

THE WORTHING & DISTRICT SOCIETY OF MODEL ENGINEERS

Number 169

www.worthingmodelengineers.co.uk

Spring 2025

IN THIS ISSUE:

- ▲
Shoreham's three stations
- ▲
A Cautionary Tale
- ▲
Recalling Bert Perryman
- ▲
The A1 ... Nearly there!
- ▲
News from the Federation
- ▲
A Trip to Wales
- ▲
Report from the Chair
- ▲
The Hon. Sec Scribes
- ▲
The Treasurer writes
- ▲
Engineering Report
- ▲
Not Much Else



AN ACTIVE WINTER! – At our hugely successful annual social evening the photographic competition was won by Clive Alderman with (top left) his picture captioned “*We are not talking!*” Second place went to Geoff Bashall with “*A bucket of steam*”, with third, Keith West’s untitled picture of a ploughing engine.

Below, Steam-up Saturday on November 2nd, the clubhouse tea bell had just rung giving respite from the biting east wind! Seven locos sat patiently – was this a record?

Bottom left; New Year’s Day, and while others are at home nursing the effects of their previous night’s excesses, Glen Payne fires up the test rig.

Bottom right; cheque presentation of our Charity Day proceeds to Representatives of MENCAP.



THE SOCIETY'S OFFICERS

Patron: Peter Webb

President Andrew Breese

Chairman: Kevan Ayling

Vice Chair: Geoff Bashall

Secretary: Leigh Gibbins

Treasurer: Martin Laker

Engineering: Dave Parsons

Programme: Neil Furze

Membership: Kevin Hemmant

Publicity: Geoff Bashall

Boiler Liaison: Brian Hunt

Comm. 1*: Glen Payne

Comm. 2*: Richard Ellis

Comm. 3*: Barry Partridge

*See foot of page 2

THE WORTHING & DISTRICT SOCIETY OF MODEL ENGINEERS
LOCATED AT FIELD PLACE, THE BOULEVARD, WORTHING BN13 1NP
www.worthingmodelengineers.co.uk

THE NEWSLETTER

Editor

Dereck Langridge

Distributed by

Jim Alderman

Key Contributors

The Members

All Complaints to

The Chairman

Contributions to the newsletter are most welcome. Please submit to:

Dereck Langridge
173 Upper Brighton Rd.,
WORTHING
BN14 9JS

Tel: 01903 202661

E-mail: dereckspeltoddy@ntlworld.com

Society Secretary

Leigh Gibbins
45 Lavington Rd.,
WORTHING
BN14 7SL

Tel: To be advised

Email: secretary.wdsme@gmail.com

Publicity Rep.

Geoff Bashall
11 Trinity Way,
Littlehampton,
BN17 5SR

Tel: 01903 722973

E-mail: geoffbashall@btinternet.com

Membership Secretary

Kevin Hemmant
4 Barnsnap Close
Horsham RH12 5XY
Tel: 07736113944

E-mail: k.hemmant@outlook.com

COMMITTEE DUTIES:

The three 'untitled' Committee posts carry the following responsibilities:

Committee Post 1:- As
Committee Post 2:- determined by
Committee Post 3:- the committee.

www.worthingmodelengineers.co.uk

YOUR DIARY DATES

MAR	THUR 13 TH	CLUB MEETING 7:30 pm A Brooklands Giant – return of the Monarch. With Keith West
	THUR 27 TH	CLUB MEETING 7:30 pm Including public roster and videos.
APR	SAT 5TH	SATURDAY STEAM UP
	THUR 10 TH	CLUB MEETING 7:30 pm Subject to be arranged. See our website IDC
	SUN 13TH	PUBLIC RUNNING 1:30 to 4:30
	THUR 24 TH	CLUB MEETING 7:30 pm Subject to be arranged. See our website IDC
	SUN 27TH	PUBLIC RUNNING 1:30 to 4:30
MAY	SAT 3RD	SATURDAY STEAM UP
	THUR 8 TH	CLUB MEETING 7:30 pm Subject to be arranged. See our website IDC
	SUN 11TH	PUBLIC RUNNING 1:30 to 4:30
	THUR 22 ND	CLUB MEETING 7:30 pm Subject to be arranged. See our website IDC
	SUN 25TH	PUBLIC RUNNING 1:30 to 4:30
	SAT 31ST	ANNUAL CLUB OPEN DAY
JUN	SAT 7TH	SATURDAY STEAM UP
	SUN 8TH	PUBLIC RUNNING 1:30 to 4:30
	THUR 12 TH	CLUB MEETING 7:30 pm Subject to be arranged. See our website IDC
	SUN 22ND	PUBLIC RUNNING 1:30 to 4:30
	THUR 26 TH	CLUB MEETING 7:30 pm Subject to be arranged. See our website IDC
JUL	SAT 6TH	SATURDAY STEAM UP
	THUR 10 TH	CLUB MEETING 7:30 pm Subject to be arranged. See our website IDC
	SUN 13TH	PUBLIC RUNNING 1:30 to 4:30
	Sat 19TH	FIRE STATION OPEN DAY PORTABLE TRACK
	THUR 24 TH	CLUB MEETING 7:30 pm Subject to be arranged. See our website IDC
	SUN 27ND	PUBLIC RUNNING 1:30 to 4:30
AUG	SAT 2ND	SATURDAY STEAM UP & SAUSAGE SIZZLE!
	SUN 10TH	PUBLIC RUNNING 1:30 to 4:30
	THUR 14 TH	CLUB MEETING 7:30 pm Subject to be arranged. See our website IDC
	SUN 24TH	PUBLIC RUNNING 1:30 to 4:30
	THUR 28 TH	CLUB MEETING 7:30 pm Subject to be arranged. See our website IDC

Editorial some of this may be worth reading?

We say good-bye and good riddance to a winter which although bringing miserable weather, was nevertheless productive with much work tackled at the club both indoors and out. We soon begin a new season of public running and importantly, on other days, the opportunity to make good use ourselves of our splendid track and the other facilities.

There will still be the normal on-going work to maintain and improve what we have constructed over the years, but in great company with good banter and just the odd bit of ribald mickie taking! See you there!

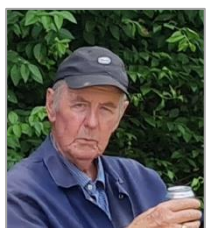


DERECK

The Boardroom.....reports from the Committee

A NOTE FROM THE CHAIR

Kevan's regular report



The last year has seen the passing of three valued members. In March we lost Jim McKenna and Michael Wheelwright, and then in December, Brian Dew. All three were a great

loss to the society, with their individual contributions to club life much missed.

In April we applied to be added to the Councils list of community assets, and by early July, after answering several questions concerning our contribution to the local community, our application was accepted, and we were added to the list of community assets. Our presence on the list will be reviewed in five years, and if we continue to benefit the local community, a further five years. The implications of this, and how it affects our security cannot be understated. If for instance, Adur & Worthing Councils decide that in the future they wish to sell the site we occupy at Field Place for redevelopment, we have to be included in the bidding, which as sitting tenants puts us in quite a good position, subject of course to our landlords renewing our lease next year.

In June we celebrated our fiftieth Anniversary with an open day and exhibition, which was a resounding success with many visitors. Many thanks to Geoff B and his team of helpers, who put in many hours of work to make it a memorable day.

Lastly, I would like to thank everyone for their collective help over the last twelve months, from those that look after the track, grounds and clubhouse in all weathers, to those that selflessly give their help with public running every second Sunday throughout the Summer season. If I name everybody, I may offend anyone I unintentionally fail to mention, but you all know who you are, and your contribution is invaluable.

I would also like to thank the hardworking committee for all their help in the smooth running of the club, especially Richard Ellis, for taking on the job of redesigning and making new storage for the coal trolley and gas bottle, plus rebuilding the coal store.

Special thanks also must go to Paul P, who is standing down from the committee after serving for twenty years as Marine Secretary, and fifteen as Membership Secretary, a total of thirty- five years. This, I am sure is a record never to be equalled. And if that was not

enough, he has over the last few years been the society welfare officer, checking on any member who may be unfortunate enough to be unwell. I also understand that he will continue in this important role, which is good news.

A mention also for Jim Alderman, who quietly works in the background, helping with the raffle, distributing the Newsletter for Derek, ordering and collecting the coal stocks and ensuring the consumables in both toilets are resupplied.

And finally, many thanks for the Newsletter, expertly produced and edited by Derek, which I am sure involves more work to produce than we imagine, and as I have said before, is a window on our activities.

KEVAN

THE TREASURY

Martin's annual review of our finances



My report for this newsletter is a summary of my statement at the recent AGM.

In this my 6th AGM report, I once again want to highlight some of the members contributions that do not appear as pounds and pence on the balance sheet. As I have stated in all my previous reports – these contributions are vital to the financial running of our club. These include: providing talks, donations of cakes, drinks, biscuits for club nights, Wednesdays, public running and Saturday steam-ups. Also grass cutting, building and grounds maintenance, donations of goods to sell at public running, supplies of materials, cleaning, washing, donations of goods for auction, providing materials for loco maintenance and help in many more ways. A good example is the clubs new test boiler, just imagine the cost if we had to purchase it complete or even buy all the materials; but thanks to members generous donations of materials, cash and labour, the boiler has been completed with minimal cost to our club. Another example was our 50th celebrations, thanks to public and members donations, the whole exhibition and sausage sizzle cost the club less than £20!

CONTD. ON PAGE 4

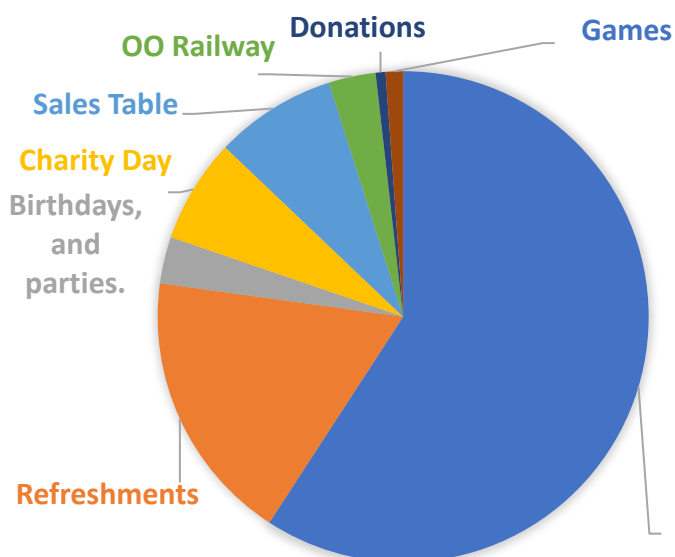
MARTIN CONT. FROM PAGE 3

As I have said in my previous AGM reports, without all these contributions, we would be in a completely different financial position, so once again my thanks to you all.

KEY POINTS FROM THE BALANCE SHEET: At the end of year income exceeded expenditure by £11,141.29, some £6,500 of this was the donation from Shirley Crosskey, the remaining excess resulted from normal club activities. As well as Shirley's wonderful donation, we have received donations from members totalling over £1,300.

The balance sheet again shows just how important the income from public running is, last year £12,210.23, a record!

Looking at the chart below we can see the split of last year's public running income.



We have been very lucky in 2024 with good weather, including the postponed Santa run. As members know we increased ride prices to £1 each last year, I'm pleased to say I have not been made aware of any negative comments regarding this increase. It is difficult to compare the number of passengers with 2023 as we now longer charge for under 3's, however overall passenger numbers are a little lower this year, but the revenue is up. Indeed, the lower numbers of passengers has reduced queuing and pressure on our teams. Catering income was only a little down; and sales table income trebled thanks to members generous donations of goods to sell. I'm sure you will all agree a big "thank-you" is due to everyone involved in public running, and I would encourage all members to help where possible, we don't just need drivers, but many helpers both in the club house and outside, and of course donations of cakes to sell. I am pleased to note many of our newer members regularly help with public running – thank you.

As the balance sheet shows, our overall club fund now stands at just over £32,000, we are considering various

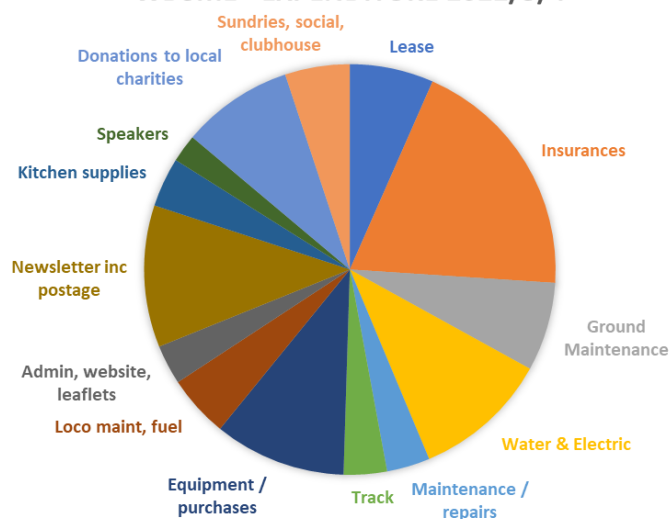
options to use some of this money, both short term and in the future. Looking further forward, our lease will need to be renegotiated for another period from 2026 – this will involve some expense, but hopefully we can secure another 10-year lease without any issues, but I expect a substantial increase in our rent from 2026.

The table below shows our income averaged over the last 3 years (excluding exceptional items) so you can see the large proportion from public running.

Rides	£7,225.42
Refreshments	£2,197.85
Birthdays, and parties.	£375.00
Charity Day	£837.78
Sales Table	£977.55
OO Railway	£377.45
Donations	£79.18
Duck game etc	£140.00
Total	£12,210.23

Now a chart showing how we spend our money, again averaged over the last 3 years excluding exceptional items:

WDSME - EXPENDITURE 2022/3/4



Looking to this year, I am again expecting many of our costs to continue to increase, plus from this January we are being charged for banking; all banks are now introducing charges for societies like ours. I would ask members where possible to pay their membership fee by bank transfer as we are charged for all cheques and indeed cash transactions.

I would like to thank the committee and members for their help and support during the year, as usual Jim for handling the raffles, Dereck for handling our eBay sales, Audrey for adding up the cash after public running, and all the club house & kitchen staff for handling the cash and collections. My thanks also to our auditors Graham White & Mike Roberts.

FINANCE REPORT CONT FROM PAGE 4

To repeat my usual summary, we need to do all can to promote our club and the public running, plus as I have stated before, we must continue to find new members.

Given our strong financial position and excellent income from public running this year, the committee have agreed to keep the membership fee at £35 (£17 for second member).

Once again, many thanks to you all and if you need more information about our finances, please contact me, or if you were not at the AGM and require a copy of the annual balance sheet, please let me know.

MARTIN.



ENGINEERING REPORT

Our CME sums up his first year in office

I'm coming to the end of my first year as CME and firstly I have to thank Geoff and Andrew, previous incumbents, for their support; they are always happy to give

advice and encouragement.

The Gas lamp has had an overhaul consisting of removing the housing, cleaning, repainting, replacing cracked glass and reinstallation.

A new shed has been constructed, to house the coal trolley and lamp gas bottles. The coal store has been rebuilt to reverse the slope of the roof, allowing guttering to be installed. The level access has been modified so that the sections and the gate can be locked back when the track isn't in use. Bridge painting has continued, but there is still more to do so any willing volunteers would be welcomed.

In the workshop, improvements are continuing with new loco storage showing benefits. Bench space is being cleared, stocks of screws and taps and dies sorted into wall mounted drawer units so it's much easier to locate the correct sizes.

The test boiler, expertly manufactured by Kevan and Glenn during the summer, has proved its worth many times already this year for setting safety valves and checking injectors and whistles. The Motive Power Department have had problems to overcome this year but thanks to the abilities of Mostyn, Larry, Phil, Neil and Glen we now have an almost full complement of functioning steam locos. Worsfold has had its motion stripped and re-bushed, which reduced backlash, but this in turn highlighted that the lifting arms on either side were no longer in sync, needing to be adjusted and re-pinned. Netta's time in the workshop started as just a minor service but ended up with boiler out and a full rebuild of the inside valve gear and motion to reduce clearances so that the timing could be re-established correctly. This was hampered by loose horn block rivets.

Britannia had regulator, cylinder pressure relief valve and lubricator issues that have now been solved. Also, her regulator is now working in the standard direction.

Her tender horn blocks are now the correct way up so that the oil cups are at the top! Phil Worrton took Speedy (AKA Adrian Vickers) under his wing and resolved cylinder cover and timing issues with help from Geoff Bashall and others.

On the electric loco front, various minor faults have been rectified as they were reported apart from the 08 shunter that had a major derailment during the Club's 50th birthday celebrations. This resulted in sheared pins and stripped gear teeth. After a lengthy wait for replacement gears from Blackgates Engineering, Phil has now reassembled it, re-quartered the wheels and it is running better than it ever did. As we move into the current year the Class 73 (AKA Doctor John) is having strengthening plates added to the bogies to better support the free ends of the electric motors.

For this coming year I plan to have a rota for loco maintenance so that each steam loco can be given a check-up in the weeks leading up to the boiler test and any boiler related problems fixed following the test. Likewise, the electric fleet will be assigned slots for routine checks and maintenance.

On the track front our dedicated team continue to maintain and improve the track. Mike and John can always be found somewhere around the circuit, checking, adjusting and replacing sleepers. They recently turned their attentions to the level access where extra tabs were added to help with the track alignment.

Currently the portable track is receiving attention and ideas are being formulated to add anti-tip guides to the passenger loading 'A' frames to save all the faffing about trying to level the platforms on an uneven grass field. Looking forward, Geoff, Mark and Nigel will be de-scaling, rust treating and repainting sections of the track under frames during the winter shutdown without actually removing rail sections. They have a method of lifting the sleepers enough to work on the steels and then drop the sleepers back again once the paint has dried. Projects on the cards for this year include the replacement of the bridge treads and possibly the decking, an extension to the left-hand rails in the rear of the carriage store, the building of a 12th passenger car, a hexagonal bench seat to surround the tree dedicated to Jack Hampshire and design of a traverser replacement.

I would like to thank everyone who has helped during the year.

DAVID.

SECRETARIAL SCRIBINGS



Leigh recounts his year ...

The committee has met five times since our last AGM with a lot of discussions taking place using our various skills to make plans and recommendations for the club.

CONTD. ON PAGE 15

A CAUTIONARY TALE (A TRUE STORY) ... from Dave Cox

I thoroughly enjoyed the Winter 2024 newsletter, but one small part brought a memory flooding back!

In Andrew's "Presidential Ponderings" (Yes Andrew, some of us **DO** read (and enjoy) them!) there was a single phrase, I quote "... they had never seen a piece of coal before!".

Well, in a life before Worthing I was a member of the Crawley Model Engineers, and frequently drove trains on their Sunday afternoon, passenger hauling sessions. In the early part of this century (circa 2005) on one bright sunny afternoon I was driving a small 5" gauge 0-4-0 locomotive with two passenger cars in tow. The locomotive was built by the late John Wilks, a Crawley member, and was closely based on Don Youngs "Railmotor" design, but with the addition of a tender. It must be the simplest of locos, so relatively easy to talk about, (I thought!).



On this occasion a young lad, probably about eight or nine, had a couple of rides and then saw me topping up the tender water tank. "OOOh" he said "Running out of Petrol?" I explained that this was just water that I was filling up with, and that this was a "Steam engine". "OOOh" he said, "How does that work then?"

I explained that this big cylindrical thing, in front of me was full of water, and there was a small coal fire (which obviously puzzled him) in one end of it which boiled the water, and turned it into steam. This steam was then used to power the loco. (**Cue:-Open fire hole door, show the lad the fire and pop a couple of shovelfuls in**). By this time of course, my passengers had been replaced by the next trainload and it was time for another lap, so I apologised to the lad and left the station!

On the return to the station, he was still there, this time it was "How does steam make it go mister?" So, I explained that boiling the water, turned it into steam and

the increasing steam built up pressure in the big cylindrical bit. (**Cue: Demonstrate the pressure by blowing the whistle**), "Lad" jumped about three feet, but came back, smiling, and I let him have a go at blowing the whistle himself. I remarked that it was like a kettle with a whistle on its spout, and at this point his mother appeared, "He wouldn't understand that, our kettle is electric and doesn't have a whistling spout!" Again, it was time to be off with the next load of passengers.

At subsequent station stops, I tried to explain that the steam pressure pushed pistons back and forth, and that the connecting rods made the wheels turn, but clearly, Mother, was getting a little bored, and trying to drag "Lad" away. Before leaving "Lad" asked, very nicely, "Could I have a piece of coal to show my friends?", I had a tender full so what the heck, I gave him a small lump, and got ready for my next passenger run. It was then that it happened! as the "Lad" was dragged away, hand in hand with Mum, he held the piece of coal up to her face and uttered the unforgettable, "**I'm gonna try this in daddy's car when we get home**". I was already moving out of the station so could not reply quickly enough!

For the next few weeks, I lived in fear of being accosted by a large and very angry "Daddy" with an equally large garage bill. But (luckily) he never turned up, and I never saw "Lad" or Mum again. So, I have no idea what, if anything, happened.

What has puzzled me many times in the intervening years is, "Where did I go wrong?" Did I give him too much information to digest, or too little? When and how did he make a connection between the power generated by coal and that generated by petrol: between a "toy" steam engine and Daddies car? I guess I'll never know.

So beware, when you talk to members of the public it's best not to get too technical. A simple misunderstanding on their part could have serious consequences.

DAVE COX

SHE FAITHFULLY PROMISED SHE WOULD BE THERE ... WAITING FOR HIS RETURN ... BUT WHERE IS SHE? ... TWO OF HIS PALS COMMISERATE ...



Underneath the
lantern
By the barrack gate
Darling I remember
The way you used to
wait
'Twas there that you
whispered tenderly
That you loved me
You'd always be
My Lili of the
lantern

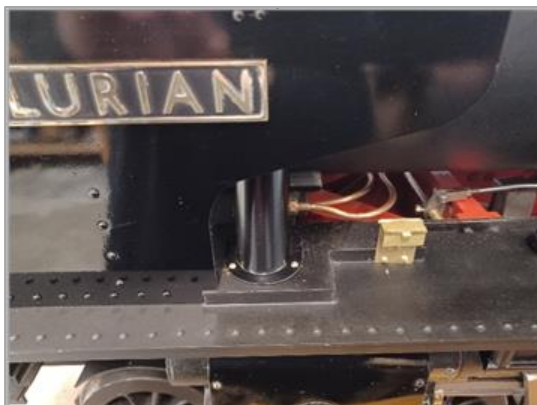


MY PEPPERCORN A1.....with Clive Patten

So, a new year and renewed endeavours to finally get this project over the finishing line. I guess we all made New Year's resolutions that included finishing a project?

Since the last update I have been mainly focusing on the pipework around the back head area. However, before starting the pipework I needed to make the steam brake valve even though I will probably never use it in anger. Quite an easy job with the only tricky part being the finishing of the valve face. Luckily I recently bought some waterstones for sharpening my wood chisels, with the finest a 6000 grit, which is almost completely smooth, but gives a very fine finish.

With the brake valve finished I have all the parts needed to complete the piping. It is very difficult to do any sort of drawing for how the pipe work is going to run, it seems better to just make a start and figure it out as you go. Unfortunately, on the A1 the injectors are located between the frames under the cab floor. You could of course re-site them on the outside like a Britannia, which would make them much more accessible, but would in my opinion look wrong. Putting them on the inside suddenly makes the pipework very congested, even in 5" gauge. After some considerable time and numerous donations to the swear box, I managed to get them all made and connected. The arrangement is such that it would be possible to remove the injectors via a lifting section of cab floor. I feel sure they will need cleaning at some point. One item that did need some extra attention was the brake valve piping, I tried to avoid using cone connectors which would make it look pretty ugly as it is clearly in view mounted to the reverser stand. I managed to get away with just one of the three being a cone fitting, the other two directly soldered pipes. The remaining pipework was comparatively easy, just took a bit of time to get it to look reasonably tidy and something like to real thing.



I did all this pipework with the boiler on the chassis, but the smokebox off, my plan was to now remove the pipes and the boiler and final fit the smokebox and then refit the boiler. So, the smokebox was refitted and I remembered that I had not made the cylinder steam pipe covers, these were made from brass sheet, one U section for the base and a folded section for the main cover and soldered together. They are held in place with 10BA bolts, as you can see from the picture. You may also notice that Father Christmas delivered the name plates. It took me a bit of research to discover if they should be red or black, the nameplates that is, not Father Christmas! Most photos of the loco in 1965 were in black and white so difficult to make out the colour. However, what I found was a picture of the original nameplate for sale on an auction site, and it was black. It made £11,000 just in case you thought I might want to buy it.

Now for the job I had been putting off, remounting the boiler with the steam pipes attached and the smokebox fitted. I had already decided to construct some sort of hoist to hold the boiler whilst I manoeuvred the chassis on the hydraulic table. You can see in the picture how it was setup. And, yes it was as tricky as I had imagined, on the first attempt one of the boiler cladding clips was hitting the front boiler saddle and preventing me getting the right angle to enter the smokebox, it had to come off! Attempt number 2 was eventually successful and after some minor tweaking the steam pipe unions were successfully secured. Whilst the boiler was off, I took the opportunity to put the lining on the boiler bands. Luckily, I checked the width of the bands and realised that the transfers needed to be very

slightly trimmed so they fitted within the bands.

So, I know need to reinstall the cab pipework and check the whole thing for any leaks.

CLIVE

SHOREHAM'S THREE RAILWAY STATIONS ...

... AND THE LOCO THAT I ONCE DROVE ... By Dereck langridge

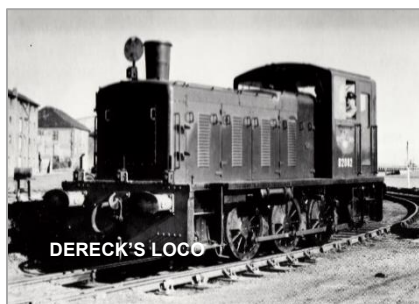
In 1837 an Act of Parliament authorised construction of a new railway, the LBSCR, to connect London to Brighton with branches to the two port towns of Newhaven and Shoreham. This latter branch was the first line to be completed to facilitate transport by sea of heavy materials required for the mainline to London.

KINGSTON

A passenger station was also opened at Kingston in 1840 for the benefit of passengers on the Brighton-Dieppe ferry when bad weather had prevented it berthing at Brighton pier. Access from the wharf below to the coast line was initially by a steam operated winding engine up a steep incline. The ferry was eventually transferred to Newhaven and the station closed in 1879, but freight operations continued with horses shunting on the top sidings and wharf until steam arrived in 1938. All rail activity came to an end in the nineteen-sixties

Now this is where I come into the tale – when I was a seventeen year-old engineering apprentice in the Post Office Telephones. We 'Youths in Training' as we were called, spent a number of weeks 'on the job' training in each trade and in 1959 I was with 'poles 'n holes' and two cable jointers who were eating their lunch in the truck cab. We were in Shoreham docks. I had made the tea and was at a loose end, so strolled across to the shunter and enjoyed a chat with the crew.

To my surprise I was invited onto the footplate - and then given a quick ride the length of a siding - with my hand on the regulator! By the time I had walked back, the telephone cable job had been completed and I was in trouble with my foreman for going awol; but it had been worth it!



SHOREHAM



The coast line extended westwards, reaching Worthing in 1845. The station at Shoreham was originally lit by standard LBSCR gas lamp-posts – just as our terrace at Field Place is today. To provide an alternative link to London from Brighton, the line to Horsham opened for service in 1861, initially as single track.

Just a short distance from the station, across the river Adur, the third station was built, being named 'Bungalow Town Halt' at first to serve the growing community of inexpensive homes nearby. In 1935 it was renamed and became: -

SHOREHAM AIRPORT



Regular air services by railway compnies were operated to Liverpool, Birmingham and Jersey. The station was closed in 1940 for military security reasons.

DERECK L.



I DON'T WISH TO CAUSE ANY DOMESTIC DISHARMONY BUT

On the left, two members clear up after a Wednesday mid-morning tea break, while at right the washing up in the club kitchen after a fish and chip lunch is diligently attended to.

Good jobs done chaps! Obviously well-trained at home!!

(Pictures contributed anonymously)



THE FFESTINIOG RAILWAY - A SENTIMENTAL JOURNEY BY NIGEL BUCK



My first visit to the Ffestiniog Railway was nearly 50 years ago, and for me, it has always had something

special. To that end, I embarked on the construction of Don Youngs 3 1/2" gauge 'Mountaineer' and even managed to get it to a rolling chassis stage until life events put paid to that.

Fast forward to the discovery of the Bygones Event, held annually by the railway to showcase some of the less well used rolling stock and locomotives, demonstration passenger trains and goods trains from the early days of the railway, both as a private company, and an early preservation, and it seemed too good an event to miss. Nowadays with advent of YouTube, and the fantastic monthly Moving Pictures vlog produced by the railway, it is possible to get a good look at what is on offer, and having convinced Sylvia it would be a nice little break (North Wales in October, what could possibly go wrong!) we booked our hotel to cover the full three days of the event.

We elected to spend our first day (Friday) photographing as many trains as possible between Porthmadog and Tan y Bwlch, as that was where most activity was taking place. To aid this, the railway produced a very useful and detailed working timetable of each day's workings, which enabled us to have a basic plan. The train working is fairly intense for a single line with limited passing places, and the variety of the locos and rolling stock allows some pretty spectacular photo opportunities.

For me, the highlight was going to be the world's only gravity operated freight train consisting of a number of loaded, empty, or both slate wagons, steamed hauled to the lines summit, just above the Dduallt spiral, where, once cut loose from the loco, only manually applied handbrakes on the wagons are used to control the trains descent to The Cob near



Porthmadog, This is how the line was initially operated from its inception in 1836, using horses to haul the empty wagons up to Blaenau Ffestiniog, which were replaced by steam locomotives from around 1850.

With our hotel situated directly opposite the station in Porthmadog, it was possible to tuck into a full English breakfast and view the action in readiness for the first departure of the day at 07:40 hauled by the replica Lynton & Barnstaple 2-6-2T 'Lyd' built by the Ffestiniog railway in 2010 hauling a rake of coaches to represent the 1920's.

Another world one off is the replica inspection car built for the Spooner family, which again uses gravity as motive power, but also has the added feature of a sail to enable it traverse the cob if it ran out of gravity oomph. This was seen under sail early on Friday.

The gravity train in action at Tan y Bwlch.

Fairley, James Spooner, built by the Ffestiniog Railway in 2023 runs round its train at Tan y Bwlch.

We spent Friday at various locations including Tan y Bwlch, Minffordd, Penryndeudreath, and Porthmadog:

Hugh Napier (Hunslet 1904) on a freight at Penryn crossing.



CONT. PAGE 10

NIGEL CONTD FROM PAGE 9

The Fairlie Merddin Emrys (Ffestiniog Railway 1899) at left, Tasmanian K1 Garratt (Beyer Peacock 1909) in middle, and Hugh Napier on right

David Lloyd George (Ffestiniog Railway 1992) and the Victorian set at Minffordd night photo shoot.

Saturday was spent riding the line and the trains on offer, starting with Lyd and the 1920's set to Blaenau Ffestiniog, with a short shuttle trip to Tan y Griseau.

Second trip was in the Victorian set, and initially in carriage No10, but to say the ride was rough would be an understatement, so we opted for a more conventional bogie coach on the return trip.

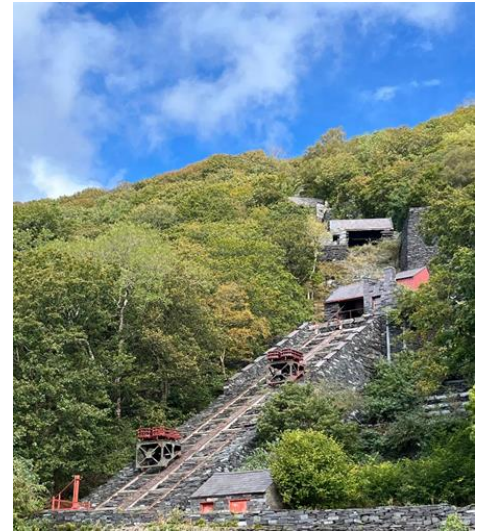
Included in this set was the superb replica 'Curly Roof Van' built in 2004 to the original Brown Marshall design of 1873. An absolute masterpiece in both workmanship, and also the paintwork.

On the Sunday we drove over to the National Slate Museum at Llanberis which has an impressive array of vintage machine tools in the slate quarry workshops, and a rebuilt incline plane for moving slate wagons up and down the quarry slopes.

Finally, as the clouds thickened, and the light was fading we captured the elusive 1899 Hunslet, Britomart on a freight at Minffordd, which rounded off the weekend nicely.

Overall, the weekend was a superb demonstration of the less visible locos etc on the railway, well organised and a credit to all the volunteers and staff of the railway who made it happen.

NIGEL.



BEAUTIFUL WEATHER TO LOOK FORWARD TO ... but when our lovely maple tree at the entrance sheds its leaves in the autumn, it becomes a real chore for our gardening teams!



NEWS FROM THE FED



A few weeks ago, I was approached by the Federation who were planning to launch a reference library on their website, and asking if we would we participate in the project. The library contents were to be articles previously published in the newsletters of individual clubs. I readily agreed to assist, and subsequently sent them a memory stick, holding in their preferred format, copies of our newsletters from the past fifteen years published since I became editor.

Within a couple of weeks over thirty articles from fifteen of our members appeared in the on-line library,

including some of our memorable characters such as Doctor John, Mike Wheelwright, Peter Guy and John Fuller. Many current members are there also – your words are now on the world wide web for ever!

The Federation’s website is accessible by anyone, but much of the content, including the library, is password protected. However, all affiliated societies are issued with their own unique password, usually held by the Secretary, which may be passed on to their members on request to their Sec.

In our case, our Hon Sec Leigh has agreed to circulate this by email around publication time of this newsletter, so if you have had an article printed in this rag, you might well be able inspect it by registering with the Fed on their website.

While there, take a good around the whole site – it can be most engrossing and throws light on the activities by the Fed (which you may not be aware of), for the benefit of all engaged in our wonderful hobby of model engineering.

DERECK L.

THE GARDENS AT THE GARDENSwith Diane Lewins

NOT MUCH FROM THE GARDENS!

Owing to many and unexpected health problems over the last months, I haven't been spending much time in the garden. When I did get a burst of energy, I was able to sweep the leaves off the lawn

and into the borders where the worms do a magnificent job of returning them to usefulness in the soil. Also getting them out of the pond I found to be quite therapeutic!

Despite the recent heavy frost there are still a few roses bravely struggling on, and now there are lots of bulbs coming up and the primroses, having done their thing spreading seeds last year, are growing everywhere. I've filled the bird feeders with seed and juicy fat balls now and then and hope



the squirrels don't pinch it all. Out front the heather has done pretty well and is now coming into flower, as is the rubella. The red against the white is very pretty. My short bursts of energy have mostly been (quickly) used up just keeping things tidy but all in all it doesn't look too bad, as they say.

Hope springs eternal. 2025 has to be better.

Best wishes to you all and thank you for all the lovely cards and messages which

have been extremely comforting

CHEERS, DIANE



Jim Alderman says was on holiday in Wales - where else?!

Tell us again what it says Jim!

A.C. (BERT) PERRYMAN AND A FAMOUS ARTIST

.... BY CHRIS DEVENISH



I first met Bert Perryman when I joined the Brighton and Hove Society of Miniature Locomotive Engineers back in 1967 when I was just a 13-year-old schoolboy (Bert is shown in the picture at left driving Lionel Woodhead's 5" Gauge GWR 47XX 2-8-0 on the old "up and down" track in Hove Park). I also met John Rea, Andrew Breese and John Coleman at that club, but Bert and another member Bob Youldon very much took me "under their wing" and encouraged me in my new Model Engineering hobby.

I desperately wanted my own steam engine and Bert arranged for me to purchase a 2 ½" gauge GWR 4-6-0 County of Cornwall from his friend Lionel Woodhead – I did an extra paper round to help me pay the £60 purchase price !

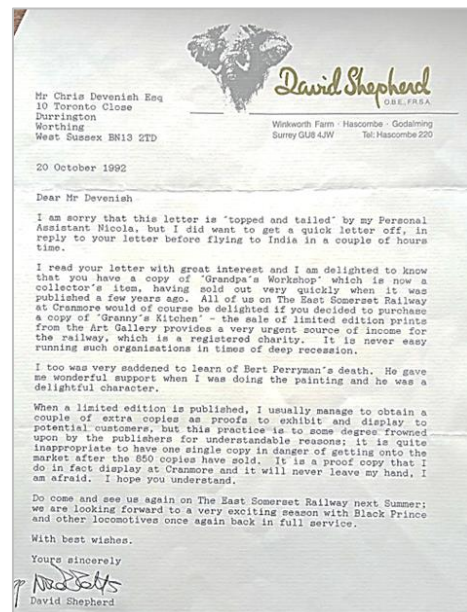
I was very lucky that Bert and Bob had their own cars and they used to take me to various club open days, I remember a number of trips to both the Malden Society in Surrey and trips to the Southampton Club – on one memorable occasion I recall coming home from a visit to the Southampton Club in Bert's Blue and White Dormobile Camper van and travelling along the A27 just before Arundel coming down Hospital Hill, Bert turned off the engine and coasted down the road to the roundabout at Arundel "saving petrol boy" he said. A few years later, Bert, along with John Rea and Andrew Breese decided to set up a new Club in Worthing and I attended the inaugural meeting of the Worthing & District Society of Model Engineers.

Keith West gave a presentation to the Society back in October and related some of Bert's other exploits, notably his motorcycle racing at Brooklands circuit

before WW2, and referred to Bert's book "A Clubman at Brooklands". Bert also published a number of soft back railway books, namely "Life at Brighton Loco. Works" where he was employed from 1928 – 1936; "The Brighton Baltics" and two books of photographs, "Bygone LB&SCR Steam Volumes One and Two", also, published in 1982, a hardback book entitled, "When Steam was King at Brighton".

Bert was a mainstay of our Society for many years and sadly died in 1986. A few years later, in 1992, I attended some sort of work conference at the Old Ship Hotel in Brighton, and in one of the corridors I was amazed to see a print of a picture by David Shepherd of Bert, entitled "Grandpa's Workshop". Bear in mind that this was in the days before the internet and so information was a lot harder to obtain. I desperately wanted to get a copy of the print for myself, and so shortly afterwards, I wandered into an art shop in the Lanes in Brighton during my lunch break, and lo and behold they had a copy of the print which I immediately purchased. We were moving house shortly (from Sompting to Durrington) and I knew exactly where the picture would hang!

I did try to get a copy of the print for the Society at the time, and on a visit to the East Somerset Railway spotted a copy in the signal box which had a permanent exhibition of David Shepherd's paintings. I even wrote to David Shepherd to see if I could buy it, but he said it was his original artist's proof and sadly not for sale !



Moving forward 32 years and it's the Society's 50th Anniversary and just by chance I looked on eBay for "Grandpa's Workshop" and found a copy which I purchased and have had framed.

CONT. PAGE 13

CHRIS CONT FROM PAGE 12

The framed picture (in fact my original print purchased in 1992, as the newly purchased print would not be ready in time) was then presented to the Society in November and now Bert is keeping an eye on the members in the Clubhouse along with his fellow founder member John Rea whose portrait also hangs on the wall in the clubhouse.



I've now got my print back from the picture framers (the framing cost me three times the cost of the print!) and I am pleased to say that Bert is also back on the wall in the lounge of my house here on Romney Marsh.

A FOOTNOTE: -

Apparently, Bert's grandson was in the original photo (below) on which David Shepherd based the painting but for whatever reason, he decided to change the young boy.



CHRIS DEVENISH

WHO DOESN'T LIKE CHOCOLATE?

I have long been annoyed by the misleading, or even downright deceitful packing used for consumer goods to disguise and try to enhance the size or quantity of the contents



A relative recently returned from a cruise, and while on board had bought little gifts for Betty and I. Mine was a bar of chocolate, and since I'm rather partial to sweet treats I was very grateful. When I picked up the box I was immediately struck by its light weight



but of course, using my discretion I passed no comment until the well-intentioned relative had left.

At first glance, the average person might well assume the bar of chocolate was the same size as the box. Quite wrong of course! On lifting the lid, no surprise - the bar was only just more than the dimensions of the 'window'

on top. Cunning disguise! Downright immoral ! But just to raise my blood pressure a bit more, it was to get worse! Having removed the lid, I snapped off and tasted a piece of the chocolate. Delicious – every bit as good as my favourite, Cadbury's milk! But it was only a taste, since the bar was so thin!

My photo from the underside with part of the bar shows how the box had been craftily constructed to give a raised platform (the dark red bit), on which the meagre portion of choc sat.

What about value for money? My relative had inadvertently left the label on the box – an outrageous £8.80 !! And just a skimpy 100 grams. A quick look on line for Cadbury's choc bar came up with one of their small standard bars at 120 grams, close enough for a price comparison. The cost at Sainsbury's was £1.68, and at Tesco £1.50 – for twenty percent more chocolate than my big box held!

Smart marketing, but at what cost to the environment of manufacture and disposal of all that packaging?



DERECK L

A BRITISH RAILWAY PATTERN LOCO LAMP ... by Leigh Gibbins.



With the completion and running of my 5 inch gauge loco "Tom Rolt" I decided what was missing was a loco lamp. This sits prominently on the smoke box of the full size loco at the Talylyn Railway in Mid Wales.

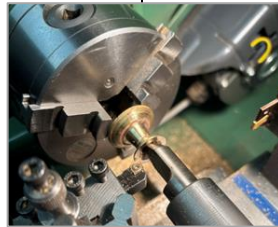
After exhaustive searching on the net, I could not find any drawings of my required lamp. I therefore set to to make my own drawings to some sort of scale that would match the loco.

The prototype railway gauge is 2 feet 3 inches (27 inches) So the scale of my 5-inch loco is 127mm divided by 27 = approx. 4.7 mm to the inch.

Using a photo of the front of the engine I reduced this on the photocopier at work to a close sizing of the loco complete with the lamp. Next, I had to find a face and side-on photo of a real lamp. This I found on one or two auction sites selling the required lamp. Again using the photocopier I managed to get a working size photo.

Now I could begin to draw up some dimensions for my lamp. The body turned out to be 25mm diameter and after a funny five minutes of thinking I could machine copper tube in the lathe I abandoned the idea and found a piece of 30mm brass bar instead. From the outset I had decided to make two lamps and luckily had enough material for both.

I mounted the brass bar in the lathe and proceeded to bore it to accept the top lid and chimney and to reduce weight. I kept a fairly thick wall as I wanted enough to



locate and braze the front lens tube into the front of the body.

Once bored, thinned and parted, the body was blued up to accept some marking out. Carefully marking the horizontal centre line of the lens tube position, I mounted it in the rotary table on the mill. This was set on its side so I could rotate the body to get exact front, side and back positions.

The lens tube diameter approximated to $\frac{3}{4}$ inch diameter and having some thick wall tube and a matching mill cutter I carefully cut the hole, luckily a perfect fit. Further small holes were drilled to match the lens change knob and lid catch, these would be later tapped.

Knowing that the smaller details would be soft soldered to the lamp body I determined which of the larger parts would be brazed together. A brass bezel was brazed to the lens tube front and shaped to suit the photo and then

brazed into the body.

Next I looked at the lamp chimney assembly. I decided to fabricate this as I was not certain of the dimensions here and had to rely on the relative proportions of the parts. This made it easier to adjust the dimensions on the separate parts before brazing up the whole.

I was very conscious of the final weight of the lamp and proceeded to lighten the assemblies where possible, either milling out waste material or boring turned parts.

In part two I will describe the making and fitting the mounting bracket, handle and the smaller detail parts.

LEIGH.

DIANE LEWINS MAKES A WRY OBSERVATION ...

Unusual birds - or are they just contrary?

Late last September Graeme (my second of four sons) collected me for my stay with his family in their new home in Glanvilles Wootton, Dorset. As we slowly approached the village and, of course, driving on very narrow and winding roads, we had to manoeuvre round several Pheasants pecking about in front of us and completely unaware of the danger. They are British Bird Champion Runners and can reach speeds of 21mph so could quite easily have gotten themselves safe if they had wanted to. On a bright sunny day we went to West Bay and went out on my son's boat to visit the Big Yellow Buoy where David's ashes had been spread back

in June. Perched on top of the buoy was a large Cormorant with its wings out to dry. He seemed oblivious to us as we circled the buoy. He wasn't fazed by the noisy outboard motor being so close and ignored us completely. We were even able to leave flowers on the Buoy. It was his perch and he was sticking to it! Back on dry land we had fish and chips on the quay and quite expected to be plagued by the large local Seagull population hanging around the place but no, they ignored us and the five of us were able to have our meal in peace. There were a large number of Starlings also with no interest in us or our food. The only birds seeming at all interested in us all day were several Robins in the garden welcoming us back home.

DIANE.

LEIGH CONTD. FROM PAGE 5:

Mention will have been made of the departure of Paul Parsons from the committee and he will still be a prominent figure carrying on his role as Welfare Secretary. We thank him for his long tenure as membership secretary.

Last year we welcomed 2 new members on the committee, Dave Parsons and Richard Ellis. They have proved that with new blood we get new ideas and new skills. Now we welcome our new Membership Secretary.

During the year the club applied for and received a Community Asset status. This will give us a better standing within the community furthering social well-being and will also prove beneficial when we renew our lease in the new year.

Various events have swelled our financial position including ticket pricing, donations and our auction. However, looking ahead there could be increases in our insurance, rents and services. Our subs still represent incredible value for money for members.

Looking forward to the rest of the year, we already have enquiries for private parties in early April and May, and encourage volunteer crews to come forward.

Our Club Open day is scheduled for 31st May. Worthing Fire Station open day is booked for Saturday 19th July and our 'Sausage Sizzle' is on Saturday 2nd August. Our Charity Day is scheduled for Sunday September 14th from 12 until 4pm and our chosen charity this year is again Worthing Mencap. Green Dreams Day organised by Field Place follows later in the month on September 28th.

Social events have continued to be well supported with the annual Christmas dinner and Quiz Night proving popular.

Our first Saturday of the month steam ups continue to be well supported and numbers have often exceeded some Thursday evening meetings.

To finish this year's round-up I would like to thank my fellow members of the Committee and again welcome our new Membership secretary.

As always, thanks go to those members helping with the upkeep of the club, it's grounds and those in contact with the public.

I look forward to another cracking year.

LEIGH.

PRESIDENTIAL PONDERINGS

I am writing these notes in mid-January while looking out on my back garden. It is a bit of a mess as I suspect most gardens are at this time of year as a result of high winds, much rain, frosts and the effects of an autumn tidy up worn off. Contrast to our 'garden' site at Field Place. Last Wednesday, while taking my customary walk around the site, I was struck by how cared for it looked for this time of year. Viewed from the far north end of the site the whole set up looks good. All credit to those who keep it this way.

A wander into the workshop area of our much-extended clubhouse is a revelation. Thanks to several members who have taken this on board and transformed it into an orderly repair and machine shop. You can now get into this workshop and quickly find an 8BA nut. The steam test rig has proved very popular, being the centre of

attraction on many Wednesdays, testing injectors, safety valves and whistles.

These are all good omens at the end of our 50th Anniversary year where events have been well received and supported. Our site and facilities would be the envy of many societies. We are well received by the public locally and becoming increasingly popular on Sunday afternoons. Expectations of members are different to those of 50 years ago. It was good to see at the recent bits and pieces evening good use being made of CNC machining and laser cutting to drastically reduce time and cost in producing components. The facilities available to members on our site are without doubt the best they have been in the last 50 years. To our newcomers, please tap the wealth of experience and expertise available and make the next 50 years as good as the last.

ANDREW.

CONGRATULATIONS AUDREY! VERY WELL-EARNED!

Much to her surprise, Audrey Avarad was awarded the Adrian Vickers Trophy at the AGM.

This prestigious cup is given annually in recognition of outstanding service to the club during the year.



WELL DONE LONG-SERVICE PAUL!

Paul Parsons received Honorary Membership at the AGM following his standing down as membership secretary.

He had served on the committee for thirty-five years, initially as marine secretary.



YOUR SUBS ARE NOW DUE!

At the AGM, this year's subs were set the same as last year at £35, with £17 for a family member.

The preferred method for paying subs is by bank transfer (this avoids bank charges for cheques or cash).

You will need to use our sort code: 30-99-93 and account number 03679660; the account name is Worthing & District Society of Model Engineers, this is a business account, in the reference please quote your name and initials.

If you are unable to pay by bank transfer, please pay by cash or cheque to the Treasurer, Martin Laker, at a club meeting or by post.



A YOUNG GUEST TRIES THE PSYCHIC POWER OF HIS REMOTE CONTROL.

CHANGES TO THE CLUB DIRECTORY

PHIL DOWNS – new telephone number: 07831926312

PAUL PARSONS – email address is now linpaul73@msn.com and the address membershipwdsme@gmail.com is adopted by:

KEVIN HEMMANT, our newly elected membership secretary.

WELCOME TO NEW MEMBERS!

- Trish & Hugo Coffey of Worthing
- Harley Frost of Worthing
- Stephen Allen of Billingshurst
- John Allen of Lancing

GOOD TO HAVE YOU WITH US FOLKS!

During his Sunday School sermon, the pastor asks the children “Why do you think I wear this collar”.

Little Johnie at the back of the class, who was always first with his hand up, called out “cos it kills all ticks and fleas in fourteen days!”

WORDSEARCH by DAVID LEWINS. FIRST PUBLISHED IN ISSUE 110, SPRING 2010

Another of the ‘Wordsearches’ submitted by our late member over an unbroken period of twenty-three years. I’ll bet no one will remember completing it for the first time!

- | | | |
|-------------|--------------|-----------|
| AUSTERE ADA | EXACTLY | OLYMPIADE |
| AYESHA | FAYETTE | OXO |
| AZALEA | GOAL | PAMELA |
| BAMBOO | GUSSET | POLLY |
| BEER | HANDBAG | PYLON |
| BELL | HELEN LONG | RAINHILL |
| BUN | JULIET | ROEDEAN |
| BURETTE | LILO | SHOE |
| BUS | LINSEED | SPEEDY |
| CAMDEN | LOAD | STORES |
| CANTERBURY | MABEL | TABLOID |
| LAMB | MAID OF KENT | TANK |
| CREAM TEA | MAISIE | TEAM |
| CUNEO | MIST | TEAR |
| DEAN | MITCHUM | TICH |
| DEBT | MOLLY | TOLL |
| DIARY | MOLLYETTE | VIEWER |
| DORIS | MONA | VIRGINIA |
| DYAK | NETTA | WHIP |
| ENIGMA | NOVICE | YALE |
| EVA MAY | OEDIPUS | |

T	N	E	K	F	O	D	I	A	M	G	I	N	E	R
B	A	M	B	O	O	T	T	L	O	A	D	O	X	O
E	M	N	A	B	A	T	S	L	L	B	E	V	A	E
D	Y	A	K	B	E	O	I	I	Y	D	V	I	C	D
G	N	O	L	N	E	L	E	H	M	N	A	C	T	E
P	N	O	L	Y	P	L	L	N	P	A	M	E	L	A
A	I	N	I	G	R	I	V	I	I	H	A	A	Y	N
D	S	H	O	E	N	U	C	A	A	S	Y	F	L	E
S	U	B	W	S	M	M	B	R	D	E	A	N	L	D
S	P	E	E	D	Y	A	I	R	E	Y	L	L	O	M
S	I	E	J	U	L	I	E	T	E	A	R	A	P	A
V	D	R	G	U	S	S	E	T	C	T	M	A	Z	C
S	E	R	O	T	S	I	T	I	C	H	N	T	I	A
M	O	N	A	D	A	E	R	E	T	S	U	A	E	D
M	O	L	L	Y	E	T	T	E	R	U	B	M	C	A