



# 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.sfmesc.co.uk](http://www.sfmesc.co.uk)

## Unlock, unlock and bring on the Spring! Lots of change in the air - a busy summer await us Mike Crisp trims his workload to accept a Vice Presidency of the Federation



**A**t the recent AGM, Mike accepted his new role as a Vice President and said: *“Model engineering has been a major influence throughout my life.*

*“Following ten years in industry, it led to my move to teach engineering for twenty-five years at a College of Further Education followed by editorial roles with Model Engineer magazine for twelve more years before retirement.*

*“Having had the opportunity to help young engineers in the early stages of their careers, and the pleasure of association with fellow model engineers, I’ve felt it important to support the hobby that has provided me with so much pleasure and opportunity.*

*“I’ve been privileged to serve as a Southern Federation committee member for fourteen years but the time has come for me to make way for others with new ideas and the advantages of youth.*

*“It’s an honour to be invited to retain contact with the Federation as a Vice President, a role I accept with pleasure.”*



Mike is usually to be seen wielding his camera, recording events for posterity or presenting awards to deserving, young engineers, Australian Association of Live Steamers Trophy winners and lots more. This time **we** can photograph **him** and think he’s saying: *“Not so fast, I’ve not gone yet!”*



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

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

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## EDITORIAL

What a joy to see people released from lockdown and enjoying the fresh air. Many Societies seem to be setting April 18th as the start date for their operations and we hope everyone will have a full fare box at the end of the day.

It has been a mixed blessing for the model engineering world and generalizations are difficult but we know that model engineers have spent a lot of time in their workshops creating new marvels and many of our suppliers have been very busy. On the other hand, it is sad to hear of members passing on. In the wider world let's look forward to our economy recovering.

Change is inevitable as our 'Welcome to Tomorrow' article (page 13) points out, some of it frightening.

Dr Paul Naylor and Ivan Hurst bring us up to date with the changes and improvements to the systems we use to support the Federation's activities and, while a long read, it's worth it to see and allow members to comment; after all it is your system, here to serve you.

We comment below on our name change, the direct result of your wishes!

Spring is here and we can look forward to a new season of rallies, get togethers, open days, testing our locked up creations and new life in our hobby.

*David Goyder, Newsletter Editor*

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## CHAIRMAN'S CHAT

We are over one fifth of the way through the 21st century and in the last twelve months have seen one of the most difficult periods in most people's lives. Innovations and advances in technology in the first 20 years of this century and much of the last century have at least enabled us to maintain some aspects of a normal lifestyle even though much personal contact has had to be kept to a minimum.

The Federation used some of this technology to hold the AGM, a report of which appears in this newsletter, and it will be using up to date systems to manage the way the Federation interacts with clubs, keeps and disseminates information, and much more on this subject is also to be found in an article in this newsletter.

Another article looks at changes in the next 20 years,

food for thought perhaps. I know one thing, I won't be buying an electric vehicle, I'll be getting my big old 6 litre American 4 x 4 from the shed where it has lain for many years. However, to be serious, we must move with the times, but at the same time we must not lose the traditional skills that we as model engineers have learnt and used over many years, and we must pass those skills on to the next generation.

Also in this newsletter it is good to see adverts for upcoming rallies, a sign that a semblance of normality is returning to life. To all clubs may I wish, regulations permitting, a successful summer and autumn season and, whatever happens, keep on enjoying our wonderful hobby of model engineering.

*Bob Polley, Chairman*

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## The change to our name

At the 2020 AGM held at Swindon, there was a strong appeal from the members present for the workshop session to have the name of the Federation reflect the actual geographical distribution of the membership in the UK.

At the recent 2021 AGM (Zoom), we proposed a resolution at the meeting to change the name of the company to 'Federation of Model Engineering Societies', that being the proper way to do it. This was accepted by the meeting and is being formally implemented through

Companies House and the paperwork (letter headings, name change on certificates, etc) will catch up later.

Please be aware that all commitments made by SFMES will be carried forward by FMES so, for example, boiler certificates issued under SFMES remain valid following the name change.

FMES looks forward to continuing to work with the Northern Association of Model Engineers, the 7 $\frac{1}{4}$ " Gauge Society and others as before in the support of our hobby.

## Annual General Meeting: 13 March 2021

The AGM was held on Saturday 13th March 2021 using the Zoom Video Conferencing platform. Looking back to 2020 and the AGM at the Museum of the Great Western Railway, I wonder how many of us had heard of Zoom video meetings at that time?

This year's meeting was attended by 55 delegates, representing 43 Member Clubs /

Societies, 7 Individual Members and 5 guests. The Zoom format attracted delegates from the South West, the South Coast, North Norfolk, West Midlands, East Midlands, Lincolnshire, Scotland, Wales and, of course, inside the M25. A far greater number than we would have attracted at any venue and therefore the format of future AGMs deserves a rethink to provide access to as many members as possible.

An AGM is a boring affair at the best of times and getting the balance right on actively providing information when reports have been sent to delegates is always tricky.

The formal business, of course, is primarily to allow shareholders to vote both on company issues and the selection of the company's board of directors. For this to happen the company must present its Annual Financial Report, Directors' Reports and Auditor's Report.

With the election of Directors, a few changes in roles arose, and we were sorry to say farewell to Mike Crisp as a director of the company. Mike has been a director since the establishment of SFMES as a Company Limited by Guarantee, serving as Vice Chairman for the past 2 years, and a committee member of the un-incorporated SFMES for a total of 14 years.

Fortunately Mike has agreed to join Ivan Hurst as a Vice President and will continue to support the administration of the Young Engineers Awards as he hands over to a new lead individual.

Other changes in roles include Paul Naylor becoming Vice Chairman and David Goyder as Treasurer. Details of



*Mission Control!*

individuals and their roles in the company are available in the 'Contact Us' section of the website [www.sfmesc.co.uk](http://www.sfmesc.co.uk)

A key output from the post-AGM workshop at Swindon was a challenge to the name of the company, as it no longer reflected the broad geographic membership. A Special Resolution to the 2021 AGM to change the name of the

organisation was adopted by the delegates. Documents are currently with Companies House to be registered and, when accepted, the company will become Federation of Model Engineering Societies.

Unfortunately Martin Levers of Walker Midgley Insurance Brokers, who was scheduled to deliver the customary report on insurance matters, had to leave the meeting before he could make his presentation. We were able to re-schedule his presentation for 2.00 pm on Tuesday 23rd March which attracted 46 delegates.

From that discussion, clearly there is confusion and concern among members over insurance, from pure cost, to "does passenger carrying include or exclude club members?" and insurance arrangements when visiting other clubs.

The key questions asked have been recorded and will be formatted as a FAQ document for Walker Midgley to provide formal responses. The document can then be circulated to all members.

Finally, thank you to everyone who attended and contributed to the AGM, and also to those who joined the insurance presentation. I hope you found the events of interest and the presentation of the meetings on your screen clear and easy to follow. I have to say it was a bit manic keeping up with it all in Mission Control!

Remember, if you have any questions about either of these events, please get in touch, contact details, as ever, on the website.

**Peter Squire, Hon. Secretary**

## Website, office systems and all that stuff

*You asked for change; we're doing it*

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**A**s you may have seen from the AGM presentation, we are making progress on this important topic. In a nutshell, we've decided to relinquish our website management to a commercial company who are also developing our new web systems. I say 'systems', because the website is the bit you see when you go to the site, but that's actually the tip of the iceberg that contains all the other 'stuff' we need, in particular the management of our database of members and contacts. We want it not only to be useful for you, our affiliated members, but also to present our hobby to people who may be interested in becoming involved in Model Engineering.

It's early days yet as we're determined not to rush this, but want to spend the time to get it right. We'll not know if we've succeeded until we discover what you think of it after using it for a few months at least! As a result, we're probably still a couple of months off our first launch because, apart from the site development itself, we must also carry out detailed testing. This is really important and we will be needing YOUR help for this. See later!

Apart from the use of a commercial 'software as a service' company to facilitate maintenance and development, the principle of the new arrangements is to provide a 'go to' platform for good communication, a facility to grow new services and functions as the need arises and where the volunteer effort is there to make it happen.

While all this is going on, we still have the current website at [www.sfmes.co.uk](http://www.sfmes.co.uk) This is a comprehensive suite of custom software developed over many years by Dr Martin Baker that has fulfilled our needs and those of other users of his 'platform'. Unfortunately, Martin's recent illness has necessitated his retirement from SFMES management, highlighting the vulnerability of a custom system where development and maintenance devolves onto Martin's shoulders alone. We acknowledge the time and effort he has spent to provide this facility at little cost to us and wish him the very best for the future. Subject to his illness, Martin has offered to support the current system for a while, pending arrival of its replacement.

The finance part of the system has already been transferred to Sage which, incidentally, is also the system used by our accountants. We are trying to manage the transition from old to new as best as we can, but unfortunately some of you will be aware of confusing system-generated messages chasing non-payment of subs. We're wearing sack cloth and ashes and can only apologise for the confusion. Hopefully these messages will now cease but for avoidance of doubt,

NO subs are due from any club for the year beginning 1st March 2021 and all memberships are carried forward without interruption.

We plan to continue using the current site for data and front page news items, but please make a note of contacts in case the website goes 'off air' before its replacement goes live. We've added some useful contacts at the end of these notes. If you have any changes to the database entries for your club, please be sure either to make them yourself or contact the Membership Secretary or Secretary (contact details follow).

We're very hopeful that you will see the new website as a significant improvement, but are well aware, especially with regard to volunteer activity, you cannot please everyone all the time! To increase our chances, we need to form a group of representative members plucked from club officialdom, club membership and representatives of the public who will be asked to test a draft website and pass critique on its usability, appearance, etc. We very much hope people will rise to this and offer help. If you're interested, please contact Paul or Ivan (contact details follow).

We're reluctant to predict launch dates, but hopefully the first iteration will be available 1st June (this year!) and we anticipate enhancements in phased updates. At this point we'll let everyone know of the launch, along with the new contact information, and invite club officers to get onto the website and check and, if necessary, amend their club details. Since we're hoping to use the new website for more communication and activity, we hope as many as possible will visit!

After appropriate testing, it's our immediate aim to launch the new web system to provide the necessary functions we currently require to deliver basic services. This means we'll launch a simplified set of web pages that can be expanded, together with a working database containing the club data we need to hold and require for future services. This means that on one hand we hope to simplify some of the required data but on the other, plan to add data useful for the future. One example of this is a concise list of club facilities including 'multi-gauge raised track' or 'traction engine section', etc. Your help to populate this will be vital!

Once this system is running effectively and it's in use, we can start to build on the possibilities. An example could be to add one or more pages describing young engineer activities ... but why stop there! ... all with the aim of making the web site a good place to go for information, events, guidelines, contacts, etc. and the more vibrant this is, the more likely we are to get people using it ... and that includes those seeking

## Websites, back office systems and all that, more and more ...

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to join a club. These new services will need volunteers to 'man' them, i.e. to edit and upload new content to the website (not technically difficult and well within the capabilities of a typical 'Word' user), and maybe propose and develop new approaches to the topic, and so on.

Although these notes are about the web systems, it is impossible to ignore the other plank of the strategy that, with your help, we've now agreed. We've decided to drop 'Southern' from our name and become 'Federation of Model Engineering Societies' or FMES for short. We hope to launch this with the new website. Although a simple change, it affects a number of details and we'll be working through the necessary changes as efficiently as we can. It's ONLY a name change, and the 'business' that was 'SFMES' is now wholly being carried out by 'FMES' so any 'SFMES' commitments, offers, assets, etc, from before the name change will all be honoured by 'FMES'! One change will be the 'URL' by which the website is known. We've secured [www.FMES.org.uk](http://www.FMES.org.uk) which will be the basis for our new contact details when the new systems are launched.

### Contacts:

#### Membership/volunteering:

[paulnaylor@sfmes.co.uk](mailto:paulnaylor@sfmes.co.uk) OR [mepaulnaylor@gmail.com](mailto:mepaulnaylor@gmail.com)  
01276 675382

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#### Secretarial/database:

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01327 342167

#### Safety/technical:

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01372 740384

#### Boiler certificates:

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#### Finance:

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07769 604101

*Paul Naylor & Ivan Hurst*

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## Boiler markings and Inspection seminars

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**B**oiler inspectors need to be aware that from 1 Jan 2021, UK pressure vessel manufacturers may be using the UKCA mark instead of the EU CE mark. This new mark shall be treated under the boiler test code as a CE mark, as permitted under the Pressure Equipment Regulations Act. For vessels made after 1 Jan 2022, the EU CE mark is the only valid mark for boilers made in Europe and the UKCA mark is the only valid mark for boilers made in the UK.

Owners of models should be aware that the position of recognition of the UKCA mark within Europe is not yet clear. This may affect those in future planning to take their model to Europe or to sell it there.

For the latest information including details of the form of the new mark, visit <https://www.gov.uk/guidance/using-the-ukca-mark-from-1-january-2021>

**T**he joint Federation of Model Engineering Societies and Northern Association of Model Engineers Boiler Inspectors Seminars have been disrupted by covid-19.

Our Secretary, Peter Squire, a leader in the seminars will continue with his contribution with the support of NAME and the Federation.

Due to the virus situation, seminars have been postponed but we are crossing our fingers and hope one might be arranged later this year.

It would be wise to indicate your interest now to Peter Squire. Contact him at [peter@the-squires.co.uk](mailto:peter@the-squires.co.uk) or by phone on 01327-342167.

And, of course, suitable venues are always welcome!

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## Bedford Model Engineering Society - Opening 18 April 2021

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**O**ur Gala Weekend is booked for Friday 3 September to Sunday 5th September 2021. We have 2½, 3½ and 5in. raised and 5 and 7¼in.

ground level tracks available, as well as a private roadway for traction engines. For more information please e-mail [gala@bedfordmes.co.uk](mailto:gala@bedfordmes.co.uk)

## Rallies at Bridgend and City of Oxford

### BRIDGEND AND DISTRICT MODEL ENGINEERING SOCIETY

## POLLY RALLY



The first post-covid Polly Rally will be held at  
Bridgend and District Model Engineering Society  
on Saturday 11th September 2021

**10 am start**

**990m ground level track**  
(Shorter loop available)

**120m raised level track**

**Raised and ground level steaming bays**

**Drinks and snacks throughout the day**

**Buffet Lunch**

(Donations appreciated)

**Ground level and raised steaming bays**

**Height adjustable hydraulic  
load / unload platform**

**Some ground level and raised level  
driving cars are available but  
please bring your own if you can**

[www.bridgendminiaturerailway.com](http://www.bridgendminiaturerailway.com)

**Five minutes from M4 junction 36**

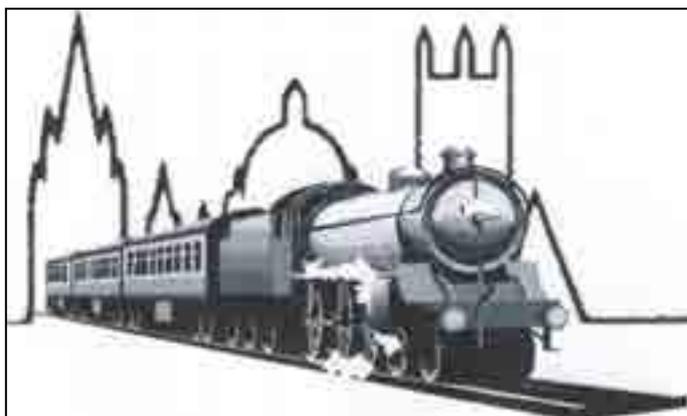
M4 Eastbound – keep right on the slip road and follow signs to Maesteg. M4 Westbound – take first exit on roundabout. Follow dual carriageway downhill to roundabout, take second exit to Kenfig Hill. Take the second right, over the level crossing and the club is at the top of the hill, on the right opposite Parc Slip Nature Reserve.

**Sat Nav: CF32 0EH**

### CITY OF OXFORD SOCIETY OF MODEL ENGINEERS

## DREAMING SPIRES RALLY

**23rd, 24th, 25th July 2021**



We would like to invite friends old and new to our great track and facilities in Cutteslowe Park, Oxford. Come for the weekend or just a day!

- Minutes away from the M40 and A34
- Ground level for 5 and 7¼in., raised for 3½ and 5in. locos (with valid boiler certificates for steam)
- Try out our new track extension
- Easy unloading and good steaming bay facilities
- Paved pathways for road vehicles
- Caravan and camping facilities - donation to the cost of the camping field appreciated
- Trade stands invited
- Secure overnight storage facilities for locos
- Cooked breakfasts and the legendary fish and chip supper on the Saturday evening
- Good access into Oxford for those who want a break from steam and things!

### **Booking essential**

then you can arrive to a great COSME welcome!

### **More Information:**

Denis Mulford 07850 062 932

[denis.mulford@btinternet.com](mailto:denis.mulford@btinternet.com)

**Sat Nav: 0X2 8LH**

## 'Night Mail'

*The film 'Night Mail', about the London to Glasgow postal train, is a classic documentary from the 1930s with words and music by W H Auden and Benjamin Britten.*

Steam, coal, levers, pistons, the bright-lit faces of British working men: no film better expresses the concerns and ambitions of the British documentary movement of the 1930s than 'Night Mail'. It was directed by Basil Wright and Harry Watt and when released in 1936, after an acclaimed premiere at the Arts Theatre, Cambridge, became the GPO Film Unit's biggest box-office success. Until then, documentary films were usually regarded as dull, pontificating tracts intended to fill the gap before the 'real' entertainment of a main Hollywood feature film. 'Night Mail' changed all that, finding poetry, music, beauty and laughter in the story of the London to Glasgow 'Postal Special' and the men who worked for it.

Some of us remember this film from our youth, others may now be discovering it. But once heard, no one will forget the clickety-clack toward the end of Auden's verse.

*This is the night mail crossing the Border,  
Bringing the cheque and the postal order,*

*Letters for the rich, letters for the poor,  
The shop at the corner, the girl next door.*

The original film, dark and smoky to reflect the night and the busy steam scene, is 23 minutes long although we usually see only the last four or five minutes featuring the 'Night Mail' verse.

The film follows the London to Glasgow night postal via Crewe. It leaves Euston at 8:30pm and speeds north. Some of the contrasting rural scenes are quite inspired as is the local farmer getting a newspaper 'delivered'.

In time, we get to Crewe, a major interchange point we would call it today. Great concern: the 'Holyhead' is late so the postal is held for 4 minutes.

Some of the sequencing is a little confusing although it seems the loco from Euston is Patriot 5513. The Holyhead train arrives with Crab 2933. Once the post is transferred we are off with a 5XP, no number visible!

Underway again with exchanges of postal bags in the exchange apparatus speeding north. Then the scenery changes to the bleak Cumbria countryside and Britten's music starts with the rhythm much as the loco working hard, followed by Auden's verse.

*This is the night mail crossing the Border,  
Bringing the cheque and the postal order,*

*Letters for the rich, letters for the poor,  
The shop at the corner, the girl next door.  
Pulling up Beattock, a steady climb:  
The gradient's against her, but she's on time.*

*Past cotton-grass and moorland boulder  
Shovelling white steam over her shoulder,*

*Snorting noisily as she passes  
Silent miles of wind-bent grasses.  
Birds turn their heads as she approaches,  
Stare from bushes at her blank-faced coaches.*

*Sheep-dogs cannot turn her course;  
They slumber on with paws across.*

*In the farm she passes no one wakes,  
But a jug in a bedroom gently shakes.*

*Dawn freshens, her climb is done.  
Down towards Glasgow she descends,  
Towards the steam tugs yelping down a glade of cranes  
Towards the fields of apparatus, the furnaces  
Set on the dark plain like gigantic chessmen.  
All Scotland waits for her:  
In dark glens, beside pale-green lochs  
Men long for news.*

*Letters of thanks, letters from banks,  
Letters of joy from girl and boy,  
Receipted bills and invitations  
To inspect new stock or to visit relations,  
And applications for situations,  
And timid lovers' declarations,  
And gossip, gossip from all the nations,  
News circumstantial, news financial,  
Letters with holiday snaps to enlarge in,  
Letters with faces scrawled on the margin,  
Letters from uncles, cousins, and aunts,  
Letters to Scotland from the South of France,  
Letters of condolence to Highlands and Lowlands  
Written on paper of every hue,  
The pink, the violet, the white and the blue,  
The chatty, the catty, the boring, the adoring,  
The cold and official and the heart's outpouring,  
Clever, stupid, short and long,  
The typed and the printed and the spelt all wrong.*

*Thousands are still asleep,  
Dreaming of terrifying monsters  
Or of friendly tea beside the band in Cranston's or Crawford's:*

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## 'Night Mail' (continued)

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*Asleep in working Glasgow, asleep in well-set Edinburgh,  
Asleep in granite Aberdeen,  
They continue their dreams,  
But shall wake soon and hope for letters,*

*And none will hear the postman's knock  
Without a quickening of the heart,  
For who can bear to feel himself forgotten?*

Wonderful! Not to be found on YouTube but have a look here: <https://player.bfi.org.uk/free/film/watch-night-mail-1936-online>.

The inspiration for bringing the foregoing into the newsletter was the discovery of a modern version of Auden's masterpiece although we doubt he would have approved!

*This is the Junk Mail crossing the Border  
Delivered by truck now, that's the order  
None of it wanted, all of it waste  
All of it tinged with commercial distaste  
Delivering catalogues all unsolicited  
Names on the mailing list slyly elicited  
"Yearly subscription" - that's the refrain  
"Take out a loan or a time-share in Spain"  
Unwanted brochures shrouded in plastic*

*Thousands of leaflets bound by elastic  
All come unbidden, a waste of a trip  
Bound for the landfill, bound for the tip  
All come by lorries pounding the highways  
Blocking the ring-road and clogging the by-ways  
No more will the Night Mail arrive at the station  
Derailed by the forces of privatisation  
"Victorian problem - Victorian answer"?  
That is an insult to the service they ran, sir  
Imagine old Isambard taking this tack  
"Sorry we're late sir, leaves on the track!"  
Now, gone is the romance  
Gone is the snobbery  
The Twenty-First century's Greatest Train Robbery  
So while we're asleep the postman is driving  
And the profits of shareholders quietly thriving  
To bring us material for which none of us asked  
To redress the balance is how we are tasked  
Here comes the postman rounding the block  
Here comes the postman, here comes his knock  
With quickening heart I leap from my bunk  
"Anything interesting, dear?"  
"Nothing, just junk!"*

**After W H Auden**

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## New home for Saffron Walden & District Society of Model Engineers

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The Great Easton Railway has become home to the Saffron Walden & District Society of Model Engineers (SWDSME).

The private railway, near Dunmow in Essex, has become the new home for the society after they had to vacate their base in Audley End in 2019, after which, many thought they had folded. The move resulted in the loss of the popular 7¼ and 5in. Picnic Field Railway which carried up to 12,000 passengers a year.

However, the coronavirus pandemic affected plans to develop new facilities for the SWDSME, but some of the railway equipment has relocated to the North Weald & District Miniature Railway in Harlow.

The Dunmow site allows a workshop and other facilities to be re-established for members. The Dunmow site has a concrete



roadway and a mown field to run miniature traction engines as well as the 7¼in. Great Easton Railway. Plans are already under way to provide a 5in. gauge track too.

The Great Easton Railway, named after the local village and a knock to the Great Eastern Railway that used to run through the area, consists of the balloon loop and nearly 1km of track.

GER resident ride-in locos 0-4-2T 'Nigel' and Bo-Bo battery-electric 'Ian', will be joined by some of the locomotives belonging to the SWDSME and its members.

Plans are also under way to develop the railway with working signalling and more passenger facilities. If you would like to join the SWDSME, please email the club directly: [swdsme@westonstar.org.uk](mailto:swdsme@westonstar.org.uk)



# FEDERATION TROPHY AND POLLY MODEL ENGINEERING LTD. PRIZE

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

Please visit:

[www.sfm.es.co.uk](http://www.sfm.es.co.uk)

for details and a nomination form.



## Walker Midgley Annual Insurance Report with thanks to Martin Levers

The annual Walker Midgley insurance review is traditionally part of the AGM presentation but with this year's ZOOM meeting and other commitments Martin had to present his review later. Here it is now:

Date	Details - Yellow - Outstanding Green - Closed
04/05/15	5in raised track derailment. Claims from mother, father and two children. Payments to date are £4300 damages and £3400 costs Claims from the minors remain outstanding and reserved at £17000
13/06/15	Ground level derailment. Mother and son injured, both taken to hospital by ambulance. Settled - payments total - £58515.00
28/05/16	Derailment, father and child fell off. Child injured. Reserved at £5570.00
29/08/16	Spark burn to child. Settled - paid £5035.00

07/10/18	Derailment – two adults and two children minor injuries Settled £20700.00
17/03/19	Spark burn to child – Reserved at £8280
02/06/19	Spark burn to mother and son – Closed - no payment made
24/09/19	Running a gauge 1 locomotive on a rolling road. Operator did not notice a leaking methylated spirit tank which ignited causing severe damage to the locomotive. Settled at £2900.00
20/04/19	Second coach of a rake of four derailed – possible fault with a bogie. Two adults and four children injured. Liability admitted 2 adult claims settled at £2080 each. 4 x Child claims still outstanding - reserved @ £6060 each
07/07/19	5in portable track – carriage derailed – possible cause mother moving child. Female passenger injured – Closed £4252.50 paid
09/04/19	Break-in and theft from society buildings - Settled – Paid £1048.82
09/04/19	Club road trailer stolen from locked compound. Settled £4,309
14/07/19	Ground level riding car derailed. Female passenger fell onto ground and suffered a broken wrist – Paid - £1725.00 Reserve - £14325.00
21/07/19	Female passenger tripped when alighting from train and fell onto the platform sustaining injury to femur necessitating a hip replacement – No Formal Claim received - reserve is £33690.00
	There were 3 further claims reported since the last meeting
01/03/2020	Derailment with tender and coach overturning Liability being denied Reserved at £35250.00
25/08/2020	Strong wind damaged marquee Claim Declined due to cover for moveable objects in the open being excluded in respect of wind, rain, hail, sleet, snow, flood or dust damage.
26/10/2020	Theft of Mower Paid - £125.00

## Walker Midgley Annual Insurance Report (continued)

**T**ony always used to say, and it is worth repeating, if you have an incident which might, and remember perhaps only might, result in a public liability claim, please make sure that it is logged as soon as possible and that statements are taken straight away while people can remember accurately what happened. An old Chinese proverb says: 'Weakest ink better than strongest memory'. Then get in touch with us and report it. Also don't forget RIDDOR (Reporting of Injuries Diseases and Dangerous Occurrences Regulations 1995).

If an incident happens and correspondence is received please do not try to handle the claim yourself. We must be told of the incident or of the claim as soon as is practically possible and please send us, without acknowledgement, any letters received. If someone telephones tell them it is with your insurers and give them our telephone number. Let us handle it. Insurers do not want you writing or talking to any person involved.

Such involvement by you could prejudice settlement. Let the insurers handle the claims, that is what they are for.

As part of the public liability claim investigation process the insurers, and quite possibly the HSE, are likely to ask for a copy of your up-to-date risk assessments, so please make sure that your risk assessments are updated at least every year, or more frequently if any changes to your buildings, track or site, etc have been made. This is especially important in this covid era, to make sure that you are aware of the latest guidelines and advice from the Government and are acting on it. They may also need a copy of any RIDDOR report made and your repair

and regular maintenance records (track, club locos, club rolling stock, etc). Make sure they are completed and up to date. Don't forget it is not sufficient just to do the maintenance, you need evidence to show it was done, what exactly was done, who did it and when it was done. Golden Rule: 'If it's not written down it wasn't done'.

**INSURANCE FOR CLUBS SOCIETIES & INDIVIDUALS**

Club & Society Public Liability automatically includes all members anywhere in UK or Europe without extra charge

Road Traffic Acc insurance for miniature road vehicles  
Models & Home Workshops, Road Trailers, Portable Track,  
Personal Accidents, Directors & Officers  
Ranger Testers Professional Indemnity  
Modelling & Model Engineering Businesses  
Commercial Miniature Railways up to 2B gauge  
PLUS

Vintage Tractors, Stationary Engines, Traction Engines, Motor Boilers  
Lorries & Low Loaders, Steam Cars, Mercedesbilla & Collectables and,  
of course, Home Buildings & Contents and Cars

**Please contact us for full details**

**Walker Midgley Insurance for Modellers and Model Engineers**

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Tel: 0114 250 2770 www.walkermidgley.co.uk

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Martin Levers 2021

## Railway colours - repeated by popular request

Railway colour	Halfords spray can colour	Railway colour	Halfords spray can colour
BR coach carmine	Ford Rosso red	LNWR garter blue / BR diesel blue	but slightly more blue
BR coach cream (well worn)	Peugeot Antelope beige		Ford Fjord blue, less green
BR coach cream	Vauxhall Gazelle beige	LNWR coach bluey-white upper panels	Daewoo Casablanca white
BR diesel blue	VW Pargas blue	LNWR/LYR coach plum lower panels	Daewoo Dark red
BR diesel light green band	Ford Highland green	LYR coach upper panels	Plastikote Nut brown
BR loco yellow warning panel	Vauxhall Mustard yellow	MR / LMS / BR red	Rover Damask red
BR maroon	Ford Rosso red	N.Staffs maroon	Vauxhall Gambia red
BR steam loco blue	Peugeot Royal blue	NER coach red	Vauxhall Gambia red
CR dark blue	Rover Midnight blue	Roof grey	Halford's plastic bumper
CR steam loco	Peugeot Royal blue	SDJR blue	Rover Midnight blue
GWR coach cream	Rover Primula yellow	SR dark olive green	Land Rover Coniston green
GWR or Pullman coach brown	Rover Russet brown	Stanier Coronation blue	Peugeot Royal blue
GWR/BR loco green	Ford Laurel green	Stroudley LBSCR ochre	BMC Tan
GWR/BR loco green	Rover Brooklands green		
LBSCR umber	Vauxhall Brazil brown		
LMS Coronation Blue	Rover Pageant mid-blue		
LNWR garter blue	VW Pargas blue		

## Can we help Norman Smith find his lost King?

**W**e (meaning your editor) have had a fascinating exchange of e-mails with a mystery man who needs help.

This is the nature of a couple of exchanges, "Thanks Norman, so you are a 1941 baby, as I am. Born in London so got bombed a bit!"



A fine looking King, photo courtesy Jason Pattinson.

"Hi David, Was born in Harringay in 41, had a VI drop behind our house and only blew all the windows out. Dad was in Egypt for the war, can remember when he came home as he brought a big jar of boiled sweets."

But the reason for this article is to tell his story. Norman began:

"My story all began in the late 70s when I had a few bob to spare and went to Kennions in Hertford and explained that I wanted to build a steam engine, "Are you in engineering?" he asked, "No" said I, "I drive a tipper", "Do you have a workshop?" was the next question, "No" said I, "I live in a flat", "What do you want to build?" was the third question, "A King", I replied. After he stopped laughing he explained that a King was a very complicated loco to build but I still talked him into selling me the plans and frame steel. I think he thought I was as mad as a box of frogs.

"Anyway that was it, I started on the frames with a couple of G clamps, a hacksaw and a selection of files found in the scrap (we'd done a lot of scrap from Ford's, Dagenham) and an electric drill, all in our kitchen. Anyway, I found a lathe one day at a scrap yard when I was collecting a load of scrap and talked the loader into putting it on the lorry for free. I also found some cutting tools, most of them were for a much bigger lathe (but I never knew the difference at the time) and with the bits of scrap off the lorry I learned to cut metal, made some fantastic things but never knew what they were. Anyway, to cut a long story very short I changed jobs in December 1979 and became manager of a jigsaw company, then the company moved to Thorne on the 1st of January 1980.

"When I walked into the new factory, in the corner by the ladies loos, there was a lathe which I eventually bought from the council for £50. A bloke I met who worked for the coal board looked at it and said it needed a new spindle. He took the old one out and made a new one, which made a big difference as now there was more round and round movement than there was up and down movement, so we were off. I started to really learn and I bought a micrometer and even learned how to read it. (I did woodwork at

school, never could make a dovetail joint - come to that I still can't!)

"It was about that time I read an advert in the local paper for people interested in model engineering to a meeting in the Sun pub in Doncaster. Seven people turned up: Roly Parker, Harry Coupland who worked for British Ropes, Paul Tattershall, Roy Bairstow (who became a lifelong friend,

teacher and patient explainer of how to do it - and how not to do it - until he died in February 2019), Ken Holden who was the coal board worker, George Cox who worked at Donny works and had hundreds of engine plans in his loft that the plant had thrown out which he'd rescued from the skip. Some were old hand-coloured ones from the very early years. He actually had an original General Arrangement drawing of the King that he gave me and I framed it; it was 6 ft by 4 ft. The last one of the group was me. We all decided to start the Doncaster M.E.

"With Roy's help I really made inroads into the King chassis, sometimes in his workshop, sometimes in the factory. We finally took it into his company works and tested it on air. It ran like a dream. Oh - when I had turned the drivers, Ken, another mate of mine was there, ran a mike over them and said the diameters were "all over the place". I said they are all within 10 thou, "Not good enough," was the reply, "Give them here and I'll sort them out." When he said 'sort them out', he meant it. When I got them back he had turned the diameters down and shrunk tyres on, I think that will make it the only King with tyres fitted. By this time I had a finished tender with a working water scoop / brakes and tool boxes. I worked out that there were 1500 rivets in that tender. (We'd done a few steam fairs and had the tender on show with a prize to guess the number of rivets - no one ever did.) Anyway, all it needed were 2 padlocks for the tool boxes.

I had been in constant touch during all this with Kennions, updating the plans as and when I found a problem. It seemed that I was the only one building the King at that time, I also did the artwork for the tender plate and was given the first one for all my trouble. We had made the boiler and tested it to 190 psi. I made all the formers out of 10 mm plastic that we used at work to cut jigsaws on a 500 ton psi Samco Strong press for a 1000 piece jigsaw. I was living in a bungalow at the time and had turned the second bedroom into a workshop with a Myford and a pillar drill that I bought from an engineer's workshop who had died, a milling machine that I bought at an auction in Coventry when BSA motorcycles closed down. The miller had a plate on it

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## Norman Smith's King (continued)

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stating it had originally come from BSA Rifles, and a hand shaper from Roy when he got a new fangled electric one.

"I'd built a 40 ft. cruiser in my spare time and was made redundant when the company was sold to another company down south. I was offered a job but turned it down as by this time I had got married and the wife worked for a company with access to unlimited silver solder and odd bits of brass and steel. I then worked for a welding company driving their lorry and stored all my workshop in one of their factory units as I was living on a cruiser at the time. Eventually I was forced to sell the King which went to someone in Beverley

around 1990; the workshop was sold to someone who worked at Bae Brough. I later found the King had been sold through a clearing house, but they couldn't tell me who'd bought it.

"Anyone out there who knows of a 5in. King built from Kennions plans with driving wheels that have tyres, and a tender with a works plate, I would love to hear from you. I sold the plans on eBay. The person who bought them asked if there was a GA; as it had never been returned from Kennions I had to say "No, sorry!"

**Norman Smith**

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## Thinking aloud ...

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Apparently, RSVP'ing to a wedding invitation: "Maybe next time" isn't the correct response!

...

"You'll hit every cone on the highway before I let you merge in front of me, you b\*\*\*\*\*d because you saw that sign two miles ago just like I did."

...

As I watch this new generation try to rewrite our history, one thing I'm sure of ... it will be misspelled and have no punctuation.

...

I picked up a hitchhiker. He asked if I wasn't afraid, he might be a serial killer? I told him the odds of two serial killers being in the same car were extremely unlikely.

...

Have you ever listened to someone for a minute and thought "Their cornbread isn't done in the middle."

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## Welcome to tomorrow

*All of the following will become reality in the next 10-20 years.  
Many of us won't see the changes; but our kids and grandkids probably will.*

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1- Basic auto repair shops will disappear - read on to know why:

2- A gas/diesel engine has 20,000 individual parts. An electric motor has only 20 parts. Electric cars are sold with lifetime guarantees and are repaired only by dealers. It takes only 10 minutes to remove and replace an electric motor.

3- Faulty electric motors are not repaired in the dealership but are sent to a regional repair shop that repairs them with robots

4- Your electric motor malfunction light goes on so you drive up to what looks like a car wash, your car is towed through while you have a cup of coffee - and out comes your car with a new electric motor!

5- Gas pumps will go away.

6- Street corners will have meters that dispense electricity. Companies will install electric recharging stations; in fact, they've already started in the developed world.

7- Smart major auto manufacturers have already designated money to start building new plants that build only electric cars.

8- Coal industries will go away. Gasoline / oil companies will go away. Drilling for oil will stop. Say goodbye to OPEC! The middle east is in trouble.

9- Homes will produce and store more electrical energy during the day than they use, and will sell it back to the grid. The grid stores it and dispenses it to industries that are high electricity users. Has anybody seen the Tesla roof?

10- A baby of today will see personal cars only in museums. The FUTURE is approaching faster than most of us can handle.

11- In 1998, Kodak had 170,000 employees and sold 85% of all photo paper worldwide. Within just a few years, their business model disappeared and they went bankrupt. Who would have thought that would ever happen?

## Welcome to tomorrow (continued)

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12- What happened to Kodak and Polaroid will happen in a lot of industries in the next 5-10 years, and most of us don't see it coming.

13- Did you think in 1998 that 3 years later you'd NEVER take pictures on film again? With today's smartphones, who even has a camera these days?

14- Yet digital cameras were invented in 1975. The first ones only had 10,000 pixels but followed Moore's law that technological capacity will DOUBLE every year. So, as with all exponential technologies, it was a disappointment for a time, before it became 'way superior' and became mainstream in only a few short years.

15- It will now happen again (but much faster) with Artificial Intelligence (AI), health, autonomous and electric cars, education, 3D printing, agriculture and jobs.

16- Forget the book, "Future Shock"; welcome to the 4th Industrial Revolution.

17- Software has disrupted and will continue to disrupt most traditional industries in the next 5-10 years.

18- UBER is just a software tool; it doesn't own any cars, and is now the biggest taxi company in the world! Ask any taxi drivers if they saw that coming.

19- Airbnb is now the biggest hotel company in the world, although they don't own any properties. Ask Hilton Hotels if they saw that coming.

20- Artificial Intelligence: Computers become exponentially better in understanding the world. This year, a computer beat the best Go player in the world, 10 years earlier than expected.

21- In the USA, young lawyers already don't get jobs. Because of computers, you can get legal advice (so far for right now, the basic stuff) within seconds, with 90% accuracy compared with 70% accuracy when done by humans. So, if you study law, stop immediately. There will be 90% fewer lawyers in the future, (what a thought!) Only omniscient specialists will remain.

22- Computer programs already help nurses diagnosing cancer, and the programs are 4 times more accurate than human nurses.

23- Facebook now has pattern recognition software that can recognize faces better than humans. In 2030, computers will become more intelligent than humans ... **COMPUTERS CAN BE UNPLUGGED (OR SHOT)!**

24- Autonomous cars: In 2018 the first self-driving cars will already be here. In the next 2 years, the entire industry started to be disrupted. You won't WANT to own a car anymore as you will call a car with your phone; it will show up at your location and drive you to your destination.

25- You'll not need to park it. You'll pay only for the driven distance and you can be productive while driving. The very young children of today will never get a driver's license and will never own a car.

26- This will change our cities because we will need 90-95% fewer cars. We can transform former parking lots into green parks.

27- About 1.2 million people die each year in car accidents worldwide including distracted or drunk driving. We now have one accident every 60,000 miles. With autonomous driving that will drop to 1 accident in 6 million miles. That will save more than a million lives worldwide each year.

28- Some traditional car companies will doubtless go bankrupt. They will try the evolutionary approach and just build a better car, while tech companies (Tesla, Apple, Google) will do the revolutionary approach and build a computer on wheels.

29- Look at what Volvo is doing right now: no more internal combustion engines in their vehicles starting this year with the 2019 models using all-electric or hybrid only with the intent of phasing out the hybrid models.

30- Many engineers from Volkswagen and Audi are completely terrified of Tesla – and they should be. Look at all the companies offering all-electric vehicles. That was unheard of only a few years ago.

31- Insurance companies will have massive trouble because, without accidents, the costs will become cheaper. Their auto insurance business model will disappear.

32- Real estate will change. If you can work from home (or from literally anywhere), people will abandon their towers to move far away to more beautiful, affordable locations..

33- Electric cars will become mainstream about 2030. Cities will be less noisy because all new cars will run on electricity.

34- Cities will have much cleaner air.

35- Electricity will become incredibly cheap and clean.

36- Solar production has been on an exponential curve for 30 years, but you can now see the burgeoning impact. And it's just getting ramped up.

37- Fossil energy companies are desperately trying to limit access to the grid to prevent competition from home solar installations; but, that simply cannot continue - technology will take care of that strategy.

38- Health: "Tricorder X" will be announced this year. There are companies which will build a medical device (called the Tricorder from Star Trek) that works with your phone – taking your retina scan, your blood sample, and you breathe into it. It then analyses 54 bio-markers that will identify nearly any disease. There are dozens of phone apps out right now for health.

**WELCOME TO TOMORROW!** Some of it actually arrived a few years ago.

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Please make cheques payable to 'Federation MES'

<b>Title</b>	<b>From Our Stand</b>
Examination & Testing of Miniature Steam Boilers BTC 2018 - Orange Book ...	£0.50
(Vol 1: 3 bar litres to 1100 bar litres; Vol 2: under 3 bar litres; Vol 3: LPG tanks under 250ml)	
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
HS2020 Managing health and safety at passenger-carrying miniature railways ....	£4.00
Postage and packing if delivered .....	£4.50

David Mayall

Email: [davidmayall@sfmes.co.uk](mailto:davidmayall@sfmes.co.uk)

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