



# NEWSLETTER

February 2026

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## *Editorial*

Welcome to the first newsletter of 2026. The first few weeks of the year have certainly caused problems for some areas of the country with all the rain we've had. At the time of writing, it's still raining!

As always at the start of a new year, one of the first events is the Federation's Annual General Meeting on Saturday 14<sup>th</sup> March. This year it will be held at the Midland Air Museum just south of Coventry and some details of the AGM and the museum follow. As ever, we hope as many clubs as possible will be represented.

This issue includes a couple of articles written by Ron Head of COSME. Ron won the AALS Trophy with his 5" gauge LSWR Adams 415 class locomotive at the Federation Rally held at Rugby last year, related in the last newsletter. Ron has kindly written about the background of the prototype and of his model with a following article explaining the process he used to set the valve gear.

Also in this issue is the introduction and background to Paul Naylor's build of a boat based on "Sundowner." The complete series of build notes are in the Library on the FMES website at [www.fmes.org.uk](http://www.fmes.org.uk)

The Library continues to expand and it is good to see an increasing number of searches. Any articles that you would like to include in the Library or indeed, in the newsletter will be gratefully received.

*Tony Lee*

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## *Chairman's Chat*

How does one define model engineering and who is or is not a model engineer? Most clubs in our hobby are based around miniature railways (no I'm not forgetting the boat, the Meccano and the traction engine clubs) with other interests being in the minority. Now I'm not saying that the hobby by concentrating on the miniature railway scene is being "narrow minded" but I do wonder if we want to grow the hobby then we should be encouraging other aspects that might be of interest to the public. I have found that when I invite clubs and the public to my site there is just as much interest in my scale horse drawn farm implements, the scale water and wind mills, and my other both scale and full-size engineering projects as there is in my railway. So, think about it, could the hobby grow by being not quite so reliant on railways?

Sorry if the above ruffles a few feathers, but the hobby does not and cannot stand still. We have accepted, CNC, laser and water jet cutting, 3D printing and much more, so why not widen horizons to the construction in miniature of all that is out there in the full size world. Why not have your say by commenting on the FMES (private) Facebook page as to whether you agree or think I'm totally wrong.

Do not forget about the Fed's AGM in March. If at all possible, come along and meet the "team" and fellow model engineers, but whatever your situation, keep on enjoying our wonderful hobby.

*Bob Polley*

## *Annual General Meeting*

The Annual General Meeting of the Federation of Model Engineering Societies will be held on Saturday 14th March 2026 at the Midlands Air Museum, Rowley Road, Coventry CV3 4FR

The museum incorporates the Sir Frank Whittle Jet Heritage Centre.

This is an important event in the FMES calendar, and we ask that members of the Federation give consideration to sending delegates to represent them at the meeting.

A buffet lunch will be available to delegates at 12.30 pm, followed by a workshop session on Safeguarding, and the formal business of the AGM will commence at 2.00 pm.

The museum will be open from 10.00 am, with free entry for delegates to explore the displays, galleries and buildings. The awards and the AGM will be held in the meeting room, located outside the main museum.

Information about the venue can be found at <https://midlandairmuseum.uk/>

All documents relating to the AGM are available in the Management section of the Library on the website <https://fmes.org.uk>

The Library is under the Services tab on the Home page.

The Financial Statement for 2025 is available in the same section to members who have logged in to the members area.

Please would you confirm the name of your delegate(s) attending or register apologies for absence, preferably not less than 10 days prior to the meeting to [peter.squire@fmes.org.uk](mailto:peter.squire@fmes.org.uk)

I look forward to welcoming all delegates to the meeting.

*Peter Squire*

The following is a brief extract for the Midland Air Museum's website. The Museum is located near Baginton Village on Rowley Road, adjacent to the northern boundary of Coventry Airport, south of the A45. The Museum is well signposted from the A45 and has good road connections to the M40 and M6/M69 – postcode CV3 4FR.



## The exhibits

Local aviation history is strongly featured in the **Wings Over Coventry** gallery on the mezzanine floor of the main hangar, showcasing products from local manufacturers, particularly **Armstrong-Whitworth, Armstrong-Siddeley** (and successors **Bristol-Siddeley** and **Rolls-Royce, Humber, Alvis** and **Dunlop**).

With one of the City of Coventry's most famous sons – Sir Frank Whittle – being regarded as the Father of the Jet Age, it is no coincidence that the Museum's strongest theme is the development of the jet and jet-powered aircraft. The story of the jet is an international one and our range of jet aircraft exhibits reflect that, ranging from the Swedish **SAAB J29 Tunnan, Dassault Mystère IVA**, the **English Electric Lightning**, right through to the mighty American **McDonnell-Douglas F-4C Phantom II**.

The incredible variety of designs produced by the British aircraft industry in the 1950s and 1960s is represented at the Museum – from carrier-borne types such as the **Hawker Sea Hawk, de Havilland Sea Vixen, Fairey Gannet** and **Sea Harrier** to RAF fighters such as the **Vampire, Meteor, Hunter, Javelin** and **Lightning**. The jet bomber force is represented too, most notably by the **English Electric Canberra** and the huge **Avro Vulcan** 4-engined nuclear bomber. We also have several military trainers including the American **Lockheed T-33**, the Polish **PZL Iskra** and the British **Vampire T.11**.

## *AGM Workshop topic*

Just before Xmas last year, we launched our 'Safeguarding' articles, now available on the website (at <https://fmes.org.uk/safeguarding-library/>). These are detailed and cover many aspects of a complex topic, so we will be strengthening the explanations and providing further comment and guidance over time: we will start this process at the AGM event workshop and hope clubs that wish to get more involved in this will attend.

The session will be inter-active, with a number of specific example scenarios being explored. Delegates will be invited to discuss and comment upon what actions which should be (or should have been) taken. The examples highlighted will be based upon anonymised real or realistic situations, in a model engineering club context, and will cover cases involving both children and vulnerable adults.

We will publish the material that we cover at the workshop for reading via the website afterwards, however this is an opportunity for clubs (and in particular their Safeguarding officers) to comment and provide feedback directly.

You can find contact details for booking to come to the AGM event elsewhere in this Newsletter, and we look forward to hearing from you all then!

# LSWR Adams 415 class locomotive

*Ron Head, City of Oxford SME*

The 415 class of 4-4-2 tank locomotives was introduced by the London & South Western Railway in 1882, mainly for suburban passenger work on the lines radiating from Waterloo. Designed by William Adams, the class was built over a period of three years and eventually numbered seventy-one engines. At that time, the LSWR's workshops were at Nine Elms in London, the move to Eastleigh being many years in the future. Nine Elms was at full capacity building express 4-4-0 types, so the 415 class was let to external contractors. Robert Stephenson built twenty-eight in two batches, Dübs built twenty in two batches, Beyer Peacock built one batch of twelve, and Neilson built one batch even. There were significant detail differences between each of the six batches, to trap the unwary modeller! They were known as 'radial tanks' on account of the trailing axle, the axleboxes for which moved radially in curved guides to follow the track curvature – an arrangement perhaps unusual for the LSWR, but widely used by other railways.



Withdrawal of the class began with the electrification of the suburban routes from 1913 onwards. By the time of the grouping in 1923, only twelve engines

remained and these too were all withdrawn by 1928, save for two which were retained to work the Lyme Regis branch, no other class being deemed suitable. These two were given new main frames of a different shape, and carried twin slidebars in lieu of the original single bar. One further engine, which had been sold to the Ministry of Munitions in 1917, and subsequently acquired by the East Kent Railway, was re-purchased by the Southern Railway in 1946. Thus, three engines entered BR service in 1948 and continued working the Lyme Regis branch until 1961, the former EKR example being preserved at the Bluebell Railway.

My 5" gauge model represents a 415 class engine as originally built, being basically to the design by Kelvin Moonie, and carries the Adams pea green livery with stovepipe chimney. It was acquired by me in 2017, basically in running order but in much need of attention. Over a period of two years, it was

dismantled and re-built from the frames upwards, with re-painting as required. Many mechanical parts and fittings, and much pipework were replaced. One driving axle was found to be cracked longitudinally, and this had caused excessive wear to an axlebox, probably due to the crack acting as an oil scraper. All four driving axleboxes were bored out to a larger diameter, which necessitated new axles. All wheels were re-profiled and the driving wheels were keyed onto the new axles, while the incorrect balance weights were replaced by new ones. Much of the motion, including piston and valve rods, slide bars, eccentrics, crankpins, weighshaft and lifting links were re-made, and the rods were re-bushed.



Modifications were made to the regulator, axle pump, clacks and blowdown valve to improve their operation, and a new no. 4 injector was fitted. The water gauge bottom nut had an upward sleeve added to mask the lower end of the glass, due to the boiler bush being too low to ensure water coverage over the firebox crown. The lubricator was redesigned and re-built with a ratchet replacing the roller clutch, which had worn the drive shaft to the point where it no longer gripped. A problem with steam blowing back into the lubricator tank was cured by fitting

check valves of an improved design. New soft-pop safety valves, spark arrestor, water valve, bypass valve, water strainers, stainless steel grate and ashpan, all to my own design were fitted. The springing was adjusted to place most of the weight on the driving wheels for adhesion, whilst keeping just enough weight on the bogie and trailing truck to prevent derailment. The smokebox door was re-profiled to the correct Adams profile and made an airtight fit.

The valve gear was modelled using CAD. This led to a partial re-design, including altering the eccentric advance angle from 30° to 27.5° to reduce the excessive lead towards mid-gear, which is endemic with Stephenson's valve gear. This has resulted in a much smoother-running engine which will happily run with the reverser one notch off of mid-gear. The eccentrics were set with the driving wheelset mounted in the lathe, and an article on how this was done will hopefully appear in the FMES technical library.

Much research has been undertaken, and many details have been added for historical authenticity, although there is still scope for more. The original Adams pattern cowling was added to the safety valves, and a full set of LSWR female lamp brackets was fitted at each end to carry the disc and diamond route indicators in use at the time. The buffer heads were drilled through for a concealed fixing, as per the original Adams buffers. Planked wooden tops were made for the side tanks and dummy sanding gear, vacuum hoses and other details added. Is a model ever really finished?



The model has now run for over 300 miles in my ownership, being a regular performer at the City of Oxford club's track at Cutteslowe Park, and it has also visited five other tracks. I initially declined the AALS award at the 2025 Federation rally on the grounds that the engine wasn't 100% my own work, but I suppose that also applies to many of the engines on today's tracks. Eventually, I was persuaded that it was the overall quality of the model that counted, so the judges' decision was final!



# Setting Stephenson's valve gear eccentrics

Ron Head, City of Oxford SME

Having renewed the driving axles on my 5" gauge LSWR Adams loco, I was faced with the problem of how to set the eccentrics to the correct angular position on the axle. This article describes the method I used, which I hope will be of interest to builders.

The usual advice is to assemble the valve gear with the eccentrics loose on the axle, put the engine in full gear, turn the forward eccentric until the steam admission port is just showing a hairline crack when the piston is at front dead centre, and lock the eccentric in position with its grub screw. Then repeat for reverse. There are three objections to this method. Firstly, it assumes that the valve is in its correct position on the valve spindle, which it probably won't be at this stage. Secondly, it requires the eccentric strap to be dismantled each time an adjustment is made, with the risk that the eccentric will shift before the grub screw can be tightened. Thirdly, setting the reverse eccentric will alter the forward valve setting slightly.

A far better method is to set the eccentrics to the correct advance angle with the driving wheelset out of the loco, but how do you do this? First, we need to understand the basic principles. An eccentric is basically 90 degrees out of phase with the crank, but it's advanced to an angle greater than 90 to take account of lap and lead.

Most people's faces go blank whenever lap and lead are mentioned, so here is a basic explanation (skip this part if you already know). Lap is the amount by which the valve overlaps the admission port, when the valve is sitting in its central position, and is usually between 75% and 100% of the port width. It's what allows the steam to expand in the cylinder when the valve has cut off the steam supply and without it, the port would be open for the whole stroke of the piston, which would be very wasteful of steam:

(Figure 1)

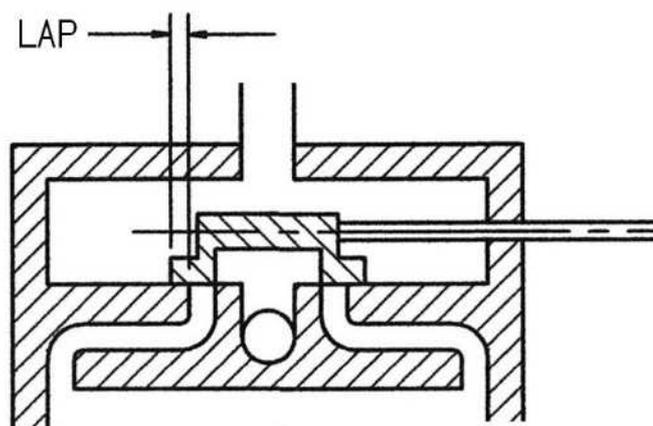


FIGURE 1  
SLIDE VALVE WITH LAP

For the valve with lap to be on the point of opening when the piston is about to start its stroke, the eccentric needs to be rotated on the axle by an increment beyond the initial 90 degrees. Here the piston is on front centre, and the valve is about to open the port:

Lead (pronounced *lead*, not *led*) has nothing to do with the physical shape of the valve, but is a function of its timing. The valve starts to admit steam before the piston reaches the end of its stroke and in a way, lead can be likened to the BTDC ignition point in an internal combustion engine. Its purpose is to give a charge of steam to cushion the piston, and ensure the return stroke is started at full pressure. While not really necessary for a shunting engine, lead is essential in engines designed to run at high speed. When the piston is ready to start its stroke, the amount by which the port is already open is called the 'lead' dimension as shown:

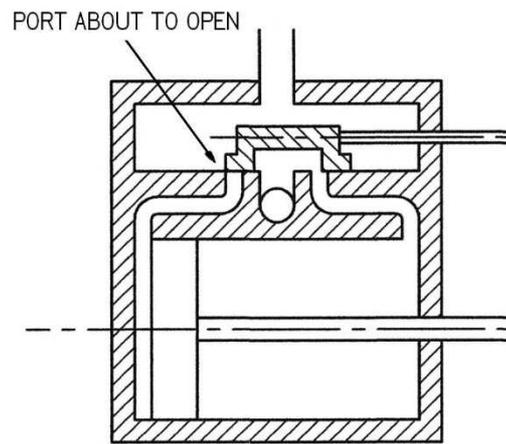


FIGURE 2  
SLIDE VALVE WITH LAP

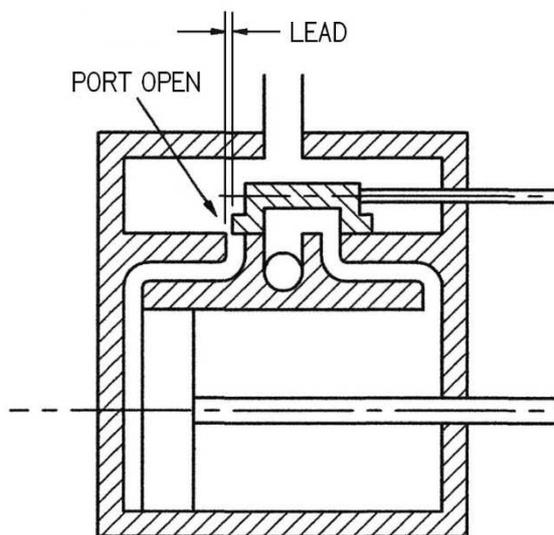


FIGURE 3  
SLIDE VALVE WITH LAP + LEAD

For the port to be open by this amount when the piston is at dead centre, the eccentric now needs to be rotated even more. The lap and lead thus determine the angle of advance, as shown in figure 4:

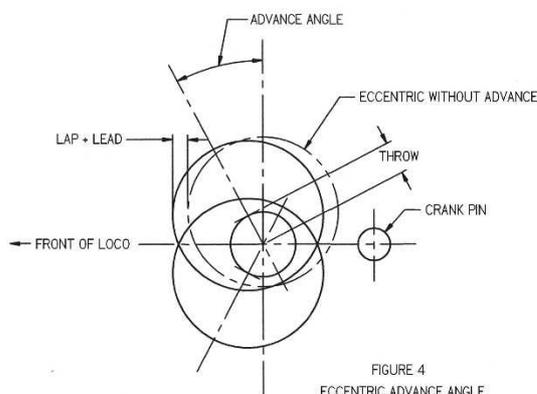


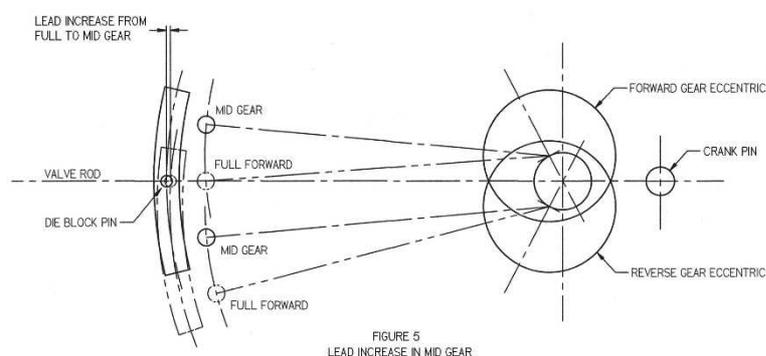
FIGURE 4  
ECCENTRIC ADVANCE ANGLE

The angle of advance can be calculated from:

$$\alpha = \sin^{-1} ((\text{lap} + \text{full gear lead}) / \text{eccentric throw})$$

For an engine with a radial valve gear, such as Walschaerts, the amount of lead is virtually constant throughout the full range of cut-off, and can be set to anything up to about 10% of the lap. However, with Stephenson gear, which we are dealing with here, nothing is quite so simple! Unlike a radial expansion link which pivots about a fixed

point, the Stephenson expansion link is floating around in space, under the control of the eccentric rods and the lifting link. This causes the lead to increase towards mid-gear, as figure 5 explains (notice that I have shown a 'launch' type expansion link, which my loco uses):



This increase in lead can be counter-productive. The steam cycle at each end of the cylinder is **ADMISSION - CUT OFF – EXPANSION – EXHAUST – COMPRESSION - LEAD**. If the lead is increased, the compression part of the cycle occurs earlier and this can produce jerky running at short cut-offs. Maybe you've noticed a fore-and-aft surging motion when

travelling behind a full size loco with Stephenson's gear? Having experienced this effect on my own engine, I wanted to know just how much the lead increase might be. There is a formula for calculating the increase:

$$\text{Lead increase} = (c/l) \times t \times \cos p$$

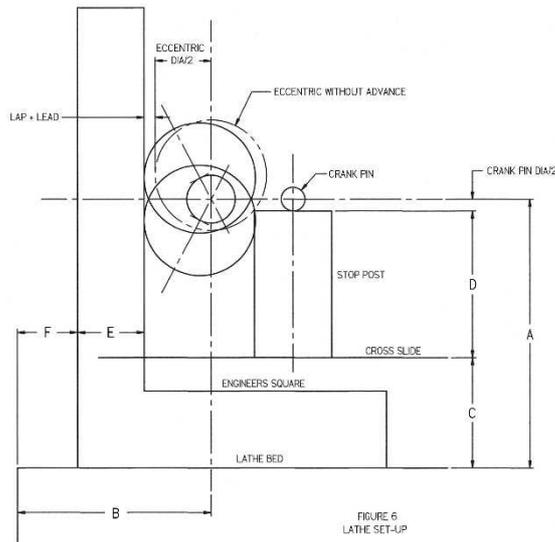
Where *c* is the distance between the pins on the expansion link, *l* is the length of the eccentric rods from the centre of the eccentric to the expansion link pin, *t* is the throw of the eccentric and *p* is the angle of advance.

My engine was designed with a lap of 5/32", 30 degrees advance angle, zero lead in full gear, and (by calculation) a massive increase of lead to 0.045" in mid-gear. Now it was fairly common in full size practice, to set eccentrics for a negative lead in full gear, so that the mid-gear lead would still be within reasonable bounds. Starting the engine from rest didn't suffer to any extent, because the piston can't produce any torque from front or back dead centre.

By playing around with the figures, I found that reducing the advance angle to 27.5 degrees gave a 0.012" negative lead in full gear, while the mid-gear lead would now be a more reasonable 0.030" positive. At most running positions of the reverser, the lead should be zero-to-positive by a small amount, which is what I was seeking.

I'm sorry if I've bored anyone with science, and will now get onto the point of this article: how I actually set the eccentrics. I used my lathe, an engineer's square and a depth micrometer to carry out the setting, but before I could begin, I needed to obtain three basic dimensions from the lathe:

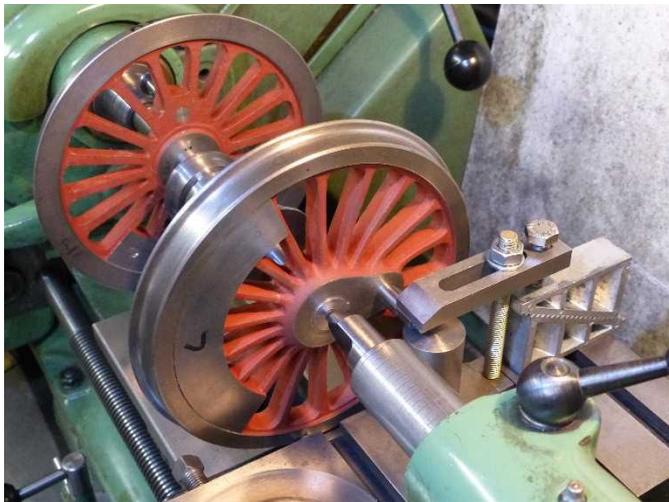
- The height of the lathe centre above the bed (A).
- The horizontal distance from the front of the bed to the lathe centre (B)
- The height of the cross slide above the bed (C).



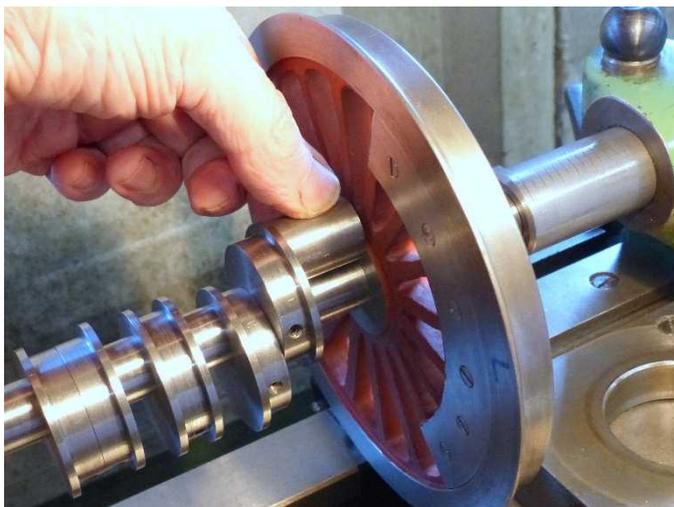
At this point I should explain that in the above diagram, we are looking at the left hand side of an engine with outside admission valves, the front of the engine being to the left. The crankpin appears immediately behind the axle, but if the engine happens to have inside admission valves, then the crankpin will be ahead of the axle.

The wheelset was mounted between centres in the lathe, with the left hand wheel nearest the tailstock, and a stop was placed on the cross slide, under the left hand crank pin which was set to be behind the axle. The height of this stop had been machined to a precise dimension calculated to hold the crankpin exactly horizontal (D in figure 6). A

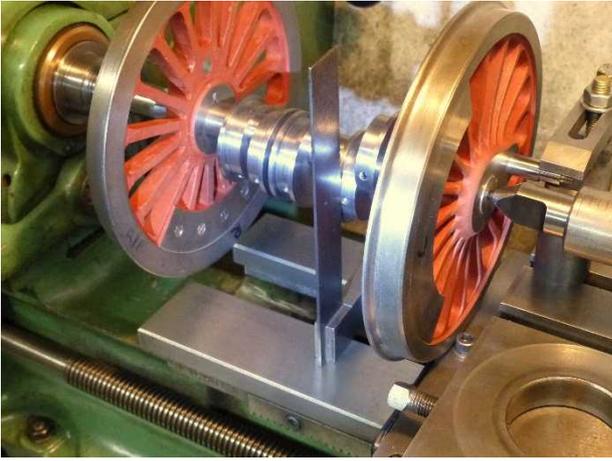
clamp was fitted to hold the crank pin firmly in contact with the stop:



The left hand forward gear eccentric was positioned at the correct distance from the wheel, using a spacer block machined to the correct width. Normal practice is for the outer eccentric to be the forward one, the inner one the reverse:



Next, I took my 6" engineers square, and measured the width of its blade (E in figure 6). This was then placed on the bed:

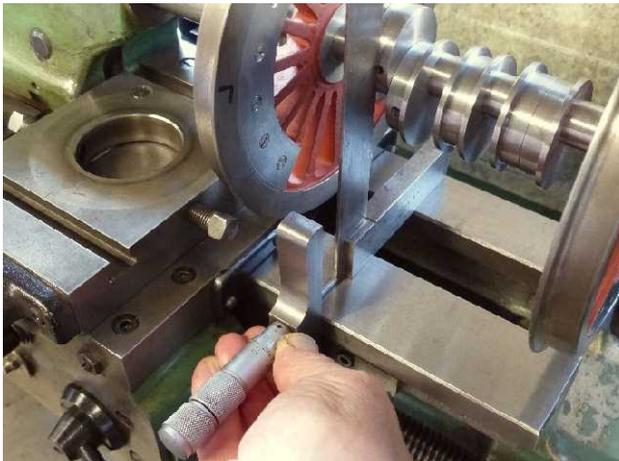


I was now able to calculate the all-important dimension from the edge of the bed to the edge of the square blade (F in figure 6):

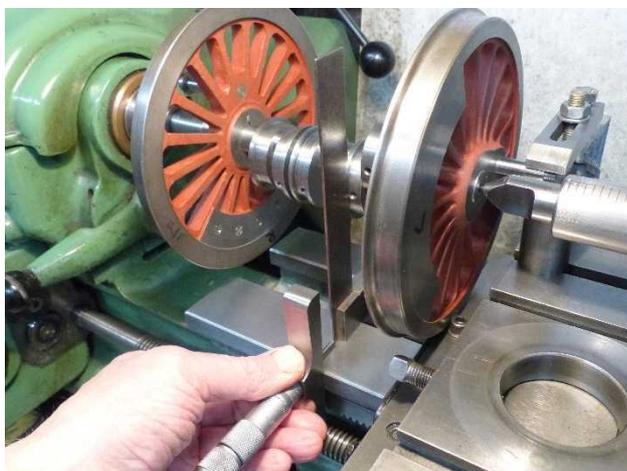
$F = B - ((\text{eccentric dia}/2) + \text{lap} + \text{lead} + E)$ , bearing in mind that lead is negative in this case and needs to be subtracted.

A depth micrometer was set to the calculated figure (F) and the eccentric rotated until the clearance between the square blade and micrometer was taken up. I used two cup point grub screws per eccentric, set at 90 degrees to each other, as this gives a much more secure fixing than the single screw shown on most published

designs. Taking care to keep the eccentric in contact with the square blade, the grub screws were fully tightened. Notice that the forward eccentric is 'up' and the reverse eccentric 'down':



The reverse gear eccentric was pushed up against the forward one, and the process was then repeated to set the reverse gear eccentric, both eccentrics of course being set to the same dimension. The right hand eccentrics and the pump eccentric were still waiting their turn, and are just hanging loose in the photos:



To set the right hand eccentrics, I turned the wheelset over end-for-end in the lathe, so that the right hand crank pin was now over the cross slide. However, it's easy to fall into a trap here! Having done this, the wheelset is now upside-down compared to how it was before (yes, I had to think about this!). Therefore, the forward eccentric now has to be set in the 'down' position and the reverse eccentric in the 'up' position. When turned the right way up, everything looked as expected.

The effect of the altered advance angle on the engine's performance was impressive. The pole reverser has five notches either side of mid gear, and previously the engine protested if I tried to notch it up beyond notch three. It will now run happily on notch four and I can even use notch five if I want to, with the regulator wide open, although I have to watch the speed! The success of the alteration can be judged by the fact that the engine has covered well over 100 actual miles on four different tracks since the work was carried out, and is regarded as a consistent and reliable runner at my club, regularly pulling myself and up to five adult passengers

# ***Model boat design choice and basis, Sundowner***

*This document was written by Paul Naylor and is published in the Library at [fmes.org.uk](http://fmes.org.uk) for online viewing. All the parts describing the build process are available in the Library – the part published here describes the history of the boat that inspired the model.*

## **The Project: A Model Boat, Sundowner build 1**

Like many others, I started model making with model boats with IC engines as a teenager...I am (just) old enough to remember regattas with straight running, RC steering, RC speed and tethered hydroplanes as regular features. Not an electric motor for propulsion in sight, only varied by a few steam engine boats. These were the days when radio control systems were fine until the local taxi firm started using their CB radio sets...(and aircraft modellers like my brother got used to coming home with a tissue bag full of broken balsa bits!)

I progressed then (eventually) to making steam engines and joined the wider model engineering fraternity, but that is another story. The seed, though, was sown and I wanted to return to making a boat or two as I find the combination of wood and metal crafts used of interest.

I should add that my motivation for writing this set of articles is NOT to demonstrate a master at work (!) but to show how someone who has learned himself - mainly through trial and error - to tackle model making projects, gets a real satisfaction in the activity. In my case, the end product needs to work and be demonstrable but will probably spend its life on a shelf as an ornament as I get more interest in making than operating. I also ought to add that I have no claims to be a master craftsman and my mantra is 'if it looks right, it will be' applies, so no rivet counting here please! If you have an interest in model making, have a go!

Well, now I had the time and looked around for a suitable boat to make. Something reasonably large and, for me, to a familiar scale (such as 1"/foot or 1/12<sup>th</sup> scale or thereabouts), where you could challenge yourself making the features with reasonable realism! The rub is of course that this scale makes for 'sensible' models to be of smaller prototypes.

I was always attracted to the story of Charles Lightoller. Lightoller was mainly known for his role in the Titanic disaster as second officer and portrayed by Kenneth More in the original film. He came to this role after a career of some experiences (including other shipwrecks!) well explained in many articles and books. After the Titanic escapade, he went on to a number of commands in the Royal Navy during WW1, winning the DSC and bar, and ending up as Commander and on the retired list in 1919. If you want a real-life thrilling story of 'derring-do', look him up (search on line for 'Charles Lightoller biography')!

Retaining his love for the sea, he purchased a converted naval steam pinnace in 1929 for

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private use by him and his Australian wife, Sylvia, and engaged in inter-war activities (and holidays!) with some parallels with the well-known 'Riddle of the Sands' novel by Erskine Childers.

He called his boat 'Sundowner' (Australian for 'tramp', thanks to Sylvia!) and this came to more fame as a WW2 member of the D-Day flotilla of 'little ships', where, under Lightoller's command, it rescued 127 soldiers from France in a single trip. He was not allowed to go back for more as by then only the faster boats were allowed to go (Sundowner tops out at 11 knots). Since the somewhat spartan internals of the boat look like it could sleep 4 or 5 maximum, 127 (plus crew of 3) was presumably somewhat cramped: there is a photo of it returning to port thus loaded and the water line is just below the porthole rims!

After much use, and Lightoller's death in 1952, the boat became regarded as nationally important, spending its life in Ramsgate harbour and latterly in private ownership undergoing significant restoration.

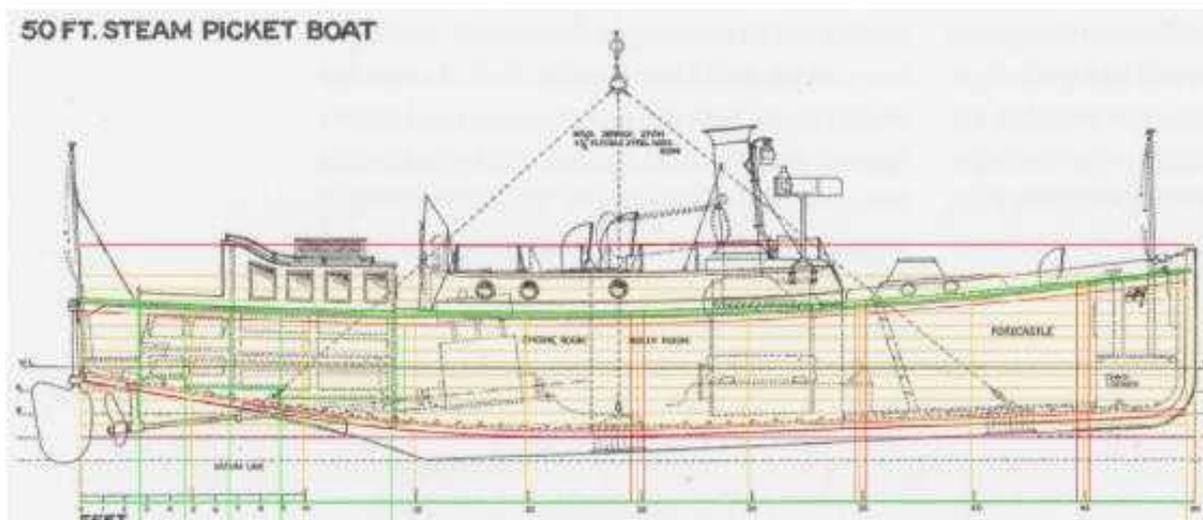


*Sundowner, with credits to The Association of Dunkirk Little Ships  
(<https://www.adls.org.uk/sundowner>)*

So, my choice was made and I elected to model this in the above condition at 1" to the foot (1/12<sup>th</sup> scale). This translated into a model 52" (1.32m) in length and with a beam of 12.5" (317mm).

Since I wanted to use wood and be more or less prototypical, this meant that the hull was to be double diagonally planked over a traditional framework of ribs and sections mounted on a rigid keel. I was not going to 'rivet count' though so as long as it met a '6

foot' rule (ie looks right from 6 feet away) so I felt that I had some latitude on construction. I relied on photos visible on the internet, suitably scaled with reference to close 'known' sizes for most detail. I did not travel to see the boat and take my own photos, as by then it had been taken into preservation and existed as a stripped-down hull.



I was able to find some hull 'lines' for a 50' naval steam pinnace of the same vintage that Sundowner was based on that seemed about right and adapted them to the modified lines of Sundowner to give me a set of sections for making the keel, ribs, stringers etc onto which I would fix the planks. Some of the changes were a little speculative however and it was with some trepidation that I committed to the build, hoping that the eventual hull shape was authentic. Time was to tell whether this was justified or not. At the time of writing this section, it was still a little uncertain...

Some links for your interest, amongst others:

<https://www.nationalhistoricalships.org.uk/register/96/sundowner>

<https://www.adls.org.uk/sundowner>

<https://www.paullee.com/titanic/Sundowner/index.php>

<https://sundowner.online/>

<https://www.facebook.com/DunkirkShips/videos/clip-of-the-bbc-news-report-on-sundowner/2772388569675053/>

## Web Page News

Since the last newsletter we have continued to expand the content of the library which now contains 447 articles covering a wide range of articles of interest to Model Engineers.

The Old Rube restoration project continues with 17 parts now in the library plus links to the recent safeguarding documentation.

Finally, a reminder that you can easily check on recent new entries, go to the main library page and click on 'Recent new entries' where you will find links to the latest articles.

We are keen to continue to expand the library so if you or your club have articles or projects that we can add then please contact us.

*Jim Hollom*

**Events:** The FMES website has an events calendar. It is accessed under the "About" heading and can show events as a list or in calendar format. If you have an event your club would like to include on this calendar, please send details to [info@fmes.org.uk](mailto:info@fmes.org.uk)

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Part of the  Group of companies

We would like to inform you of a change of name/rebranding of **Walker Midgley** (WM), the insurers for many of our clubs (and ourselves). The new name will be '**Everywhen**' and this is now active, although some details (eg email addresses etc) may be updated in due course. It is very important to note that WM have the following explanation and confirmation: *The rebranding is a replacement of the WM name and logo with Everywhen and the relevant logo. All the people in the office, contact phone numbers, address etc remains exactly as they are now. The tone of the rebrand is that it is very much business as usual, with the same people they have always dealt with, doing the same type of business with the same high level of service that they have always had.* The web address, [www.walkermidgley.co.uk](http://www.walkermidgley.co.uk) will still work for a while with a divert to a new URL which is currently <https://www.towergateinsurance.co.uk/walker-midgley> .

Updates to insurance policies and other paperwork will follow in due course, but existing policies under the WM name will be otherwise unchanged.

If you have any questions for the insurers, please use the contact links above.

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## FMES Accounts

### 2026 Annual subscriptions for Members:

We are pleased to announce that, for 2026, our member club subscriptions will remain at £10. Please help us by informing us of any changes to your primary contact details (that is name, club, email, telephone in the first instance) in advance. Check on the website using your login, or ask us if you need to confirm these details.

Many clubs have already paid the annual subscription fee. If you have yet to pay, a reminder on how to pay follows:

1 - Preferred payment please is by BACS (On-Line Banking)  
Federation of Model Engineering Societies  
Lloyds Bank, Sort Code 30-99-50, Account No. 13328562  
Remember to include your affiliation number as the reference.

OR

2 - By cheque made out to Federation of Model Engineering Societies  
Please send the cheque to:  
Mr. A. Lee, 6 Thatchers Close, Epwell, Banbury, Oxon, OX15 6LJ

Please include a note with your affiliation number or write it on the back of the cheque on the right hand side.

# *The Federation Boiler Registrar*

## Copies of Written Scheme of Examination for the Boiler Registrar

I've had a few enquiries on the return of the pink slips for our records.

As most things are sent electronically these days, so I am happy to accept a copy of the Written Scheme of Examination by email or messenger. Please scan or take a picture of the **white** copy, as the pink slips are almost impossible to read from a picture

You can still send them by post if you prefer, I am happy with either method. However you send them to me, please make sure that the certificate is filled out correctly and all fields are populated.

Copies without Boiler Number, Owner, Model, Scale, Club Affiliation Number or Date cannot be registered and will be returned.

Thank you

*Colin Walton*

## Missing Certificate set

**We have a report from a member that a blank certificate set has gone missing from their pad.**

**Please watch out for certificate number C210459 as it might be used to support the sale of a model with an untested boiler.**

**Please be aware when purchasing a model or when a 'new' pressure vessel is introduced to your club.**

Supplies of certificate pads etc. can be ordered using the SHOP page on the website:

<https://fmes.org.uk/shop-2/>

and the order will go direct to Colin, or you can contact him by email using [colin.walton@fmes.org.uk](mailto:colin.walton@fmes.org.uk) or by phone on 07745 687159

His address for sending WSE forms is:

12 Lytham Road  
Midandbury  
Southampton  
SO18 2BP

# FMES Committee

President	Brent Hudson
Vice President	Mike Chrisp
Vice President	Ivan Hurst
Chairman	Bob Polley
Secretary	Peter Squire
Treasurer	TBA
Vice Chairman	Paul Naylor
Safety Officer	Robert Walker

Management Team: Peter Harrison, Jim Hollom, Peter Kenington,  
Tony Lee, Melvyn O'Connell, Colin Walton

## INSURANCE CLAIMS AND INCIDENTS

All claims and reports of incidents should be notified in the first instance to Everwhen  
FEDERATION INSURANCE BUSINESS Managed by Everwhen (formerly Walker Midgley Insurance Ltd)

It will be useful if Clubs also advise FMES when an incident has been reported.  
(Information held in confidence – internal use only)

[info@fmes.org.uk](mailto:info@fmes.org.uk)

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## *Publications Available from FMES*

The FMES publications listed below are available from our stand at rallies and exhibitions or by post.  
Please make contact first by email, initially to [info@fmes.org.uk](mailto:info@fmes.org.uk) or use the 'shop' option on the website.

The figures below are for single items and do not include postage.

We will minimise postage costs for multiple items.

Please make cheques payable to 'Federation MES' or use BACS to Sort Code 20-71-82 Acct 43755967.

Examination & Testing of Miniature Steam Boilers BTC 2018 - Orange Book Free

Vol 1: 3 bar litres to 1100 bar litres; Vol 2: under 3 bar litres; Vol 3: LPG tanks under 250 ml.

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
HS 2020 Passenger-carrying min railways 'Guidance' post included .....	£4.00

Colin Walton

Tel:+ 07745 687159

[Email: colin.walton@fmes.org.uk](mailto:colin.walton@fmes.org.uk)

\* These publications are issued free of charge to fully paid up member Clubs and Societies ONLY, and are NOT available for general sale. For delivery by mail, the cost of postage and packing is £5.00, and must be borne by the Club/Society placing the order.

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