

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

**How Covid-19 has changed
our Model Engineering World.
Perhaps we all have a new train
of thought for the future.**



There is a tomorrow!

Editor: David Goyder - tel: 023 8042 1201 - newslettereditor@sfmes.co.uk

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

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Volume 10 - Issue 3 - September 2020

EDITORIAL

This is the second newsletter since the start of coronavirus which means we've had it for six months!

It's interesting to see how societies are taking advantage of the cessation of activities to maintain, repair and renew facilities, rolling stock and track. Also, we're now subject to a cascade of rules and regulations, especially as we negotiate the 'second wave' or whatever they're calling it. One member society has allowed us to see their internal instructions to members. Startlingly clear and easy to understand, they have allowed us to reproduce them for other clubs' benefit and guidance. They wish to remain anonymous though.

On the other hand, conditions are changing so rapidly that any advice or instructions are stale dated quickly so perhaps in recognition that many model engineers are retirees and of an age that makes us vulnerable, the best course is to be cautious / careful. That is, avoid the students' rush to pubs and raves - not of course that a model engineer would do such a thing!

The best part of this business is the cry from the kitchen: *"When are you going to your workshop!"*

Workshops will have been busy, of course, as reported in this edition. I just hope we're moving our locos around to avoid seizing, even though one can imagine copious amounts of oil, etc going down blast pipes. Please tell us if we have that one wrong so we can report in the next edition.

Thefts of railway assets continue to plague us. Many of us already know of recent thefts from Southern Boilers as reported herein. The Gravesend theft is just as distressing and a link to the extensive report by Bloomberg News will be found at the bottom of page 4.

We've had a chance to go to Meccano world; what wonderful creations. This is often an overlooked but very real part of our hobby as this where many of us started.

We trust that a dive into a little levity will be forgiven; we need a bit of cheering up! Stay safe, (and in the workshop)!

David Goyder, Newsletter Editor

CHAIRMAN'S CHAT

There's an old saying that claims you can't teach an old dog new tricks, but I'm not so sure this is correct.

Over the years we model engineers have accepted many new tools, materials, ways of working, etc. I'm thinking of such things as the use of carbide tipped tools, CNC control of machines, laser cut parts, 3D printing and much more besides. In this age of 'lockdowns' due to Covid, the use of internet based communication has come to the fore, another new technology for us to master and make use of. Southern Federation committee is using Zoom to conduct its meetings and I've heard of at least one club that held its AGM by this method.

A few nights ago, my own club held a club night meeting using Zoom and although I'm currently 230 miles from

home and the club, I and fellow club members were able to participate as if we were in the clubhouse. So let's embrace and make full use of this method of communication in the same way as we have accepted other 'new' ideas and technologies. Even when the current Covid crisis is a distant memory, the use of such of technology could save us having to travel to meetings such as AGMs, even when local club night meetings have returned to normal.

I'm sure the SF committee will be making full use of it for its meetings and possibly in its communications with member clubs and societies.

Whatever the 'Brave New World' has in store for us, keep on enjoying our wonderful hobby of model engineering.

Bob Polley, Chairman

LAST MINUTE NEWS

Southern Federation Committee has decided that in an effort to assist those Societies disadvantaged by Covid-19, the 2021 subscription will be ZERO!

And ... our Treasurer asks whoever it was that sent £25 to SF without reference, please tell us who you are or it will be considered to be an anonymous donation!

For your own benefit, please, keep your email addresses up to date!

Subject to frequent changes according to infection rates, etc legislation concerning COVID-19 currently affects the way we conduct our affairs. Clubs and Societies have done everything possible to comply with the law.

The following approach was adopted by a Society which wishes to remain anonymous but has kindly allowed us to publish their rules.

However, we must emphasise that the law is under constant review and everyone is urged to pay close attention to announcements.

The most recent, made on 24th September 2020, imposed a 10.00pm – 5.00am curfew affecting our activities. As of 28th September 2020 the timings quoted in the following notes can no longer be adopted.

To quote the Prime Minister: *“In England from Monday we are introducing the Rule of Six”*. He continued: *“You must not meet socially in groups of more than six. And, if you do, you will be breaking the law.”*

The legislation for this is *‘Health Protection (Coronavirus, Restrictions) (No. 2) (England) (Amendment) (No. 4) Regulations 2020 (Statutory Instrument 2020 No. 986)*. It came into force at 12.01 a.m. on 14th September 2020. So what does this all mean for our Club?

My usual caveat: I am not lawyer, anything in this email is my reasonable endeavour to interpret current English law.

In short, we have to be even more careful in separating ‘work’ from the more social recreational activity of ‘play’. The Club management team has regretfully decided that our site’s facilities are now closed every day for recreational use from midnight to 1:00 pm. That is, you can only run trains or sail boats from 1:00 pm to midnight each day. The weekly rota introduced in July to spread use of the site across the week stays in place.

We are very fortunate to have a band of reliable able-bodied members who regularly volunteer their services to maintain and develop the facilities of our Club. Without this, the Society would not be able to run. Under current legislation, the provision of such voluntary services is effectively treated the same as for ‘work purposes’.

Our Club has followed UK Government guidelines for businesses to ensure that our volunteers can work safely during the COVID-19 pandemic. This allowed work to be done on site before the relaxation of the COVID-19 business closures on July 4th. The rules and procedures around this ‘work’ are very different to the ‘Rule of Six’ legislation that now governs social gatherings. Our Club has to clearly separate ‘work’ from ‘play’.

We needed a simple consistent approach that is common for all days of the week so:

From midnight to 1:00 pm each day the site’s facilities are closed for recreational use. During these hours, only members present for work purposes (that is, the provision of their voluntary services for the maintenance and development of our Club’s facilities) are allowed on site. Safe COVID-19 working practices and procedures must be followed.

From 1:00 pm to midnight each day any group of members is deemed social so the ‘Rule of Six’ applies. In the designated areas up to a maximum of six members at one time, can use the site’s facilities for social recreational use. It is up to the members on site to ensure that, in each area, the ‘Rule of Six’ is met.

Our Club is very fortunate in having three separated outdoor areas that have their own seating and shelter. These three areas are: Station and Tracks, Pond and Garden Railway. After 1:00 pm each day there must only be a maximum of six people in each area. In this period only, the site’s facilities (raised and ground level tracks, boat pond and garden railway) can be used for ‘play’.

It is now also a legal requirement for our Club to record and keep (for a minimum period of 21 days) attendance on the our Club site. This is, if needed, ‘to assist NHS Test and Trace’ for COVID-19. There are now yellow bound COVID-19 Attendance Logs in each area. The Station and Tracks log is kept in the Clubhouse foyer. Contact (Name) for the details of the Pond log and (Name) about the Garden Railway log.

Please ensure you update these logs with your arrival and departure time whenever you are on site. Update the appropriate log for the area that you are in during your visit to the site.

A worrying aspect of these changes is the apparent Government’s encouragement of subjects to inform (*inoffizielle Mitarbeiter?*) on their fellow subjects. We are following the law, but local perception is important



to us too. Apart from those who have a medical need, please do not park on the grass between the entrance gate and the pond. This area is visible from the public road. Having cars parked there may raise unfounded questions. Of course we have planes flying overhead too ...

Finally, to end on a lighter note, In the legislation there was curious addition to the 'Rule of Six' exceptions: "... (5F) For the purposes of paragraph (3)(1) 'relevant outdoor activity' means a physical activity which is carried on outdoors and for which a licence, permit or certificate issued by a public body (other than a licence permitting a person to drive a motor vehicle in the United Kingdom or

a licence to serve food or alcohol) to carry on the activity, or for any of the equipment used for the purposes of the activity, must be held by -

- (a) the gathering organiser, or*
- (b) any person taking part in the activity."*

What sort of 'relevant outdoor activity' would need individual licenses? Looks like they did not want the 'Rule of Six' to stop what started on the 'Glorious Twelfth'.

If you want further clarification on any point in this email, please discuss it with any member of the Club's management team.

The Future of the Southern Federation of Model Engineering Societies

Board members have completed their initial deliberations on future strategy and, backed by the preliminary reports and the feedback from our affiliated member clubs, have produced a brief summary to update you. It crystallises the wishes of all stakeholders of the SFMES and sets out what we want to deliver over the next few years.

There is perhaps nothing revolutionary about the ideas, but it does state our future intentions. In this respect, it is a target. Targets are essential but without plans and actions they are dreams, so we have also considered how we might deliver them. The thing that sets us apart from a normal business preparing its strategy and plans is the fact that we are ALL volunteers from a variety of backgrounds and so there is no 'placing of orders to staff'. We can only do this if there are sufficient volunteers of appropriate experience. So, here's the rub: we have asked our stakeholders, you - the clubs, what you would like the future to look like, and this strategy is the result.

We believe this strategy will not only provide support to clubs engaged in Model Engineering (note the broader and inclusive nature of our definition of Model Engineering in the following strategy paper), but potentially will also promote the hobby, not only to encourage new

participants, but also assist in developing the interests of young engineers-to-be for the national good.

Two enabling projects are required to be delivered as a priority which are, to some extent, linked. The first, and most important, is to address the acknowledged weaknesses in the website and its associated technology. The second is to develop a promotion / communication strategy and its supporting activities. Consequently, the initial call for volunteers is to form teams under these project headings.

Are you able to provide skills, expertise, enthusiasm to support, in the first instance, these endeavours? In short, are YOU prepared to volunteer?

The present Board (or committee if you prefer) of SFMES is now undermanned, overworked and inevitably getting stale. This strategy is what might be if enough people volunteer, contributing at all levels. It will fail and the SFMES will also fail if there are insufficient volunteers ... this would be a tragedy and a lost opportunity which may not present itself again.

Dr Paul Naylor, Strategy Workshop Leader

How (and why) did thieves steal a valuable collection of scaled-down locomotives?

Visit:

https://getpocket.com/explore/item/the-great-model-train-robbery?utm_source=emailsynd&utm_medium=social

Strategy for the Future of Southern Federation of Model Engineering Societies

This synopsis briefly describes the headline results of the strategic review of SFMES conducted by the board and informed by comments from affiliated members as a result of structured and unstructured feedback.

First of all though it was appropriate to understand what the SFMES recognises as 'Model Engineering', and the result of this discussion is the following definition:

Model Engineering is the art and science of creating miniature machinery using some or all relevant professional and artisan skills including design and design for making, parts manufacture, fitting and testing and maintained use.

The Vision is to become the National Federation to represent and grow the hobby of Model Engineering.

The Mission is to become the 'go to' place to champion and as a result grow the hobby of Model Engineering by supporting and informing associations of Model Engineers.

This is to be achieved by delivering the following main objectives:

Engaging with all branches of Model Engineering.

Promoting the hobby by having a function responsible for news, newsletters, web site content, social media messaging and events management.

Running or supporting appropriate events across the spectrum of Model Engineering with the aim of encouraging and motivating clubs, their members, new participants of all ages and interested visitors.

Maintaining a suite of selected services relevant to member clubs, developed by a portfolio of relevant expertise.

Providing guidance, learning, and best practice development via promotion, events, workshops, seminars and response to enquiries.

Proactively engage with latest news, legislation and trends affecting the hobby, with subsequent dissemination and coordinated action.

Maintaining regional representatives for regular club contact and activity co-ordination.

Having a professional and sustainable intuitive web site and database. This to provide the platform for excellent communications including links with social media platforms, and for efficient process management and record keeping.

Having a volunteer board of functional and non-executive directors, elected by the members, supported by a contingent of competent volunteer managers reporting to a relevant functional director.

Managed by:

Volunteer managers covering: promotion / communications, ICT / website, Health & Safety (including boilers), finance / accounting, membership, insurance coordination, junior and new engineers, workshop / seminar / conference events / topics, commercial / advertising, library, regional representation, secretarial and others.

These reporting to (or participating in) a formal Board of Directors.

Dr Paul Naylor, Strategy Workshop Leader

Boiler Inspectors' Seminars 2020/21

The Joint Southern Federation of Model Engineering Societies and Northern Association Boiler Inspectors' Seminars have been disrupted by the Covid-19 that is currently dominating our lives.

Although having left the Southern Federation committee as Honorary Secretary, Peter Squire, very much a leader in the Seminars, has indicated he will continue his contribution with the support of NAME and the Southern Federation. There is no doubt that Peter's most valuable contribution in

the field will be enthusiastically encouraged.

Due to the continuing virus situation, the Nottingham seminar has been postponed and we are in a 'wait and see' mode. It is hoped that we may be able to resume Seminars later in 2021.

If interested, you are advised to indicate your interest now to Peter Squire by e-mail to peter@the-squires.co.uk or by telephone to 01327-342167.

A simple tip for straightening coiled copper tube

Like many of us in this hobby I look to save a few pennies wherever possible as it's easy to spend an entire week's wages on just a few fittings! One way I save money is the use of coiled car brake pipe (3/16in.) and gas pipe (1/4in.).

This leaves the issue of how to straighten the tube so it doesn't look terrible when fitted.

One method I've used in the past for short lengths is to anneal the tube then roll it on the bench until it's straight but this method doesn't work well for lengths over about a foot.

For longer lengths I cut the tube 2-3 inches longer than required and roughly straighten it, then I hold the tube upright in the vice, bend it forward,



grip the other end in a pair of vice grips and bend the end 90 degrees.

With both ends of the tube firmly held I take a 2lb. copper / hide mallet and give the fixed jaw of the vice grips a few fairly hearty taps until the tube looks straight. The vice grips can then be removed and the bench vice undone.



Before cutting off the ends I look along the tube to ensure it's straight. If not, the process can be repeated. The flattened ends are cut off using a tube cutter and there we have it - one nice straight length of tube!



Josh Allen

With thanks to Josh and Joy Brown, Editor COSME Link

Every Man Should Have One

A poem by David Prowse, supplied by John Briggs via the Editor of Plymouth's Goodwin Park News

Every man needs a shed in their garden
Just as roses need sunshine and rain.
It's a desert oasis when quarrelsome faces
Bedevil his body and brain.

For there's something in cobwebs and clutter
And the smell of a lubricant can
And sockets and spanners and hacksaws and hammers
That makes him feel more like a man.

While imports and exports change places
And the stock market dithers and fails,
He shuns such enjoyment for the gainful employment
Of sorting his washers and nails.

Some would say it was less than important
But there's more to his mission, you'll find,
In his shuffling and shifting, he's sorting and sifting
Through the nonsense that muddles his mind.

It sidesteps the need for physicians
To appease one's executive stress,
No globe-trotting rambles, just the briefest of ambles
To a homely, adjacent address.

Politicians should heed his example
And allow themselves time in the day
For alternative choices to the sound of their voices
When their words have so little to say.

But we'd best keep the secret from Gordon
In the cause of remaining relaxed
Or a back garden treasure which offers us pleasure
Will surely be licensed and taxed.

Mine is nothing resplendent or regal,
Held together with pinions and pegs,
Its floorboards are dusty, its hinges are rusty
And its chair has more cushions than legs.

But I'm king of these humble surroundings
Where more is considered than said,
With his chisels and chattels and a toolbox that rattles,
Oh, a man is a man in his shed.

David Prowse's third book 'Call of the Wild' can be obtained by ringing 01736 740 396

An alternative view of what happens when the water gets low (Ed.)

This caught my eye for all the wrong reasons but turned out to be a very useful lesson for anyone who operates a steam locomotive.

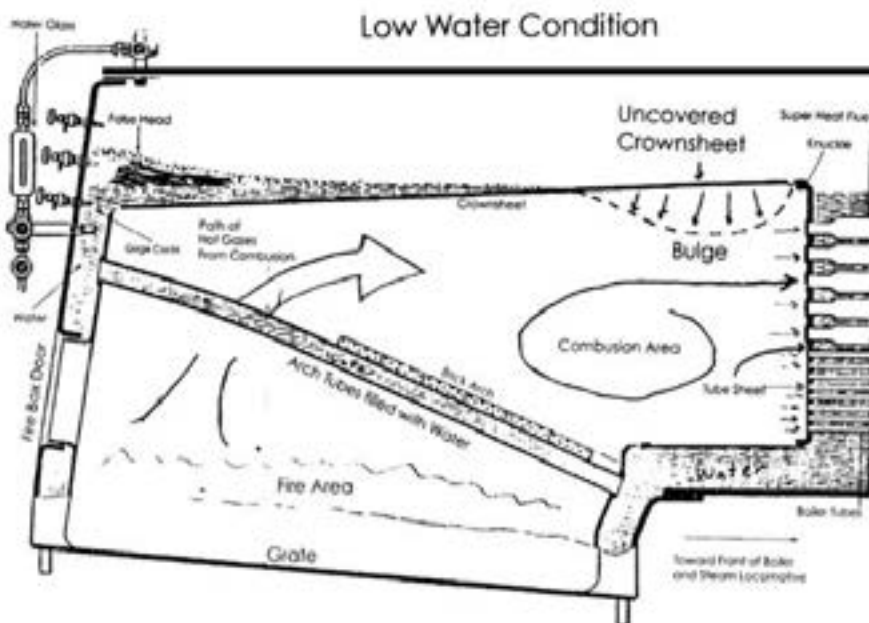
The loco in question here is a G5-d built for the Canadian Pacific in 1948. These were known as the light Pacifics for use on lighter traffic of course. Frequent visitors to Hudson where we spent my teenage years, two were used on the daily commuter trains to Montreal. The heavy morning and evening trains were hauled by a 4-6-4 'Hudson', class H1b usually 2816, now preserved, but the rest of the two hourly services had a '1200' on them.



The key to this is a very interesting YouTube video under the title 'The Gettysburg railroad explosion 25 years later'.

The parts I found interesting included the movement of water in the glass and the clues given, the scaling of the pipes leading to the gauge glass and the generally sloppy attitude to maintenance of a steam loco.

I will let you judge for yourself but do recommend this video as the consequences of not doing some of the things Peter Squire advises, can be quite frightening and dangerous.



My Modelling by John Brady - 2006

I've decided to give up modelling - after all what is it? I spend an hour designing it, two hours thinking how to do it, another hour doing it, then, as it is parted off it falls into an almost empty chip tray and completely disappears. It returns only after I have made another.

I have a very similar situation on the floor - anything dropped vanishes only to reappear when hard at work on another project.

Swarf defies logic - as it drops off the tool it falls onto the bathroom floor. As the lathe is at the bottom of the garden I have yet to find out how, but it does.

We all know who or what is the sharpest tool in the box, for sure it's not the one in the toolholder. The only time the tool in the holder is sharp is when you fumble the mic at the chuck's jaws and the tool bites the back of your hand.

The washing machine filter is full of rust and the bin men have hernias, so why bother - Airfix do fantastic kits

My neighbour came round the other day, his plastic hose fitting broken. Could I glue it or lend him one until he got to the shops? I turned him one from scrap brass, he was like a dog with two tails. After he left, I dropped the casual approach and rushed indoors like a dog with three tails

From the Newsletter of York City & District ME

How are member societies coping – Update

In our previous Newsletter we asked how were we coping; perhaps it should have been adjusting. Then we were entering new territory, now we are in it and getting used to it.

Stockholes Farm Miniature Railway

First of all, we hope that you are all safe and well and coping with the extraordinary situation we find ourselves in.

Back in March we had to take the unprecedented decision of cancelling all activities here in connection with the railway for the time being. The irony of all this, bearing in mind that the Tuesday gang had worked right through the winter in some appalling weather, is that we were moving into better weather.

Special thanks also to all members who have supplied us with essential items during the lockdown. However, as they say every cloud has a silver lining and this recent period has certainly created some bonuses as far as we are concerned.

The first is that we have not left home for nearly three months, and in consequence we have not seen the inside of a shop! (However, a couple of weeks ago I had a



problem with my eyes and so considered popping down to the Great Central Railway at Loughborough to satisfy myself that I was OK to drive, but then thought GWR Modified Hall 6990 *Witherslack Hall* could be running so I decided to stay at home!

A second bonus, and a real one, is that I have done more model engineering this last three months than I have been able to do for years. We've also been able to clear some of those long outstanding jobs that we've not got round to for years. Finally senior management has suggested that we drag out the bits of the Garratt from the back of the engine shed so that we can get it completed before we get back to 'normal'. (Bearing in mind the current situation it seems highly likely that we will be able to complete the Garratt before we in the UK consider it safe to venture out). Enough of this nonsense let us see what has been happening here ...

Ivan Smith

... and Ivan lists many projects, finished and in progress!

Ed

Brighouse and Halifax Model Engineers

Work is now progressing despite the need to social distance. Brighouse Station conversion is now moving along nicely with the back wall 90% complete and the front wall started. Rod Burnley has donated one roller shutter door, which will go at the signal box end. David Firth and Graham Lord are taking the lead on this project. Eric has been doing the steelwork.

Paul Roberts has started on the replacement for the condemned 7¼ in. loader near the ramps shed. Blocks to

build the retaining wall have been sorted at the same time as those for Brighouse Station.

The raised track loader is progressing: John Richardson and Mick Day are leading. Eric and Richard have done some work on Number 9 point to improve and level it. All the blocks that needed moving undercover have now been moved.

Please remember if you go to Ravenssprings Park to follow out rules on social distancing and sanitise anything other people may have to touch after you!

Burnley & Pendle Miniature Railway Society.

Weather permitting, we propose to reopen to the public on Saturday 11th July at 12 noon. We have a Covid-19 Policy in place and a new risk assessment.

During lockdown a small but very dedicated group of members has been working hard behind the scenes making sure we were ready. All our coaching stock has been repainted and thoroughly checked. All operational

locomotives have been serviced and checked so they are all ready for use. We have painted the clubroom the station and the bridge which all now look pristine and ready for use.

A one way system will be in operation and all trains will be comprised of one passenger coach and one guards coach. We are as ready as we can be.

Mike Bailey Honorary Secretary BPMRS



North London Society of Model Engineers

Our track site at Colney Heath was closed to members and public until we had undertaken a risk assessment. This was prepared with reference to HM Government guidelines “*Working safely during COVID-19 in construction and outdoor work*”.

During the initial lockdown period and until the risk assessment was complete, very limited access was permitted onto the track site for security inspections only. A roster was implemented for that to ensure only one member at a time would be on site.

Our present situation is that the site is closed to public and all events, including charity and club visits, are cancelled. Interim rules are in operation based on the

mitigations contained in the risk assessment. Members accordingly now have use of the site, its various tracks and boating pond providing the interim rules are followed.

The site is on private land and the gate is kept closed. Members are not allowed to use the tea making facilities and access into buildings is one person at a time. Sanitisers are provided.

At our HQ building, which is in a different location, we have a different situation. The building contains a number of rooms with slot car track, OO, HO and gauge O layouts. It is not possible to social distance in these rooms, nor the main meeting room, so all activities at HQ are cancelled.

Les Brimson, Hon. Chairman

The following amusing note arrived, not from a member society but from a complete stranger at the Southampton track!

Hi, As a retired engineer, bored with lockdown, I thought it would be fun and a challenge to make a small electric train that could use the very narrow, unofficial, 28mm gauge, track in Riverside Park. I did get it working for a few minutes (see attached short video of my attempt!)

Unfortunately, thinking that the track was owned by the Council, I failed to find out if I was allowed to use it. I



have since realised I should have asked the model engineers. I'm really sorry I didn't.

Anyway, might it be an idea to run a little 28mm competition for people like me who don't have the skills, time or money to dabble with steam engines? I did pop down one Sunday to chat to someone, but I suppose your club is impacted by the virus restrictions.

Again, apologies, Dave.

Vagaries of the English Language!

Ever wonder why the word funeral starts with 'fun'?

*

Why isn't a fireman called a waterman?

*

How come lipstick doesn't do what it says?

*

How do you get off a non-stop flight?

*

Why are goods sent by ship called 'cargo' and those sent by truck 'shipment'?

*

Why do we put cups in the dishwasher and dishes in the cupboard?

*

Why do we call it 'rush hour' when traffic is moving at its slowest?

*

Did you know that if you replace 'W' with 'T' in 'What, Where and When' you get the answer to each of them?

*



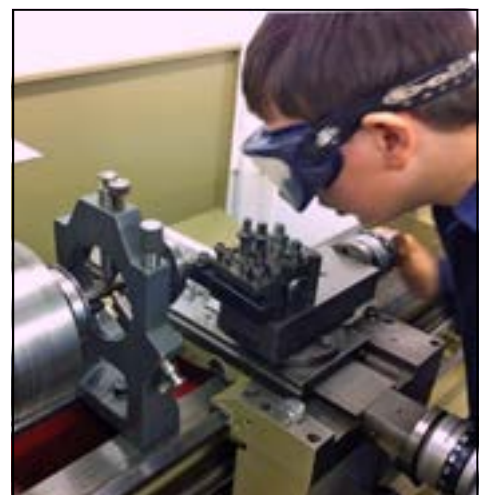
SOUTHERN FEDERATION TROPHY AND POLLY MODEL ENGINEERING LTD. PRIZE

Any active young member of any Club or Society affiliated to the Southern Federation of Model Engineering Societies is eligible provided he or she is no more than 24 years of age at nomination, is an active member of his or her Club or Society and has demonstrated skills in the use of equipment typically associated with the hobby of model engineering.

Please visit

www.sfmes.co.uk

for details and a nomination form



Meccano - this must be where many of us started!

La Tour Eiffel



This magnificent creation by Greg Worwood must have taken some construction not mention a lot of Meccano. Check the detail (above).

B-Type Bus WWI Mobile Pigeon Loft 1:12 scale (approx)

From 'Destination Western Front - London's Omnibuses Go to War' by Roy Larkin

"The British Expeditionary Force arrived in France within days of war being declared against Germany on 4th August 1914. With it came the urgent need to transport hundreds of troops from the French ports to, and around, the battle grounds of Europe

The London Omnibus Company stepped in the breach providing 1,185 buses and lorries for troop and provisions transport in France, Belgium and beyond.

The omnibus was also used as a mobile pigeon loft. These were operated by the Royal Engineers under the Director of Signals at GHQ. Mobile and static pigeon lofts were established from July 1915 and each army had ten pigeon stations, operated by a sergeant and two corporal despatch riders. The original pigeon lofts had been converted from general service waggon bodies and in late 1916, six buses were converted to complement those already in service A further six were converted in 1917."

The side extension of the upper deck pigeon loft folded flat for transport. The lower deck was used as accommodation / office.

John Reid - MMG/TIMS August 2018



Its all about communications ...

Today we enjoy wonderful technology that can bring us undreamed of opportunities for communication and society has decided that more and more activities are to be carried out 'online'. We, at SFMES, wish to make the very best use of these communication possibilities and elsewhere in this newsletter you will read about our planning concerning this and other things. BUT, however good our technology and however attractive our web site might evolve to, we will utterly fail if we cannot rely on the accuracy and latency of the database that we hold contact details on.

If your club has (for instance) not updated the secretary's name, home address and phone number, we will not find out maybe until we have cause to try to ring him / her. But if the corresponding email address is wrong and we get rejected emails when we try to use it, we compromise the integrity of the whole system. If we receive about 15% or more bounced emails in a mail shot, we stand a high chance of being black listed (it has happened) and to resolve this takes our IT Manager a long time and results in loss of trust. In spite of repeated pleas to get the database right, mail shots to email addresses held on the system still have an unacceptably high 'bounce back' rate.

Consequently, we are now obliged to insist on a number of simple rules in how we communicate using email:

- Email addresses that bounce will be embargoed by the system and will not be sent any more messages until the embargo is lifted.
- Email addresses that have not been registered by their owner will also not be sent any messages until registered.
- Role-based email addresses such as secretary@club.com will not be sent messages.

How do you know if you are 'embargoed'?

- If you have not been receiving email messages and you expected to (e.g. you are also primary contact and should receive everything).
- Your email address in 'club details' on the web site will indicate this (you may have to ask another officer with a working access to check this for you).
- You have a role-based email address.

You are embargoed, what do you do about it?

- Make sure that your email provider is set to treat www.sfm.es.co.uk as a friend (this will be found in some 'settings' application on your system) and re-register (see below).
- Make sure that you have responded to the initial welcome message sent by the system when you first enter your details. If you have a password and can get to the members' section of the web site, then you will have registered. If not, using the email address that you initially entered onto the system, select 'forgotten password' and this will cause a message to be sent to that address for you to respond to. If you do not get this message at the right address, your email provider may be blocking SFMES messages. If you have forgotten the email address (and / or your current one fails to allow access), ask another club officer to check or, if necessary, contact the SFMES membership secretary.
- Role-based addresses fail to meet GDPR measures that SFMES needs to follow: we need to know to whom we are sending an email. Consequently, role-based addresses should be changed for unique addresses to that individual and these should be updated when a person changes a role along with home address, telephone etc.

We request that club officers take particular note of updating the database for any changes, especially if officers change role, arrive or leave. Ideally, clubs should carry out the changes themselves as they are responsible for the information. We can make changes (except to passwords: use 'forgotten password') on request but always need appropriate authority from an officer at the club in question.

Dr Paul Naylor, Membership Secretary

Barry Glover OAM



Barry Glover passed away on Tuesday 16 June 2020 after a long illness. Barry is survived by his two daughters, grandchildren and great grandchildren to whom we extend our sincerest condolences.

Those who knew Barry soon realised that he was unique; passionate, forceful - an organiser and perhaps even a visionary!

Barry, a Vietnam Vet, received an OAM (Medal of the Order of Australia) in 2018 for service to the Miniature Railway movement and for his contributions for over 50 years with the RSL (Returned and Services League), looking after returned servicemen and women. Barry always did what he thought was right and everybody respected him for that.

He served 27 years as the President of the Australian Association of Live Steamers which was an amazing achievement. He was the founding President of the AALS, a founding member of the Australian Miniature Boiler Safety Committee (AMBSC) and instituted the AALS Insurance Sub Committee. Barry was also a founding member of the Illawarra Live Steamers.

In his latter years, he would spend three months every year in the UK and was a member of SMEE, the Society of Model and Experimental Engineers.

The miniature railway world in Australia would have been in a different place without his influence, and dare I say, his visionary attitude towards the hobby for which he will be remembered.

He always had a soft spot for Diamond Valley Railway and even though we had some interesting and challenging times with him over policy and insurance issues when he was President of AALS, he was heard to say that if he had lived in Victoria he would have been a DVR member!

Barry will be missed by all those who knew him and for his rather amazing contribution to the Miniature Railway Hobby in Australia. His legacy to the miniature and model engineering hobby should not be underestimated and will not be forgotten.

Rest in Peace Barry

Robert Carlisle, Diamond Valley Railway

During his regular visits to the UK, Barry made many friends among whom I count myself fortunate to be one.

One of a kind, he made a point of attending as many Clubs, Societies and events as he could manage while in the UK and all who met him enjoyed his company.

For myself, I very much miss his regular early morning phone calls when initial discussion of model engineering topics soon led to us putting the world to rights!

On behalf of all his UK friends, I send our sincere condolences to all his family.

Mike Chrisp, President SMEE, Vice Chairman SFMES

HS2020

Managing health and safety at passenger-carrying miniature railways Guidance for operators of passenger-carrying miniature railways

HSG216 *Passenger-carrying miniature railways – Guidance on safe practice* has been the principal safety guidance for passenger-carrying miniature railways since the document's publication by the Health and Safety Executive (HSE) in 2002. It was withdrawn around 7 years ago and is no longer supported or available from HSE.

A replacement guidance document was needed. As a result of that thinking a new group, the Passenger Carrying Miniature Railway Safety Group (PCMRSG), was established in 2017 with the objective of drafting a new guide for the safe operation of passenger carrying miniature railways. The drafting of a new safety guide was no easy task and the Group would like to thank those businesses, clubs, societies and individuals who responded to our request for comments on a draft guidance which was made available via the group's

website. Over 150 comments and suggestions were received and all were considered.

In addition to close contact with businesses, clubs, societies and individuals the Group has benefited from regular input and assistance from the HSE and thanks to them must be recorded.

The new safety guide, *HS2020 – Managing health and safety at passenger-carrying miniature railways*, which has been fully endorsed by HSE, is now complete and available at <https://www.pcmrsg.org/>

HS2020 will now be the safety guidance document to which HSE refer and therefore the operators of passenger-carrying miniature railways are advised that they should do likewise.

Thieves strike again ...

Paul Thompkins of Southern Boilers wrote: "*What's been taken are a 7¼ in. BR STD 5 and a 7¼ in. GWR County boiler, both in construction and what turns out to be most of all the components. I have now found three flanged plates. They also took an old 7¼ in. County*



boiler I was copying. The police tell me the thieves knew exactly what they were doing in their method of entry. A black Astra size van with black wheels and windows was seen on site and is of interest.

I don't believe at all there is any involvement from a hobbyist."

Photo supplied by Southern Boilers

Kind regards, Paul.

A little nonsense ...

The word 'lexophile' describes those that have a love for words, such as "*You can tune a piano, but you can't tuna fish*" and "*To write with a broken pencil is pointless.*"

An annual competition is held by the *New York Times* to see who can create the best original lexophile. Recent submissions include the following:

- I changed my iPod's name to *Titanic*. It's syncing now.
- England has no kidney bank, but it does have a Liverpool.
- Haunted French pancakes give me the crepes.
- A girl said she recognized me from the Vegetarians' Club, but I'd swear I've never met herbivore.

- I know a guy who's addicted to drinking brake fluid, but he says he can stop any time.
- A thief who stole a calendar got twelve months.
- When the smog lifts in Los Angeles U.C.L.A.
- I got some batteries that were given out free of charge.
- A dentist and a manicurist married. They fought tooth and nail.
- A will is a dead giveaway.
- With her marriage, she got a new name and a dress.
- Did you hear about the fellow whose entire left side was cut off? He's all right now.

- A bicycle can't stand alone; it's just two tired.
- He had a photographic memory but it was never fully developed.
- Acupuncture is a job well done. That's the point of it.
- I didn't like my beard at first. Then it grew on me.
- Did you hear about the crossed-eyed teacher who lost her job because she couldn't control her pupils?
- When you get a bladder infection, urine trouble.
- When chemists die, they barium.
- I stayed up all night to see where the sun went, and then it dawned on me.
- I'm reading a book about anti-gravity. I just can't put it down.
- Those who get too big for their pants will be totally exposed in the end.

An old physician, Doctor Gordon Geezer, became very bored in retirement and decided to re-open a medical clinic.

He put a sign up outside that said: 'Dr Geezer's clinic. Get your treatment for \$500 - if not cured, get back \$1,000.'

Doctor Digger Young, who was positive that this old geezer didn't know beans about medicine thought this would be a great opportunity to get \$1,000. So he went to Dr Geezer's clinic.

Dr Young: "Dr Geezer, I have lost all taste in my mouth. Can you please help me?"

Dr Geezer: "Nurse, please bring medicine from box 22 and put 3 drops in Dr Young's mouth."

Dr Young: "Aaagh! -- this is gasoline!"

Dr Geezer: "Congratulations! You've got your taste back. That will be \$500."

Dr Young gets annoyed and goes back after a couple of days figuring to recover his money.

Dr Young: "I have lost my memory, I cannot remember anything."

Dr. Geezer: "Nurse, please bring medicine from box 22 and put 3 drops in the patient's mouth."

Dr Young: "Oh, no you don't -- that is gasoline!"

Dr Geezer: "Congratulations! You've got your memory back. That will be \$500."

Dr Young (after having lost \$1000) leaves angrily and comes back after several more days.

Dr Young: "My eyesight has become weak --- I can hardly see anything!"

Dr Geezer: "Well, I don't have any medicine for that so, "Here's your \$1000 back" (giving him a \$10 bill).

Dr Young: "But this is only \$10!"

Dr Geezer: "Congratulations! You got your vision back! That will be \$500."

Moral of story -- Just because you're 'Young' doesn't mean that you can outsmart an 'Old Geezer'!

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David Mayall

Email: davidmayall@sfmes.co.uk

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