

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

Look out 2018, here we come!

Boiler Inspectors Seminar Maidstone 13 Jan

Polly Award Young Engineer 2018

Southern Federation AGM Cardiff 10 March

Southern Federation Rally Cambridge 8 Sept



LBSC - What an extraordinary young man, thanks Curry!

Rip 4 November 1967

www.sfmes.co.uk

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

EDITORIAL

We have had two celebrations on LBSC's contribution to our hobby, one in with the 2 1/2" society at the West Leicester Society and now one at Romney Marsh. The latter had 29 designs and Richard Linkins pointed out that this was around 25% of his output. So, I think Curly should grace our front cover 50 years on.

It is the model engineering 'people' who have made the news this quarter. One of the joys of doing the newsletter is that one gets to know some of the movers and shakers a little bit more. We all know Andy from Polly Engineering, after all Andy and Jayne sponsor the SF Young Engineer award. We also all knew of Andy's unfortunate accident but he is a tough chap and the picture of his driving a loco at the MEX showed us he is a fighter and his spirits are high.

It was Martin R Evans who showed us that photo. He has temporarily taken on the editorship of the Model Engineer while Diane takes some sick leave. So, Diane, our best wishes go out to you to get better.

We seem to have rather a lot of dry old 'business' in this issue so we hope you do not mind the odd murder mystery or ghost story. With thanks of course

to David Mayers and Bob Lumb.

But there is serious business in this newsletter. The Europeans have issued a new directive/regulation or whatnot about the protection of personal data and the duties of us who have it. Matters not whether it is cards used since Noah or spreadsheets sent around the officers/ members, all are covered and with regulations come penalties, not just for the big boys but our little quiet societies are covered. So, please read, do your homework and get your affairs in order. The Southern Federation has put an immense amount of work into helping you with this (Martin even, from Australia where he is supposed to be on holiday.) You will see from Peter Squires' work at pages 8-11 that the SF is not a fun club, it does work to help you. We help you to help your society keep out of trouble.

AGM time approaches, Cardiff promises to make this an enjoyable event so do make the effort to attend. Lots of info inside.

In the meantime all of us at the Southern Fed wish you a Happy Christmas and Jolly New Year.

David Gwyder, Newsletter Editor

CHAIRMAN'S CHAT

I am embarrassed. Last newsletter I asked you not to take risks and shortcuts in your ME activities. But I didn't heed my own advice and suffered a burnt foot when a simple aluminum casting operation went wrong and I was not wearing my protective footwear. Luckily although I am well past the age of receiving an OAP bus pass I still heal well and the initially expected skin graft has not been necessary. In future I will be noting my own advice.

Above I said that I am well past the age of receiving the OAP bus pass and I'm sure my fellow committee members will not mind me stating that they are in the same age group. The reason I'm mentioning this is that the ageing Southern Fed committee needs at least two new members, preferably of an age when they can

serve for a number of years. So if you feel you can help to serve the national ME interest please remember that the AGM is coming up in March and you will have the chance to offer yourself for election to the committee. Please don't leave it to others, have a chat with an existing committee to find out what may be involved. Remember, it's not only what the Southern Fed can do for you (and your club) but what you can do for the Southern Fed (and indirectly your club and the ME hobby).

To finish, may I wish you a merry Christmas and a happy model engineering new year.

Bob Polley Chairman

Southern Federation of Model Engineering Societies

Please, please, please, keep your emails up to date!

Every quarter when we send an email message to the 'prime contacts' of member societies telling them that the newsletter is available, we get back about a dozen "Undelivered Mail Returned to Sender" and we are told further "johndoe@something.com; Host or domain name not found."

It is pretty easy to track these people down and so we spend an evening or two calling these people to ask them to update their email address. Some tell us they do not know how to do it so we do it for them and

incidentally have a nice chat. Others just are not there so we send a letter by the snail post and that usually gets it changed.

You can update this information yourself and that would make our lives a little easier and save my phone bill!!!

If you have problems accessing or changing data then please contact the webmaster by using the "Need any Help?" home page or contact membershipsecretary@sfmes.co.uk and we will do our best to help".

Curly

LBSC Rally at the Romney Marsh Model Engineering Society

By Richard Linkins

In late 2016 I realised that the November 2017 would mark 50 years since Curly Lawrence, also known as LBSC, died. I therefore suggested that we held a rally at the RMMES to commemorate the occasion. Saturday the 16th of September was the day chosen. We asked visitors to send an application form so we could understand how many people and locomotives we needed to accommodate.

We had deliberately decided to include static as well as operational locos as many of those designed by LBSC are venerable and have retired from active service. We set up display tracks and erected gazebos to give us some weather protection. As the rally approached the applications kept arriving. Eventually I had to decline some of the offers because they duplicated what was already expected and we were running out of space. On the 16th all but two of the anticipated locos arrived and we eventually had 45 on site.

We were especially pleased to have two locos on display that were built by LBSC, *Tugboat Annie* and *Rola*. *Tugboat* is Curly's alternative to the Bullied Pacific in 2½" gauge.



Tugboat Annie with the R1

She has four cylinders with the cranks set at 135 degrees to give eight exhaust beats per revolution as in the Lord Nelson class. The valves for the inside cylinders are operated by a special conjugated valve gear designed by Harold Holcroft, technical assistant to both Richard Maunsell and Oliver Bulleid. For many years *Tugboat* was owned by our late president, George Barlow, and was a regular performer on our track at Rolfe Lane. The other engine built by LBSC was *Rola* in 3½" gauge, his interpretation of what a standard gauge conversion of a Brunel loco would have been. She has driving wheels that scale at 10' so has a good turn of speed. As well as these two there

were 40 locos to designs by Curly in 2½", 3½" and 5" gauges, of which 12 ran. The designs present were: *Austere Ada*, *Betty*, *BR 75000*, *Britannia*, *Canterbury Lamb*, *Caterpillar*, *Eva May*, *Fayette*, *Hielan Lassie*, *Juliet*, *Jeannie Deans*, *Jenny Lind*, *Lifford Hall*, *Maisie*, *Maid of Kent*, *Minx*, *Mona*, *Netta*, *Olympiade*, *Pansy*, *Rainhill*, *Rodean*, *S15*, *Sister Dora*, *Speedy*, *Tich*, *Titfield Thunderbolt* and *Virginia*. It is amazing that this list represents only about 25% of Curly's designs.



*David Mayall's BR 75000
Past winner of the Australia Trophy*



Sue Parham with her Juliet called Jack

As well as building and designing locos, LBSC rebuilt a number of commercial engines; an example was a 2½" gauge North Eastern Railway *R1* class which he rebuilt for an employee of the Southern Railway at Ashford. To complete the display there were two 2½" gauge engines which LBSC had described in his column in the 1930s, a *Freelance* 2-6-2, and an *O-4-0 Sentinel*. The former incorporated many parts designed by LBSC; the latter was the smallest on view and had been

Curly

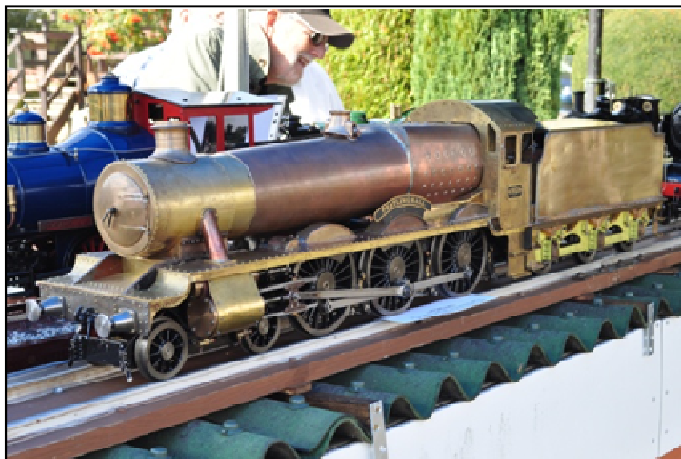
LBSC Rally at the Romney Marsh Model Engineering Society

By Richard Linkins

rescued from a workshop in a dismantled state.

Our visitors came from quite a wide area, including a couple from France. Everybody seemed to enjoy

themselves, helped by the wonderful spread of food provided by the ladies in the club house. The weather was also good until later in the afternoon, when a rain shower encouraged some to take shelter with the food



Lifford Hall being built by Jim York



Fayette owned by Simon Batten



Maisie built by Charles Tucker



Bernard White's Britannia



Chris Hawkins with his Netta

Below, Dover built by the late Ken Linkins



Eva May owned by John Roberts



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**Have you a young member
in your Club or Society
eligible for the**

**SOUTHERN FEDERATION
TROPHY &
POLLY MODEL ENGINEERING
PRIZE?**

The Nominee shall be no more than 24 years of age at the date of nomination.

Nomination shall be made by a Club or Society affiliated to the Southern Federation of Model Engineering Societies and the Nominee shall be an active member of that Club or Society.

The Nominee shall have demonstrated the acquisition of skills in the use of appropriate materials and metalworking hand tools and / or machinery / equipment by producing a model, other mechanical item or piece of workshop tooling associated with the hobby of model engineering, complete or part built, constructed using metalworking hand tools or equipment normally found in the home, school, Club or Society workshop.

Supervisory input and items built as apprentice pieces in a training environment are acceptable. The work shall be the nominee's own but normally acceptable commercial fittings, fixings, fastenings or other components may be used.

Visit www.sfmes.co.uk for further information and an entry form

AGM hosted by Cardiff MES

The Cardiff Model Engineering Society is very kindly hosting the 2018 Annual General Meeting of the Southern Federation of Model Engineering Societies. On 9 March at their Heathfield location.

Highlights

- 📁 Welcome to bring a loco anytime after 9am and run.
- 📁 Lunch at 12:30, but do pre-order, see below.
- 📁 AGM at 14:00
- 📁 All done by 16:30.

Download AGM papers from the Southern Federation website.

First, Prepare for Lunch

A Buffet Lunch will be available, consisting typically of a sandwich, sausage roll, cake and tea or coffee at £4 per head. There will be a wide variety of choice, including vegetarian options. Note that it will not be possible to pre-select the choice of sandwich fillings, as they are produced on the day, but based on previous experience this should not present a problem.

Following the system used successfully in previous years, the lunch will need to be pre-ordered so that Cardiff can ensure that there will be a plentiful supply. Orders should be sent to Ivan Hurst at ivanhurst@sfmes.co.uk by Friday 23rd February 2018 – account to be settled on arrival on site.

Second, getting there

Right in the centre of Cardiff, just off the A48 which the main road into Cardiff. The map left and down will show you how easy it is!

Cardiff MES
King George Drive East,
Heath Park, Cardiff CF14 4AW

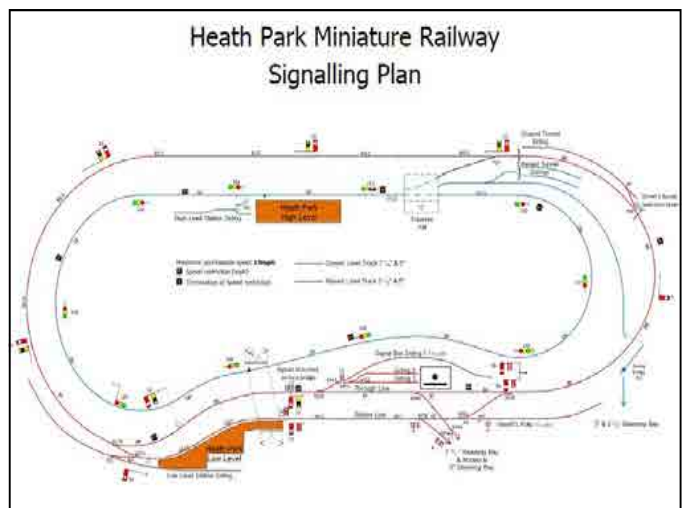
Signalling

Drivers, and anyone interested will be given a signalling book as shown here.



...and on the other side, a plan.

There is a separate signalling booklet for each track and the main diagram is shown larger on the next page.



AGM hosted by Cardiff MES

And a word about the Society

The Cardiff Model Engineering Society, until recently The Whitchurch (Cardiff) and District Model Engineering Society, was founded in 1948. In the early years meetings were held in a variety of locations in or around Cardiff, and it wasn't until 1967 that the Society took possession of a permanent site in Cardiff, on which a clubhouse, workshop and live steam passenger-carrying track were constructed.

In 1971 work commenced on the construction of an 18" gauge tramway, complete with overhead power supply, and the first tram, a one-third model to the "toast-rack" design and capable of carrying six passengers was constructed in our own workshop. A second tram, with accommodation for up to fourteen persons, was built in 1975.

In 1987 the society moved to its present site in Heath Park, Cardiff, and built a large clubhouse with toilets, catering facilities, a well equipped workshop and a "00" room which accommodates the "Whitchurch Road" layout, on permanent display. the clubhouse also provides a depot for the two trams which now operate on a 500 feet out-and-back track, and a large room for general storage. Two independent live-steam passenger-carrying tracks have been built, each approximately 1000 feet in circumference. The raised track accommodates 3.5" and 5" gauge locomotives,

the ground level track accommodates 5" and 7.25" locomotives. Each track has its own station, and both tracks are fully signalled from the signal box. Several sidings, a turntable, traverser systems and steaming bays equipped with both compressed air and electric power for blowers are available.

An external 16mm and Gauge One Narrow-Gage layout is currently under construction and partially in operation during the summer months, weather permitting.

Although the predominant interest is live steam locomotives the society promotes and encourages all forms of engineering in miniature, including electric locomotives, traction engines, stationary, marine, and aero engines etc. The club facilities are available to members at all times. The live-steam railways and the tramway are open to the public for rides on published Open Days, and the "00" layout and the 16mmNG layout also operate on Open Days.

The Society also exhibits at model engineering and model railway exhibitions from time to time, and on an annual basis entertains parties of children from the Chernobyl area of Belorussia, under-privileged children in co-operation with a Cardiff Rotary Club, and supports the Lord Mayor of Cardiff on his annual Charity day.



General Data Protection Regulations (GDPR)

By Southern Federation Secretary Peter Squire and the team

Are you ready for GDPR?

This is the boring business part of the newsletter, but something that is important to every club, society and social group as well as multi-national organisations.

What is GDPR?

The EU's General Data Protection Regulation (GDPR) will apply in the UK from 25 May 2018. From that date, organisations in non-compliance will be risking heavy fines.

The relationship between EU Directives, EU Regulation and EU Member State Law is complex, and a subject in its own right, but not one for this newsletter. It is most likely that the UK Data Protection Act 1998 (DPA) will be amended to adopt the principles of the GDPR with UK amendments. The government has confirmed that the UK's decision to leave the EU will not affect the commencement of the GDPR.

The objective of the GDPR is to protect all EU citizens from privacy and data breaches in an increasingly data-driven world that is vastly different from the time in which the 1995 EU directive that led to the present UK DPA, was established.

What is different from what we have now?

Like the DPA, the GDPR applies to 'personal data'. The principles are similar to those in the DPA, with added detail at certain points and a new accountability requirement. The GDPR requires you to show how you comply with the principles – for example by documenting the decisions you take about a processing activity. The GDPR also creates some new rights for individuals and strengthens some of the rights that currently exist under the DPA.

Who will it apply to?

The GDPR applies to **all** business. It does not apply to personal holding of data for one's personal domestic purposes. It will apply to every society however small, even if the society's data is held at home on a personal PC or in a filing cabinet.

In the words of the regulation, it applies to data 'controllers' **and** 'processors'. A controller determines the purposes and means of processing personal data. A 'processor' is responsible for processing personal data on behalf of a 'controller'. Controller and processor may be the same business.

Personal data means any information relating to an identifiable person who can be directly or indirectly identified in particular by reference to an identifier.

It applies to both automated personal data and to

manual filing systems where personal data are accessible according to specific criteria. Examples of these would include membership details whether recorded on a spreadsheet or card index system.

The 6 principles of the regulation

GDPR requires that personal data shall be:

“processed lawfully, fairly and in a transparent manner in relation to individuals;

collected for specified, explicit and legitimate purposes and not further processed in a manner that is incompatible with those purposes; further processing for archiving purposes in the public interest, scientific or historical research purposes or statistical purposes shall not be considered to be incompatible with the initial purposes;

adequate, relevant and limited to what is necessary in relation to the purposes for which they are processed;

accurate and, where necessary, kept up to date; every reasonable step must be taken to ensure that personal data that are inaccurate, having regard to the purposes for which they are processed, are erased or rectified without delay;

kept in a form which permits identification of data subjects (i.e. individuals) for no longer than is necessary for the purposes for which the personal data are processed; personal data may be stored for longer periods insofar as the personal data will be processed solely for archiving purposes in the public interest, scientific or historical research purposes or statistical purposes subject to implementation of the appropriate technical and organisational measures required by the GDPR in order to safeguard the rights and freedoms of individuals; and

processed in a manner that ensures appropriate security of the personal data, including protection against unauthorised or unlawful processing and against accidental loss, destruction or damage, using appropriate technical or organisational measures.”

The new accountability requirement states “the controller shall be responsible for, and be able to demonstrate, compliance with the principles.”

Other requirements to be aware of

The EU regulation runs to 290 pages of complex statements. The regulation sets down the rights of the

General Data Protection Regulations (GDPR) (more)

government of member states to vary the terms. There are no terms allowing UK government to select to whom these regulations apply although there are several other areas where UK government has discretion to increase the requirement

As with the DPA, enforcement will be in the hands of the Information Commissioner's Office (ICO). Their website contains helpful guidance on GDPR, but there are several areas where guidance on compliance is incomplete. Even at this late stage the ICO is waiting for information from the Department for Digital, Culture, Media and Sport on matters such as exemption from registration.

One such guidance document is "Preparing for GDPR – 12 Steps to take now" which sets out actions required for compliance with the 6 principles. In brief the 12 steps are;

Awareness - You should make sure that decision makers and key people in your organisation are aware that the law is changing to the GDPR. They need to appreciate the impact this is likely to have.

Information you hold - You should document what personal data you hold, where it came from and who you share it with. You may need to organise an information audit

Communicating privacy information - You should current privacy notices and put a plan in place for making any necessary changes in time for GDPR implementation.

Individuals' rights - You should check your procedures to ensure they cover all the rights individuals have, including how you would delete personal data or provide data electronically and in a commonly used format

Subject access requests - You should update your procedures and plan how you will handle requests within the new timescales and provide any additional information

Lawful basis for processing personal data - You should identify the lawful basis for your processing activity in the GDPR, document it and update your privacy notice to explain it

Consent - You should review how you seek, record and manage consent and whether you need to make any changes. Refresh existing consents now if they don't meet the GDPR standard.

Children - You should start thinking now about whether you need to put systems in place to verify individuals' ages and to obtain parental or guardian consent for any data processing

activity.

Data breaches - You should make sure you have the right procedures in place to detect, report and investigate a personal data breach

Data Protection by Design and Data Protection Impact Assessments - You should familiarise yourself now with the ICO's code of practice on Privacy Impact Assessments.

Data Protection Officers - You should designate someone to take responsibility for data protection compliance and assess where this role will sit within your organisation's structure and governance arrangements. You should consider whether you are required to formally designate a Data Protection Officer.

International - If your organisation operates in more than one EU member state (i.e. you carry out cross-border processing), you should determine your lead data protection supervisory authority. Article 29 Working Party guidelines will help you do this.

Will there be any exemptions for small organisations and social groups?

It is likely that there will be some exemptions from registration with the Information Commissioner's Office (ICO) similar to the current exemption from registration in certain circumstances under the DPA for 'not-for-profit' organisations.

The criteria for any exemption to register have not yet been confirmed by the ICO but exemption from registration will not be a derogation for compliance with the 6 principles of the regulation.

What does it mean for a society?

You should start by appointing a Data Protection Officer (DPO), which does not have to be a committee post but should at least have a designated report to a committee member.

Register your DPO with the Southern Federation – a new role of DPO will be added to the membership records of the Southern Federation. The Southern Federation and its members will need to exchange compliance statements.

Participate in the formulation via the SFMES of the standard compliance statement for Societies (this is optional, if you want to go it alone that is up to you)

Review the SFMES compliance statement in light of your societies circumstances

You will need to identify all the data you and your past officers/members hold on society systems

General Data Protection Regulations (GDPR)

and on those people's personal computers, laptops or mobile phones etc

Get rid of any data not needed as a legitimate use by law, or delete unnecessary copies so they do not become an encumbrance to your ongoing records and keep a record of everything deleted

Where you use third party suppliers e.g. website providers or cloud storage such as drop box, and hold ANY personal data such as name of secretary, phone number etc on those facilities you must obtain their statement of compliance if they are in the EU or a recognised compliant country. If they are not you MUST obtain a contract revision to confirm contractual acceptance of their duties under UK and EU law as a data process. This applies to the suppliers of physical IT and to the suppliers of any managed applications

Complete the schedules within the SFMES template (optionally using the SFMES website customisation tool), including the schedule noting special circumstances if any for your society

Obtain your own committee's approval

Assess your compliance to your compliance statement

Develop an action plan to obtain compliance

Implement the action plan

Put in place a process for ongoing monitoring and review of compliance

Watch out for notices from the Southern Federation regarding changes

Despite all the above, a society that is fully compliant to the current DPA and does not have members with lots of private spreadsheets related to members, will not have much to do other than rubber stamp the default template from the Southern Federation and check with their IT suppliers.

GDPR Recital 98 states "Associations or other bodies representing categories of controllers or processors should be encouraged to draw up codes of conduct, within the limits of this Regulation, so as to facilitate the effective application of this Regulation, taking account of the specific characteristics of the processing carried out in certain sectors and the specific needs of micro, small and medium enterprises."

The Southern Federation will do all it can with the resources available to it, to provide codes of conduct and compliance statements that will be appropriate for most member organisations. That can only be progressed through a network of DPO's, hence the importance of registering your DPO with us.

Where to find further information?

Information about the GDPR is available on the ICO website www.ico.gov.uk under the 'For Organisations' tab and then select 'GDPR Guide'

There will be updates on the GDPR on [www.sfmes.co.uk/data Protection](http://www.sfmes.co.uk/data%20Protection) and in the next newsletter.

Thankyou Peter for very worthwhile and exhausting job well done.

And now for something completely different, and, by the way This is serious stuff and every officer of a society should be doing some homework courtesy of the Southern Federation officers who serve on your behalf (unloved and unpaid etc), **but as a reward,**

Perks of reaching 60 or being over 70 and heading towards 80!

Kidnappers are not very interested in you.

In a hostage situation you are likely to be released first.

No one expects you to run--anywhere.

People call at 8 PM and ask, "Did I wake you?"

People no longer view you as a hypochondriac.

There is nothing left to learn the hard way.

Things you buy now won't wear out.

You can eat supper at 5 PM .

You can live without sex but not your glasses.

Your supply of brain cells is finally down to manageable size.

You can't remember who sent you this list.

And you notice these are all in Big Print for your convenience.

MURDER IN COSMEDALE

They found him the next morning, as they came out of the back door of the pub, to dispose of the debris left from the bust up last night.

Yesterday he had been the important man in Cosmedale village. Now he was lying on the ground behind the Woolsack. Very dead.

Chief Inspector Marx and Sergeant Lucas arrived in the village a bit later – after all, it was Sunday morning. Marx took in all the details in his usual quick survey. The photographers had finished, and the pathologist went off with the body; she promised the result of the post mortem the next morning.

“Anything to report, Lucas ?”, asked Marx.

“Two things I noticed, sir, a tattoo on his left hand, the letters SPAD, nicely done in a 36 point Arial font; I wonder what that means.”

“Maybe a secret society, I’ll see if it comes up in any of the Wagner operas. What’s the other?”

“There’s a 5/16 hole in the centre of his forehead.”

“Aha, this looks very much like a case of poisoning”.

No comment from Lucas. Marx sent him to start making enquiries around the village, while he went into the Woolsack to investigate the beer.

Later, Lucas reported on his enquiries:-

He was an important man in the village; his name was Adrian Badger, and he was known as The Boiler tester – years ago his father was Boiler tester at Blenheim. He had a girl friend called Florence; they say that she has gone off the rails a bit lately, but I haven’t caught up with her yet.

There are two rival gangs in the village, they call themselves the Groundlevellers and the Raisedtrackers. They operate in Oxford, and the village is usually pretty quiet, but yesterday was the day of the Steaming Flyer Rally, noted for the Chef’s legendary Pie and Chips - and beer – in the Woolsack. They got into an argument and it got a little violent, but the Boiler tester managed to separate them and quieten things down. Some threats were made; by today everybody seems to have forgotten what it was all about, and the threats were probably not serious.

And the old lady Miss Jean Murdle has lived in the village all her life; she fancies herself as an amateur detective, and is a great friend of the Chief Constable.

“Oh dear”, said Marx, “but that can wait till tomorrow, after we’ve got the pathology report.”

Next morning, Lucas went over the main points of the post mortem report:

The victim was aged 42, considerably overweight; he had recently eaten a good deal of meat pie, and drunk several pints of Old Hooky. He died at 11.49 pm on

Saturday evening. Death was caused by a shot to the head. The bullet was fired from one of the rifles which were issued to the 17th Battalion of the Oxfordshire and Buckinghamshire Light Infantry on 12th March, 1916. It was fired by a female, aged 72, height 5’7”, wearing flat shoes, size 5.

“That’s not much help”, said Marx, “we already know that he was poisoned. I suppose we had better go and see the old lady.” No comment from Lucas.

Miss Murdle gave them tea from her silver teapot and slices of her homemade fruit cake. She happily showed them her large collection of mementoes of her father’s service in WW I, including his rusty rifle, which obviously had not been fired for many years. She told them about the victim, how he had been a nose little boy, knowing far too much about other people’s business; she believed that he had kept a diary all his life.

“You had better give his house a good turnover, Lucas, and find that diary”, said Marx. “I shall go and see the Chief Constable. There’s something funny about that pathology report – I don’t believe the Ox and Bucks ever mustered 17 battalions, even in 1916”.

By next morning the Chief Constable had authorised an urgent second post mortem, by an independent pathologist. “What about this diary?”

“The house was in a mess”, said Lucas, “somebody had been there first, a very amateurish search. We didn’t find any diary, but the Police Hacker Squad took away a model of an antique polished brass steam-powered computer. They say it uses Windows 1851 – I think they like the challenge of something a bit different.”

Later, the second post-mortem report arrived, and showed that Marx was right – there were traces of poison, certainly the cause of death.

“An unusual poison, Lucas”, said Marx, “called Southernfedamine.”

“Where did that come from? There’s no doctor or chemist in the village.”

“No, but there is a Vet. Half a spoonful of Southernfedamine has no taste, and is very quickly fatal to humans; but a very small dose is sometimes used to treat constipation in pet alligators. The vet would probably have it in stock, and the Woolsack chef is her boyfriend.

“I think it’s time to bring in a few of the members of these gangs for questioning. After a night in the cells they should be more willing to talk.”

On Tuesday morning the report of the Police computer experts gave Marx the whole solution. The

MURDER IN COSMEDALE

computer files contained The Secret Diaries of Adrian Badger going back many years; the recent file covered the last few days.

“Apparently he discovered that the Chef had been selling forged Boiler Certificates”, said Marx. “So he tried a little blackmail, but he didn’t realise just how lethal those meat pies could be.”

“So we must get up to Cosmedale and bring him in”, said Lucas.

“No hurry till after lunch”.

That afternoon Florence was walking her dog as usual. She heard a train coming, but barely noticed the Chef standing on the bridge. As the Abbey National Express came under the bridge the Chef jumped into its path, and Florence saw him killed instantly. He left a full confession, and said that he didn’t want Miss Murdle to be punished for his crime.

“One or two things I still don’t understand”, said Lucas.

“Of course – that post-mortem report. Ever since Miss Murdle was elected President of the Cosmedale

W.I. the pathologist has been insanely jealous. Then she saw an opportunity to get Miss Murdle into trouble. She has resigned, of course, and now she has begun a new career writing scripts for television crime dramas.”

“What about the bullet hole in his head?”

“Not a bullet hole. The leader of the Raisedtrackers had just bought an ultra-high-speed water-cooled drill from a retired dentist. When they were thrown out of the Woolsack, very drunk, on Saturday night, they nearly fell over the body. Somebody thought it would be a huge joke to try out the drill, and confuse the police. It didn’t, of course, but you should have noticed, Lucas, that the hole was not 5/16, it was 8mm.”

“I managed to work out myself about that tattoo – his girlfriend Florence had been trying to get him onto a healthy diet – *Six Portions A Day*.”

“I’ll go along with that, but *Pints*, not *Portions*. Now we must get to the Woolsack to say goodbye.”

Thanks to David Mayers

Seminars for Boiler Inspectors

For the past three years, there has been a Boiler Inspectors Seminar in the spring and autumn.

Jointly organised and sponsored by Southern Federation of Model Engineering Societies and Northern Association of Model Engineers (NAME) the seminars have visited many locations and 300 boiler inspectors and would-be boiler inspectors have benefitted from the opportunity.

Now it is Maidstone in January 2018. Fully booked.

The new Boiler Test Code will be no doubt discussed

and the release date revealed. The basic principles of boiler examination and testing will not have changed but there are bound to be some new do’s and don’ts tucked away somewhere!

Next one is 21 April in East Anglia near Peterborough, then possibly north midlands/ north west in the Autumn dependent on interest.

If you are interested in attending the seminar please email secretary@sfmes.co.uk or phone 01327-342167 to register your, or your club’s interest.

News from Guildford — July 7th 8th

The well known annual Rally is changing to a family fun “Railway Gala” weekend event.

The following is quoted from “A new vision for the GMES annual Rally.

The attendance at the rally each year has nearly halved over the last decade and the number of traders has also decreased significantly. It is a trend that has affected all model engineering shows and indicates the changing habits of model engineers, with the rise of internet trading often being cited as the main cause. We have also noticed an increase in the number of families attending, though some have been deterred by the entrance fee that we have charged. In contrast, GMES runs monthly Sunday afternoon public running events which are extremely well

attended by local families and their friends.

The GMES Council of Management has endorsed the view that our annual Rally and Exhibition needs to evolve to meet the new circumstances of our changing world.

We are going to change emphasis from a trading event to an event where local families can enjoy the train rides, the garden railways, the boating pools, and other items being displayed, and also enthusiasts can get together. Consequently, we are going for a change of name to the Stoke Park Railway Gala Weekend.

For more information contact

Bryan Finch, GMES Secretary

bryanfinch@ntlworld.com

Steam cylinder oil – SCO

Are you using the most appropriate grade of steam cylinder oil?

When I have asked members what grade of steam oil they use the typical answer was “I dunno, I just bought it at such and such a show”. My own response also would have been similar.

Steam cylinder oil is interesting stuff; it has to provide lubrication at elevated temperatures; but for only one occasion/one use. Whereas motor oils, for example, are recycled continuously within the engine, by contrast SCO is introduced in small quantity into the steam flow, provides lubrication basically once only and is then exhausted with the spent steam. SCO is available in various grades mainly according to the operating temperature and also to the pressure/work duty of the cylinder.

Ordinarily the SCOs we come across are ‘compounded’ which means that they include fatty and soapy additives which act as wetting agents to improve emulsibility and metal wetting properties in the presence of wet steam or water. This enhances the ability of the lubricant to adhere to the cylinder wall. However, these types are specifically not suitable for model boat use, where exhaust steam needs to be condensed and oil and water need to be separated so as to avoid environmental contamination. Uncompounded ‘straight’ versions in similar grades are available for this situation.

At the higher, hotter end of SCO application, a main line railway locomotive could have steam raised at over 200 psi gauge pressure and be superheated to of the order of 1000 degrees F and, at the other end of the scale, we could have a garden railway loco with a low pressure wet-steam boiler with a steam temperature around 275 degrees F, or even Mamod or Wilesco toy steam engine. Around 50 years ago the late Jim Ewins instrumented the operation of a superheated 0-6-2, 5 inch gauge, tank engine and recorded steam inlet temperatures of 500 to 600 degrees F into cylinders operating at 250 to 300 degrees F. (ref Model Engineer March 1966; & the loco was reportedly based on LBSC’s ‘Minx’). Having regard to these various demands, SCOs are available in different grades according to their kinematic viscosity (similar to motor oils, but determined at 40 degrees C)

Steam cylinder oils are a narrow specialist product and are produced in Britain by only a small handful of specialist refiners/blenders who supply to heritage railways and for road locomotives and also supply and sell down to our model engineering traders. The main producer/suppliers that I have found all are still run by descendants of their original founders.

Morris Lubricants Ltd. – Shrewsbury (1869) – (also Golden Film branded)

Caldo Oils Ltd. – St Helens (1922) – (incorporating Hallett Oils Ltd (since 2011) and using both ‘Hallett’ and ‘Multispec’ brand names)

Millers Oils Ltd – Brighouse (1887)

Smith and Allan Ltd – Darlington (1925) – (Vintage Oil)

The three principal grades of SCO are 1000, 680, and 460. The recommended uses of each grade are quoted below from the producers’ websites. Smith and Allan Ltd. supplies only grade 460, the others supply all three grades.

Grade 1000 (sometimes listed as 90W) –

“This product has been specifically formulated for use in non-condensing models and with the co-operation of Stanley Steam Car owners..... Additionally, this product can be used in all steam engines working up to pressures in excess of 250lbs per square inch, with either saturated or superheated steam. Recommended for valve chests, slides, linkages and general lubrication, by means of mechanical applicators, atomisers or oil can.” (Morris)

“Compounded 1000 Cylinder oil. Specially for highly super heated Steam Locomotives, running on main line. Sentinel lorries and similar applications use this product.” (Caldo – Hallett - Multispec)

“A heavy viscosity compounded steam cylinder oil with added fatty compounds.... for the lubrication of steam engine cylinders in locomotives and stationary engines working with either superheated or saturated steam.” (Miller)

Grade 680 (Also Grade “T”) –

“Compound Steam Cylinder Oils 460 and 680 are for use in most locomotives and stationary engines working with either saturated or superheated steam.providing a strong lubricating film where needed to protect bores and valves. This is particularly important where very wet steam has to be handled at the cylinders.

Grade T compounded oil is for use in most Locomotives and Stationary engines working with saturated steam. It is produced from special cylinder stock treated with fatty compounds and particularly Tallow to provide superior lubrication even if wet conditions are

Steam cylinder oil – SCO continued

encountered. The fatty compounds form emulsions which spread the oil on the internal surfaces, providing a strong lubricating film where needed to protect bores and valves. This is particularly important where very wet steam has to be handled at the cylinders.”(Morris)

“A heavier grade compounded steam oil. Designed for Steam Locomotives mainly on preserved lines, Traction Engines and Steam Rollers and Stationary Engines.” (Caldo – Hallett - Multispec)

“A compounded oil of medium viscosity characteristics with added fatty compounds for the lubrication of steam engine cylinders in locomotives and stationary engines working with either superheated or saturated steam....designed for medium and high pressure engines.” (Miller)

Grade 460 –

See above (Morris)

“Formulated for the lubrication of Steam Cylinders and treated with fatty compounds to form an emulsion which spreads the oil on the internal surfaces. Designed for lower steam pressures. This product in the main is suitable for Steam Models.” (Caldo – Hallett - Multispec)

“A compounded oil of medium viscosity characteristics with added fatty compound. ... designed for medium and high pressure engines... for the lubrication of steam engine cylinders in locomotives and stationary engines working with either superheated or saturated steam.” (Miller)

“Select Compound Steam Cylinder Oil 460 is intended for use in locomotives and stationary engines working with saturated or superheated steam. The product has been formulated incorporating the use of fatty compounds to offer superior lubrication even in wet conditions. The use of fatty compounds promotes the forming of emulsions on internal surfaces, giving an excellent lubricating film for maximum protection of bores and

valves.” (Smith and Allan).

Do you still think that you are using the most appropriate grade of steam cylinder oil for your model?

None of these main suppliers appears any longer to sell SCO directly in smaller quantities suitable for most model engineers' requirements. Instead they are retailed generally through the various usual model engineering traders. Most commonly the Caldo grades 1000 and 460 are sold under the Multispec brand in half and one litre bottles labelled with the retailer's name (Caldo have their own in house label printing division). Millers' 90W grade (=1000) is available from Blackgates. J P Oils Ltd of Wigan supply all grades of Morris's SCOs, including 'small packs'. Morris's and Caldo's Hallet branded and Smith and Allan oils are also available directly from these main suppliers in 5 litre cans or from some heritage full size steam suppliers.

In addition to the above heavy grades I also found Grade 220 SCO available from garden railway suppliers, but I haven't identified a maker. GRS in Princes Risborough and Dream Stream Garden Railways (Aylesford) sell this. C Bennis Supplies & Services (Southport), on eBay, offer 220 and also 100 grade for Mamod& similar light models

“Roundhouse recommend using 220 grade oil with their live steam garden railway locos. Our 220 Compound Steam Oil is a thinner oil compared to the 460 variety and is specially selected for use with Roundhouse internally gas fired live steam garden railway locomotives. This is actually compound bearing oil which has been selected by Roundhouse, after extensive research and testing, to be the best grade oil to use in their displacement lubricators.”

Members might also be interested (but not very) in Z83 oil for Wileco tinplate steam engines and similar oil for Mamod engines which can be found in very expensive, one fluid ounce sized units.

John Boothroyd
Treasurer, High Wycombe MEC

Understanding the psyche of engineers.

The graduate with a Science degree asks: *"Why does it work?"*

The graduate with an Engineering degree asks: *"How does it work?"*

The graduate with an Accounting degree asks: *"How much will it cost?"*

The graduate with an Arts degree asks: *"Do you want fries with that?"*

St Emily Of Manchester Vic by Bob Lumb

Like most of us I remember quite well my first car. Nothing was nicer than having the new found freedom to go where you want and whenever you wanted. It was whilst on holiday from work, on a mid week trip to York with my girlfriend, during a hot summers day in the late 1960's that I encountered a stranger called Eric. After a look around the city we had found ourselves in a busy park close to the river, where the ice cream van was inviting.

With a couple of cornets purchased we looked for somewhere to sit and enjoy them whilst giving our legs a rest. Most of the park benches were occupied but I spotted one in the shade of a tree with an elderly man sat in a slumped position towards one end, but with ample room for the two of us to sit besides him on the bench.

It was whilst we were seated, after finishing our ice cream that I noticed the line of children entering the park via a nearby gate. About thirty of them probably aged five or six years old were walking in line quite neatly in pairs. It was a cute sight with each pair holding hands and clutching a small bag in their other hand. A teacher, or otherwise responsible adult was at the head of the column with a couple of more adults walking at the rear and keeping watch over the orderly line.

They brought a smile to our faces but our observations were suddenly interrupted by our companion sat next to me on the bench. I had previously assumed he was dozing, but now he appeared to be concerned, if not a little agitated, by the sight of the children as he sat abruptly upright. After a moment he turned to me and apologised if he had startled us, he said his name was Eric and he was anxious to share a memory to explain his reaction.

It was during the last war" he began, "I worked on the railways driving out of York loco sheds, one particular late afternoon, some time I think in December 1940, we were booked to work a goods comprising mostly chemicals from Middlesbrough, over to the yards at Irlam, just the far side of Manchester. It was a foul day, but after taking over from the Thornaby crew in York the run had been a routine trip up the Calder valley, passing through Rochdale until we were stopped by signals late in the evening at the top of Miles Platting bank, close to Manchester Victoria station. The weather had improved by this time with the sky becoming clear as we heard the air raid sirens, first in the distance and then becoming louder as they became nearer.

We could see little of our surroundings where we were stood due to the blackout, although the moon light did help. This was just after the start of the blitz with bombings ongoing across most of our major cities at that time. They didn't publicise the damage being caused, although we'd heard rumours and seen some film footage by Pathe News about the extensive damage and loss of life in Coventry. So far I'd been lucky and seen little first hand." Eric shifted his position, appeared to relax whilst continuing to watch the children as they now settled noisily on a grassy slope and began to empty their bags of a picnic lunch.

"We got word that we were to remain where we were until the all clear was sounded, often these air raid warnings were false alarms, sometimes the planes were passing over to other targets, maybe

Liverpool in this case. Not that night though, soon after the searchlights lit the sky the explosions and anti aircraft fire began. Most of it was some distance away, a yard shunter alongside said they were probably going for the docks at Salford. We were kept at the signals for some time and I was convinced the explosions were getting closer. In fact I had just sent my fireman

to check on where the nearest shelter was when explosions ripped through the buildings at the bottom of the bank, very close to, or at Victoria station." Eric paused there, turned to us both and asked if he could continue, explaining that he lived by himself now and although this had happened over twenty five years ago he had not previously spoken about the events of that far away night. Although my girlfriend appeared uninterested, I was becoming intrigued and I asked him to continue.

"The explosions around Manchester Vic stopped as quickly as they had started, we could see in the distance a number of large fires although with the heavy smoke it was difficult to determine where they were. We stayed at the signal at the top of the hill for several hours into the night, nothing was coming up the bank and we could see that other trains were held at signals close to us in the loops waiting to proceed down to Victoria.

After a while, the fires in the vicinity of the station were apparently brought under control, the flames could be seen to be diminishing. Eventually we were approached by a signaller who came on foot to explain that he'd received instructions that we were to proceed with caution down the bank and through Victoria station. We were told that the station had been hit by a string of bombs, mixed with incendiaries, which had caused several fires but that these had now been brought under control. The track had been damaged in places although much of the through tracks had been repaired or examined as suitable for use with extreme caution.

Shortly after the signaller left us, the arm of the home signal raised and with a long whistle for the benefit of our guard I slowly eased the train forward and began the descent down towards the station. That journey, a journey I'd made dozens of times previously was this time full of apprehension. The night was cold and clear

St Emily Of Manchester Vic

but the smell of burning wood was intense with a lot of patchy low lying smoke from buildings still on fire close to the line." Eric looked up and I followed his line of sight, glancing across at the children who were now busily involved in eating their lunch.

"We were stopped again by signals immediately prior to the station, a pilot man climbed up into our cab and told us that a lot of the signalling was not yet restored following the bombing damage, but that the road had been set by hand for us to proceed through. Some of the tracks would still be out of use, we were to be wary, as we would pass track workers and labourers still working on repairing the lines. We were not to exceed 5mph, looking carefully for any fallen debris that may have fouled the line." Eric hesitated, still watching the children, before continuing;

"Our pilot man explained the path and helped us with look out as we negotiated some very unstable, hastily re-laid track. There was considerable damage to part of the station fabric including a number of fire destroyed carriages in one of the bay platforms. It seemed deserted in the station, other than the men toiling on the line side no staff appeared to be present and it lacked the normal bustle of the late hours, with mail and parcel trains noticeable by their absence, although there were a couple of banking locos that appeared to be crewed on one of the middle roads. It had a depressing and gloomy atmosphere with a strong acrid smell of burning wood and our eyes stung from the smoke still present. On the main through platform, the end coach of a rake of wooden bodied carriage had been destroyed by fire with firemen still hosing the remains on a skeleton frame. Ominously, alongside the fire fighters on the platform was a tarpaulin sheet covering what appeared to be small bundles illuminated by a flare with a grim faced policeman stood alongside as if a sentinel to the contents hidden within." Eric paused again rubbing his brow.

"It was shortly after we had passed this that I saw the children, quite a number, maybe up to twenty in a line two by two. They were all very young perhaps under six years of age or so being led by a strikingly beautiful young woman wearing an old styled nurses outfit which had a large red cross on her tunic. She strangely appeared to glow when light from the moon struck her between the gusts of smoke as she walked down the long platform. The children seemed a little indistinct, as though curiously transparent but were clearly in winter coats, with those small gas masks across their chests that the youngsters had been issued with. They closely followed the woman, eyes fixed firmly upon her as they walked along to the concourse in that unnerving snake line, two by two, with each pair holding hands. Their leader never turned, never checked that they were

following her. I lost sight of them as they disappeared into the darkness and turned to see if my fireman or the pilot man had seen them, but they were both busy peering out of the opposite cab side at some activity at ground level.

We cleared Manchester Vic and were passing Exchange when our pilot man requested we stop before he departed us, to return via the long platform giving a weary wave of farewell." Eric was silent for a while, looking at the children opposite who were still chattering noisily as they ate their lunch.

"The rest of the journey was relatively uneventful although we'd had enough when we finally got to Irlam some seven hours late after sixteen hours on the footplate. We heard within a few days from other crews, in York that Manchester Vic was soon back on its feet with the track fully repaired and signalled. A friend of mine had taken a freight through a couple of days after that night. He said that the burnt out coaches had been removed and it was difficult for him to believe what it had been like on that night of the air raid.

I didn't get back to Manchester for a while, maybe three weeks or so but then a duty arose to take empty coaching stock to Red Bank sidings at Cheetham Hill. It was after we had left the coaches, travelling light engine to Newton Heath sheds, that, in the mess room I got talking to one of the station banking engine crew who had just finished a shift. He was an elderly driver with a worn look on his face who was finding it hard to work the long hours now demanded of him. The night of the air raid came into the conversation and he listened with interest as I related my journey through Manchester Vic that night. After I had mentioned the burnt out coach on the through platform, he gently placed his hand on my arm before interrupting my conversation. Len was his name, he'd been on duty that night, by chance waiting with his loco' on one of the centre roads to assist up the bank a passenger train due to arrive shortly. He told me that the occupants of the train were small children who were evacuees from Liverpool, on their way to one of the market towns in the Yorkshire dales routed via Rose Grove.

It arrived after the sirens had begun, but before anybody had chance to leave the train and find shelter for its occupants the explosions had started. The end coach had quickly caught fire and being wooden bodied had burnt fiercely despite frantic efforts to douse the flames. The station staff were horrified to discover the doors were locked resulting in the deaths of eighteen children and two adults in the coach. An inquiry quickly followed where it was established that

St Emily Of Manchester Vic

the guard whose responsibility it was to unlock the coach had subsequently been discovered unconscious under fallen masonry." Eric stopped for a while here, looking across at the children again, who were now being marshalled by their teachers having finished their lunch, before saying finally, "I asked Len about the youngsters I had seen with the nurse, he looked puzzled and was adamant that no children had left the station, the remainder had been taken in to an air raid shelter on the adjacent platform remaining there until the train was reformed the following morning. As for the nurse, a number of staff during the hours of darkness had seen a pretty young woman in an old fashioned nurses uniform in the distance or as a shadowy figure close by. No one had ever managed to approach her. Most of the older members of staff remembered a tragic accident during the previous war when a nurse from an ambulance train, matching her description, had been hit and killed by an approaching

train as she pushed a young child to safety who had fallen on the line.

Many of the station staff also recalled that between the wars there had been a runaway down the bank resulting in the deaths of a young shunter and a train guard. Soon after that accident, a faint but clear image had been seen of both of them being led by a nurse departing Victoria station. The name of the nurse was Emily Evans, for some of the station staff she was thought to be a guardian angel, but for others, they considered her fit to be a Saint for giving assistance to lost souls in their time of need."

Eric stood and thanked us for listening as he left us, just as the children were departing from the park in a well ordered line.

With thanks to Bob Lumb

Bob is the Chairman of the West Riding Small Locomotive Society, builds Aspinal A class locos &a very good ghost storyteller

Diamond Valley Railway, or, Martin Baker visits OZ

During a recent visit I was delighted to be invited by Ted Brierley (secretary) and Robin Quaife to look around the Diamond Valley Railway just 30 minutes away from my son's home in Melbourne.

The railway operates every Sunday and other selected days during public and school holidays, plus other special bookings. It regularly it shifts 3000 passengers a day. They include the occasional 12 hour session running 11am to 11pm. Apparently the public like the change by way of a run in the dark. At \$3 (just under £2) a ride, that's a substantial revenue earner and you can see it is put to good use. Indeed such is their success they are able to contribute support to good causes in the local community.

At first entry to the site, you see a covered station area with 270 foot long platforms. The track is laid to excellent standard and the signalling impressive. The passenger coaching stock is sit inside bench seating

with the outsides all modelled on full size carriages or large freight wagons. The trains present a delightful view for photography.

For normal operation they use 7 car rakes of 12' long coaches which give a delightfully smooth ride; the coaches are surprisingly stable even during loading and unloading despite the height of the seating above rail level.



The railway has an impressive set of motive power available, including some ex Dobwalls locos that have made there way down under, rideable models of trams, electric locos and diesel locos.

If you arrive as a visitor with loco (I can only wish), you drive up to a 16 foot turntable where the whole turntable can rise from track level to the height of your trailer. If you want to work on your loco or steam up, you can do so in the shade of sheds with just the chimney outside and you can sit on a chair as the

Diamond Valley Railway, or, Martin Baker visits OZ

loco is a comfortable height above shed floor level. You can collect your coaches and prepare your train for service and then shunt past the signal box into the main station's bay platform ready for service without impact to the main running lines.

Every running day is fully planned with rosters and duties for all operations published internally. There are strict rules to ensure safety and the proper operation of the railway which ran with an intense service and very smoothly while we were there: very professional.



The signalling is very impressive with two signal boxes supporting both ways running, which in turn leads to some very substantial relay rooms and control gear all following the local main line practice. Signals are mostly colour light but some are semaphore. There are also generous sized workshops dedicated separately for signalling construction and maintenance, track fabrication, rolling stock fabrication, and loco and rolling stock maintenance. All work on railway vehicles that can be done on the track can be done at bench height within buildings so as not to have to work in the sun or the sudden rains that are rare but may be very heavy. The sunken floors also enable the outside view of the sheds to be a reasonable scale.



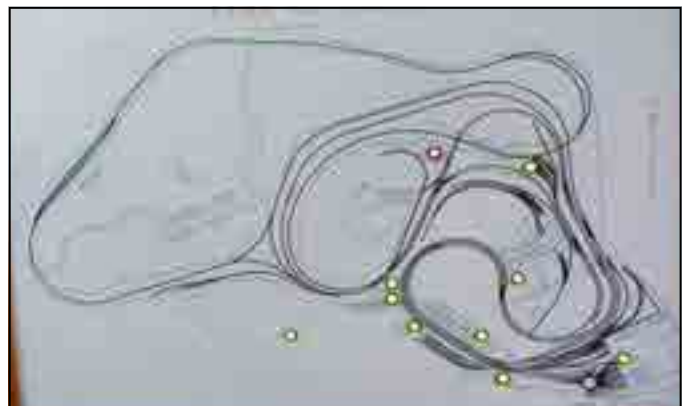
The railway also treats its customers well, with generous outdoor areas with barbeques and a bookable dedicated area, and plenty of parking. The railway engages commercial enterprises to provide ice

creams snacks and burgers. Immediately adjacent are the local parkland, wetlands, and river where you can walk and see possum, kangaroo, snakes and various birds.



All the railway establishment has been achieved with circa 160 members since 1960. It is clear that their membership contribute a considerable amount of their time and effort to sustain the railway and their success is leading them to look to expand.

Despite never advertising, the railway is faced at times with massive queues such that there is a risk they may need to close the site due to overcrowding: 200,000 passengers per year forecast and rising steadily at 5% per annum. They simply cannot run more trains on the existing 1.5 route mile layout - and it already has many signal sections not much longer than train lengths. The current line twists and turns, rises and falls and goes through two tunnels and over a number of bridges such that there is no more scope for additional route miles.



In the current track schematic above, the lights are electronic tracking of doors that are not locked, not the signals. A lot of track cleverly arranged.

Diamond Valley Railway, or, Martin Baker visits OZ



So they aspire for an extension into the adjacent parkland so as to improve capacity. For more details please visit their website at <https://www.dvr.com.au/> under the **Railway Extension** tab. Just to be clear, the entire railway depicted on page 18 presently stands on the second and third squares of the top row of the map to the left. The yellow lines are the extension proposed.

If you are ever in Melbourne, let them know in advance that you are coming and try to get there slightly before opening time. There is a lot to see.

A very big thanks to all at the railway for the time they spent showing us around.

Dr. Martin W Baker



Marine Model Engineer - A project!

A 20-metre wave-piercing boat Pilot 2000 WP "AHTO-15" adopted to work as a crew transfer boat at off-shore wind farms.

Her wave-piercing hull design allows much lower vertical accelerations together with excellent sea keeping performance on high seas. This is gained mainly because of using slender hull lines together with special bow and double chains. Featured half tunnels together with big rudders are intensifying manoeuvrability of boat on slow speeds in narrow port areas.

This self-righting boat is powered by twin Volvo Penta D16MH engines, each 552 kW @ 1900 rpm, using ZF 665 marine transmissions to propel her maximum speed of 31 knots through a pair of 5-blade FPP.

AHTO-15 will be located at Seawork berth VB31. See Pilot 2000 WP details at our website by clicking [here](#).



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

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