

SOUTHERN FEDERATION NEWS



JUNE 2006



ABOVE: Seen at last year's Summer Festival at Thorne Park the home of Doncaster & District MES. This year's festival is 29th/30th July.

BELOW: Built by David Clayton, this fine 5" gauge Shay logging loco was seen at the Harrogate Exhibition in May. A much better picture could have been taken from the other side but for the fact that a couple of description cards were leaning against the loco thus spoiling the shot, a common problem at exhibitions – stand organisers please note!



Photo: Mike Leahy

FRONT COVER: Denis Mulford, Chairman of City of Oxford SME, bought along his recently completed 2-4-2 Baldwin to the Southern Federation Spring Rally at Bristol SMEE.

Photo: Mike Leahy

SOUTHERN FEDERATION NEWS



June
2006

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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 ASKED THE QUESTION both in the Editorial of the last edition and at a straw poll at the AGM - tell us what you think of the new format of this magazine? The overwhelming reply is keep up the good work - but that from the very few people who appear to see the *Southern Federation News*. The problem is that, although it is sent to every club in the Federation, there appears to be some difficulty in the members of the clubs laying their hands on a copy. Worse still, some of the important information that is contained in the Notice Board section does not seem to be circulated among the members.

Cost prevents the Federation from sending out more than one copy per club, relying on clubs to spread the word regarding the information each contains. This they may freely do, either by reproduction in their own magazines or by posting on notice boards, etc - all we ask is that you acknowledge the source.

The magazine is available at a very cheap subscription rate so please consider obtaining additional copies for your club or why not take out your own personal subscription?

Meanwhile, certain members of the Federation's committee have finally embraced 21st century technology; now all of the officers of the Federation can be contacted via e-mail.

Mike Leahy

May 2006

Items for inclusion in the September 2006 edition should be sent to the Editor
by
25th JULY 2006



From the Chairman

Since this is the first 'Chairman's Chat' following the Federations Annual General Meeting in early March, at Milestones in Basingstoke, may I express my thanks and appreciation to all those who were able to attend. There were 101 individuals present, representing 64 Clubs/Societies, with 11 apologies for absence.

Congratulations, and well done to everybody, it makes all the effort and organisation worthwhile.

Prior to the meeting, there were two committee vacancies, of which one was filled from the floor, which means we still have a vacancy to fill; consequently, if you, or you know of anybody who would be interested in joining our prestigious administration, perhaps they could contact me. We have six meetings a year, in January, March, May, July, September and November, at the Model Railway Club premises in London, just a few minutes walk from Kings Cross main line station commencing at 6.30 p.m. and are invariably concluded by 9.00/9.15 p.m. All reasonable travel expenses are reimbursed.

Don't be put off by the distance you have to travel, either by train or car, the current committee members come from South Wales, Wolverhampton, North Somerset, South East Kent and Stratford upon Avon, so come on don't be shy, I feel sure you will enjoy yourself.

Now that the rush is over, arrangements are now in place for any of the new boiler testing documentation to be collected from the Federations sales stand at any of the events that we support, but I would ask that any orders are notified before hand please.

That's all for this time, I hope to see you all during the season, several of our regular rally or exhibition invitations have already been received, so it looks like another busy season.

Brian Thompson

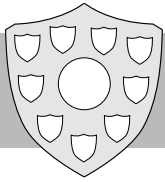
SUBSCRIPTION SERVICE

Did you know that as an individual subscriber you can receive your own copy of *Southern Federation News*? The present subscription rate is UK - £7.50 (incl p&p) for four copies each year. Overseas - £11.50 in Sterling (incl airmail p&p).

To subscribe please send a cheque payable to SOUTHERN FEDERATION OF MES, together with details of your name and address to

The Membership Secretary

Mr J Walker, 23 Redwing Close, Stratford Upon Avon, Warks. CV37 9EX



SOUTHERN FEDERATION ANNUAL AWARD



Photo: Mike Leahy

In 1984 the Federation Committee took the decision to introduce an annual award to be known as the “Southern Federation Trophy” and would be presented to the nominated person, who in the opinion of the Committee best personified all aspects of the model engineering hobby, whether it be for services to Club or Society activities, or guiding and helping new enthusiasts to our hobby. Since those early days, there have been many worthy winners; unfortunately some of them are no longer with us.

Since its introduction, the award was initially sponsored by Richard Shestapol, and was then succeeded by Bruce Engineering until Bruce Davey announced his retirement. When Polly Model Engineering acquired Bruce Engineering, Andy Clarke most generously agreed to continue the sponsorship.

In recent years it has become more and more difficult to get nominations for this award and as such the Committee felt that after some 20 years it was time for a change. A number of options were considered, but Andy had been, for many years, a big advocate of encouraging the younger generation to participate. The Committee unanimously agreed that from 2006 the Southern Federation Trophy and Polly Model

Engineering Prize would be for nominations of Southern Federation Club and Society members up to the age of 24 years.

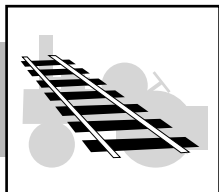
Four nominations were submitted for consideration on this occasion, all from different back grounds: - Thomas Allwood (18, Model Steam Road Vehicle Society); John Joe Doherty (16, City of Newport MES); James Mander (22, Brighton and Hove SMLE) and Alistair Parsons (17, Scunthorpe SME).

It was very difficult to establish an overall winner, such was the high standard. After much deliberation, and by a process of elimination, it was unanimously agreed that the worthy winner of the Southern Federation Trophy and Polly Model Engineering Prize for 2005 should go to James Mander of the Brighton and Hove SMLE. It is worth noting that since this decision was reached, James has recently been awarded the Institute of Mechanical Engineers best project award for his 2005 year at Sussex University.

James joined the Brighton and Hove Society in 1997 as a junior member aged 14; he has remained, and still is, a very active and enthusiastic member. He has served on the Committee for the last 3 years, and continues to be a very much-respected asset to the Society. During his 2005 summer vacation he undertook the design and construction of the Society's new steaming bays, following the discovery of severe corrosion in the existing steel supports.

The project was completed in approximately six weeks, and without his willingness to undertake it, it is unlikely that it would have been completed until well into 2006. As his final year project at University, he designed and built a 5-inch gauge class 37 diesel locomotive, using a petrol-hydraulic drive.

Bruce Davey presented the prize to James Mander, a very worthy winner.



SOUTHERN FEDERATION SPRING RALLY

IT HUFF'D AND IT PUFF'D

The weather, that is! This year's Spring Rally at Bristol was marred by by damp, cold and windy conditions; but that still did not deter the visitors.

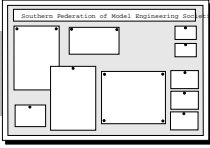
Some 25 locomotives were registered on the Saturday and the rain held off to enable everyone an ample opportunity to try the delights of the two Bristol tracks. Visitors travelled from as far as Leeds to attend.

Meanwhile the ladies of the club did a grand job keeping the inner fires burning, with an excellent selection of grub and copious supplies of hot drinks.

Unfortunately, the Sunday club event was a complete wash out, resulting in the need for a 4x4 to help tow the caravans off the site.

Our thanks to the Bristol Society for organising the Rally in very difficult conditions. Well Done!

(A pictorial essay of the event appears on pages 17-20)



NOTICE BOARD

DON COVENTRY

An appreciation

At the Annual General Meeting of the Federation held in March 2006, a much respected Committee Member, Don Coventry, retired after some 30 years service to the Federation in a number of roles.

The Federation archives show that Don first appeared on the Federation scene when he was appointed Secretary at the 1973 AGM, when the Federation was still very much in its infancy, having only being reformed in 1970. He held this position until he stood down in March 2002, although he maintained his presence as a Committee Member. Although his official role was that of Secretary, over the intervening years he also took on the unofficial role of Public Relations, thus helping to expand the Federation membership.

There cannot be many model engineers in the United Kingdom who have not come across Don at some time or other, when the Federation supported the various exhibitions or rallies that they were invited to.

One aspect of Don's Public Relations activities was his contact with overseas National Organisations, along with individual Clubs and Societies, notably in America, Australia, South Africa, Europe and Scandinavia.

From his West London home, he was very much involved with the organisations local to him, notably Harlington, Ickenham, Northolt, and Harrow and Wembley.

The Federation would like to wish Don a happy "retirement". His words of wisdom will be sadly missed.

Since the introduction of the new Test Code it has been shown that difficulties have been encountered with regard to smaller gauge locomotives and model boats complying with the need to have two independent means of water feed arrangements and them being fitted with water gauge glasses. Particularly, with regard to small boats the ability to carry feed water can affect the stability of the craft and the use of pond water for feed water is unacceptable. Discussions are currently taking place with the Boiler Test Code Committee and our insurers Royal SunAlliance. While we seem to have arrived at a solution that satisfies the operators of small scale/gauge locomotives there still remains some difficulty regarding model boats. Hopefully these problems will soon be resolved. All clubs/societies will be notified of the outcome once a solution has been reached.

CORPORATION TAX

To those clubs/societies that generate income from public running, etc. it is perhaps necessary to inform them that, from 31st March 2006, the profit band for the start of paying Corporation Tax has been reduced from £10,000 to zero. The rate for the first £300,000 of profit is 19%. The tax is paid on the profit a Company may make. For the purposes of the Corporation Tax, clubs, societies, voluntary associations and similar bodies are deemed to be 'companies' and are thus liable for the tax. However, the rules for clubs, associations, etc are slightly different than for businesses, as account is made for the subscriptions and donations they receive.

Tax assessment is made on a self-assessment basis (the Inland revenue will NOT calculate the tax). Initially, you have to inform the Inland Revenue that you may have a tax liability giving details of your accounting period. At the appropriate time (annually) they will send a tax return with a notice about completing it. The tax has to be paid within nine (9) months of the end of the club's accounting period.

If a club/society is unsure of its liabilities it is advised to contact an accountant for advice.

A questionnaire was distributed at the AGM to seek feedback as to the content and distribution of *Southern Federation News*. Surprisingly, the most popular topic was Health and Safety, closely followed by Around the Clubs and Club Profile. The remaining topics, that frequently appear in the magazine, all seemed to have an equal scoring with no one subject standing out as being disliked. So we must be getting it just about right in terms of content.

Of concern was the number of people who said they don't see the magazine at their club or that they have difficulty in getting to see it. Allied to this is the apparent lack of communication in clubs/societies regarding the dissemination of some of the information contained within these pages. This magazine is mailed to the secretary of each club, so perhaps that's where the trouble lies.

Top of the 'Wish List' is that the Federation should have its own Website. This is currently being addressed and we hope to be able to make an announcement in the next edition.

Boiler Registration Slips are starting to be sent in in ever increasing numbers and a number of them are incomplete or incorrectly filled out.

- All boilers must have a means of identifying the equipment that the certificate relates to, e.g. a serial number.' If it doesn't it won't comply with the Test Code (para 11.3) and the certificate may be invalid.
- The bar-litre capacity of the boiler must be shown.
- With regard to 'Description of Model' please give more information other than 'locomotive'; the wheel arrangement plus design/style is more appropriate, e.g. 0-4-0ST Sweet Pea.
- Please ensure the Test Certificate Number shows that of the Hydraulic Test Certificate and not of Steam Test Certificate – you'd be surprised at the number of these that have been presented!

DIRECTORY SUPPLEMENT UPDATE – JUNE 2006**NEW SOCIETIES****PIMLICO LIGHT RAILWAY**

Sec: Mrs J Roberts, 'Pimlico House' Pimlico, Brackley, Northants. NN13 5TN
Tel.: Brackley (01280) 850378 E-mail: rev.roberts@virgin.net

KEMSLEY DOWN MODEL ENGINEERING GROUP

Sec: Mr K Wiles, 74 Beanshaw, Eltham. London. SE9 3HJ
Tel.: London (020) 8857 6867 E-mail: kevin-wiles@gmail.com

CHANGE OF OFFICERS

All clubs/societies are reminded to notify the Federation of any change of name/address of its officers to ensure that correspondence, mail and enquiries continues to be directed to the right person.

CHANGE OF SECRETARY**ALEXANDRA PARK (HASTINGS) MINIATURE RAILWAY**

Sec: Mrs J W Leonard, 54 Perth Road, St. Leonards on sea, East Sussex. TN37 7EB.
Tel: Hastings (01424) 425756 E-mail: cleonard@nildram.co.uk

BELFAST AND COUNTY DOWN MINIATURE RAILWAY SOCIETY

Sec: Mr J Thompson, 27 Addison Place, Lisburn, Co. Antrim, N. Ireland. BT28 2SW.
Tel: Belfast (028) 9267 4981

CHICHESTER AND DISTRICT SOCIETY OF MODEL ENGINEERS.

Sec: Mr B A Millo, 5 Fifth Avenue, Havant, Hants. PO9 2PL
Tel: Portsmouth (023) 9248 4850 E-mail: brian@millo.demon.co.uk

EAST GRINSTEAD MODEL ENGINEERING SOCIETY

Sec: Mr D Keast, 5 Woodleigh Road, Burgess Hill. West Sussex. RH15 0PB
Tel: Haywards Heath (01444) 236710 / 07766 817 045

EAST SURREY 16 MM GROUP

Sec: Mr D Hubbard, 20 Sylvan Way, Redhill, Surrey. RH1 4DE
Tel: Redhill (01737) 762337

HARROW & WEMBLEY SOCIETY OF MODEL ENGINEERS

Sec: Mr R Goddard, 15 Dickinson Avenue, Croxley Green, Rickmansworth, Herts. WD3 3EU
Tel: Watford (01923) 779382. E-mail: RSGwatford@aol.com

KENT MODEL ENGINEERING SOCIETY

Sec: Mr D Wooderson, 51 Townley Road, Bexleyheath, Kent. DA6 7HY.
Tel: London (020) 8303 7028

NOTTINGHAM SOCIETY OF MODEL AND EXPERIMENTAL ENGINEERS

Sec: Mr W Hall, 54 Park Road, Beeston, Nottingham, Notts. NG9 4DD.
Tel: Nottingham (0115) 922 7654 E-mail: w-hall@tesco.net

PEMBROKESHIRE MODEL ENGINEERS.

Sec: Mr R T. Thomas, 31 Wellington Road, Hakin, Milford Haven, Pembrokeshire. SA73 3BU.
Tel: Milford Haven (01646) 697426 E-mail: 01646697426@uwclub.net

PICKERING EXPERIMENTAL ENGINEERING AND MODEL SOCIETY.

Sec: Mr I Varty, 'The Cottage' Low Street, Cropton, Pickering, North Yorks. YO18 8HJ.
Tel: Pickering (01751) 417719

RUSHDEN MINIATURE STEAM ENTHUSIASTS.

Sec: M. P Morgan, 3 Victoria Drive, Houghton Conquest, Beds. MK45 3LZ.
Tel: Bedford (01234) 742100

SALISBURY AND DISTRICT MODEL ENGINEERING SOCIETY.

Sec: Mr M C Fallon, 35 Elm Close, Laverstock, Salisbury, Wilts. SP1 1SA.
Tel: Salisbury (01722) 329919

SOUTH YORKSHIRE MINIATURE TRACTION ENGINE SOCIETY.

Sec: Mrs E Wood, 32 Marlow Court, Garforth, Leeds, East Yorks. LS25 1PR.
Tel: Leeds (0113) 286 8302

SUSSEX MINIATURE LOCOMOTIVE SOCIETY

Sec: Mr J Baldwin, 1 Markfiels Road, Caterham, Surrey, CR3 0RP
Tel:

CHANGE OF ADDRESS**SOCIETY OF MODEL AND EXPERIMENTAL ENGINEERS.**

Sec: Mr P Haycock, c/o "Marshall House" 24 Wanless Road, London. SE24 0HW.
Tel: Hemel Hempstead (01442) 266050 E-mail: phaycock@onetel.com

WITHINGTON NARROW GAUGE MODELLERS.

Sec: Mr C Trotman, 11 Brookfield Close, Milton-under-Wychwood, Chipping Norton, Oxon. OX7 6JQ
Tel: Cheltenham (01242) 676391 E-mail: chris@cst2002.fsnet.co.uk

CHANGE OF CLUB/SOCIETY NAME

LEEDS AND BRADFORD MODEL BOAT CLUB HAS now changed to: RAWDEN MODEL BOAT CLUB.

WEBSITE/E-MAIL – ADDITIONS AND UPDATES

BRACKNELL AND DISTRICT MRS
BRIDGE HOUSE LIGHT RAILWAY

E-mail info@bracknell-railway.co.uk
E-mail bdanton@telco4u.net

KEIGHLEY AND DISTRICT MES	E-mail	eveningstar48@supanet.com
MALDEN AND DISTRICT SME	E-mail	bob@walker.e7even.com
LLYN MES	E-mail	secretary@lmes.co.uk
MAXITRAK OWNERS CLUB	E-mail	bfenton@home.co.uk
NUNEATON SME	E-mail	noel.green@whsmith.co.uk
SANDAY LRS	E-mail	charlie.sandayrailway@btinternet.co.uk
SARUM MTEC	E-mail	anne@anneparrish.wanadoo.co.uk
THE BUCKINGHAMSHIRE GRS	E-mail	david@rogers3006.freeserve.co.uk
TIVERTON & DISTRICT MES	E-mail	jmassey-tivvy@yahoo.com
WELLING AND DISTRICT MES	E-mail	reg-haws@yahoo.co.uk
WINCHESTER M&S	E-mail.	sonia@soniaphillips.wanadoo.co.uk

DELETIONS

The following Club has declined to renew its affiliation for 2006/7.

TONE VALLEY MODEL BOAT CLUB.

SOUTHERN FEDERATION COMMITTEE MEETINGS - MINUTES

MINUTES OF THE COMMITTEE MEETING held on 24th January 2006 at the Model Railway Club, 4 Calshot Street, London N1 9DA, commencing at 6.30 pm.

PRESENT Brian Thompson (Chairman), Maurice Bennett, Brendan Corcoran, Clive Ellam, Peter Haycock, Ivan Hurst, Mike Leahy, John Norman, Norman Rogers, John Walker and Clive Young.

SECRETARY'S REPORT A number of items of correspondence had been received since the last meeting. A letter had been received from the secretary of a Society requesting that second copies of all correspondence from the Federation be sent to their Chairman. When clarification was sought, this was not a change of contact details, merely that the Chairman was upset at his Secretary's delay in passing stuff on!! It was suggested that the Chairman took out his own subscription to the Newsletter, and this was accepted. Finally, a communication had been received from Maurice Bennett with regard to a requirement to change the constitution to formalise the cut-off date for the receipt of nominations for election to the Committee.

TREASURER'S REPORT Norman Rogers tabled a document showing the current financial situation. Accounts for 2004/2005 had been audited and signed off by the Auditors. It was decided that the Cash Flow Projection for 2006 presented by the Treasurer would be sent out with the AGM Pack.

INSURANCE REPORT

GENERAL. John Walker observed that 74 Societies had not insured with Footman James. It was agreed that this should be raised at the next S Fed/FJ liaison meeting, suggesting that FJ approach those Societies with a view to capturing their business. John Walker also observed that a recent survey had reported that about half of all modellers did not belong to any society.

INCIDENTS One incident had been reported, relating to the North Wiltshire Society on 22nd January. Full details have not yet been received, but it would appear that an ambulance had been summoned.

NEW APPLICATIONS/MEMBERSHIP UPDATE

NEW APPLICATIONS Applications for affiliation had been received from the Stourbridge Boat Club (757). They had been formally proposed and accepted. Unfortunately, two societies (Stoke on Trent and South Essex) had been wound up, and had resigned from affiliation. However, it was noted with satisfaction that there is still active interest in the hobby, in that six other Societies had expressed interest recently.

SAFETY REPORT

BOILER TEST CODE Following its publication recently, response to the new Boiler Code had been very positive. The Secretary reported that he had received only one major criticism from two Societies with respect to the fact that the calibration of Locomotive Pressure Gauges was only required every four years. This was felt to be undesirable, as these items are potentially an unreliable item, and easily subject to abuse. In response to this, he had pointed out that the Codes represented minimum requirements. There was nothing to stop individual Societies imposing their own more stringent local procedures. Considerable discussion also took place concerning boilers used in Gauge 1 locomotives, some of which exceeded the minimum Bar-litre limits, but traditionally did not have 2 separate means of feeding water. Similar considerations apply to Boats, where the practice is to arrange that fuel runs out before water. It was noted that this was not necessarily the case for locomotive operators. In summary, Mike will welcome any comments with a view to revision of the Code at a later date.

The Chairman reported that there had been many orders for starter packs which had either been posted or collected at Sandown and Ally Pally. So many Test Code booklets had been sold that we had acquired excess stock from another organisation and a reprint was currently taking place.

DISABILITY DISCRIMINATION ACT (DDA) The preparation of this Document continues.

AGM REVIEW Preparations for the AGM are well on course and the Calling Notice had been posted. Nominations for Polly Award had been received from 4 Societies, all of whom showed impressive capabilities and qualities. (See Award Report p3).

NEWSLETTER Discussions took place on the costs of advertising in the Newsletter, following an enquiry from a supplier. It was agreed that £50 per full page represented a

reasonable rate. The Editor was still anxious to receive contentious contributions to initiate a “Readers Letters” column. Distribution of free-of-charge copies had been considerably curtailed.

RALLIES AND EXHIBITIONS Forthcoming Exhibitions: Brighton 17th/18th/19th February; Harrogate 5th/6th/7th May and Merstham 13th/14th May. It was noted that the date of the Pickering Show had been altered (15th/16th/17th September) and now clashes with the Southern Federation Autumn Rally. Fortunately, the Rally is at Brighouse, fairly close to Pickering and so arrangements might be made for a presence at this exhibition.

ANY OTHER BUSINESS

DIRECTORY SUPPLEMENT. It was suggested that the Directory Supplement should be published a little later in the year, to accommodate the fact that many society AGMs take place in the first three months of the year. Changes in contact details might then not be published until nine months later, shortly before they perhaps changed again. It was agreed the Directory Supplement would be published at the beginning of May.

COMMITTEE E-MAIL ADDRESSES It was noted that a number of Committee Members have recently embraced 20th Century technology, and committed to e-mail.

MINUTES OF THE COMMITTEE MEETING held on 28th March 2006 at the Model Railway Club, 4 Calshot Street, London N1 9DA, commencing at 6.30 pm.

PRESENT Brian Thompson (Chairman), Maurice Bennett, Brendan Corcoran, Don Coventry, Clive Ellam, Ivan Hurst, Mike Leahy, John Norman, Norman Rogers, John Walker and Clive Young.

ELECTION OF VICE CHAIRMAN Clive Young was elected as Vice Chairman.

SECRETARY'S REPORT General items of correspondence had been received.

TREASURER'S REPORT Norman Rogers tabled a document showing the current financial situation. It was pointed out that the bulk of income for the year had now been received. The Newsletter consumed approximately two thirds of the income from affiliation fees. One announcement in the recent budget had changed the rules surrounding Corporation Tax. All profit was now taxable at 19%.

INSURANCE REPORT

GENERAL Footman James had reported that approximately 50 renewals per day were being received and that nearly all were turned round within 24 hours. No delays had been reported. Considerable discussion took place on the subject of extensions to policies.

INCIDENTS No incident reports had been received.

NEW APPLICATIONS/MEMBERSHIP UPDATE

NEW APPLICATIONS Applications for affiliation had been received from the Pimlico Light Railway (758). They had been formally proposed and accepted.

SAFETY REPORT Three items that had been topics of discussion at the AGM were discussed.

SMALL BOILERS Issues arising regarding small boilers and feedwater arrangements. This was being discussed with both the Boiler Group of the BMELG and our insurers RSA

LARGER BOILERS Provision of two means of feeding water would remain mandatory, even if not prototypical. It was pointed out that the provision of two feed systems was made mandatory in full size in 1927.

TEST CERTIFICATE WALLETS Plastic wallets could be obtained at a very competitive rate. It was agreed that these should be obtained, and offered for sale.

DISABILITY DISCRIMINATION ACT (DDA) The preparation of this Document continues. A draft had been submitted to the Council for Disabled People in Coventry for comment.

AGM REVIEW The AGM was considered to be very successful and the numbers of attendees was gratifying. It was felt that choosing a venue at an attraction had contributed to this increase.

The one major problem at the AGM was the acoustics. It was felt that with the cash funds available, it would be worthwhile procuring a portable PA system and the desirability of a battery-powered system for outside use was identified.

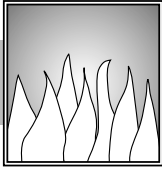
The AGM next year would take place on 10th March 2007. Cut off date for Committee Post Nominations would be 24th February, with no exceptions. Possible venues were discussed.

Auditors. It was regretted that Auditors had not been elected at the AGM, due to an oversight. The Committee decided to co-opt the present Auditors (Maurice Sparkes and Diane Leahy), who had signified their willingness to stand again. Members would be advised.

NEWSLETTER Mike Leahy reported on the Questionnaire that had been distributed at the AGM. A report will appear in the Newsletter (see p 6) On the topic of including advertisement flyers with the Newsletter, it was agreed that a charge of £6 would be levied in future.

RALLIES AND EXHIBITIONS A letter had been received from Chris Deith, thanking us for our support at Alexandra Palace.

The following forthcoming Exhibitions were identified: Harrogate 5th/6th/7th May ; Merstham 13th/14th May; Vale of Aylesbury 3rd/4th June; The Midlands Exhibition 13th - 18th October. It had been previously noted that the Pickering Show (15th/16th/17th September) clashes with the Southern Federation Autumn Rally. The decision was taken not to attend – the Chairman would advise the organisers of the show.



THE DEVIL'S JOB

This article by David Boughen appeared in the March 2006 edition of Criterion, the journal of High Wycombe Model Engineering Club, and is reproduced with their permission. Hopefully, we will continue Part 2 in the next edition

KEEPING THE FIRE ALIGHT Part 1 The Principles of Combustion

My fifty years in the Fire Engineering industry, designing and installing water based, gaseous and chemical fire extinguishing systems, required a detailed knowledge of the principles of combustion of a wide range of fuels. Frequently considerable research was necessary to establish how new materials burnt, and thus how they could be extinguished quickly and effectively. The steam locomotive designer, and, ultimately the fireman, is faced with the reverse situation, in that he needs to know how to keep the fuel burning efficiently to achieve the maximum heat output, and thus produce steam at the required rate.

Although there are some materials which produce their own oxygen and will thus burn in an inert atmosphere, coal is not one of them. Combustion only takes place when it is burnt in air, and correct combustion can only be obtained by bringing together the right amounts of coal and air at the same time. To understand this we need first of all to know something about the chemical constituents of coal and air.

Coal varies considerably, both in quality and composition, depending where it is mined, but the greater part of it consists of carbon, the remainder being composed of gases and ash, as shown below:

<u>Constituent</u>	<u>Proportion</u>
Carbon	75%
Ash	10%
Oxygen	8%
Hydrogen	5%
Nitrogen	1.5%
Sulphur	0.5%

Air consists of a mixture by weight of approximately 23% Oxygen and 77% Nitrogen, or when measured by volume, 21% Oxygen and 78% nitrogen.

The combustion process is the chemical reaction which takes place between the constituents of the fuel and oxygen when the fuel burns. The heat producing constituents of coal are carbon and hydrogen, heat being produced when these elements combine with the oxygen from the air. Coal must be heated to a temperature of slightly above 800°F (427°C) before it commences to burn, but very much higher temperatures are required for it to burn efficiently. An indication of approximate fire temperatures is given by the colour of the fire shown in the following table:

<u>Colour of Fire</u>	<u>Approx. Temperature</u>
Red (just showing)	550°C/1022°F
Red (dull)	700°C/1292°F
Red (bright)	975°C/1780°F
Orange (deep)	1100°C/2018°F
Orange (bright)	1200°C/2192°F
Yellow	1325°C/2423°F
White	1425°C/2597°F
White (intense)	1550°C/2822°F

Carbon and hydrogen are chemical elements, each requiring a defined quantity of oxygen to burn completely to obtain maximum heat value. Thus it is necessary for the carbon to combine with sufficient oxygen to form carbon dioxide, and for the hydrogen to combine with oxygen to form water vapour or steam. the chemical reaction is shown as follows: $C + O_2 = CO_2$

Every pound of carbon burnt completely to carbon dioxide produces 14,550 British Thermal Units (BThUs). In metric terms 1kg of carbon produces 8,020 kcal of heat (energy).

If the supply of air is insufficient for complete combustion carbon monoxide is formed and the chemical reaction is shown as follows: $C + 1/2O_2 = CO$

This is a far less exothermic reaction, producing only about 30% of the heat produced when there is sufficient air to produce carbon dioxide. one pound of carbon producing 4,350 BThUs. In metric terms 1kg of carbon produces 2,400kcal of heat (energy). So the chemical combination of the second oxygen atom liberates over twice the heat generated by the first. therefore it is important to avoid wasting so much heat in the fuel by starving it of oxygen. However, carbon monoxide is inflammable, it will burn given the right conditions, so it is possible to carry out the full combustion process in two stages, and thus use all of the heat content of the carbon.

Having dealt with the basic principles of combustion, in the Part 2 we will look at what happens in the firebox, and the importance of an adequate air supply.



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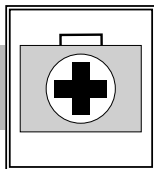
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MASTERCARD



FIRST AID

It's a fact of life that the age of people participating in our hobby seems to be for ever getting older. With this in mind, although the condition described is not always age dependent, it is perhaps appropriate that we publish the following article which appeared in the Stephenson Link, the magazine of Chesterfield & District MES.

RECOGNISING A STROKE

During a BBQ a friend stumbled and took a little fall - she assured everyone that she was fine. Although appearing a little shaken she went about enjoying the rest of the evening.

Later her husband telephoned to say she had been taken to hospital and had passed away. She had suffered a stroke at the BBQ - had they known how to identify the signs of a stroke perhaps she would be with us today.

A neurologist says that if he can get to stroke victim within three hours he can totally reverse the effects of the stroke. The trick is getting a stroke recognised, diagnosed and getting to the patient within three hours.

Remember the following '3 Steps'. Read and Learn! Sometimes symptoms of a stroke are difficult to identify. Unfortunately, the lack of awareness spells disaster. The stroke victim may suffer brain damage when people nearby fail to recognise the symptoms of a stroke. Now doctors say a bystander can recognise a stroke by asking three simple questions:

1. Ask the individual to SMILE.
2. Ask him or her to RAISE BOTH ARMS.
3. Ask the person to SPEAK A SIMPLE SENTENCE (Coherently)
e.g. 'It is sunny out today'

If he or she has trouble with any of these tasks, call an ambulance immediately and describe the symptoms to the dispatcher. After discovering that a group of non-medical volunteers could identify facial weakness, arm weakness and speech problems, researchers urged the general public to learn the three questions. Widespread use of this test could result in prompt diagnosis and treatment of the stroke and prevent brain damage.

Be a friend and share this article with as many associates as possible. You could save their life.

SOUTHERN FEDERATION SPRING RALLY 2006

BRISTOL SMEE



John Cousins' 7 1/4" gauge BR Class 5

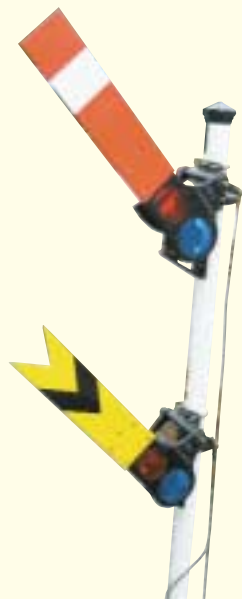


0-4-0+0-4-0 Mallet by John Wilks

**Cold,
windy and
damp weather**



Phil Brien waits for the 'off' with his Austrian electric loco





Above: 2-6-0 2MT – Richard Linkins

Right: Backhead detail of Denis Mulford's 2-4-2 Baldwin

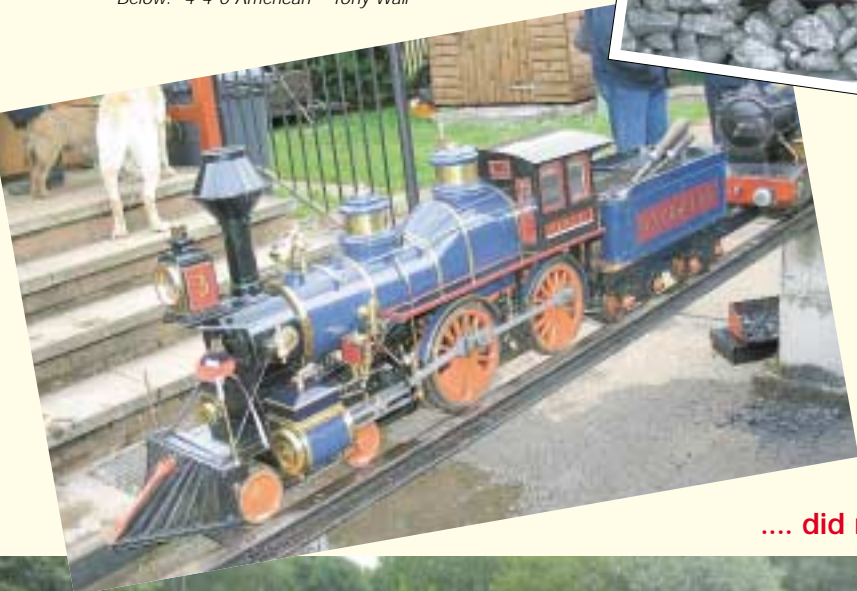
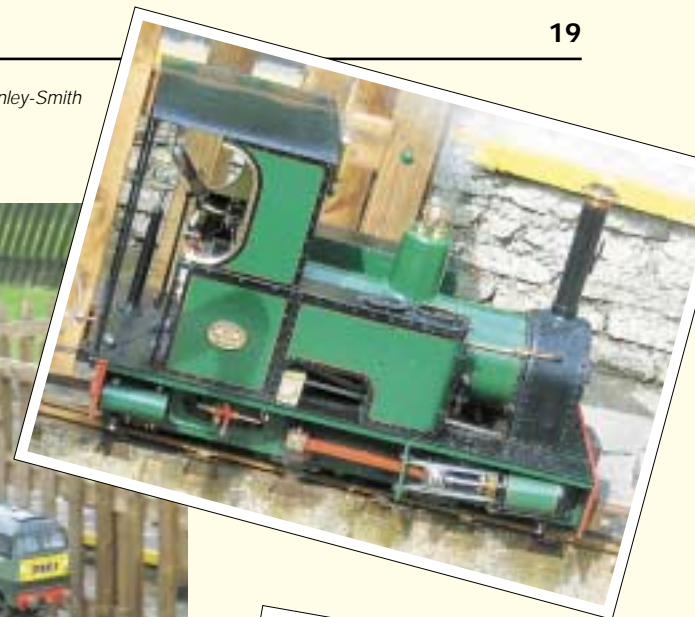
Below: 4-4-0 American – Tony Wall



Right: 0-4-0 Narrow Gauge Pecket – Ernie Rinley-Smith

Below: Class 47 Electric loco

Centre Bottom: Springbok – Steve Pennack



Below: Aubyn Mee's Petrol-hydraulic APT

Inset: Detail of pipework, control linkage and driven bogie



.... did not deter a goodly number of visitors





Above: SE & CR 0-6-4 J class

Photos: Mike Leahy

.... even though it made driving conditions difficult at times.



Photo: Ivan Hurst

Don Cordall (right), Chairman of Bristol SMEE, receives the Rally Plaque from Clive Young, Southern Federation Vice-Chairman.

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



Over recent years there have been enquiries from owners researching the history of their Maxitrak locomotive. The most common question, particularly if the loco has been obtained second-hand, is its age and where it fits into the history of the manufacturer. Questions also arise from people looking for other owners of a particular type of loco, in and around their own location. In an attempt to answer these questions the **Maxitrak Owners Club** have created a Register of Maxitrak Locomotives.

An example of the Register can be seen on the Club's website www.moc.org.uk. The details, so far, have been compiled from information held either by the club or the manufacturer, but is far from being complete. The Club wishes to encourage everyone to contribute to the Register by submitting details of their particular locomotive, even though the owner may not be a member of the Club. Personal name and address details will of course remain confidential. Please e-mail the Club Secretary, Bernard Fenton at bfenton@home.co.uk. Part 1 of a historical overview of Maxitrak locos appears in the Spring 2006 edition of *Road 'n' Rail*, the

Club's magazine. This year's Maxitrak Rally will be on the **5th August** at Leatherhead. Contact Eric Penn, Tel: 0208 979 4335, eric.penn@btinternet.com

The majority of members of **Model Steam Road Vehicle Society** live in the West Country and meetings are regularly held in Gloucester, but the Society represents the needs of the model steam road vehicle fraternity nationwide. As such it has a seat on the British Model Engineering Liaison Group representing this section of the hobby. The Society encourages membership from throughout the country, so, if you have an interest in traction engines, steam wagons and other related types of vehicles why not consider joining them,. They have a website www.msrvs.org which gives full details of membership and the Society's activities. This year's MSRVS Rally is the **24th/25th June**. Details from John Bagwell, Tel: 01452 304876

While debate about future designs still continue in *Steam Chest*, the journal

of the **National 2¹/₂" Gauge Association**, it would appear that some members have undertaken the design of locomotives for their own purpose and are prepared to make them generally available to the Association. The various regional groups of the Association organise a number of rallies throughout the year, spread around the country. For details contact the National Secretary, Des Adley, Tel: 01 722 718643.

To foster and encourage the building and interest of model locomotives in the smaller scales the **Society of Model and Experimental Engineers** proposes to build a test track at Marshall House. Some 40 ft in length it will be dual 32mm/45mm gauge. The track will be insulated and a power supply of 12 - 20 volts provided for the operation of electric models; a facility for the preparation of steam models will

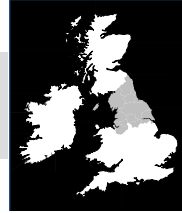
also be incorporated. It is hoped that it will bring a new interest and enthusiasm into the Society, as many other clubs and societies have flourishing groups in this expanding field.

The Society also wishes to promote technical discussion for problem solving and exploring conceptual and detailed matters that concern current or future projects. To provide a framework for Technical Discussion it is hoped to establish a number of Specialist Interest Groups within the Society who will organise themselves with a view to providing the necessary expertise in the various disciplines. Meanwhile a preliminary list of possible Groups has been provided and members have been encouraged to complete a questionnaire to gauge interest in these, and give indication of other Groups that might also be formed.



Martin Baker - *Steam Chest* – The National 2¹/₂" Gauge Association

NORTH OF ENGLAND



Many of the club magazines/newsletters the Federation receives are published either infrequently or at a time that means their content misses inclusion in the relevant edition of *Southern Federation News*. Therefore, belatedly, we congratulate Ivan Smith of **Stockholes Farm MRS**, who having received the Southern Federation's Annual Award in 2004, has been awarded the Charles Simpson Award made annually by the 7¹/₄" Gauge Society. There can't be many, if anyone else, in the hobby who has received such accolades from two national organisations. The citation was made on two counts; the first for the creation of Stockholes Farm Miniature Railway, and the second in the way he and the Society encourage youngsters and novices to become involved in model engineering. To this end a workshop on the site, previously shared, has been set aside for the members use, enabling them to set up machining operations that won't have to be broken down because the machinery needs to be used for other purposes. Tuesday and Wednesday evenings, workshop nights for Juniors and 'more mature members' respectively, continue to be extremely popular and well attended, with numerous projects on the go. One innovation is the start of a society locomotive and it is pleasing to report that good progress is now being made, with the help of various members.

In March a group of **York City & District ME** members made a most instructive and enjoyable visit to the stonemason's yard of York Minster. They were able to see the big stone saw in action which made short work of cutting through a large block of limestone weighing in the region of two tons. Work in the yard proved to be a fascinating combination of the very highest technology with the highly skilled but low-tech handwork of the skilled masons. The Minster is continuously being surveyed and monitored. Sections that are in need of repair are very accurately measured using photometric equipment and every single stone block is identified, coded, measured and plotted on both a computer database and a card-based system. A chemical and structural analysis of the stone may have also been carried out. When a repair is commissioned the accurate details of the block are used in the production of a very accurate replacement. The card follows the new work through the system from the initial mechanical cutting of the block, through the hand carving to the fitting of the block in place. Eventually, every single block of the hundreds of thousands in the building will be identified and catalogued. While the techno stuff was of direct interest to the model engineer, the real fascination was seeing the very skilled masons at work. The quality of work, a lot of which will be

placed far away from the public eye, is superb. The visit was a real eye opener, leaving all who participated viewing the Minster in an entirely different light.

As previously mentioned in this magazine, the **City of Sunderland MES** celebrates its 75th anniversary this year. To commemorate the event they have produced a splendid Souvenir Guide which gives a potted history of the Society and illustrates the modelling prowess of the members. The Society has two railway tracks; the small track for 2½", 3½" and 5" gauge is one of the few tracks in the North East offering 2½" gauge facilities, and the large track catering for 3½", 5" and 7¼" gauges, this being one of a very rare breed in being an elevated 7¼" gauge track. Additionally, there is a ground level 3½" gauge tram track, 69ft long. The Society started life as the Sunderland Model Boat and Engineering Club and has changed its name on a couple

of occasions, the last in 1992 when Sunderland gained City status. Boating activities remain an integral part of the Society's activities.

This year's 'Curly Bowl' event will take place on the **3rd September** at the Society's Roker Park site.

One of the items seen at the Bit n' Pieces Evening of the **Tyneside SMEE** was a new lead screw for a Myford lathe. The maker, Gary Cooper, explained his rather novel approach to the job. A length of steel was held in the tool post of a Harrison lathe whilst the free end was supported on two rollers mounted on the faceplate and by a sleeve in the lathe headstock; a suitable cutter was also mounted on the face plate. The lathe was run in reverse and the new lead screw was successfully screw cut by drawing the length of the bar through the headstock. Well done! Gary on your ingenuity.



A photo of the main Traverser and Carriage Shed taken soon after completion

City of Sunderland MES

At the moment **Doncaster & District AMES** are replacing their old track for new. As well as 7¹/₄" gauge they now have the complete 5" gauge up and running (the 5" was out of action for a few months).

The club is now sponsored by Bramall Construction who are going to supply the materials to hopefully build a new station with crowd control barriers, track edging and ballast. Running days are every Sunday from April to September and a warm welcome is extended to anyone who wishes to bring along their locos and run them.

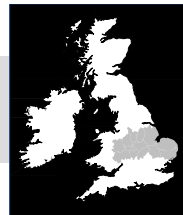
On **29th/30th July**, Thorne Council will be holding the annual Summer Festival Event in Thorne Park. For this event, as well as running the railway to full capacity, the club sets up a marquee to show off models, locos and static steam exhibits built by members. Anyone is welcome for the Summer Festival event if they wish to come and exhibit models etc. The event is patrolled by security guards and dogs, and 95% of people involved with the event, (not just the railway staff) sleep over in tents and caravans on the Friday and Saturday

evenings, (Live entertainment until 21:00 on Saturday). Thorne Memorial Park, South Parade, Thorne, Nr Doncaster, South Yorkshire is just off the M18, Jnc 5 & 6.



The crowds enjoying the day at last year's Summer Festival at Thorne Park, Doncaster.

THE MIDLANDS & EASTERN COUNTIES



Pete Jackson writing in *Club Chat* the magazine of **Peterborough SME** reports a problem that arose when he recently attempted to road tax his Suffolk miniature. The counter assistant told him the computer showed he would require a MOT certificate or a VT25 (MOT certificate exemption) on a normally

exempt vehicle. Having no joy in resolving matters with a number of subsequent phone calls he sent off a postal application and received a new tax disc by return. Evidently there is a 'computer glitch' at DVLA Swansea that flags up a prompt on computer terminals at Post Offices. If you are having similar problems you are advised

to contact Cheryl Parton, Vehicle Customer Services, DVLA, Swansea, SA99 1ZZ - ref VC15 D16 - advising of difficulties and quoting the registration number of the affected engine.

Having had to cancel last year, **Birmingham SME** is glad to announce that the National Locomotive Rally is back for 2006. Make a note of it in your diary for **9th/10th September**.

A recent Bits and Pieces Night at **Northampton SME** fell foul of its own success. With so many members present and so many items on display it was difficult to see all the various exhibits. Every month until October the Society has either a Running Night or a Sunday Steam-Up when visiting locomotives are most welcome. For details of dates contact the Hon Sec, Peter Jarman, Tel: 01234 708501 (after 7.00pm).

It is hoped that part of the track extension at **North Norfolk MEC** will be available for use in time for the Whit weekend.

Congratulations to Steve Harbach, a member of **Kinver and West Midlands SME**. Having in recent years won First Prize at Donnington, a Gold Medal at Sandown Park and the Bill Hughes Cup with his 3" scale Burrell Showman's Engine Griffin (see the inside cover of *Southern Federation News*, December 2005) he was subsequently awarded the Duke of Edinburgh Trophy at this year's Model Engineer Exhibition.

The new ground level track at Eaton Park, home of **Norwich & District SME** was opened over the Easter Weekend.

DON'T CHUCK YOUR CHUCKS

If you ever have a redundant chuck from a hand drill or electric drill don't be too hasty to discard it. Mine came from an electric drill that had expired.

Bolted to a piece of angle iron, it is very useful for gripping round bar in the vice for thread cutting, etc. Gripped tightly by the three jaws, the bar will remain vertical and is less likely to rotate. If the bar has an existing thread on the other end, it is less likely to be damaged.

It is also useful for filing flats on round bar as the chuck can be mounted horizontally in the vice and the chuck jaws used as a guide for the file.

HUMIDITY

The enemy within

The amount of water vapour in the air is called the humidity and when the maximum amount is present for a given temperature the air is said to be saturated. When the humidity is less than saturation value the actual amount present divided by the the maximum possible at he same temperature is the relative humidity.

Humidity id temperature dependent. The higher the temperature, the more water vapour the air can hold. If the air is saturated and the temperature drops, the air can no longer hold the vapour and is deposited as condensation.

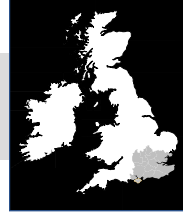
The Relative Humidity (RH) of the atmosphere is the dominant factor in determining whether corrosion of metals will occur. The corrosion of iron is extremely slow at 60% RH, but becomes rapid at higher humidity. Generally for engineering products, 50% RH has been found to be an acceptable maximum.

From BS 1133 Section 19.

The Kinver Link

Kinver and West Midlands SME

LONDON & THE SOUTH EAST



Jim Wilson reports in the **Guildford JMES Newsletter** that at the last count 25 owners have shown an interest in taking their locomotives to the Sweet Pea Rally on the **10th/11th June**, and at least one 7¹/₄" gauge Sweet Pea will be in operation over the weekend. Phil Owen of Blackgates will also be bringing along the original locomotive. Although the original Jack Buckler design is an 0-4-0, 5" gauge locomotive there are many variants and one can see 0-4-2, 0-6-0 and even a 0-8-0 versions around, plus others built to 3¹/₂" and 7¹/₄" gauges. There are several with tenders and the different tank shapes and cab designs ensure that no one locomotive is the same as the next, although they are all based on the same design.

Elsewhere in the *Newsletter*, John Day ponders on the fact that there seems to be little, or nothing, at exhibitions to attract the young and/or impoverished to begin model making. It appears expensive machine tools are indispensable and there is not much in the way of drawings, castings and materials which do not cost an arm, (*if not a leg also - Ed*). The 39th Model Steam Rally and Exhibition takes place at Stoke Park on **8th/9th July**.

There is always mention of how much tea is drunk at the track. Coal keeps the engines running and tea keeps the drivers running (often to the loo), reports

the *Newsletter* of **Crawley ME**. Large donations of tea bags have been received (742 at the last count) such that an appeal for sugar has now been made. Meanwhile, members have still found time to progress work on the Club Simplex No. 2.

The Sarum Model Traction Engine Club will be holding its Annual Steam-Up and Road Run again this year on the August Bank Holiday Monday, **28th August**. It is held at the village of Newton Toney just off the A338, north of Salisbury. Anyone wishing to attend with a model traction engine or steam vehicle should contact Pete Parrish, Tel: 01980 610346.

By the time you read this article Water Board works at the tracksite of **Southampton SME** should have been completed enabling them to resume normal running. A mole/pipe cracker was used to insert a pipe under the track. Don Cottle reports "It's most strange to be standing there talking to someone whilst big thumps come from beneath your feet and cracks appear in the ground around us. At first I thought a pile driver was working across the river, until we twigged what was happening. They were using some sort of mechanical mole and the cracks resealed once the underground pipe was done". The club waits to see if the track alignment has been affected.

Members of **Pinewood MRS** have been working through the winter, sometimes in atrocious weather, to refurbish the viaduct at their track. Nearly 4½ tonnes of concrete were mixed and transported by rail and muscle and it is estimated that some 1½ tonnes of steel will have been used by the time the safety fence has been reinstated. Once it is complete, the track will be reinstated and the signalling system updated. Additionally, work has progressed in resurfacing the station area.



How's this for vandal-proof tables and chairs? Wagon wheels, rail and sleepers construction!

Vectimod – Isle of Wight MES

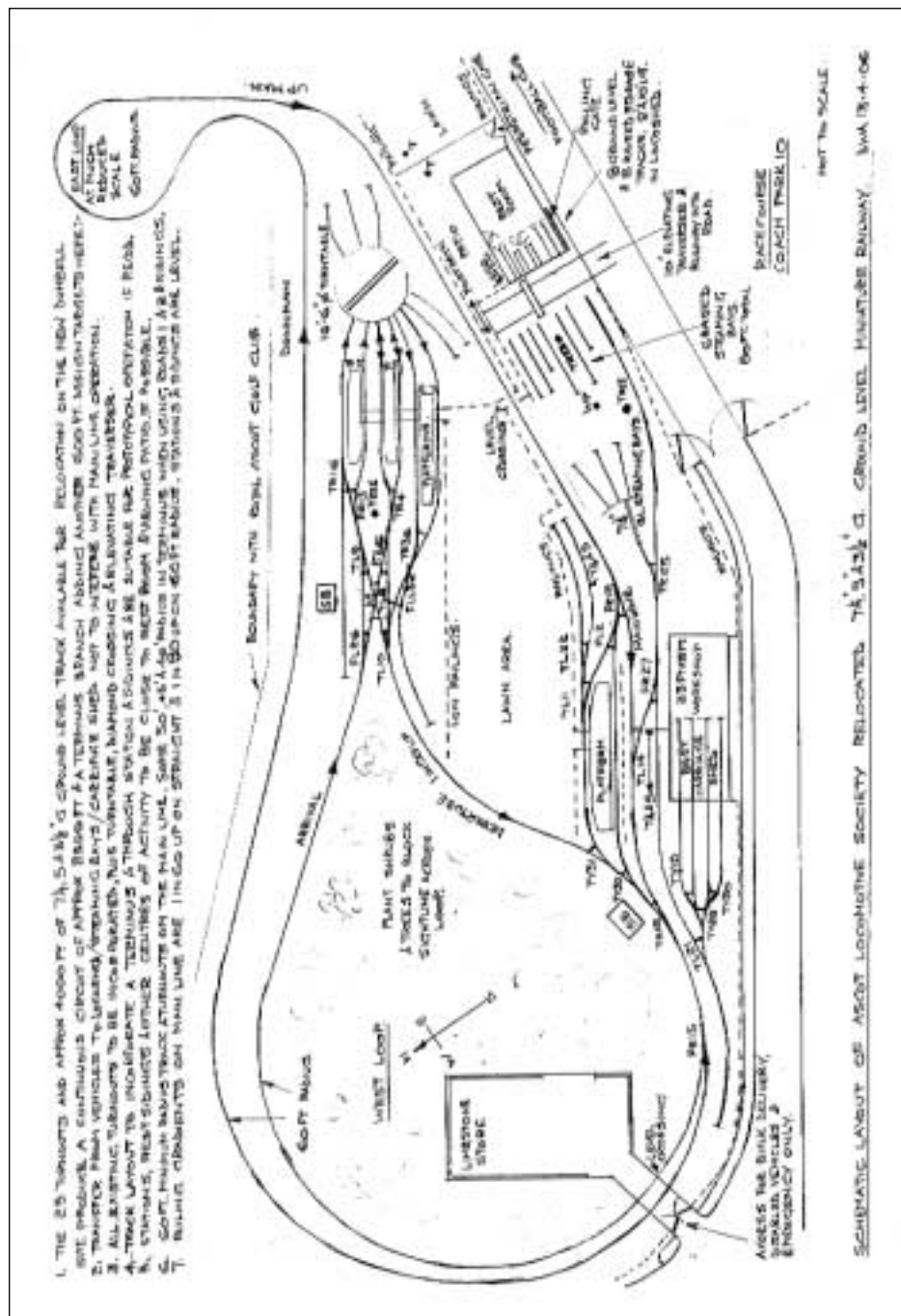
The *Oily Rag*, the journal of the **East Surrey 16mm Group** comments on the problem that arises for some of the smaller locomotives that are above the 1.5 bar-litre exemption to the new Test Code. Many small models, be they locomotives, traction engines or boats either only have one means of feedwater arrangement or don't have any means at all of pitting water into the boiler. The matter is currently being resolved with the Federation's insurers and the BMELG and while we seem to have a solution for the locomotives and traction engines there is still a problem regarding boats. See elsewhere in this magazine for an update.

A recent edition of *The Coupling*, the newsletter of **Bedford MES**, touches on the subject of what is a suitable Dress

Code for their railway. While some members look very smart wearing BMES shirt, others seem to be somewhat more casual in their dress and suffer from the 'builders bum' syndrome. It is requested, to improve the club's image on public running days, that members on the operating side of the railway should wear suitable clothing; this to include shirt, long trousers or if shorts are worn they should be covered with overalls. Safety shoes are recommended, but sandals are not acceptable as they offer very little protection. Drivers of steam locomotives should wear overalls, preferably of cotton material as the nylon type can melt and cause worse burns in the event of a problem. Guards and station staff will be issued with hi-viz jackets. It is hoped that conformity is a small price to pay to assist towards safety and a better public image.

Phase One of the renewal of the signalling at **Frimley & Ascot Locomotive Club** has been successfully completed. On the first run in March only a few problems were encountered, which were soon put right. Meanwhile the club has a phantom locomotive on the track, as it is evident that on a few occasions the track has been used without the knowledge of the club. While members are perfectly entitled to use the track, unauthorised use by a stranger can obviously cause problems for the club, particularly if there was an accident or incident.

Work progresses at the new tracksite of the **Ascot Locomotive Society**. Unfortunately, slower than hoped for progress and a diversion of effort to resolve toilet facilities means it unlikely that first operational use of the railway will occur until later this year. (*See diagram opposite*)



Many Societies have their track on land owned by the local authority, e.g the local park, and various stipulations are imposed. Recently, the local council has notified **Harrow & Wembley SME** that they will be required to paint over any graffiti on their building within seven days of its appearance. Whilst none of us like to see graffiti in our surroundings, given inclement weather that can be encountered this seems a somewhat unreasonable time limit and the Society has argued for a more reasonable interval. Hopefully they will not encounter graffiti on their building. The club will be holding an Open Weekend and Exhibition **26th-28th August**. More information is on the club's website www.hwsme.org.uk. or contact Brian Tilbury, Tel: 020 8248 0442, /Tony Smith e-mail acasmith@dsl.pipex.com.

WORKSHOP DEFINITIONS

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bars out of your hand so that it smacks you in the chest and flings your beer across the room, spattering it against that freshly painted part you are drying.

PLIERS: Used to round off bolt heads.

HACKSAW: One of a family of cutting tools built on the Ouija Board principle. it transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course the more dismal your future becomes.

E-Z OUT BOLT AND STUD EXTRACTOR: A tool ten times harder than any known drill bit that snaps off in boltholes you couldn't use anyway.

PHILLIPS SCREWDRIVER: Normally used to stab lids of old style paper-and-tin oil cans and splash oil on your shirt. Can also be used, as the name implies, to strip out Phillips screw heads.

HAMMER: A kind of divining rod to locate the most expensive parts not far from the object one is trying to hit.

Newslink – Sutton MEC

Writing in the *COSME Link*, Denis Mulford, the Chairman of **City of Oxford SME** has almost got to the end of a series of articles telling the trials and tribulations of the building a Winson 7¹/₄" gauge 2-4-2 Baldwin loco, based on the Lynton & Barnstaple locomotive *Lyn*. He relates the problems he has had with valve timing. However, after many years of blood, sweat and tears rebuilding many parts, subject to a few touches here and there to tidy up the paintwork it now seems to be almost ready to put into steam. *(Denis brought his loco along to the recent Southern Federation Rally at Bristol and a fine performer it seems to be. Timing still needs to be adjusted but no doubt the loco will prove to be an excellent passenger hauler. A picture of the loco appears on the front cover of this magazine. - Ed)*

David Sexton, the Secretary of **Dickenham & District SME**, knew the summer season had started at IDSME when, on the Friday before Easter, he attempted to complete digging around a tree stump to loosen it for removal. Having arrived at 6pm he was delighted by the number of members who soon appeared, stopping off to offer encouragement and advice. The President personally sharpened an old hand axe for him to use and a consortium led by the Treasurer hastened to set up electric light so that work could continue after dusk. Not being defeated by a broken lamp another was sought. The audience was tremendous – at least twelve sitting on the track trolleys or standing watching.

Sadly the Vice Chairman, a bit newer than most, did eventually break ranks and join in which helped speed up the digging. No one was more surprised than David when at

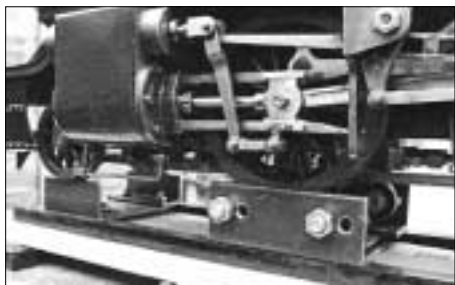
9.15pm on standing on the stump it fell over. The cheer from the audience was gratifying but there was some concern that he had let them down by finishing so early. He threatens other manual tasks during the summer. Do feel free to join him – audience participation is most welcome!

Coincidentally, two members of **St Albans & District MES**, Tim Hopkins and Roger Stephen, have built rolling roads for the testing of locomotives and both designs bear a strong resemblance to one another. While not claiming any originality for the designs they are not only simple and cheap to make but also very



A note of caution appears in *The Prospectus* the magazine of **Reading SME**. Apparently there have been a number of occurrences over the last few months when, if the hand controllers of battery locomotives get wet, the locos have moved off on full power without the speed controller being operated. It is suggested, that if the weather is damp, drivers should consider running with the controller in a waterproof bag and that the main switch be turned off when the loco is unattended.

The future of the hobby will rely very much on the current 'Junior' members of our clubs and societies. Now that schools



Both rolling roads use the same principle of roller bearings bolted to pieces of angle iron with a spacer plate to suit the gauge. A simple pony truck support is also shown. Each pair of driving wheels sit on a separate roller unit which simply rests on the track. The alternative holes in the angle plates allow the spacing of the roller bearings to be adjusted to suit the wheel diameter.

useful and effective. Both designs use a set of individual roller units, each of which simply rests on top of a test/display track and supports one pair of driving or coupled wheels. Supports for non-driven wheels can also be made, and setting up is just a case of placing the supports roughly in position and allowing the loco to do the rest. Neither design shows any risk of the loco jumping off the rollers, but to be on the safe side some means of fore and aft restraint is recommended. The accompanying pictures show all there is to know about the effective and simple design.

seem to be discarding workshops, everything must be done to encourage them in 'hands on' activities otherwise they will soon lose interest. **Malden & District SME** seems to have a thriving Junior's Section who over the last few months have been helping out with many projects currently in progress. Concrete mixing, wall building, track laying and driving truck renovation are all tasks that Euan, Rhys, Steven, Riley and David have contributed to in some way. Well done, lads! Special mention must also be made of Emma recently awarded the C J Locke Challenge Cup awarded to the junior

member who, in the opinion of the committee, has made an outstanding contribution to the Society's activities.

Of interest in *Roundhouse*, the Society's magazine, is a description of part of their 7 $\frac{1}{4}$ " gauge ground level track, currently nearing readiness for public traffic – the Alps route. On leaving Willowbank departure platform, the train will have an unbroken climb of six feet vertically in its first 700 feet of travel, with the gradient steepest on the final assault of the summit. Leave with a dead or clinkered fire and you risk not making it to the top. Approach the top with the water in the gauge glass at the bottom nut and you might have a bare crown on the other side! If your pressure had dropped and the regulator had been fully open, then closing it alone can lose you a quarter-of-an-inch of water – no bubbles inside anymore. Go from 1:50 up to 1:50 down is the same as 1:25 down – and if the boiler is 25 inches long you lose....(well not an inch if that was your first thought – but a lot!). Consideration needs to be made to the abilities of each loco regarding maximum loading and steaming, and drivers will need to familiarise themselves with the vagaries of how their locomotives behave on the route.

One Sunday morning in March a group of **Canvey Railway & MEC** members turned out in their oldest clothes prepared to do battle with the impermeable clay that is their misfortune to have as the subsoil at their tracksite. The task in hand was to dig a hole to take four large barrels that would enable them to increase the water storage at the site. Because of the very hard local water they have for many years run locomotives on stored rainwater, which is collected from the roofs of the clubhouse, carriage shed

and station canopy.

Previously, they had installed five similar barrels but, during 2005, found this to be insufficient for their needs. Canvey Island, located in the Thames Estuary, has its own micro climate and is one of the driest spots in the UK, so unless advantage is made of collecting the winter and spring rainfall



Photo: John Capon

they have to resort to using the local mains water.

Each barrel holds 370 gallons, is some 6 ft tall and about 4 ft diameter – so as you can imagine a pretty big hole had to be dug. One hastens to add that the hole wasn't dug by hand but with the use of a hired mini-digger. This made short work of the task, enabling the barrels to be installed and the site backfilled in time for lunch. Connecting pipework has subsequently been installed and there has since been sufficient rain to fill all nine barrels. In the not too distant future, it is hoped to cover the 'tank farm' with decking and use the area for a Garden Railway layout.

Visitors are most welcome to their 'Short Week' Open Days **27th-29th July** with Gala Day **30th July**. It is doubtful that they will run out of water this year!

WALES & THE SOUTH WEST



At the present time, **Taunton MES** has two venues – with a team at each site. Vivary Park caters for 3½" and 5" gauge on an elevated track and a new 5" / 7¼" gauge ground level track is being constructed at Creech.

Although two distinct teams they are very fortunately a united and friendly club, with all members very much pulling in the same direction. Main forms of fund raising at the present time are through subscriptions, through an annual exhibition and from the income earned on public running at Vivary Park with the raised track - so it is very much the case that the team at Vivary Park with the raised track is very happily helping to finance the construction of the new ground level track at Creech. When the

ground level track is completed, the next objective will be to build a new raised track within the boundary at Creech so that both club tracks will be in the same place. With public running commencing at Creech this year, it is anticipated that they will start earning there, as well, to help speed progress - although progress has not been lacking to date as the accompanying photographs show. Like most Clubs, the average age of members is "oldish" and consequently that whilst the spirit is willing to pick up a shovel, and lug concrete blocks around, the flesh is not quite up to it, so that the physical work is really down to the handful of members who are able to do it. That is not a problem, and those more active members understand the situation.



Some of the infrastructure at the Creech tracksite
Taunton MES

Left: The new carriage shed - 40 ft long and designed for three running roads, only one laid so far.

Centre: The new turntable

Right: The ticket office

Weymouth & District MES has moved – well it has as far as this magazine is concerned, as it now finds itself back in the South West having spent the past three months located in the South East. To check that it hasn't moved again take a look at their new website www.weymouth-dmes.co.uk

OVERHEARD IN THE CLUBROOM

You remember that stuff they used to put in the tea during National Service? Well, I think it's starting to work.

The Newsletter – Weymouth & District MES

LBSC is on record as saying that it is impossible to scale speed, but Geoff Brice begs to differ. Writing in the *CARDIFF MESsenger*, the magazine of **Cardiff MES** he makes calculations to show that scale and

speed are related, working on the principle that the rotational speed of the wheels of a model locomotive should be the same as that of its prototype. From the calculations he gives the following speed equivalents. He then goes on to talk about the scale effect at the track. The longest straight length of track at the club is 60 to 70 yards and at 5" gauge that would represent about 800 yards in real life. A full size locomotive pulling a full-sized train at 60mph would be hard put to stop in that distance.

	EVENING STAR	CASTLE	HOLMSIDE
	3½"G	5"G	7¼"G
Equip 60mph	3.71 mph	5.32 mph	7.69 mph
Equip 80mph	4.95 mph	7.08 mph	10.26 mph
Equip 100mph	6.19 mph	8.84 mph	12.82 mph

Newsletters have also been received from:

Staines SME - Plymouth Miniature Steam - Cornish Miniature Steam Vehicle Club - Dockland & East London MES
Luscombe Valley Rly - Romney Marsh MES - Isle of Wight MES - Guernsey MES - Northolt MRC - Bristol SMEE
Basingstoke & District MES - North London SME - Worthing & District SME - Saffron Walden & District SME

POSTSCRIPT

When in Doubt
Make it Stout
Out of Stuff
You know About

Leedslines – Leeds SMEE

EVENTS DIARY 2006 *(cont. from page 35)*

OCTOBER

7/8	Malden & District SME – <i>Annual Visiting Clubs Weekend</i>
13-18	Midlands Model Engineering Exhibition – <i>Warwickshire Exhibition Centre</i>
15	Northampton SME – <i>Visiting Locos Day</i>

EVENTS DIARY 2006

JUNE

- 3/4 Vale of Aylesbury MES – *Traction Engine Rally*
 10 Amnerfield Miniature Railway – *Diesel & Electric Open Day*
 10/11 Harrow & Wembley SME – *Open Weekend*
 10/11 Cardiff MES – *Annual Rally*
 10/11 Sweet Pea Rally – *Guildford MES*
 11 Rugeley Power Station MES – *Open Day*
 17 Harlington Locomotive Society – *Visitings Clubs Day*
 17/18 N Wilts MES – *Gala Weekend*
 17/18 West Riding SLS – *Annual Visitors Rally*
 18 City of Sunderland MES – *Open Day*
 18 Saffron Walden & District SME – *Open Day Rally*
 24/25 MSRVS – *21st Annual Rally*
 25 Saffron Walden & District SME – *Maxitrak Meet*

JULY

- 1/2 Stockholes Farm Miniature Railway – *NER Rally Weekend*
 1/2 I.M.L.E.C. – *Fareham and District SME*
 8/9 Guildford MES – *Rally & Exhibition Weekend*
 15/16 Peterborough SME – *Sacrewell Traction Engine Rally and Gathering*
 15/16 North Wiltshire MES – *Charity Weekend*
 22/23 City of Oxford SME – *Dreaming Spires Rally*
 22/23/26/29/30 South Downs LRS – *Steam Spectacular*
 27-29/30 Canvey Railway & MEC – *'Short Week' Open Days and Gala Day*

AUGUST

- 5/6 Kinver & West Midlands SME – *Diesel Weekend*
 10/11 Frimley & Ascot LC – *Open Days*
 12/13 Leeds SME – *August Rally*
 18-20 Model Engineering Exhibition – *Thornbury Leisure Centre, Bristol*
 19/20 Basingstoke & District – *Gala*
 26-28 Harrow & Wembley SME – *Open Weekend*

SEPTEMBER

- 2 Annual Exhibition & Open Day – *Northolt MRC*
 3 Curly Bowl – *City of Sunderland MES*
 3 Rugeley Power Station MES – *Open Day*
 9/10 Birmingham SME – *National Locomotive Rally*
 10 Harlington Locomotive Society – *Visitings Clubs Day*
 17 Saffron Walden & District SME – *Open Day Rally*
 15-17 Model Engineering Exhibition – *Pickering*
 16 **FEDERATION AUTUMN RALLY** – *Brighouse and Halifax ME*
 17 Host Society Open Day – *Brighouse and Halifax ME*
 17 Northampton SME – *Visiting Locos Day*
 30 Sept - 1 Oct Swansea SME – *Last of the Summer Wine Rally*

Continued in page 34



TOP: Test loading the new turntable recently installed at the new track that Taunton MES are building at Creech St Michael.

BOTTOM: Installing additional water storage at Canvey Railway & MEC. These barrels are used to transport orange juice from abroad and are subsequently available at a very favourable price. Nine drums are now in place; each has a capacity of 370 gallons and are used to collect rainwater from station buildings, etc.



