

SOUTHERN FEDERATION of MODEL ENGINEERING SOCIETIES

Formed from the Federation established in 1970 by Model Engineers for Model Engineers
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Lots of Polly Awards at the SF AGM



Happy Hereford Members with their awards.

L to R: Phil Keating, Jiang Wilcox, Ewan Wilcox, Jayne Clarke (Polly), Zoe Eggar, Noah Eggar, Andy Clarke (Polly), (Just visible) Keith Bell, Daniel Bell, Nigel Linwood, Christine Macintyre, John Arrowsmith, James Newby, Wally Sykes, Chairman of Hereford SME..

*AGM report
Coal*

*More walking through the website
Incident at Heaton Lodge*

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

EDITORIAL

The spring seems to burst upon us, especially if we have pleasant weather. It takes a while to shake off the hibernation mind set of winter and get going. There are AGMs, projects, models to get working again and if you involved with the Southern Fed, a lot of work to do as well. So this is a round about way to apologise for a late newsletter this quarter.

Good to see the Polly award attracting many young engineering applicants. Hereford certainly have an active programme for their young ones and must be led by an inspiring leader. I would not be surprised if each of the three young men will receive recognition in due course as after all they do have a few years to do it! We must continue to thank Jayne and Andy for their generous support.

We continue our walk through the SF website and get to some of the really useful resources available. Running a model engineering society these days is a complicated business and needs a broad range of skills. It is hoped that the resources available will help, especially “When an HSE inspector calls” for example.

But we need a break from the serious business once in a while and Bob Lumb again tells us a story from the Lancashire and Yorkshire Railway from days gone by. Good ending of course.

A couple of marine projects for the water borne hobbyist, I wonder if any will be built.

Time to put the Southern Federation Rally in your diaries. I can tell you from personal experience that the Fareham facilities are amongst the best in the country and well worth the day out

David Goyder, Newsletter Editor

CHAIRMAN'S CHAT

Have you made a will, if you have is it up to date and do people know where to find it? You're probably wondering what this has to do with model engineering. Let me try and explain the thoughts behind the questions. Many of you, like me, may wish to leave a loco, a piece of equipment, some money, etc. to the model engineering club to which you belong as a thank you to the organisation that has given you help and friendship. As I have found during my time as secretary of York MES a member's wishes in this respect cannot always be met if that vital piece of paper, the will, detailing the distribution of assets is not available. Another point to consider is that, especially if you are an office holder, you may hold assets, including paperwork, belonging to the club, and the establishing

of ownership of such assets could prove difficult and have consequences for the club. Sorry to write on a morbid subject but my message is, please write an up to date will and a document listing any club assets you may hold, it could save someone a lot of work.

On a more cheery note, we're at the time of year of extending daylight hours and many of us will be taking some of our model engineering activities to the great outdoors. So may I wish you well with the coming season's activities and hope you don't experience too many soakings in the inevitable summer showers.

Bob Polley Chairman

Southern Federation of Model Engineering Societies

Events, Special Occasions and more 2017

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

20th May—Polly owners Bournemouth

18th Aug Bristol Exhibition

9th September 2017 Southern Federation Annual Rally @ Fareham

9th September Polly Owners—Nottingham

“Do use the website for your special events”

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

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

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

Polly Awards well supported this year

I am sure many readers will be aware that Jayne and Andy Clarke of Polly Engineering generously finance an award for a young engineer who has shown the acquisition of skills in the use of appropriate materials and metalworking hand tools and/ or machinery by producing a model or some tooling that will assist producing the model.

The Southern Federation Committee decides the winner from the entries presented by the entrants home society. This year there were four entries and they were all very good contenders.

In the end the winner was Angus French from the "Young Engineers" at the Eastleigh Model Boat Club. He was not able to attend the Southern Federation annual general meeting to receive his award so that will come later. But we do have a photo of him taken last year when at the MEX at Brooklyns.



Angus French, this year's Polly Award winner demonstrating his tri rotor flying machine at Brooklyns last year.

Photo Mike Chrisp

The judging committee were greatly impressed by the standard of all the entrants and were particularly by three young engineers from the Hereford Society. As a consequence it was decided to give each of the three a special award for their work and to encourage them with their work in the future.



On the left is Ewan Wilcox a member of Hereford for some 10 years and who is active on club running days by installing the signals, running the signal box and shunting stock with club locos. He is competent with a wide range of power tools under supervision. Currently building a 5" gauge battery loco.

To the right is James Newby a member for four years. He has passed his bronze, silver and gold awards. He is building a 7¼ "electric loco and amongst his skills has learnt welding. He has done his drawings, is keeping a log and will be supervised by the society's electrical engineer for the wiring up



On the left is Noah Eggar. Noah's first project was to make a centre punch. Here he learnt to draw the item and select materials. Under supervision he used a lathe and then tempered and hardened his punch. Noah won first prize in Class 14 at the Midlands Ex in 2014.

Taunton Boiler Seminar Good—Next one Autumn

Sixty-eight delegates attended the joint Southern Federation and Northern Association boiler seminar at Taunton. With a plan to have a maximum of 40 delegates this seminar was over subscribed but does show an enthusiasm to understand the rules, must be a good sign. Peter Squire advises that there are plans to hold the next one in the autumn. In order to give the planners a feel for how many delegates might attend, early booking will be appreciated.

A Venue is yet to be chosen and will depend upon where the delegates are coming from, so make your voice heard.

We would particularly like to hear from members in areas of the country which until now, has not been covered by the seminars. If you leave it to the last minute, you may miss out!!

Please send your requests for places at a seminar to petersquire@sfmes.co.uk "

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

We have visited the top eight menu items although we did put aside the actions needed to open an account or affiliate your society. We will do this later.

To summarize how far we have got so far, and to let the stragglers catch up as we may be walking too fast, we have found out how to contact committee members, find a society near to you, and seen a list of all affiliated societies. So if you fancy a visit to the Doncaster society during the show in May, click on Doncaster and you will find the 'prime contact' to phone or email.

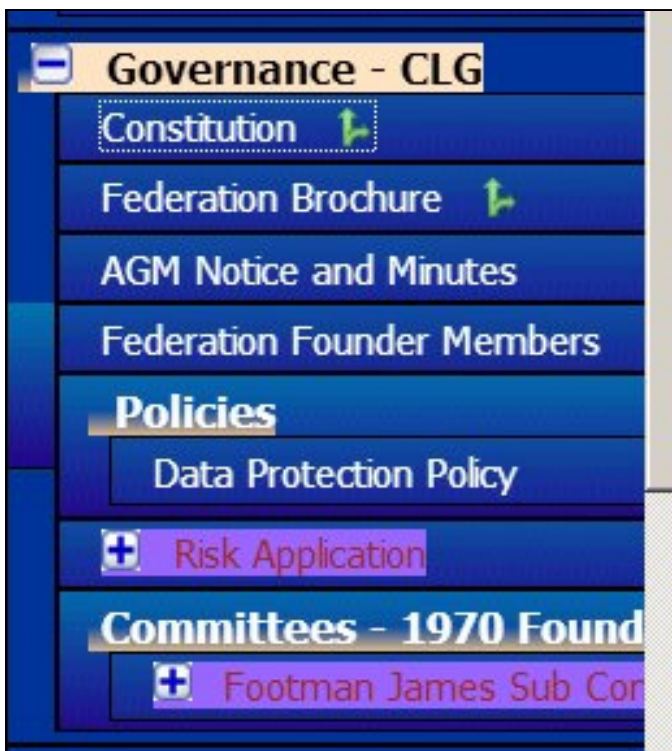
We put the opening of accounts to one side for now but if you need to, you can contact me as I seem to have won the membership secretary's, job as well!

We have read newsletters, learnt about the Polly Award and found where to get help. So now we embark on our next stroll.

First we encounter the "Members Area". As you would expect you will have to log in to look here so we will leave that until later. There are more interesting parts coming so do not fret!!

We now arrive at a very important section (and remember that we have not yet logged in), this section is for all to read and use, it is **Governance**.

Here we see the Federation 'Constitution' or the 'Arts & Mem's' in old speak These are the rules that guide



On the top right hand corner there are three red lines. Click on them for direct links to, Northern Association of Model Engineers 7¼" Gauge Society GL5 5" Gauge Main Line Association All good friends and colleagues. AND ...click on the photo for a great ME Show.

the Federation in its conduct to do things properly. This is a very important legal requirement and fundamentally protects all affiliated societies.

Next is the Federation brochure which we notice could do with an update, he reminds himself! This is followed by the AGM notices and Minutes. These are provided to the membership and better examined when we log on in the future. Federation Founder Members recognises those who created the new company limited by guarantee (CLG).

Data protection policy is there to show all members that we take data protection seriously and abide by the law.

We move on now to some of the real meat the Southern Federations provides. All worth a good read.

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

Here we have the next excerpt from the long menu.



Under "Publications/sales" is the facility to receive without charge your boiler certification paperwork. This is one of the most essential services provided especially as we are a self regulated activity. Hate to think what would happen if a government tried to manage that, we would all, probably have to find a new hobby! There is a range of useful items available for a nominal fee, the 'Green Book', a 'Boiler Test History Card' useful to establish the provenance for a boiler and even back copies of the newsletters although these can be down loaded from the site for free.

Next is the insurance section. First of all is a detailed description of what is available. Worth while reproducing the words here as I imagine few members actually read this!! Cover is available, on one policy, for all aspects of Club/Society insurance including: -

- Property Damage
- Business Interruption
- Road Trailers
- Public/Products Liability
- Employers' Liability
- Personal Accident
- Money
- Directors & Officers' Liability
- Boiler Testers Professional Indemnity

The cover available for members, again all on one policy, includes: -

- Models
- Road Trailers
- Personal Accident

- Home Workshop
- Products Liability
- Public Liability
- ◆ Garden Railway/Portable Track Liability

Indemnity with regard to giving Advice on Design or Specification.

In this section you will understand the implications of giving advice with regard to boilers and their design and construction. You will understand the strict legal constraints in 'giving advice freely'. Essential reading for all boiler testers and many members!

Incidents and Insurance Claims

One might call this a section of how to avoid trouble. Incidents are thankfully relatively rare in the context of trains running and miles covered by miniature railways each Sunday afternoon but they do happen. We live in an era of wanting to run quickly to litigation. Various people love to find blames and get compensation! This section will help and guide club officers and managers to run operations safely from the possibility of damaging litigation.

Ask yourself, what event would be required to be reported to RIDDOR? If you have an incident, what data or evidence should you collect? Ever thought of taking photos immediately? Lots to learn here.

Now let's go onto "**Best Practices and Compliance**".

There are three sections here,

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

Here we get to the heart of the resource material for societies to study. There is no reason to duplicate any of the above as it is written in clear and simple English and can be readily understood. But to give you the flavour of what is here, look at some of the subjects offered.

Society Management Responsibilities

Register of changes and updates

Health and Safety

Useful Publications

Safety Management System (SMS)

When an HSE Inspector Calls

Fee for Intervention by the HSE

Trees - Insurance Cover and the HSE

Fire Safety Law

Food Information Regulations 2013

Dealing with Official Bodies

Safety and HSE, ORR and Local Councils

Local Government - Councils

Performing Rights Society Licences

Challenged for your next project? Another River Bus, Keil this time

One of Germany's busiest and smallest, passenger ferries has marked thirty years of non-stop commuter service navigating the busy, big-ship Kiel Canal the busiest man-made waterway in the world.

Affectionately known as the "shoe-box" by the regulars and visitors who have used it daily, the 13.5 m long and 4.6 m wide *Adler I* has made the three minute crossing 124 times a day carrying up to 49 passengers and two dozen cycles on each three minute trip.

The boat was handed over on June 22nd 1984 by the then Husumer Schiffswerft to island ferry operator Kurt Paulsen, later Adler Schiffe. It was chartered to the waterways and shipping office (WSA) in Kiel for ferry service between Kiel Holtenau and Kiel-Wik on opposite Canal banks at the Baltic end of the waterway.

The small workhorse has done that job almost daily ever since, retiring just recently, and has expertly navigated among the more than 30,000 often much bigger vessels, including many cruise and container ships, which regularly use the Canal. For a short period in 1989 it stood in for the transporter bridge ferry in Rendsburg, half way along the 98 km waterway, which links the North Sea and the Baltic. Mathias Hoffman, captain of the boat for six years, said 3,000 to 4,000 people used *Adler I* every day in summer and up to 1,000 a day in the winter. He said it was "like sailing a bath tub!"



Adler I was converted to one-man operation at the Gebr. Friedrich Schiffswerft in Kiel in 2002 and returned there in 2009 for three weeks while the Kiel-Wik ferry landing was repaired after fire damage.

The boat's latest yard stay was in January this year. Adler Schiffe spokeswoman Juliane Nissen-Hunding told this correspondent at the time the ferry docked at the Saatsee Werft in Rendsburg for repairs when its Jastram RP3 propeller developed a sealing problem.

Adler I draws a metre and has a single six-cylinder MAN Diesel of 118 kW providing a top speed of 8 knots.

Credit, Maritime Journal

Another Maritime Challenge Victoria Harbour, British Columbia



In 2015, we went to Victoria. The harbour is small and extremely active with all sorts of waterfront activities. To get around one uses these funny little things. There is no schedule just a series of waiting spots on the end of pontoons. Soon one will come by and the driver will ask, "Where to?" if he is going your way he will take you on board, if not you wait for the next one. If he is empty he will take you to your destination non stop although he may make some pickups. We got on board and to his "Where to?", we simply said, "just around the harbour please", so we had lovely hour of so being driven around sightseeing. What a model this would make!

Incident at Heaton Lodge

Anyone who has ever driven early morning or at a certain time of the year when the sun is setting in the afternoon will be familiar with the problem of the blinding glare from a low sun and how alarming and potentially dangerous this can be. This is particularly so when on a motorway and if the road turns into a bend the sun can suddenly be there directly in front of you rendering you temporarily blinded. Your instinct is of course to hit the brakes before you almost immediately realise that the person driving behind you may not do the same and you unwillingly tense for that rear end collision. Fortunately everybody tends to react in the same manner and after your speed has decreased and your eyes have adjusted you continue your journey quite safely. For most cases that is what happens, but not in every case. Regrettably I was once the exception to this rule and minor damage was caused to the rear of my car when returning from a business trip many years ago. It had been a stressful day notwithstanding the motorway bump and rather than arrive home tense and irritable I called for a swift one at my local. An elderly gentleman, Ronald, was sat by himself away from the bar and although I didn't know him too well I joined him to relieve myself of the burdens of the day. Ronald was a man soft spoken with a calming air and had recently retired after a life time working on the railways. He listened quietly to my misfortune and was sympathetic to the minor collision on the motorway. This led him to relate an experience he had lived through due to the same problem with

“When I was a young man in my mid twenties I was promoted to passed fireman at Low Moor loco and it wasn't all that long after that I undertook some driving turns at the bottom end of the links. In those days before the war promotion was quite swift at Low Moor and we often had firemen, some of them getting on into their late thirties who applied from other local sheds to try to become engine drivers but Low Moor men always got preference, you see, it's just human nature to look after your own.” Ronald's index finger tamped the tobacco in his pipe and he pulled on it hard before continuing.

“One regular turn I did then was the morning trip working from Low Moor to Mytholmroyd, we used to go up the line engine and brake van, collect wagons from the yards at Mytholmroyd, Sowerby Bridge and Brighouse and then return only as far as Mirfield with whatever load we had.

Sometimes we could be up to thirty wagons or more. In the late thirties just before the war most goods still went by rail although we were beginning to notice the local road hauliers taking a bit of our traffic. Once we got back to Mirfield the wagons were left in the yard sidings and we went on shed to dispose of the engine, the loco staying on shed until returning home to Low Moor later in the evening with a through goods working. In the meantime me and my mate the fireman used to go home on the cushions. This was a good turn normally reserved for the more elderly drivers but often used with a young crew who might be a bit green. It was an easy start, you booked on early morning to prepare your engine and after picking up the brake van in the down yard we used to travel via the Spennings and Calder Valley lines to Mytholmroyd. You normally got back to Mirfield round about 2.00 or 3.00 pm depending upon traffic requirements. Sometimes, but not always, after you had left the wagons there was a quick trip up to the chemical works sidings on the Huddersfield line at Deighton to collect empty tanks that were returning to Castleford. Hillhouse locos and men normally looked after the chemical works, but Mirfield had a direct service to Castleford on the Goole run and those particular tanks were always treated as a priority. We didn't mind the extra work as the overtime pay was always useful. There was a time when we used to take a full load of coal trucks from Low Moor to Mytholmroyd on that turn but once that ceased the duty eventually became a Mirfield diagram” Ronald paused here awhile, re stoked his pipe and after a few tentative puffs seemed to reflect carefully on what he had to say next.

“One day, it was the winter time, December I think. A beautiful clear day where we had not seen a cloud all day but it was bitter cold. It was one of those days when having left our load at Mirfield we set off back up the line to collect the Deighton tanks. We were rolling along nicely up the valley near to Heaton Lodge Junction with only the brake van in tow. It was probably no later than mid afternoon but the setting sun became directly in front of us and low in the sky as we were looking for the junction signals. I remember screwing up my eyes and shouting across the footplate to ask my mate if he could see the up distant. Well, he couldn't see any more than I could, so I gave the engine a bit of brake and continued to squint into the sun looking for that signal. The sun was blinding, so I braked a bit harder still looking for that signal.” I listened attentively as Ronald struck a match to re-ignite his pipe and then after sipping his beer continued in his soft tones.

“I still couldn't make out the signal but what I did see though was something close to the four foot, barely discernible at first but later becoming clearer as we got closer. A figure, a small girl with her back towards us was walking down the side of the track with her head bowed. This startled me into action, a long whistle, a bit more brake and then another long whistle. She didn't turn around, just continued to walk slowly down the track with her back towards us and head down.

She was small, about seven years old wearing a red spotted frock. Like a pinafore smock I think they call it. I noticed her blond hair was tied in a pony tail. My mate shouted that the signal was clear and then moved quickly to my side of the cab to see what had caused me such commotion.

We overtook that girl and were still moving quite quickly as I released the brake, she seemed totally unconcerned by our presence. She looked up briefly as we passed and her face gave me a chill, never have I seen such a sad face on someone so young. How we didn't hit her, I don't know, she was very close to the line. I looked back for some time after we'd passed her but she continued to walk slowly close to the four foot staring down at the track side.” Ronald paused here for a sip of his beer.

“The rest of the journey up to Deighton was uneventful the sun having set, we collected the tanks and returned to Mirfield. As usual we left the tanks and brake van on a road in the yard sidings and travelled the short distance to the shed to dispose of the engine and then book off. I was still a bit

Incident at Heaton Lodge (cont'd)

shaken and my mate told me to go get a brew in the mess room whilst he cleaned the fire and emptied the smokebox. We had a bit of time to kill prior to walking down to the station to catch our train back home to Low Moor so I headed for that brew." I had to stop him here as my glass was empty, a quick visit to the bar saw that problem resolved and when I came back with another half for Ronald he continued his story.

"When I arrived in the mess room the shed pilot old Stanley was warming himself by the fire, I'd known Stanley for a long time as he used to be a Low Moor man, he could see I was a bit shaken and I told him what I'd seen. He listened carefully but showed no surprise only to say that this was becoming more frequent, apparently I was not the first to see the girl and one or two of the Mirfield drivers plus engine crew's from other sheds had seen the girl by the line. It always seemed to be when the sun was low and making vision difficult. Nobody had ever struck her but everybody seemed to be too close for comfort. Stanley had heard a story from one of the older drivers that a girl of her description had been struck and killed by a Manchester bound express many years ago, she had lived in the railway cottages just this side of Heaton Lodge Junction. The driver a Farnley Junction man said at the inquest that his sight was impaired by the sun and he didn't see her until it was too late, not that he could have stopped in time." Ronald tapped the old ash out of his pipe and put it away in a leather pouch he carried.

"The next day we were booked on the same turn, and when I was preparing the engine on shed at Low Moor I told my mate I was going to oil the inside valve motion. This was a normal precaution so he would keep an eye out that nothing came close to us or he would give me a warning. The loco was an "A" class Lancashire and Yorkshire goods, the same one that we had yesterday, and as I was leaning in to oil the pots on the big ends I noticed a patch of brightly coloured cloth wrapped around something caught on a brake beam by a hanger.

Leaning a bit further in I caught hold of it and carefully released it where it had snagged on a split pin, it was a kids

doll, made out of wood but nicely done with arms and legs that pivoted. It was dressed in a red spotted pinafore smock and had some sort of blond coloured wool for hair. The face was painted on. It was a bit grubby with dirty oil stains and general muck but I cleaned it the best I could and put it safely in the cab locker.

Once I got home the wife washed the frock and cleaned it up a bit better, it looked quite presentable." Finishing his drink and clearing his throat he looked rather upset as he related further into the story whilst collecting his belongings.

"A week or two later, when I had a bit of spare time I called in at the library in Mirfield and asked the girl behind the desk if she could help me locate older newspaper articles, she listened to what I required and asked me to call back in a few days, in those days, just before the war people had more time and public servants took pleasure in assisting the public. I called back as agreed and she produced a local paper with a full report on the tragic accident at Heaton Lodge." Ronald stood as if to leave, put his coat on but sat back down again.

"It was on December 12th 1928, which was a fine sunny winters day and concerned a young girl, Mabel Johnstone, who was nearly seven years old and lived with her aunt in the railway cottages next to the railway line. Her aunt, the paper reported, was married to a platelayer for the LMS railway company and they had agreed to take Mabel in following the death of her mother through illness the previous summer. The whereabouts of Mabel's father was unknown. The young girl had been playing out alone with her doll that afternoon and had returned home after being called for her tea, unfortunately the doll was missing and as it had been the last gift she had received from her mother the aunt had sent her back out to find it before she could sit down to eat.

Apparently after passing through a broken fence she had strayed too close to the line and was struck by a Manchester bound express killing her instantly. The doll was never found. After a service Mabel had been buried at the Methodist Church in Battyeford nearby to where she had lived." Ronald stood and put his cap on and said finally as he was departing.

"One bright but cold day after Christmas I visited Mabel's grave and laid the doll freshly dressed in her clean clothes carefully down close to the headstone. I said a short silent prayer for her before departing, leaving the doll on the grave. After that there were never any further reports of a girl being sighted by the line."

Bob Lumb



Anagrams

ELECTION RESULTS :
When you rearrange the letters:
LIES - LET'S RECOUNT

DESPERATION:
When you rearrange the letters:
A ROPE ENDS IT

May Contain Nuts !!!! A Cautionary Tale

I'm sure most club members think that the coal we use in our miniature locomotives just comes as if by magic into the coal bunkers. A bit like the tooth fairy delivers money to children under their pillows.

The only time anyone needs to be concerned is when their particular grade of coal has run out, and then the necessary technique is to complain loudly to the Committee until the bunkers are full once more. Keith Nicholson used to look after coal until he moved down south, but he always seemed to be struggling with the orders and now I understand so much better why that was!

The Welsh Anthracite that we use comes in 25 kg bags in graded sizes and, as an engineer, I would like to see those sizes graded by the mesh size through which the coal has passed. So, for example, the smallest coal we use would be 8 mm or 5/16 " and the largest would be about 50 mm or 2"

Now nothing is that simple! The coal industry do not use that technique. They use descriptive words so that they think everyone will understand what they are getting much more readily So the smallest coal is called "Grains" and the largest is called "Large Nuts" and in between we have "Beans" and "Small Nuts" So when I was asked if I could 'get more coal for big locos' I started digging.

After phoning central office of CPL in Sheffield I duly



found that what we wanted was Small Nuts and I tried to order the coal so that it could be delivered to the club at a time when the club was busy (like a Wednesday morning).

But the website booking form would not let me do that as there was only one place for an

address to deliver to that of the person paying. As I was paying by Credit Card and I certainly didn't want a ton of coal in my garden, I phoned head office and made my requirements to have it delivered to the club on a Wednesday morning crystal clear I paid in full on my credit card.

"You cannot specify the delivery time and date! came the response , "It HAS to be on a day WE choose between 8.30 am and 5.30 pm!" I gritted my teeth and accepted their dictate! So THIS is why Keith struggled perhaps? Next I get a phone call from the Hull Depot of CPL to say they were sorry they couldn't deliver on their first chosen date of Friday but could they now deliver on the following Monday and they expected that it would be there on site by 12.30 pm. I checked that the folks in Hull had the club postcode and they did.

I cleared my diary for Monday all day and waited at the club in the pouring rain from 8.30 am until about 2.00 pm. By this time I was getting very agitated at such a waste of my time and I felt that there was no prospect of me getting home until after 6.00 pm.

My wife returned mid-afternoon from Cambridge where she had been baby sitting our grandchild and rang me frantically to say that there was a huge pile of coal bags in the garden and that I had better come home!

They were beautifully stacked it has to be said!

Needless to say I rang the firm and told them I was a very dissatisfied customer and certainly would never be ordering coal from them again if this is the way they did business. Within two hours the delivery drivers arrived and hand-loaded the coal back onto their lorry I then cycled down to the club and helped them unload it onto the hard standing for the raised level track.

All's well that ends well but what a waste of everyone's time! I did get a begrudging apology from the delivery driver who said that he thought he was delivering to the NRM! Would some other club member like to take on the role of the COAL FAIRY I've had enough!

Richard Gibbon

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

Should 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

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
Examination & Testing of Miniature Steam Boilers BTC 2012 - Green Book	£0.50
Ditto - Pack of 5	£2.50
Boiler Test Certificates - Pad of 50	FREE*
Written Scheme of Examination - Pad of 50	FREE*
Small Boiler Test Certificate - Pad of 50	FREE*
Boiler History Record Card - Pack of 10	£3.50
Plastic wallets to hold certificates size A5	£0.75
Ditto - Pack of 5	£3.75
HSG216 Passenger-carrying miniature railways 'Guidance on safe practice'	£3.00
Postage and packing if delivered	£4.50

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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.

SOUTHERN FEDERATION MES COMMITTEE

Chairman	Bob Polley
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Treasurer & IT Manager	Martin Baker
Membership Secretary	David Goyder
Boiler Registrar	David Mayall
Safety Officer	Robert Walker
Newsletter Editor	David Goyder
Vulnerable Groups	Volunteer welcome
Events and Awards	Mike Chrisp
President	Brent Hudson

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

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:



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