htm>**

So now perhaps we can combat those who say can't do that “elv & asty”

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### **Jordan Andrew of Stockholes Farm Railway. (cont'd)**

On the operational side Jordan has become a very competent Steam locomotive driver and regularly carries out preparation and disposal duties. He recently spent a weekend down at the Great Cockcrow Railway at their September Gala.

In addition to the above, this year Jordan joined the Society committee so that a younger voice could be heard and has been involved in reviews of the Society's Risk Assessment documents. For the last two years Jordan has also acted as our visiting loco's co-ordinator.

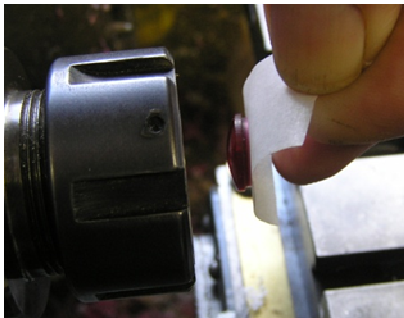


## Seeing the Light (Part 2 of 2)

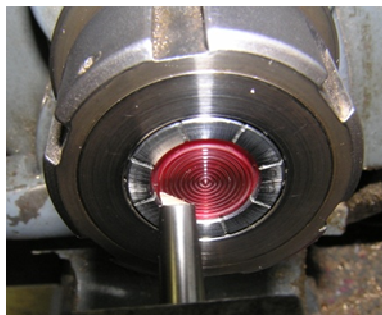
By Robin Howard, Tonbridge Model Engineering Society

So now I have got nice thin lenses in red (see picture above) and clear with respectable polished surfaces on both faces but there is still the problem with the bright light from the LED. So on a visit to our son, who has got a London Underground rear light, the first thing I noticed was that the lens is profiled on the inside with concentric angled grooves. Thinking back to school and college days these are effectively Fresnel lenses but on the full size lamp their function is to focus the diffused light coming from the front of the light source (light from the rear is usually focussed by a reflector). The problem I had was that LED's produce a very parallel light beam and so it needed to be diffused. Thinking this through if the concentric grooves were to have the opposite angle they should diffuse the light rather than focus it.

A tool was made to produce face grooves firstly with about a 30° angle then 40° and finally 48° (see picture below) which did the job very well.



Thinking about it since this is exactly what modern car rear LED light covers do. The main problem with achieving this is loading the thin lens square in the collet chuck in which it is lightly gripped for the grooves



to be machined. To achieve this a piece of masking tape was attached to the face to be machined and used to load the lens slightly proud of the chuck (see picture left above), it was then pushed into final position with a flat dolly held in the tailstock and the grooves machined.

Whilst everyone thinks that building in 7¼in scale is much easier, a lack of space still rears its ugly head and this is the case with the battery holder which only just fits inside the ¾in square brass tube that the main body is made of; but a solution was at hand. I had originally used three batteries so that I could use a sensible size dropper resistor but thinking about it the voltage range for the LED is 2.8 to 3.3 volts so why not use just 2, giving about 3 volts, without a dropper resistor thus saving space both on the length of the battery holder and more by not having to fit in a resistor.

Another observation that our son made was that he had been researching railway tail lamps and the design of the handle for rear lights was, in some cases, different in that it went in at the top (see picture above) to form a loop that could be hooked over a bracket on a wagon. In addition his lamp had side tell tale lenses so you can see when the light is on. In my lamp this would involve putting a separate LED inside the body of the lamp. So it looks as though yet more development



work is required. It is amazing how easily I can get drawn into little projects like this, that are very interesting and satisfying, but do take up huge amounts of time.

### Fresnel lenses

Fresnel (pronounced either *fray-NEL* or *FREZ-nel*) lenses were developed by Augustin-Jean Fresnel and first used in 1823 in the Cordouan lighthouse at the mouth of the Gironde estuary. The principle was originally proposed about 50 years earlier by both George-Louis Leclerc and the marquis de Condorcet but it was Fresnel who made it a practical reality.

With a normal light source (candle, oil lamp, carbide lamp, electric bulb, etc. the light radiates from it so, if you want a beam of light, it has to be reflected and/or focussed. It is straight forward to put a curved reflector behind the light source to focus that portion of the light from the rear of the source but light in front of

## Steam and hydraulic test certificate expiry dates.

By R. Walker

Safety Officer, Southern Federation of Model Engineering Societies.

**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

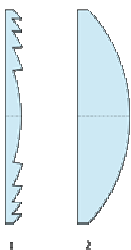
**A**t the various exhibitions that the Southern Federation supports we show DVDs to promote the hobby. These have been 'railway' dominated which does not promote properly the breadth of the hobby. So we appeal to our member societies. Do you have some road vehicle, marine,

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!!

## Seeing the Light (Part 2 of 2) Cont'd

the source also needs to be focussed so that it is not wasted; a convex lens is used to achieve this. The problem with conventional convex lenses is that they can be very thick in the middle so, if they are not optically perfect, the lens can absorb light through both internal reflection and refraction. On larger lenses, such as for lighthouses cost is also an issue.



The Fresnel lens overcomes this by effectively dividing the continuous surface of a standard lens into a set of surfaces of the same curvature, with stepwise discontinuities between them (see diagram 1).

This does not produce a perfect lens, although Canon and Nikon have used the principle to reduce the size of telephoto lenses.

The Fresnel lens has many uses and can typically be seen on modern cars where it is used in rear LED lights to perform exactly the same function of spreading the light from the parallel LED light source across the whole area of the lens.

Note: Diagram "Fresnel lens" by Pko - own drawing. Licensed under Public Domain

## 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.....

**T**he Seminars for Boiler Inspectors held at Perth, Hereford and South Durham since the autumn of 2014, were all well attended and by all reports received were found by the delegates to be helpful and informative.

The next seminar will be held at Chelmsford SME in April, the places are now fully booked with a reserve list in case of anyone dropping out. We plan on a maximum of 40 delegates in order to give each delegate the best opportunity for involvement on the day.

Outline plans for a seminar in Northern Ireland in the autumn of 2016 are in development in conjunction with the Northern Association of Model Engineers.

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. The venue will be selected when the location of interested clubs has been established.

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

## TRAIN WRECKED ON MIDLAND RAILWAY

### A little history

**O**n Thursday, a train of beer from Burton-on-Trent to Leicester was wrecked at Kilby Bridge, on the Midland main line, near Leicester. It appears that the train, in passing on to the main line, for some cause struck the points, and a large number of waggons left the metals, and were overturned, fouling all the lines. The barrels of beer were scattered in all directions, and some of them were thrown with such violence that they were precipitated

*into a field adjoining the railway embankment. The lines were at once protected both north and south, to prevent further complications. A breakdown gang was wired for from Leicester, but found it, in spite of every effort to clear the lines impossible, to install the traffic in either direction till after two hours. Traffic, both passenger and goods, was seriously delayed both up and down, but later the trains were running punctually to time. No personal injuries were sustained but considerable damage was done..*

*(ed. No mention of where the beer got to!*

## Heaven forbid if it happened at our railway ...

Or

## What do you do if it did ...

**A**s I am both your newsletter editor and the chairman of the Southampton Society, Tony Wood's comments toward the end of the AGM business have rung a loud bell at the last two AGM's. This time it seems worth while to reprint them for your guidance and consideration.

*"I always say this but it is worth repeating - if you have an incident which might, and remember perhaps only might, result in a public liability claim please make sure that it is logged and that statements are taken straight away whilst people can remember accurately what happened then get in touch with us and report it..*

*Old Chinese proverb 'weakest ink better than strongest memory',*

*Also don't forget RIDDOR (Reporting of Injuries Diseases and Dangerous Occurrences Regulations 1995)*

*If an incident happens and correspondence is received please do not try to handle the claim yourself. We must be told of the incident or of the claim as soon as it is practically possible and please send to us, without acknowledgement, any letters received from third parties. If someone telephones, tell them it is with your insurers and give them our telephone number, let us handle it.. Insurers do not want you writing or talking to any person involved, as such involvement by you could prejudice settlement. You pay the*

*insurance premium – let the insurers handle the claims – that is what we are here for.*

*As part of the public liability claim investigation process the insurers are quite likely to ask for a copy of your up to date risk assessment so please make sure that your risk assessment is updated at least every year or more frequently if any changes to your buildings, track or site etc have been made. Insurers may also need a copy of any RIDDOR report made. Please make sure that your repair and regular maintenance records (track, club locos, club rolling stock etc) are completed and up to date. Don't forget it is not sufficient to just do the maintenance - you need to evidence that it was done, what exactly was done and when it was done. As with Risk Assessments and RIDDOR reports your maintenance records could be required in the event of a public liability claim.*

*The boiler test code (paragraph 6.10) requires that your boiler test gauge has been checked and calibrated within the last two years. A club I was speaking to at Alexandra Palace earlier this year had a good idea – they said that they had included this on their risk assessment to act as a reminder to make sure that their test gauges were checked on time. Some clubs have just one hydraulic test pump, others have one for each boiler inspector – make sure that all the pumps and test gauges are up to date with their checks and calibration."*

**Courtesy of Tony Wood, Walker Midgley**

## The Romney Marsh Model Engineering Society

By: Adrian Parker and John Wimble

**T**he Romney Marsh Model Engineering Society was founded in 1969 with membership rising to 25 by the end of the year. The following year, a small portable track was built to take to fetes, to give children rides and boost income.

In 1971, member Bernie Brooker offered to lease for a nominal rent, a piece of his land at Rolfe Lane, New Romney and a 2½", 3½" and 5" gauge permanent raised track was constructed approximately 325ft long. In 1981, the permanent track at Rolfe Lane was extended to 566ft and Laurie Lawrence, Editor of Model Engineer magazine, officially opened it the following year. Sadly in 1994, Bernie Brooker passed away but he very generously left his land to the Society and since then, the permanent track has been extended further



Aerial view byf John Harmer with his quadcopter drone.



## The Romney Marsh Model Engineering Society (cont'd)

to approximately 700ft. long. Between 2011 and 2013, the raised track was replaced with steel profile rail and some of the beams and bases were also renewed. The club is constantly seeking to develop, with future plans being to look into the possibility of laying a 7<sup>1</sup>/<sub>4</sub>-inch gauge track around the existing raised track.

In 1990, the first circuit of the garden railway was completed. Over the years the garden railway has been extended several times. The garden railway now has six tracks and caters for electric, battery, clock-work and live steam models fired by gas, methylated spirit or coal, for both Gauge One (Standard and G Scale) and O Gauge including 16mm narrow gauge.



*Gauge 1 Britannia being run by Frank Norton, photo Bob Bailey*

A group of dedicated members built the clubhouse, which has proved to be a hub of activity with its excellent facilities including a kitchen and toilet. Evening meetings are held in the clubhouse twice a month during the winter. Recent meetings have included talks on the Bluebell Railway Atlantic project, the LNER P2 project and the history of the Romney Hythe and Dymchurch railway.

A well-equipped workshop has been assembled in the large shed on the Rolfe Lane site. The workshop is for the use of members and also enables training that can be given to members young and old alike.

Regular track meetings are held at Rolfe Lane during the summer, every Tuesday and once a month on Saturday afternoons. The clubhouse is well used both during track meetings and for members' social afternoons. On Tuesday afternoons, during the winter months, when there are no evening meetings, members use the clubhouse for a social afternoon. This offers the opportunity to discuss your latest project or join in the time honoured engineering activity of drinking tea.

Club membership has steadily risen over the years and now stands at about 220 full members and 50 associate members.

The society organises an annual open day when all local clubs are invited to steam their engines on our track.

There has always been a strong tradition of 2<sup>1</sup>/<sub>2</sub>-inch

gauge, within the club, and we maintain a 2<sup>1</sup>/<sub>2</sub>-inch gauge rail on the raised track. The 2<sup>1</sup>/<sub>2</sub>-inch gauge association organise a rally at Rolfe Lane every year. Over recent years the number of visitors to this rally has been dropping and in 2016, with the agreement of the 2<sup>1</sup>/<sub>2</sub>-inch gauge association we are extending this to include 3<sup>1</sup>/<sub>2</sub>-inch gauge locomotives. The garden railway will also be available to use during the event.

We also arrange social events and organise barbeques during the running season and visits to sites or exhibitions of engineering interest. The most popular event is an evening fish and chip run on the Romney Hythe and Dymchurch railway.

The boiler examination team are kept quite busy. Currently we have 46 fully certified and 21 partially certified boilers greater than 3 Bar-Litres. On the garden railway side we have 31 fully certified and 3 partially certified boilers smaller than 3 Bar-Litres. Members are encouraged to use our dedicated boiler testing mornings held on the last Saturday of the month during the running season.

The Saturday boiler examination mornings are followed by a running day from 12:00pm onwards primarily to cater for those members unable to attend the Tuesday running days.

The Wednesday gang looks after site maintenance, with an emphasis on safety. They do a magnificent job and still have time for improvements. Future projects



*King Arthur driven by John Linkins with it's builder Roly Padgham supervising.. The photo taken by John Wimble.*

include a hydraulic locomotive unloading table and a new set of riding trolleys for the raised track.

The club is inclusive in nature, with members of all ages, and although the main focus is on railways the Romney Marsh Model Engineering Society welcomes any person with an interest in Model Engineering. Anyone interested in joining the club or would like further information can obtain this through our website <http://www.rmmes.co.uk>.

## 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 .....	£1.25
Ditto - Pack of 5 .....	£2.50 .....	£3.25
Boiler Test Certificates - Pad of 50 .....	£5.00 .....	£7.50
Written Scheme of Examination - Pad of 50 .....	£6.00 .....	£8.50
Small Boiler Test Certificate - Pad of 50 .....	£5.00 .....	£8.00
Boiler History Record Card - Pack of 10 .....	£3.50 .....	£4.70
Plastic wallets to hold certificates size A5 .....	£0.75 .....	£1.50
Ditto - Pack of 5 .....	£3.75 .....	£5.25
HSG216 Passenger-carrying miniature railways 'Guidance on safe practice' .....	£3.00 .....	£4.50

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

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

### Postal Charges

In view of the hefty postal charges for packages in force currently, if you require more than one item please contact David Mayall first for advice concerning the postal charges

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## SOUTHERN FEDERATION MES COMMITTEE

Chairman	Bob Polley
Vice Chairman	Ivan Hurst
Secretary	Peter Squire
Treasurer	Norman Rogers
Membership Secretary	Martin Baker
Boiler Registrar	David Mayall
Safety Officer	Robert Walker
Newsletter Editor	David Goyder
Vulnerable Groups	Volunteer welcome
Events and Awards	Mike Chrisp

### 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

plus we can quote for your Home Buildings and Contents Insurance your Car Insurance and Business Insurance

For full details contact:



Walker Midgley Insurance Brokers is a trading name of WM Fargate Limited.  
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**Tel 0114 250 2770 Fax 0114 250 2777**

**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.