

# **S***SOUTHERN* **F***FEDERATION* **N***NEWS*



**DECEMBER 2007**



Two unusual models seen on the stand of Wolverhampton & District MES, at the Midlands Model Engineering Exhibition.

**ABOVE:** Cement Mixer by Les Horne.

**BELOW:** 5" gauge Simplex Trench Tractor by Les Smith



**FRONT COVER:** This model of a 1938 Ariel Motorcycle and Sidecar, by Ian Glasspool, won 1<sup>st</sup> in class at the Midlands Model Engineering Exhibition.

Photos: Mike Leahy

# SOUTHERN FEDERATION NEWS



December  
2007

Editor  
MIKE LEAHY

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

## EDITORIAL

**CURRENTLY, the Federation is still unable to clarify the situation with regard to the application of the Safeguarding Vulnerable Groups legislation to the hobby.** Within these pages you will find mention of where we are at present. What we must prevent are 'chinese whispers' getting into circulation. If you have evidence of its application to hobby activities then please let us know.

It's pleasing to find that your club newsletters and journals continue to be sent in – it makes the job of your Editor that much easier in compiling this magazine. However, there are still a number of magazines that I am aware of that we still don't yet receive, and if your club doesn't have a newsletter why not send in a picture or two, with a suitable caption?

While trackside activities no doubt suffered because of the Summer's wet weather, many of us took the opportunity to visit a number of the exhibitions that now take place throughout the year. Photographs on the pages of this edition portray some of the wonderful work that is undertaken within the hobby, and it knows no bounds with regard to quality and craftsmanship. Each of the larger exhibitions seems to have developed its own character, thus there is something out there to please everyone. Long may it continue.

May I Wish You All the Best for Christmas and the New Year.

*Mike Leahy*  
November 2007

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

Items for inclusion in the March 2008  
edition should be sent to the Editor  
by  
**26th JANUARY 2008**



## From the Chairman

As the end of another year draws near, where did 2007 go to?

The Federation has enjoyed yet another very successful year, being at the forefront of all things connected with the world of Model Engineering. One disappointment, having had some ten inquiries for membership during the year, as yet none have materialised into formal applications, the first time this has occurred since the Federation was formed in 1970.

As ever, the Bristol exhibition, which goes from strength to strength, was a resounding success and must be the best Club organised event in the country; why not add it to your list of events for 2008? You will not be disappointed.

The Autumn Rally, hosted by the Canvey Railway and Model Engineering Club was an outstanding success, in glorious sunshine, it certainly made up for the two previous disappointing rallies. A full report of the rally appears elsewhere in the newsletter.

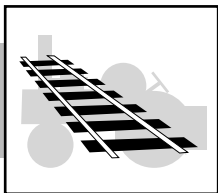
As ever, the Midlands Exhibition at its permanent home at the Warwickshire Exhibition Centre, was well supported by visitors on all five days, and again it was a pleasure to meet so many of our friends.

What about 2008? The Federation is supporting the exhibitions at Alexandra Palace and Brighton Model World, and in addition, the Guildford Traction Engine Rally. I feel sure there are plenty more in the pipe line; we look forward to meeting you at these events.

Have you booked Saturday March 8th for the Federations Annual General Meeting? We have booked another excellent venue in the West Midlands that we have not visited before – the Kidderminster Railway Museum on the Severn Valley Railway. Full details will be sent out early next year.

On behalf of the Federation Committee, may I wish you all the Compliments of the Season, and Best Wishes for 2008.

Brian Thompson



## SOUTHERN FEDERATION AUTUMN RALLY

### THAT'S BETTER

The Autumn Rally at Canvey Railway & Model Engineering Club turned out to be the best supported Federation Rally for some time. No doubt, with the very poor Summer weather we had had, the promise of a fine day encouraged many to attend. Some 40 visiting models were in steam, and a considerable number of visitors without models also turned up for the occasion. There were so many models wishing to use the elevated track that there was, at one point, the fear that there would be insufficient space on the steaming bays to accommodate them all, but they managed to cope.

Visitors with models came from far and wide, and on signing in were asked for their home postcode. The club had purchased a tankard that was to be presented to the person, with a model, who had come furthest to attend the event. The postcodes were entered into the database of a SatNav system, using the shortest route criteria, and by a short margin the recipient was announced to be Bill Stubbs, from Tiverton & District MES, closely beating a visitor from Leeds

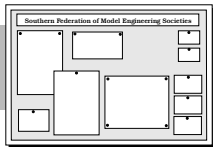
The club had erected a large marquee and had on display an exhibition of its members' work, and the wives and girlfriends (lady members of the club) had worked hard to ensure that none of the visitors would go home hungry.

As is customary at the Autumn Rally, the competition for the Australian Trophy took place during the event, and it was pleasing to know that Barry Glover, the President of the Australian Association of Live Steamers, was attending the Rally and acted as one of the judges. The winner was John Cousins, of Harrow & Wembley SME, with *Camelot*, his fine 7<sup>1</sup>/<sub>4</sub>" gauge 4-6-0 BR Standard Class 5 loco. The Australian Trophy was presented by Councillor Beverley Egan, Mayor of Castlepoint Borough Council and Barry Glover had the honour of presenting the Tankard, a case of the 'farthest travelled by far' to the 'farthest travelled'.

The following day, the club also had an Host Society Open Day, and an as well as those who had stayed overnight for another opportunity to use the track, a number of other visitors, who had been unable to attend the Rally, turned up with their models for the day. A most enjoyable weekend. (See pages 18-20 for pictures of the event)

### What is it? Where is it?

The puzzle picture in the last edition of *Southern Federation News* showed *Cramecsaurus* located at the tracksite of Canvey Railway & Model Engineering Club, and so seen by those who attended the Federation's Autumn Rally. The dinosaur stands approximately some 4" high, and is a good example of the art of laser cutting of metal. Local youths save the club the trouble of painting it, as it seems to be continually subjected to the graffiti artists spray can, hence its multi-coloured appearance!



# NOTICE BOARD

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

## INSURANCE CLAIMS & INCIDENTS

Forthwith, all claims or notification of incidents must be reported in the first instance direct to the Federation's insurance broker.

Send all correspondence to:

Angela Orford,  
Footman James and Co Ltd,  
Waterfall Lane,  
Cradley Heath,  
West Midlands,  
B64 6PU

Tel: (0121) 561 6210

Clubs/Societies are reminded that all accidents, or any incident that could possibly result in a claim being made, should be reported, even though those involved may have stated at the time that they do not intend to take the matter any further. Details of names and addresses of all parties involved, (and those of parents/guardians of any child under 16 years of age) should be recorded at the time of the incident. Additionally, as much information as possible with regard to the incident should be recorded at the time, as memory of such events can become somewhat clouded with the passing of time. Details of any injuries that are apparent at the time of the incident should be recorded, notwithstanding that later medical examination reveals them to be of a more serious nature. **NO ADMISSION OF LIABILITY SHOULD BE MADE AT ANY STAGE.**

This notice supersedes the previous requirement that notification of claims and incidents shall, in the first instance, be made to the Southern Federation.

**RIDDOR** Section 4 of the Health and Safety at Work etc Act 1974 places a duty of care on people in control of non-domestic premises, (eg club/society premises).

The Reporting Of Injuries, Diseases and Dangerous Occurrences Regulations, 1995 (RIDDOR) places certain obligations on people in control of such premises to, amongst other things,

..... report injuries to members of the public or people not at work where they are taken from the scene of an accident to hospital .....

Incidentally, under RIDDOR, one is also required to report,  
..... derailment or unintended collision of cars or trains; ....

For further information refer to the HSE web site:

<http://www.hse.gov.uk/riddor/facts.htm>

also *Passenger-carrying miniature railways - Guidance on safe practice (HSG 216)*, a copy of which was sent to each club/society in the Federation when it was first published (2001). It is understood that this publication is currently out of print, but photocopies can be obtained, free of charge, from The Office of Rail Regulation, 1 Kemble Street, London. WC2B 4AN. Tel: 020 7282 2080.

So, apart from having to report accidents/incidents to our insurers, there may be a requirement that you also report a particular accident/incident to the HSE.

**GIVING ADVICE** One of the Societies affiliated to the Federation has raised the question of liability cover with regard to club boiler inspectors, or for that matter members giving advice to one another, on a member to member basis. As you are aware, boilers, being built by club members, are required to be examined on a number of occasions during the course of construction, when the boiler inspector may need to give advice as to rectifying existing problems and/or the way forward to the next step. The query raised was; a) Is it permissible to give such advice under the terms of the Federation's insurance cover; and, b) What protection does the Federation's insurance give? The reply from our insurers, Royal and Sun Alliance, is:

## **INSURANCE INDEMNITY WITH REGARD TO GIVING ADVICE DESIGN OR SPECIFICATION**

### **Southern Federation of Model Engineers**

It is confirmed that the Public Liability section of the above policy applies in respect of legal liability for injury and/or damage only and that it contains our standard exclusion number 6 which reads:-

The indemnity will not apply to legal liability arising from or in connection with advice design or specification provided for a fee.

If members of the Federation do provide advice design or specification purely for a fee then there is a need for or Professional Indemnity cover which is available at extra cost depending on the individual case.

So, if you give advice freely you are afforded some insurance cover with regard to injury and/or damage arising from giving that advice - if you charge for that advice you definitely aren't covered. However, our insurance brokers, Footman James, can arrange Professional Indemnity cover, separate from the Federation's insurance policy, should you require it.

Clubs/societies are reminded that boiler examination and testing shall only be undertaken on a member to member basis, and that no charge shall be made for such inspections.

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**SAFEGUARDING VULNERABLE GROUPS ACT** Further to the notice in the last edition regarding the issue as to whether this legislation applies to our activities and seeking any information that clubs/societies may have, we can report virtually no feedback on the matter. However, the Federation continues to vigorously pursue the matter and is currently seeking definitive advice from the relevant Government minister. Meanwhile, beware of 'urban myth' that surrounds the topic and seek written confirmation of such 'information', (and, of course, pass it on to Ivan Hurst, the Federation's secretary!)

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**SOUTHERN FEDERATION ANNUAL AWARD** Societies are reminded that the cut-off date for nominations for the Annual Award, sponsored by Polly Model Engineering Ltd, is the 20th January 2008. A nomination form was included with the last edition of *Southern Federation News*.

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**REVIEW OF BOILER TEST CODE** Very few comments and/or observations have been received with regard to the review, intended to commence Spring 2008. This edition of *Southern Federation News* is the last opportunity to remind you of the forthcoming review. Any Society wishing to make comments or observations should do so in writing or by e-mail to the Federation's Representative on the Boiler Committee, Mike Leahy. (See address/e-mail details on page 36)

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**SOUTHERN FEDERATION AGM** As agreed at last year's AGM, the date of future AGMs will be the second Saturday in March. To start the ball rolling, this year's AGM will be Saturday, 8th March. The venue is the Kidderminster Railway Museum of the Severn Valley Railway. An AGM package, giving details of location and entry to the museum, will be sent to all clubs, in plenty of time prior to the meeting.

## **SOUTHERN FEDERATION RALLIES 2008**

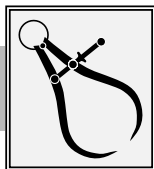
The Spring Rally will be held at the  
**VALE OF AYLESBURY MODEL ENGINEERING SOCIETY**  
**SATURDAY, 17TH MAY**

and the Autumn Rally will be held at the  
**BRACKNELL RAILWAY SOCIETY**  
**SATURDAY, 20TH SEPTEMBER**

The Australian Association of Live Steamers Trophy competition  
will take place during the Autumn rally.



A number of pages from the printed version of Southern Federation News, which is circulated to all clubs/societies affiliated to the Southern Federation of Model Engineering Societies, have been omitted from this electronic version as they contain information that is either confidential or subject to the Data Protection Act.



## TOOL TOPICS

### BATCH CUTTING THREADS ON THE LATHE

**John Brady**

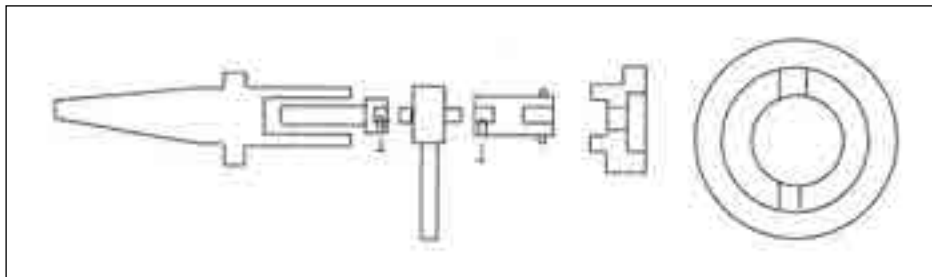
If like me you fall somewhere between the “its easy Bro” tyros and the airy “I thread under power” you will no doubt know that trying to pull it round by the belts on a Myford is not conducive to enjoyment. What follows is my answer to the problem of threading and the sheer dread of batch making screws.

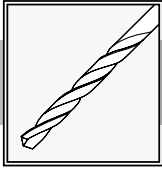
The idea is to introduce a ratchet between the tailstock and the die holder. The ratchet is a small cheapo from a bargain shop and the first job is to remove the spring loaded balls that retain the sockets. The holes left by the removal will retain the new sections fastened on each side. Mine was  $\frac{3}{8}$ " drive on one side and  $\frac{1}{4}$ " the other. Square holes must be made to fit these, drill then pick the corners out with a piece of tool steel. Next is to turn a No2 Morse taper on a length of bar, (It's easy innit, Bro tyros?). That done, all the other measurements are as they go except the die holders.

In use, the job is in the chuck, lock the head spindle. Bring the tailstock with the new tool in it until the die is just touching the job. Lock the tailstock, gently rotate the tailstock handwheel and start feeling for the thread with the ratchet. Maintain contact with the tailstock while working the ratchet.

Threads without tears, and the cat is safe.

*The Newsletter – York City & District SME*





# DRILLING

## HINTS & TIPS

*This article by **Tom Wood** appeared in the STEPHENSON LINK, the journal of Chesterfield & District MES.*

When you have worn out the bristles on the sweeping brush, don't throw the stave away, it has many uses. If you have a number of holes to drill to a certain depth, say  $\frac{1}{2}$ " , put the drill bit in the chuck and measure how much is protruding, say 1". Cut  $\frac{1}{2}$ " off of the stave, drill through the centre with the same drill, push the spacer up to the chuck and there you have it, everyone the same.

Many small drills are broken when drilling through thin material because of the amount of drill beyond the chuck. Place the chuck in the lathe and drill a  $\frac{1}{8}$ " hole in the centre to allow the drill to go further into the chuck body and allow the jaws to grip the flutes. Only use enough drill for your purpose beyond the chuck, if the bit does break, the chances are that you will have enough left to sharpen again.

If you are unfortunate enough to have your drill chuck turning in the tail stock when drilling in the lathe, the usual cure is to wrap the chuck taper with a piece of good quality paper, cut so that it doesn't overlap. If this doesn't work, try using a piece of round rod in the chuck key hole and resting it on the tool post or cross slides moving it along the bed as the drill progresses to keep up with the drill depth.

When drilling through thin material which has to be supported underneath, place the supports as near to the hole as possible and clamp securely. It is the spring in thin material which causes the bit to grab and fracture as it breaks through.

Except for special purposes, the centre of a drill is tapered from narrow at the point to wider at the top or shank. It therefore follows that the more a drill is sharpened, the wider the centre flat becomes at the point. When drilling a pilot hole, to be followed with a larger diameter drill, always measure this flat on the larger drill and choose a pilot drill at least that diameter.

Many people will make a stand for their drill bits by drilling a block of wood with all the sizes they have and stand the bits in the holes. It should be remembered that wood contains moisture and very often has an acid content which can only be detrimental to the bit. A metal bit stand is easily made or cheaply bought.

If your drilling machine doesn't have the luxury of a table which can be cranked up with the rack and handle, then keep your eyes open at the car boot sale for a scissor type car jack. This can be used between the drill table and the base to raise and lower the work table when drilling heavy objects. All drilling machine columns should be fitted with a safety collar to avoid damaging the hands if the table falls. If yours hasn't, always keep a block of wood at least 2" thick on the base adjacent to the column, in case the table falls whilst you are adjusting it



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For all your model engineering requirements.

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**Practical Scale:** Drawings, castings, lost wax parts, laser cut frames, CNC rods, CNC platework, etc for the range of locos designed by Neville Evans and serialised in the Model Engineer.

Whatever your model engineering needs, from nuts and bolts to locos, it is probable we can supply. See us at exhibitions and rallies or find these and other items in our :



Supplies Catalogue £1.75 posted UK. \$5 worldwide  
Polly Loco Kit catalogue £3 Stuart Models Catalogue £5



### **Polly Model Engineering Ltd (inc Bruce Engineering)**

Bridge Court, Bridge St., Long Eaton, Nottingham, NG10 4QQ

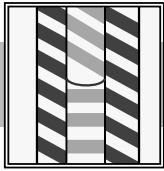
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MASTERCARD



# SIGHT GLASSES

## & WATER GAUGES

*This article by **Nick Driver** is gleaned from the pages of the NEWSLETTER of Halesworth & District MES.*

In the beginnings of steam, boilers were fitted with petcocks or small taps that when opened showed if water was high or low in the boiler. Such cocks are still used sometimes on 0 gauge and Gauge 1 models. Because cocks of this kind often got blocked, with resultant very bad things happening, the water gauge or sight glass was invented. I'm sure that most are very familiar with these devices on their miniatures, but at a risk of boring I will go into some detail.

Together with the pressure gauge and the safety valves, the water gauge is a vital piece of safety equipment on any miniature that is in steam. Indeed the glass requires constant observation and reading to steam successfully and safely. It is therefore essential that they work correctly, and are correctly fitted. Even though visual scale may dictate a small and slender glass, internal measurements should try and be a minimum of  $\frac{3}{16}$ " and of course larger, as the miniature increases in size. Very thin glass can even give a false, higher reading due to capillary action.

Glasses supplied these days tend to have a thicker wall than they used to, keeping up with tighter safety requirements. Older glasses may have very thin walls and be prone to accidental breakage. When a miniature comes out of service for the winter it is a good idea to replace the glass. Not only does scum and scale build up on the inside making the glass more difficult to read at a glance but constant high temperatures can weaken the glass. Full scale practice usually changes the glass as often as every two weeks for these reasons.

If you take over a new miniature it is advisable to check that the glass or glasses have been correctly fitted. A simple rule is that the bottom entry point of the fitting should clear just above the crown of the boiler. If this is the case then when water just shows at the bottom of the glass there should be a reasonable margin of water covering the crown.

A point here. I have seen some people pay scant attention to the water level and run with little or no water showing, especially on track gradients or road gradients. If water gets so low it vanishes it should be treated as an immediate priority to get water in; if it can't be done quickly the fire should be dropped. If you can't see water and haven't checked frequently then you have no idea just how little there is. If a fusible plug is fitted, as in some larger boilers, it might melt out. If not, damage may be done to the crown and crown stays by extreme overheating. This can lead to future boiler failure either on hydraulic test or even when running. Good driving keeps the glass at one half to three quarters full.

Though seen as acceptable on very small scale miniatures, I have never been in favour of one cock water gauges. That is with only a blow down cock. It is quite possible to buy or make very attractive three cock gauges for most scales. The top and bottom cocks have a definite purpose. Not only do they permit the gauge to be shut off in the event of a glass fracture but they should always be used to test that the boiler passages are clear when raising steam. Close both cocks when at normal pressure and open the blow down cock, the glass should empty. Open the top cock and see it blow down, close it and open the bottom cock and observe the same and close again. Close the blow down cock and open both main cocks and see the glass fills quickly. Blow the glass down at regular intervals to check that the level shown is not a false reading ... it does happen.

Some protection is a very good idea for the gauge glass as it is easy to hit it with a poker or shovel. On smaller miniatures one can make a three sided protector that protrudes a little beyond the glass in folded brass. Certainly on say a 4" scale traction engine a fully working glass protector should be fitted. A broken glass at this scale could cause serious burns. I am also a believer in the use of black and white chevrons behind the glass usually as part of some sort of protector. They have an important safety function as the water distorts the lines clearly showing its presence. It is otherwise very difficult to know if a glass is full or empty, one leads to priming the other to trouble. For this reason I do not like glasses sold with white backs as they prevent the use of chevrons.

For those who have never fitted a new glass I make the following suggestions. Cutting glass tube is always difficult, especially on say thick walled 10mm large tube. To get the correct length experiment with a piece of dowel of the same diameter. You need to be able to slip the glass right up into the top fitting so that it just clears the bottom fitting, sometimes the bottom fitting must be angled a little to achieve entry. When you have the right length and can fit your dowel, then with a triangular Swiss file slowly cut a groove around the glass at the length you need. You must work with a much longer length. Drill a hole in a block of wood a little bigger than the glass diameter and insert the glass into this hole with the cut line level with the surface of the block. Use a protective glove on the hand and snap the glass off. If the break has any uneven ends nibble them off with a small pair of end nippers. The ends should be smooth. Either lightly sand a chamfer with a sanding drum or with a small gas flame slightly melt the ends. Check for any hair-line cracks before fitting. Today the easy way to fit a glass and have it steam tight is to use the very thin O-rings that are available, I suggest a 9mm on a say a 10mm glass. I also coat the glass below the O-ring with a plumber's silicon, like Fernox. Of course the union nuts should be fitted on the tube first. These should be tightened only very lightly.

It is essential that the top and bottom fittings line up very well, check this carefully and use crushable washers to aid tightening of the fittings to the correct place.

One last point, good gauge fittings provide a small cleaning plug, routinely prod this through to clear any scaling up of the boiler passage.

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*Opposite page.*

1. *Fowler Road Locomotive, 1:6 scale by P Norrington. Awarded a Gold Medal and the Aveling Barford Trophy*
2. *Morgan three-wheel sports car in 1:4 scale, under construction by Arthur Boddily.*
3. *CSO Seawell, 1:100 scale by J Wood.*
4. *Napier 'Dagger' 24 cylinder engine in 1:3 scale by M. Lawrence*
5. *Highland Railway 1896 Loch class locomotive in 5" gauge by Peter Lamberton. Awarded a Bronze Medal and the Bill Deane Memorial Trophy.*

# MODEL ENGINEER EXHIBITION - ASCOT



SEPT  
2007



# SOUTHERN FEDERATION AUTUMN RALLY 2007



.... none of the visitors would go home hungry.



.... had on display an exhibition of its members' work ....

## CANVEY RAILWAY & MODEL ENGINEERING CLUB



.... the steaming bays were full ....



It was a fine, sunny day ....



What is it?



.... Cramecsaurus

## AWARD WINNERS AT THE SOUTHERN FEDERATION AUTUMN RALLY

John Cousins, of Harrow & Wembley SME, receives the Australian Trophy from Councillor Beverley Egan, Mayor of Castlepoint Borough Council. Brian Baker (middle), Chairman of Canvey Railway & Model Engineering Club looks on.



Photos: Mike Leehy



Above: *Camelot*, John Cousins' award winning 7 $\frac{1}{4}$ " gauge 4-6-0 BR Standard Class 5 locomotive.

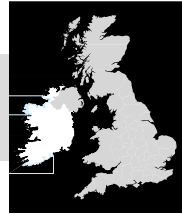
Left: Barry Glover, President of the Australian Association of Live Steamers, presents a tankard to Bill Stubbs, Tiverton & District MES, for having travelled farthest, with a model, to attend the Rally.



# AROUND THE CLUBS

*Much of the content of this section of the magazine is gleaned from the various club newsletters, journals, e-mail magazines, etc, submitted to the Federation. Not all clubs have a magazine but that shouldn't stop you from letting others know about your activities. Reports from clubs are most welcomed. Please submit your article or magazine to the Editor.*

## NATIONAL CLUBS



Writing in the *Coupling Rod*, the newsletter of the **National 2 1/2" Gauge Association**, Des Adeley gives an insight into the Ayesha Revival Project

The project began while the Association had LBSC's original Ayesha locomotive on loan following the Model Engineer Exhibition at the end of 2004. LBSC had built the locomotive around 1920/22 but he did not give a serialised description until some ten years later. Many have no doubt bought sets of these drawings either from the Association or from Reeves 2000 and not proceeded further. These drawings were originally published by the *English Mechanics* magazine in 1931 and the copyright is owned by Reeves 2000.

Following the Exhibition, a group of members got together to inspect the locomotive and we were able to have a very close look at the underneath of *Ayesha* and work out where the design originated and from where the major castings had been obtained. The first thing noticed was that the locomotive was not the same as what was shown in the *English Mechanics* drawings. The original locomotive was

based on the Bonds 0' Euston Road 'Atlantic' design commissioned from Henry Greenly, on to which LBSC had grafted a coal fired boiler and an axle driven water pump. The castings used on the locomotive were from the Greenly or Bonds standard parts range. This was confirmed both by part number and external measurement. At no time was any of the locomotive stripped, although a few cosmetic repairs were carried out before the loco went back to its owner some months later. The only part that could not positively be traced was the origin of the cast iron tender side frames, but they are believed to be Bassett-Lowke. The drawings published in 1931 show what LBSC might have built had he been starting from scratch again at that time. Castings for either variant have not been available for many years.

A decision had to be made. If they were to revive the Ayesha design what path should be followed? At first they thought that it would be possible to use one set of castings that could be machined, either to the original, or to the 1931 design. This fairly quickly became impossible unless the

castings were large enough to accommodate the two designs, making the the cost excessive.

The membership were asked their views at the time and from those who responded it was agreed that the design of LBSC's original locomotive should be followed. After all, the maestro said it went very well, didn't he?

As was highlighted at the time, this is one of those locomotive designs where owing to the wheel profiles that are used today, you cannot scale the six foot seven and a half inch driving wheels spaced six feet ten inches apart and very small alterations have had to be made to the driving wheel diameter and/or the wheel base dimensions. The prototype has been completed and two other chassis have been built, so it is sincerely hoped that there are no major dangers that will prevent others from building and completing examples of this famous locomotive.

The Association has an agreement with the *Model Engineer* that allows them to reprint past articles of 2<sup>1</sup>/<sub>2</sub>" gauge interest. The reprints of the Ayesha serial, relate to the 1931 design and drawings. If you purchase water jet cut frame components from the Association, the dimensions are to the 'revived design' that the Association has produced. If you want to build to the 1931 drawings rest assured that other people have successfully built models using these sheets, but the cylinder castings are not the same as LBSC's original. LBSC used castings that are to a 1915 Henry Greenly drawing.

The Association has tried to cater for the wishes of three groups of members. One group requested a replica of LBSC's own engine, another group asked for a closer to scale set of drawings for the Marsh Brighton Atlantic, while the third group wanted the

Great Northern version. The drawings have set out to address all three sets of wishes.

The Association also has a castings service to provide access to designs that are no longer commercially available and to supply the castings that the trade no longer provides. It is the policy of the Association that if there is a trade supplier of designs and castings they will not compete with them.

### WORKSHOP TIPS

1. If you don't have an air compressor, try using a flexible straw to blow chips out of blind holes (but wear goggles!).
2. Pipe cleaners and paint thinners work well at cleaning out tapped holes.
3. When duplicating parts to make from sheet metal, layout and make the first part as normal and then stick it on the next sheet using double-sided tape. The holes are transferred to the blank sheet exactly. Afterwards, a knife can be used to separate the two parts. The tape also works well with small parts that are difficult to hold.

Kevin Lee

Steam Chest

The National 2<sup>1</sup>/<sub>2</sub>" Gauge Association

Unfortunately, their Castings Officer, Roger Palmer, living near Tewkesbury was one of those unfortunates to have suffered in the last summer's floods. On a temporary basis Des Adeley is handling castings enquiries. It will be appreciated that the casting service has been through several weeks of disruption and therefore if you have sent an order that has not been acknowledged or you are still waiting for some items, please get in touch with Des, Tel: 01722 718463.

National clubs, such as the National 2<sup>1</sup>/<sub>2</sub>" Gauge Association, rely on the the hospitality of local clubs to enable them to gather and meet up with fellow members. To this end the Association holds a number of Area Rallies throughout the year and

2007 has been no exception. Attendance of locomotives may vary, but a very well attended rally was the Southern Area Autumn Rally, held at the Surrey SME's tracksite, with a turn out of some 17 locomotives, 13 of which were steamed up.

'Good Samaritans, Model Engineering Style' heads the title of a short article by John Read in the **Model Steam Road Vehicle Society's** *Newsletter*. Having previously completed a number of Gauge 1 locomotives, he was smitten by a 2" scale Fowler traction engine seen on a trade stand at an exhibition. This is for me he thought, in arrogant innocence, thinking it would be just a bigger Gauge 1 locomotive. He says, "In my simplistic mind I thought I would just work from the top left hand corner of Sheet No.1 to the bottom right hand corner of Sheet 14; simple as that". Obviously, he soon found that it was not that simple, especially as he knew nothing about traction engines in general. Fortunately, at an early stage, he met a number of the Society's members who were prepared to help him on his way. At one point he estimated a further six months work was needed to complete the model, which in fact turned out to be rather conservative. Eighteen months later he was stuck on the safety valve, a problem that frustratingly stayed with him for a whole year. Fortunately, at a show, a couple of members spent some considerable time looking and suggesting improvements to the safety valve. What joy when the valve and engine finally worked.

He relates that only 5% of 5" gauge locomotives are ever finished, and supposes that a similar proportion of traction engines also end up in a cardboard box on the workshop floor. He says that some 700 or

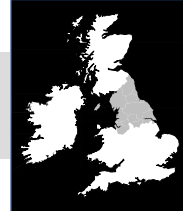
more 2" & 3" scale Fowler engines have been started, but you do not see many around. Without the help of many club members and the fraternity in general he feels his engine could also well have ended, sorrowfully, in a cardboard box or sold at a knock down price just to get it out of sight. Sincerely, he thanks to all those people who have helped him over to the past four years.

Marshall House was the scene of great activity on Saturday, April 21st, the official opening of the **Society of Model and Experimental Engineers'** Gauge 1 track.

Following Gordon Hatherill's introduction to those present (over 20), Maurice Fagg mentioned the background to the building of the track. When members of the first SMEE Training Course wanted something to build, using their recently gained expertise, the Gauge 1 Project loco was an ideal choice and several members of that course are now busy constructing one. Gauge 1 has recently become very popular in model engineering societies so it seemed a sensible idea to build their own track, incorporating Gauge 0 and 2<sup>1</sup>/<sub>2</sub>" gauge should they be needed too. Being only 35ft long it is unable to compete with other club tracks, but it does have the advantage of being an all weather one. The railway was built by Martin Cook and Gordon Hatherill with help from Elizabeth Cook and David Hatherill. Once the official opening ceremony had taken place there was the opportunity for the members to operate and demonstrate their locomotives.

Unfortunately, the proposed ceremony to commemorate the completion of the refurbishment of Marshall House has had to be postponed.

## NORTH OF ENGLAND



Writing in the *Newsletter* of the **Stockholes Farm MRS**, Ivan Smith comments on the Safeguarding Vulnerable Groups Act. He states there is confusion as to whether this is law at present, or not. He then goes on to say; “that if it goes ahead as it stands then all clubs/societies, where their members come in contact with juniors, i.e. under 18, must have all members CRB checked. This is a cost clubs like ourselves cannot cover, and there are also members who, on principle, do not want this check to be carried out. There was recently the tragic shooting in Liverpool of an eleven year old. After the politicians had stopped blaming each other, one of the outcomes was that there is a need to engage with youngsters more - i.e. across the age range.” With 13 juniors out of a total of 66 members, Stockholes Farm MRS does just that. On Tuesday evenings, they can get up to eight juniors working in the workshop. Last August’s Open Day, out of thirty members present ten were juniors.

Ivan continues, “This new Act is already having serious effects. Recently we came across a sad case where an 80-year-old founder member of a society has had his membership cancelled because he would not agree to a CRB check on principle.

We are trying to do our bit, but the only thing we get from authority is obstruction. I can certainly see why some societies now will simply not have junior members, and this cannot be good for our hobby”.

*(The Act received Royal Assent in November 2006, so is already enshrined in law. However, the Act will not be fully implemented until sometime in 2008. What is not crystal clear is to whom it may apply; different people you talk to have varying opinions. What must not happen is for clubs/societies to engage in ‘knee-jerk’ reactions. Continue to seek clarification, particularly engaging the services of your local MP. If it is proven that the legislation does apply to hobby clubs/societies then the hobby as a whole, along with other hobbies/activities that are similarly affected, should attempt to obtain an exemption from the legislation as far as hobby activities are concerned. No doubt the major effect, this legislation may have for clubs/societies, is with regard to junior membership.*

*Can clubs/societies afford the cost of CRB checks? Apparently, many local authorities have a facility whereby volunteer organisations can obtain free CRB checks, so perhaps this may not be such a great problem. Although aware of the termination of membership mentioned we do not believe it to have arisen directly as a result of this legislation. However, can/should a club terminate the membership of a member, long standing or otherwise, because he does not wish to be CRB checked on principle? For that matter, can a club bar an individual from membership if their CRB check proves to be doubtful? In our close knit clubs/societies it would be almost impossible for the committee*

*to bar a person from continued membership, however quietly it may be done, without the rest of the membership getting wind of the situation. Does that leave the committee open to claims against them under (the latest buzz-words) Human Rights? Without doubt, if it is proven that we need to abide by this legislation, clubs will be forced to review their constitution. While not wishing to detract from the good*

*intentions of this legislation, it may create adverse consequences that are disproportionate to the gain.*

*The Southern Federation's committee continues to seek clarification on the matter -Ed)*

**T**ongue-in-cheek, John Chambers, writing in the newsletter of **York City & District ME**, comments on the burden a

## THE CHUCK IS TOO SMALL

by Ian Varty

What I describe is nothing new and the items are called 'lathe dogs' by many people. However there may be some among us who have not seen them, or perhaps used them.

I am lucky in having a fairly large lathe (by model engineering standards), but even the 6" four jaw chuck has its limitations. Recently I wanted to true up the smoke box tube for my Koppel and also to clean up the smoke box collar. The tube is 7<sup>5</sup>/<sub>8</sub>" and the collar is 8" so there was no chance of holding them in the four jaw.

I remembered having read about the use of 'dogs' somewhere in the past and decided that that was the answer to these jobs. No great problem as I have a 12" faceplate. I therefore made up a set of four as shown in the photograph below. One has been left dismantled to show the various parts.

There is little point in giving detailed sizes and drawings as the construction is obvious and the final size would depend on the lathe and faceplate being used. However to give some indication, for the purpose of proportions, the main body is 3/4". The threaded spigot is 10mm to fit the slots in the faceplate and the clamping bolt is 8mm Sorry about the mixed measurements!

In use the 'dogs' are bolted through the faceplate, as near as possible equal distances from the edge, and the item is clamped in the same way as an item would be set up in a four jaw chuck. The 'dogs' can be used either internally or externally, depending on the size and shape of the object or the part to be cut.

PEEMS

Pickering EEMS



certain portion of their membership places on society. He writes; I have noticed that certain of our members feel that reaching the age of 80 is something to celebrate, I wish to examine their justification for such an outburst of exuberance. Leaving aside such things as their undoubted skills, immense experience and warm friendship, I shall focus on the only factor which is of importance in the 21st Century: the financial.

When a member becomes an octogenarian, their subscription to our Society plummets, leaving the rest of us to pick up the tab (and vacate those few chairs with arms in the clubhouse). However, their selfishness extends well beyond the local level to the entire nation of taxpayers: we have to fund an increase in their State Pension. The 80-year olds claim that the increase is paltry but I calculate that after only a year, it would be enough to pay for a whole day of parking at York Railway Station and leave enough change for nearly half a cappuccino!

To be admired is the regular attendance of the **City of Sunderland MES** at exhibitions 'south of Watford' and this year's Model Engineer Exhibition at Ascot was no exception - a round trip of at least 600 miles.

The Society's stand at the exhibition, displayed 26 of the members' models – three small traction engines, a locomotive, a hot air engine, four aero engines, and 17 stationary engines. Joan and Albert Stephenson transported these models to and from Ascot, set up the stand and stewarded it for the duration of the show. Additionally, David Bramwell entered his 100cc - 14 cylinder Radial Aero Engine into the Engineering competition. and was awarded a Silver Medal.

Whoops! At the Summer Steam-up at the **Tyneside SMEE** in July no one remembered to bring a loco. However, the members enjoyed the social evening, judging by the speed at which the buffet disappeared. The thanks of the Society go to Dave Dunbar and Ian Spencer for their efforts in overhauling and recommissioning the club loco.

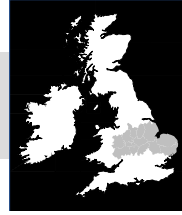
Speaking at their recent AGM, Jack Salter, the Chairman of **Leeds SMEE**, commented that the Society has had another good year, and despite global warming giving us the worst summer for years, their Eggborough days have been good. One couldn't say the same for the portable track events. The gazebo paid for itself over and over.

They did a new event this year, when they attended the National Rail Museums 'Cab It' weekend. An exhibition of member's locomotives with a LNER theme was the basis of their stand. They have been invited back next year when, hopefully, their theme will be part completed locomotives, thus enabling the public to view the innards and detailing of a model. Additionally, they will run electric locos on their portable track in the station hall as well as the static exhibits. They continue to encourage links with the NRM, as it is a great resource to modellers and it is good to work together, especially when it can earn some income.

#### NORTHERN BRIEFS

Demonstrating the remarkable organisational capabilities of Warrington & District MES, it didn't rain on the day of the Grand Opening of their new 2 1/2" gauge track. Visitors were complimentary and seemed to enjoy the unique experience to try their locos around a 1/3rd mile of track

## THE MIDLANDS & EASTERN COUNTIES



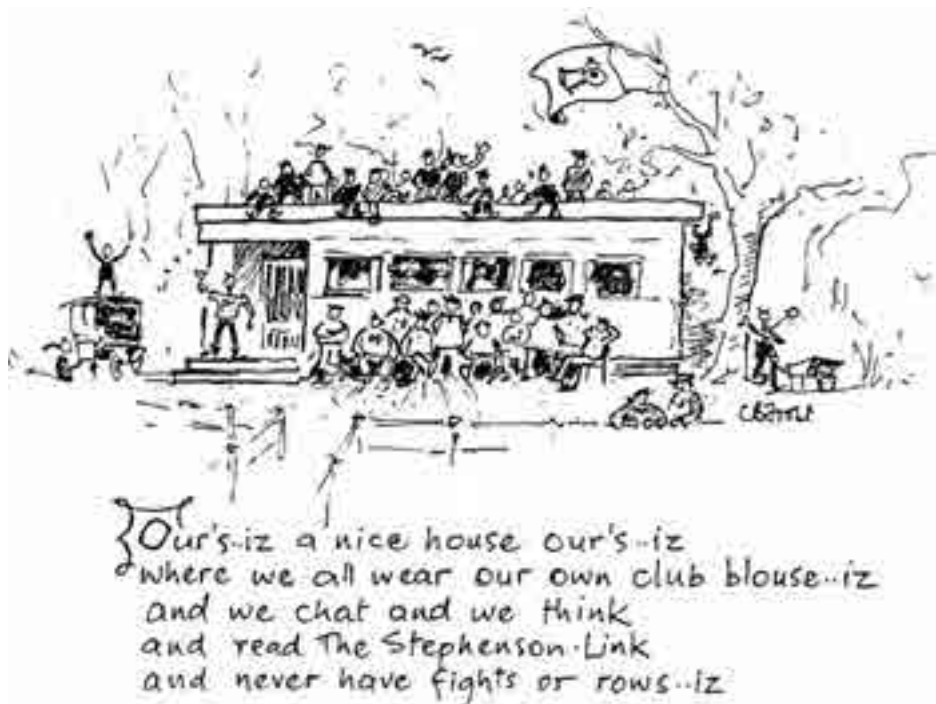
Members of **Peterborough SME** had a lucky escape on their way to the Model Engineer Exhibition at Ascot. A wheel parted company from a caravan their coach was just about to overtake, bounced on the road, hit the coach windscreen square on, and then



proceeded to cause further damage as it flipped over the roof. Fortunately, no one was injured. Subsequent investigation showed that the wheel bolts had not been tightened correctly after the wheel had been recently changed. A salutary reminder that we should regularly check wheel nuts/bolts on our cars, and particularly those on trailers and caravans that we may only periodically use. After a short delay, a replacement coach arrived to enable them to continue their journey, resulting in a loss of only around an hour from their day's outing.

The 29th July saw an assembled multitude of heroic enginememen gather at the **Kinver and West Midlands SME** track. Their mission: to raise funds for their friends at the Severn Valley Railway, who are still reeling from the devastation of the June and July floods. Business on the SVR ground to a halt immediately after the first deluge in June which washed away embankments, undermined bridge and viaduct parapets and rendered cuttings liable to severe lands lip. No such catastrophe has befallen this line ever since it was built over 150 years ago and were it not a much cherished preserved railway, it would almost certainly have been closed by now. Not only is the SVR saddled with huge reconstruction expenditure, it has to face the additional disadvantages of loss of traffic revenue and the inevitable cost of engines standing idle whilst their boiler certificates tick away. It costs on average around £300,000 to ticket a locomotive for 10 years - around £30,000 a year at today's prices. Thus for ten engines to stand idle for anything up to a year, the hidden costs not even highlighted so far in their fundraising campaign, can run long and deep.

Significant grants have been made towards a fighting fund, but there remains a yawning gap which can only be filled through fundraising activities. It was a great credit to the club therefore that so many turned out to raise proceeds for this cause. Unfortunately however, the club's enthusiasm was not matched by that of the weathermen who



Stephenson Link - Chesterfield & District MES

ordained that the day should be wet and blustery. Even though they got it wrong and it turned out to be rather pleasant, the crowds unfortunately did not materialise and a somewhat modest £150 only, was raised in ticket sales. Nevertheless, a great effort was made, a most enjoyable time was had (with some fabulous double-heading!) and money was raised. It is hoped that they may be able to undertake further fund-raising activities towards this worthy cause. Incidentally, the whole of the tracksite of the Society was under water at one stage during the recent flooding, but thanks to the forethought of the 'founding fathers', who built flood resistance into the infrastructure of the site, all those years ago, the floodwaters soon drained back off the site. The 'Catch Me Who Can' project (*see*

*SFNews*, June 2007) continues apace, and the 5" gauge model will run at the festival in Bridgenorth, July 2008, to celebrate the bi-centenary of the first locomotive to convey fare-paying passengers.

**Norwich & District SME** reports how encouraging it is to see that they now have several young members in the Society. Without the youngsters, where will clubs be in, say, twenty years time?

Anti-clockwise operation of their Eaton Park ground level track, on a Sunday in August, was not successful, and was abandoned. Driver's lines of sight were limited in places and some felt apprehensive when descending the gradient on the new loop approaching the station.



**B**irmingham SME reports the success of this year's National Locomotive Rally. Every year they seem to get some specialities – this year being no exception

with a 0-6-0 + 0-4-0 steam turbine loco present. The date for the 2008 National Locomotive Rally is **13th/14th September.**

## LONDON & THE SOUTH EAST



**O**n re-joining the **Chichester & District MES** during the first quarter of this year, after a 12 year absence from modelling, John Dean had the intention of making new, like-minded friends and to make use of the excellent facilities available. He inadvertently attended a committee meeting and stayed out of pure interest to see 'what goes on'. As a reward



*John Dean's award winning 7<sup>1</sup>/<sub>4</sub>" gauge 2-4-0 Beattie Well Tank.*

*Photo: Mike Chrisp*

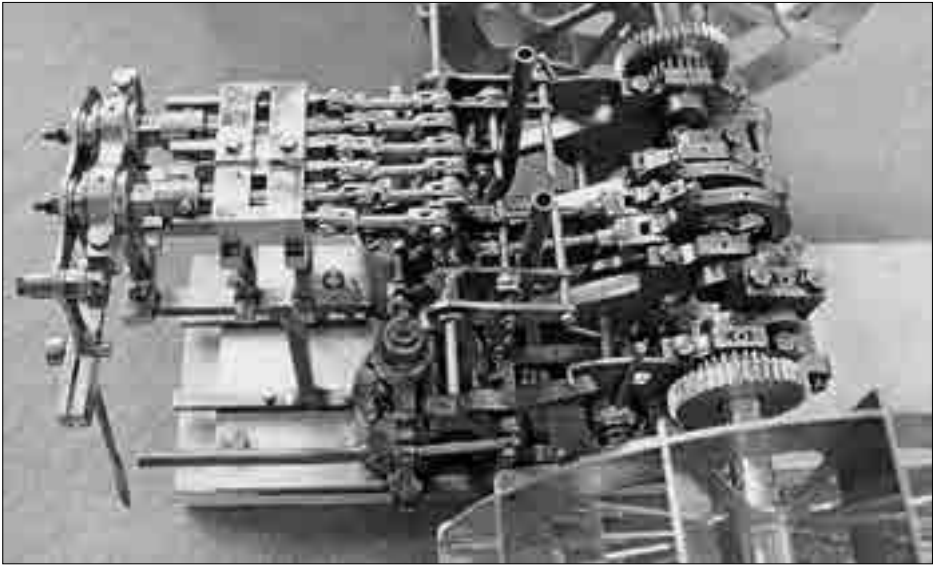
(punishment?) he was given the Secretary's job. He thought model engineering was complex but this new post has had him running in ever decreasing circles on more than a few occasions. As an active modeller he finds that committee membership can very quickly use up valuable workshop time - but there are benefits. Model engineering can be a solitary hobby, new friendships give an opportunity to 'bounce' ideas off people, to help others and also a place to

show one's personal progress with 'the project in hand'.

John has been building a Beattie Well Tank locomotive in 7<sup>1</sup>/<sub>4</sub>" gauge. This was completed in time for the Bristol Model and Hobbies Exhibition in August and was awarded The C.U.P. Alloys Trophy for 'Best Model in Show.

Subsequently, he was encouraged to enter the locomotive in the Model Engineer Exhibition at Ascot and by lunchtime on the first day of the exhibition a gold sticker had appeared on his Exhibitors Display Card. Apart from the Gold Medal Award he was also awarded The Bradbury Winter Memorial Trophy for 'Outstanding Mechanical Craftsmanship'.

The Society owns 10<sup>1</sup>/<sub>4</sub>" gauge *Winnie* the oldest surviving working model locomotive in southern England. 2008 sees the



*This extremely complicated device is in fact Fred Bearton's marine side lever steam engine which took the Clifton Trophy for 'Best in Show' at this year's club exhibition of the St Albans & District MES. The model is based on original drawings of 1838 but with modified valve gear to allow for reversing under radio control. It will eventually power a model of an early paddle steamer.*

*The Gazette – St Albans & District MES*

centenary of the locomotive and to celebrate this and the Society's 60th Anniversary they will be holding a Celebration Weekend, **25th-27th July**. The Society extends a warm welcome to other Societies that are interested in joining this special weekend. Please contact David Evans, Tel: 01243 792396 E-mail: [gdsmevans@onetel.com](mailto:gdsmevans@onetel.com)

**A** Memorial Seat has been donated to commemorate Tom Loxford's long association with **North London SME** and perhaps more particularly, with the railway at Colney Heath. Members who have recently joined the Society may not have known Tom but they are assured that the Society would not be the flourishing club it is today without his hard work, enthusiasm and kindness over many years. The pedestals on the columns supporting the station canopy bear the initials TLR which

are intended to stand for Tyttenhanger Light Railway. Such was his contribution to the Society that many think of them as referring to Tom Luxford's Railway!

The Society is specially grateful to Ruth, Bryan and all the Luxford family for their kind gift and are honoured to have this memorial to a greatly respected and much loved member. The seat will be placed inside the track circuit at the station area and a suitable commemorative plate will be

#### **SOUTHERN SHORTS**

17th June saw the official opening of the new route over the bridge at the **Pinewood MRS**, performed by the mayor of Wokingham Borough Council, Councillor Annette Drake.

Mike Jones, of **Reading SME**, was awarded a Gold medal and the Crebbin Memorial Cup for his 7/14" gauge Shay at the recent Model Engineer Exhibition

prepared for attachment to the top rail of the seat back. *(Tom was for many years an active member of the Southern Federation committee. He also made the Southern Federation Trophy that was presented to the Australian Association of Live Steamers, to be awarded annually to the person who best personifies the hobby in Australia and was able to make the first presentation during a trip to the Antipodes - Ed.)*

The new 'Alps' route at the **Malden & District SME** has now been approved for use by public running trains. Driver training is a priority, as the mind has to be very much concentrated in balancing water in the boiler and the availability of steam. No doubt all drivers, guards and passengers will enjoy the excitement and challenge of 'going over the top'

An article in *Roundhouse*, the Society's journal, reminds members that it is now a legal requirement that all e-mail correspondence, in relation to the Society's affairs, should include the Company details. Circumstances include buying and selling products and services, general enquiries, responding to e-mails via the website and dealings with other clubs/societies. *(Other societies/clubs that have limited liability status please note. The safe course is to do this for every e-mail – Ed)*

Last year the **Harrow & Wembley SME** was asked to arrange a weekend where enthusiasts who model and have an interest in South African locomotives could meet and run their engines.

The club agreed, but did not know what really to expect. Although the number of visiting locos was not excessive, a good number of visitors from many clubs turned up as a result of coverage in the press.

## THE SPELL CHEQUER

Eye have a spelling chequer  
Witch came with my pea sea;  
It plainly marques for my revue  
Miss steaks I kin not sea.  
I strike a quay and type a word  
And weight for it two say  
Weather eye am wrong oar write,  
It shows me strait a weigh.  
As soon as a mist ache is maid  
It nose bee four to long  
And I kin put the error rite,  
It's rare lea ever wrong.  
Eye have run this poem threw it,  
I am shore your pleased two no  
It's letter perfect awl the weigh -  
My chequer tolled me sew.

*The Gazette – St Albans & District MES*

All locos covered a good many miles, running until very late on the Saturday night and the helping with passenger hauling on the Sunday afternoon. There are plans to host the event again in 2008.

Reviewing problems encountered this year, during boiler testing, Norman Phelps of **Chingford & District MEC** says that the No.1 enemy appears to be lime-scale & sludge building up on clack valves, pump valves and turrets. Members making new fittings or replacing balls in existing fittings using new balls are also having problems.

What is causing all this mayhem? Well, after discussions with some steam powerboat people, and some of our the club's members, suspicion falls on the balls if they are new stock, for it appears that clack valves made using balls that members have had for a long time are not causing any problems.

As most members will nowadays have to

purchase balls from one of our trade/hobby suppliers we must look elsewhere for a solution. A number of people have for some time been using 0-rings in their clack valves and report no trouble whatsoever, so this appears to be the path to follow. The mention of 0-rings to a lot of people sends shudders up the spine, but to be honest there is no problem whatsoever. Methods of valve manufacture seem to vary quite a lot so he has been looking at a simple method of manufacture. This was all started with an idea by the late Laurie Lawrence which he has developed further to make use of 0-rings, the result of all this work is that an 0-rings seated valve can be made very quickly. The advantage of this type of clack valve is that if trouble arises it only takes 10 minutes to change the valve seat and fit a new ball, all of which can be done in the steaming bay.

The other item that has come to notice, arising from the the new Test Code, is the number of model-type pressure gauges that have failed the test due to incorrect reading, and have had to be replaced. The moral of this story is, that if you purchase a new pressure gauge get someone to test it as soon as you purchase it.

**The G Scale Society - Kent** reports that the Open Afternoon, on Saturday, 22nd September, at the Clematis Railway for the newly formed Asperger Rail Club proved to be a most delightful occasion. The weather was perfect and everyone enjoyed themselves. Not knowing what to expect of the occasion, it was a pity that the attendance at about 20 was not a little larger - although it was rewarding to see the enjoyment of those Aspergers who, with their parents, attended the event.

Edward, the Club's founder, is encouraged by the fact that his mailing list has grown

(the number is now about 20) - gentle steady growth - that is good. No doubt we shall hear more of this Club in the future.

**M**embers of the **Romney Marsh MES** have agreed that as the donor of a legacy had enjoyed many hours of pleasure driving his locomotive on their permanent track the money would be well spent in refurbishing the track.

**W**ell they've done it! Many had their doubts, some said it wouldn't happen. The **Ascot LS** have had their first running days, at their relocated tracksite, and this during the ME Exhibition at the adjacent Ascot racecourse. Many visitors to the exhibition were able to take the opportunity to visit the Society's new venue, resulting in several new members to the club. For those interested, they were taken on a conducted tour of the extent of the tracksite, and shown what the club hopes to achieve in the future. Additionally, the club had a stand at the exhibition, so the members must have had a very busy weekend.

**Saffron Walden & District SME** celebrated its 25th anniversary in August with the customary gathering. Fears that this Summer's established weather patterns might dampen the event proved to be unfounded, as the rain stopped in time for everyone to enjoy the trackside event.

#### **GENTLY DOES IT (WELL ALMOST)**

Quite often, you want to hold a small component in the vice and make sure it doesn't move; also you don't want to squeeze it too tight and distort it. Grip it between two pieces of balsa wood, which should make it quite secure.

*Newsletter – Romney Marsh MES*

## WALES & THE SOUTH WEST



The **Sarum Model Traction Engine Club's** annual Steam-Up and Road Run went ahead over the August Bank holiday weekend. Once again the weather was perfect. This event has grown over the last three years, as has the membership of the club, and almost all of the members exhibited an engine for this event, with some 18 engines in steam. These covered almost every make of engine you could think of, Fowler, Tasker, Burrell, Foster,

Garrett, W&S, Atkinson and not to be left out there was also a third scale Scammell Pioneer Recovery Tractor powered by a Reliant engine!

The road run was through the village of Newton Tony and out into the country via a M.O.D road which has very little traffic, about 3½ miles in all. On return to the event the engines assembled in the main ring for inspection by the public, and the afternoon concluded with a grand parade of engines.



*Club member Mike Penny cutting timber, the saw bench being driven by Graham Hunt's 4" scale W & S 8nhp expansion engine Pedler. Graham scaled down from a full size engine, making all his own patterns and castings and built the engine in two years.*

**The South West & Severnside Steam Itinerants** have only one formal event a year and twelve of the membership met for an excellent lunch on the Somerset Levels, in the Spring. Members came from all over the West Country, but the pair of members in the Isle of Man felt that Somerset was just a little too far to go for lunch. While mainly a social group, most of the members are skilled engineers in both model and full-size practice. They attend many events throughout the country during the year, giving them the opportunity to meet up on these occasions.

**Bournemouth & District SME** has agreed that the direction of running at their track will be clockwise on odd dates and anticlockwise on even dates.

Significantly, the new fence around the steaming bays, at **Bristol SMEE's** tracksite, is almost complete after about two years. All that remains to be done is the painting and finishing the sliding gate. So the last of the old fence has gone, after over 100 years of use! It was first used around tennis courts, and then around the Society's miniature railway at Canford Park. Then in the early 1970s it was uprooted and relocated to their Ashton park site. It was only the countless layers of paint that was holding the rust together!

Sixteen members of **Cardiff MES** took the rare opportunity to visit **GEAES - General Electric Aero Engine Services** - located in Nantgarw, just outside Cardiff. They enjoyed a most comprehensive three hour talk and tour of this spectacular plant including various rebuild bays and the new engine test cell – more the size of a prison than a cell!

For those without knowledge of the aircraft industry, this was an enlightening insight into the world of engine repair, aircraft logistics, costs, industry attitudes, and of the position of the Nantgarw plant in all of this.

Perhaps one of the most surprising facts to emerge from the visit was, that Imperial units are exclusively used in the engineering of aircraft engines and that metrication may never be introduced in this area.

**H**aving decided there is the need for the **Taunton ME** to have its own locomotive, interest by the members is such that they are now to build three locomotives to the same design. It is likely the design will be for the Class 35 *Hymek* type and will be battery powered, so that they can be available for instant use. Parts are already being made and it is hoped the first locomotive will be running in 2008.

#### **HOW TO WASH YOUR HANDS THOROUGHLY AND CHEAPLY**

When you come in from the workshop with filthy hands try this method of cleaning them.

Don't wet your hands, but pour a pool of Fairy Liquid into your cupped palm. Add a spoonful of sugar. No water yet. Work the mixture thoroughly into your hands, between the fingers and so.

Turn on the tap gently, and just wet a nail or scrubbing brush and start to scrub - in the palms, up the fingers and thumbs, fingertips and wrists. Keep wetting the brush gently and rubbing until you have a good lather.

Finally rinse it all off and your hands will be clean enough for anything, (well, nearly!)

And why did I say it was cheap? Which budget buys the Fairy Liquid and sugar in your house? Not the workshop!

Don Cordall  
The Newsletter – Bristol SMEE

# POSTSCRIPT

Normal people believe that if it isn't broken, don't fix it  
 Engineers believe that if it isn't broken, it doesn't have enough features yet.

*Stephenson Link - Chesterfield & District MES*

## EVENTS DIARY 2008

### JANUARY

18-20 London Model Engineering Exhibition – *Alexandra Palace\**

### FEBRUARY

15-17 Brighton Model World – *Brighton Centre\**

### MARCH

8

### FEDERATION ANNUAL GENERAL MEETING

– *Kidderminster Railway Museum – Severn Valley Railway*

### APRIL

26/27 Model Engineering Exhibition – *Milestones Museum\*\**

### MAY

9-11

Model Engineering Exhibition – *Harrogate Showground\*\**

17

**FEDERATION SPRING RALLY** – *Vale of Aylesbury Model Engineering Society\**

18

Vale of Aylesbury MES – ***Southern Federation Host Society Open Day\****

31/June 1

Vale of Aylesbury MES – *Traction Engine Rally.\**

### JUNE

7/8

Sweet Pea Rally – *City of Oxford SME*

7/8

Welsh Locomotive Rally – *Cardiff MES*

?

MSRVS Traction Engine Rally – *Tewkesbury\*\**

### JULY

12/13

Guildford MES – *Traction Engine Rally and Exhibition\**

19/20

Sacrewell Traction Engine Rally and Gathering.

19/20

Catch Me Who Can Celebrations – *Bridgenorth Severn Park*

25-27

Chichester & District SME – *Birthday Celebration Weekend*

26/27

City of Oxford SME – *Dreaming Spires Rally*

26/27

Kinver & West Midlands SME – *Open Week End and Exhibition*

### AUGUST

9/10

Leeds SMEE – *August Rally*

15-17

Bristol Model Engineering Exhibition – *Thornbury Leisure Centre\*\**

### SEPTEMBER

20

**FEDERATION AUTUMN RALLY** – *Bracknell Railway Society\**

21

Bracknell Railway Society – ***Southern Federation Host Society Open Day\****

### OCTOBER

17-21

Midlands Model Engineer Exhibition – *Warwickshire Exhibition Centre\*\**

\* the Federation Sales stand will be in attendance \*\* Sales stand will be in attendance subject to receiving an invitation



*ABOVE: Many of the models made by Cherry Hill, now in the keeping of the Institute of Mechanical Engineers, were on display at the Centenary Model Engine Exhibition. This splendid model of a Merryweather Fire King fire engine was one of those exhibited.*

*BELOW: Cherry Hill prepares her Merryweather fire engine for display. Photos: Mike Crisp*





