

THE WORTHING & DISTRICT SOCIETY OF MODEL ENGINEERS

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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

GOTCHA !!

During his tenure as Chairman, Kevan has presented the Club's Annual Wooden Spoon to no less than fourteen hapless members, and his witty comments at the time have always been phrased to cause the maximum embarrassment to the recipients for their misdemeanours.

But the boot was to be firmly on the other foot at this year's AGM ... Geoff B our Vice Chair rose to his feet and briefly described the history of our gas fired steam test-boiler; a project close to Kevan's heart. On completion, the fire had been lit and as the pressure steadily rose there were smiles all round and an expression of deep satisfaction on Kevan's face. ... but a strange burning smell was soon noticed ... the multi-point cast iron gas burner was sitting directly on the thin firebox baseplate which had quickly become very hot ... and that in turn was standing on a laminated table! Enough said!

To compound his folly the Chair protested that no harm had come to club property since the badly scorched table had been 'borrowed' from our neighbour and 'they wouldn't know'. But to no avail ... Geoff firmly thrust the spoon into his hands to great applause and laughter from the packed meeting. NICE ONE GEOFF!



**A TYPICAL BUSY DAY AT THE TRACK AS OUR VISITORS PICNIC
BETWEEN RIDES IN OUR WELL-MAINTAINED GROUNDS. THESE
ARE A GREAT CREDIT TO OUR GARDENING TEAM.**



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

THE NEWSLETTER

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The Chairman

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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.

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YOUR DIARY DATES

SEPT	SAT 6 TH	SATURDAY STEAM UP
	THUR 11 TH	CLUB MEETING 7:30 pm Subject to be arranged. See our website IDC
	SUN 14 TH	PUBLIC RUNNING - our BIG CHARITY DAY 1:00 to 4:30 – Note early start! IN AID OF WORTHING MENCAP
	FRI 19 TH	COFFEE MORNING IN AID OF MACMILLAN CANCER SUPPORT 10:30 TO 12:30 NO CHARGE, BUT DONATIONS WELCOME.
	THUR 25 TH	CLUB MEETING 7:30 pm Subject to be arranged. See our website IDC
	SUN 28 TH	PUBLIC RUNNING - GREEN DREAMS DAY 11:00 to 4:00 – Note early start!
OCT	SAT 4 TH	SATURDAY STEAM UP
	THUR 9 TH	CLUB MEETING 7:30 pm Subject to be arranged. See our website IDC
	SUN 12 TH	PUBLIC RUNNING - 1:30 to 4:30
	16 TH TO 19 TH	MIDLANDS MODEL ENGINEERING SHOW LEAMINGTON SPA.
	THUR 23 RD	CLUB MEETING 7:30 pm Subject to be arranged. See our website IDC
NOV	SAT 1 ST	SATURDAY STEAM UP
	THUR 13 TH	CLUB MEETING 7:30 pm Subject to be arranged. See our website IDC
	THUR 27 TH	CLUB MEETING 7:30 pm Subject to be arranged. See our website IDC
DEC	SAT 6 TH	SATURDAY STEAM UP
	SUN 7 TH	SANTA VISITS FOR PUBLIC RUNNING 11:00 to 2:30
	THUR 11 TH	CLUB MEETING 7:30 pm Subject to be arranged. See our website IDC
DO THAT LAST MINUTE XMAS SHOPPING. (AND DON'T FORGET THE McVITIES FOR THE CLUBHOUSE!)		



Strolling along Worthing seafront I spotted a telescope – free to use – no coin slot, courtesy Rampion. I peered in; just a white blob. At the other end, all that remained were the jagged edges of what was once a thick lens, and chips in the paint where stones had been thrown. The single-brain-cell morons strike again! Ed.

Editorial some of this may be worth reading?

Welcome as always folks, but only fourteen pages this time I'm afraid. No apologies from me – it's down to you, the members! Once again I've had to cobble together a lot of my own waffle and pictures to fill this issue. It would be easy to produce many more pages by simply copying articles from Wikipedi and some silly jokes from other internet sources.

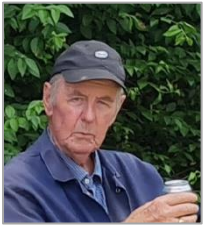
Please don't allow your newsletter to shrink to just a diary page and committee reports! Get writing, even handwritten contributions are really welcome, I'm happy to do the rest.

Or what about an advertisement- free! Want to dispose of some stuff – no charge! Even lonely hearts classified ads are accepted. Let's be hearing from you – it's your newsletter.

DERECK



The Boardroom.....reports from the Committee



A NOTE FROM THE CHAIR

Kevan's regular report ...

It has been noted that we have recently experienced an increase in low level vandalism, nothing major, but annoying never the less. The first thing we noticed. was damage to one of our "dogs must be on a lead signs" It had been pulled from the ground and hit with something, causing enough damage to make replacement necessary. I reported the matter to Julian the Field Place manager, also asking him if the Dog Warden could be contacted, with a request that he or she could visit FP, as to the best of our knowledge none of our members has ever seen him or her on site!

The next incident was where people had held an impromptu barbeque on the new outside engineering table, leaving quite an amount of mess, which also included an attempt to decorate the outside of the shed and the traverser apron with what appeared to be tomato sauce. Next, it was found that the outside tap on the clubhouse wall had been removed, presumably stolen, but was eventually found in the grass nearby, so exactly why it was uncrewed is unclear. Lastly an amount of broken glass was found on the station platform, where a couple of alcohol bottles were seemingly thrown at the station door. Again, I reported these happenings to Julian, who, as usual was very sympathetic and understanding, promising to contact the Police, with a request that they could perhaps patrol the site from time to time.

It has been said on several occasions in the past that the society is like family, helping fellow members navigate difficult times. This was brought sharply into focus for me with the recent loss of my beloved Diana, with all of my friends in the club responding with care, understanding and sympathy, I was deeply humbled by the numerous offers of help, and would like to take this opportunity to thank everybody for helping me through what has been the most difficult time in my life.

My heartfelt thanks.

KEVAN



THE TREASURY

Martin's review of our current finances ...

As I write this report at the end of July, we are now over half-way through our season of public running and I am pleased to report our income from these runs is currently higher than last year, so a big "thank-you" to everyone involved.

So far this year the weather has been kind to us (except the Fire Station run), and visitor numbers have been good, but we always need to keep finding new families to visit, we cannot just expect the same people to turn up each Sunday. If you know somewhere we can advertise with our leaflets please let me know.

Our public running days are a real team effort, most Sundays we have a couple of dozen members on site, but we can always use extra help in the club house and outside. Once again, this year we are finding a need for extra marshals around the track, if more people volunteer for this, then we can share the work-load rather than just a few people covering all afternoon. As I mentioned at the AGM it is good to see many of our new members helping, especially our new younger members.

I am pleased to report the sales table this year is doing very well, thanks to generous donations, and my wife sorting, pricing, and setting up the table, if you have any suitable goods to sell please speak to me (but no more books please!) Our overall financial position is very good, mainly thanks to public running, so let's hope for continued good weather and visitor numbers. Our financial position has also benefited from the sales of goods donated by members – thank you.

Our strong financial position means we can afford to pay for good speakers, but it is proving very difficult finding good ones! If you know any suitable speakers, please let Neil Furze know; then of course we need members to support club nights. Several evenings this year the number of members attending has been very low.

Cont. on page 4

I would like to thank all members that paid their subs by bank transfer, this has really helped with our banking and charges, indeed next year I won't be able to pay cheques into the post office.

Don't forget we welcome cakes to sell on our public running days, especially home-made ones, but any cakes or similar we welcome. Finally, thank you all for your continued support.

CHEERS, MARTIN.



SECRETARIAL SCRIBINGS

Leigh updates us ...

Well, we wanted the better weather and we had our wish granted, the past few weeks has kept the public running days busy, but not too busy.

Our Saturday steam ups have been well attended and have enabled more trainees to get their permits for public running and children's parties. Speaking of which we have two more bookings in August which will bring the total to 5 parties this year.

The fire station open day in July looked like it was going to be a wash-out but luckily the weather turned, the sun came out and so did the punters. We made enough to donate £250 to the fire station charities. Always a lot of hard work to set up but still an enjoyable day.

The Sausage Sizzle was a great success thanks to Geoff Bashall who had a long day organising the event thanks also to the catering staff. Incidentally they cooked 110 burgers, 110 sausages, in 236 bread rolls and 2kg of onions. With over 90 guests it looks like the Sizzle will become a permanent fixture.

Then to top it all John Parsons was then called out to the refrain of 'Happy Birthday' he would celebrate his 95th birthday the day after and helped dish out slices of his wonderful birthday cake. We have also netted a new younger member and we await to welcome him to the club.

We have a busy September with our Charity Day on the 14th when we again host the local Worthing Mencap group, then we have the Green Dreams Day organised by Field Place, and again being a public running day this could prove to be busy so again lots of support please. on Friday 19th Sept we are holding a fundraising coffee morning in aid of the McMillan Cancer Support. This being a worthy cause we encourage you to spend some time with us from 10.30 to 12.30 Please invite friends and family along.

October 12th sees our last public run before the Santa Run on the 7th December.

Thanks to everyone for their help over the past few months, I am still amazed at the level of professionalism shown by our members.

LEIGH



ENGINEERING REPORT

Dave's regular report ...

In the Motive Power department there are the usual maintenance jobs to attend to. Britannia needs minor work to fix the right-hand lubricator which appears to be letting back. (No water in the oil tank so it may be the non-return in the tank).

Netta has a new safety valve thanks to Terry Coston. It just needs a steam check before the next public use, while the right-hand injector on Worsfold is not picking up and probably needs cleaning and pickling.

Runner Bean performed well at the recent Fire Station open day, but it was noted that the pin in one of the wheels that sets the quartering, was loose. Mostyn and Larry will drill and grub screw all of the wheels to rectify this.

A growing number of people have said "buy an electric loco. You just turn up, put the batteries in and go. No cleaning up afterwards either". Well, I'm not sure I agree. Our club electrics have given us a few headaches recently. The Class 37 had a motor failure, which I eventually diagnosed as a broken winding. Having taken the motor apart I found 6 wires detached from the commutator. After a re-soldering job and re-assembly, it is again working. It also suffered a bit of heavy-handed abuse and required a new controller socket. The replacement obtained online had a price on the box of 9/3d, old 'new stock' I guess!

The Class 73 blew the fuseable link on the 4QD controller board, and the 08 seems to have blown some of the Mosfets on its 4QD board. Neil is going to rebuild that with a kit of parts from the supplier. And last but not least the Class 33 had a controller issue, now hopefully sorted.

Whilst on the subject of locos can I remind all club members, that if you drive a loco, steam or electric, you MUST fill in the logbook when you have finished with it. This not only allows our maintenance crew the ability to see what, if any faults occurred and schedule the necessary rectification, but also it provides a paper trail that is evidence of use and maintenance should we ever need to prove safe working practices are followed.

Please DO NOT oil the electric locos. By filling in the logbook you are letting the maintenance team know it needs cleaning and lubrication, which is now one of their tasks.

You will have seen the new outdoor welding bench taking shape in recent months. It is now ready to use for a variety of jobs ahead. Thanks to John Allen and Martin Laker for the concreting of its base and also the new base of the coal store.

The track gang have continued their endless sleeper replacements and are heading down the home straight towards the station.

CONTD. ON PAGE 5

PRESIDENTIAL PONDERINGS

On at least one occasion before, I have drawn inspiration from the BBC program 'The Repair Shop.' Many of you I am sure will have watched this and seen such skills as silver soldering, soft soldering, cutting screw threads and the use of various types of lathe being used outside the field of model engineering.

These centuries old crafts are used alongside modern equipment. Metal cutting is often done with very thin discs in an angle grinder; not a hacksaw in sight. While us model engineers may not be so interested in the stuffing being taken out of an old teddy bear, just cast your eyes around some of the tools and machines in the background.

The recent series of programs have taken a slightly different format. Called 'The Repair Shop on the Road', several of the usual crafts people have visited other chosen crafts in various parts of the country. The episode a couple of weeks ago featured a couple of 'blacksmiths' who had got the job of repairing the weather vane (windvane?) from the top of Glasgow Cathedral.



This reminded me of a job I had when I worked the forge at Amberley Museum. This was to make a replica of a weather cock that had been badly damaged.

Photographs of the old and the new are shown here. The cockerel, made of copper, was three dimensional and made of two pieces bulged out to give the body, and then soldered together. Obviously the two parts are handed. Fibreglass moulds were made of each side from the original and the annealed copper was formed in the mould. The two halves were then soldered together. The spherical globe was made from two spun hemispheres and I seem to

remember I obtained these from a firm of metal spinners in Emsworth.

Subsequently all of the copper components were covered in gold leaf. Not exactly model engineering, but the editor of our newsletter does give us a bit of license.

ANDREW

ENG. REPORT CONTD. FROM PAGE 4

Some small, but not insignificant, stops have been welded to the level access to maintain horizontal alignment of the rails, entering and exiting the swing out sections. During the extended dry period of recent months, the sleepers contracted and the bolts were continually working loose, allowing the centrifugal forces of loco and passengers to change the track alignment. This needed rectifying on a weekly basis but Geoff Bashall's idea of stops seemed to have solved the problem.

In the workshop Mostyn and Larry have continued the clear up and modifications to various machine to make their use much easier in future.

DAVE

THE EDITOR'S CALL IN THE LAST NEWSLETTER SEEKING COPY FOR FUTURE ISSUES WAS READ BY JOHN STOTON ON 12TH OF JUNE THIS YEAR. HE WROTE FROM HIS SELF-IMPOSED EXILE IN THE FAR NORTH OF THE COUNTRY

"12 June + 3 x 7 = 33 June, remember BODMAS from school? I am well in time, or use by date if you are a bit on the young side.

What about a *compost heap* to follow Diane Lewins' *Garden*?

The life of the aged among us can be a bit "*steady as she goes*" but there are plenty of things we have the hindsight to improve on.

Sometimes an event occurs, for example, a new addition to the family or the inevitable repeat order pharmacy list. *Dapagliflozin*. Now your challenge is to say this out loud, according to the rules of English Pronunciation grammar without any Welsh friend thinking you were trying to remember a railway station in Anglesey.

Serious questions to Wikipedia.

If it makes series status, the future might include Future of Broadcasting, Cost of living, View from window, Mountain aerodynamics, What the surgeon said etc.

FOOD FOR THOUGHT! -THANKS JOHN

I COULD ONLY VAGUELY RECALL ANY MEMORY OF WHAT BODMAS MEANT AND HAD TO LOOK IT UP..... ED.

"BODMAS is an acronym that stands for Bracket, Order, Division, Multiplication, Addition, and Subtraction".

SAUSAGE SIZZLE SUCCESS ... by Geoff Bashall

August 2nd 2025, was a memorable event at the clubhouse and grounds, when members, family and friends gathered for a day of relaxation, friendship and food, not forgetting to use the superb facilities for our crafted models. With the number attending exceeding ninety, the club was busy with the Sausage Sizzle.

The field was dotted with Gazebos for catering and shelter, and Keith West was displaying a wartime steam boiler and electrical generator for Field Radios, while three traction engines



chugged around - Geoff Symes, Brian Hunt and Martin Laker. They were happy to instruct members to have a go and experience the joys of their machines. Unfortunately, Phil Worron whose plan to steam all the way from Lancing to Field Place suffered a setback which delayed him for several hours. But but with sheer perseverance he duly arrived just in time to consume his burger before the food was cleared away. Phil then rewatered his tender/water cart, and after a short break set off for the return journey, that's enthusiasm and dedication!



Richard Ellis gave his loco a good testing for haulage, taking four riding cars with seven adults and one child, while Clive gave his new A1 another shakedown run, learning the locomotive and becoming familiar with its firing technique.



Harley who reached the age of sixteen a week ago was learning to drive Worsfold under instruction.

Another young driver was Hugo, driving the club electric named Alan Norman, after a much-missed club member. Some of our guests also enjoyed the experience of driving the Club Locomotives.



Paul Parsons had his steam plant running demonstrating a working model of a water pump.

With the kind service of Jason, family and friends, they undertook the considerable task of cooking 100 each of burgers and sausages, not forgetting the onions. Their timing and cooking were perfection and the hungry hoards were soon queuing up. The club expressed their gratitude with a huge round of applause and a supply of Beer.



It was also a Birthday celebration for John Parsons, who celebrated his 95th birthday on Sunday 3rd August, who incidentally, mowed the field the previous Wednesday so that our park and grounds looked lovely. The candle-lit cake was carried out of the clubhouse, and the field of attendees launched into a chorus of happy birthday. John then sliced the cake for sharing with the guests, by the end this, John's hands were covered in icing, cream and jam, but it was an exceptionally delicious cake.



Such was the relaxed atmosphere of the afternoon, that Blind Driving didn't happen as everyone was happy just to relax and share in the moment.

The club owes thanks to the many who organised, helped and prepared for the event including, Paul, Hazel, Neil, Miriam, Kevan, Lewis, Martin, Richard, David, Jason and his friends. Not forgetting the TC's

I like it when a plan comes together. It all starts again for next year, except with more onions!!!

GEOFF.

MY PEPPERCORN A1.....with Clive Patten

THE FINAL CHAPTER

It's not over until the Fat Controller blows his whistle! (not a reference to anyone at our track of course!).

So, I am now well into the shakedown period, having completed numerous laps of the track on several sessions. I guess the main issue has been with the lubricator, and of course the fireman! Firstly, the lubricator wasn't working at all, and after fixing this it was probably over lubricating, not a problem, only that with only a small tank the oil runs out very quickly. Considering this lubricator is feeding three cylinders, then its size is not really adequate. There is plenty of room to fit a larger tank, however it is located between the frames and driven of the central driving wheels. There wouldn't be a commercially available version that would fit without considerable modification, so I am building a new tank and refitting the old pump mechanism. My plan will be to upgrade the pump and ratchet at a later date, but as the current one works, that can be done later. You can see the new tank alongside the old one in the picture. Just needs to be fitted now.



Another issue that became obvious as soon as you start running were the injector water feed valves, these were a screw down design and became very irritating to use. To avoid a major change, I was able to modify the existing valve bodies to work on a quarter turn. This proved to be a much better arrangement for simpler operation. There is enough other stuff going on during the driving, so the simpler the better, particularly for a novice driver like me.

What I also noticed was that the axle boxes on the front bogie were at the top of their travel and although it seemed to work OK, this was far from ideal. After considering the options I decided to reduce the diameter of the wheels by taking an 1/8" off. This solved the problem and actually the wheels look better proportioned now, so I am wondering if they should have been this size all along?

During the build I think I mentioned that I had fitted LEDs into the electrical headlamps, with a view to making them operational at some point. The brass housings were machined out to fit the LED and resistor. One side of the LED is wired to the brass housing as an earth return and the other via the resistor to a feed wire. You select the resistor based upon the supply voltage, which in my case was going to be a 3v battery. The LEDs are



high intensity so should be visible in daylight. Now I needed to find a place to hide the battery. The A1's actually had a steam driven electrical generator located behind the smoke deflector, an ideal place to also limit the wiring. I was able to find a 3v battery in a half AA size which is ideal to be hidden inside a mock generator.

I made the generator out of bits from my scrap bin, the main body housing bored out to the battery diameter and this screws in the base. With a spring in the bottom and a terminal in the base this provides the battery contacts. I was also able to find a waterproof push switch the correct diameter, this was glued into the generator base and is accessible behind the smoke deflector. You can see the final version in the picture. The wiring to the lamps is via 1/8" copper tube that I have used like trunking and a small brass junction box behind the front steps. Probably too much work in the end, but it is done now and at least gives a talking point.

So, from now on I am hoping that everything is going to be regular maintenance. Hoping to get many more runs in this summer so that I can improve my firing skills.

I hope the story of this build hasn't been too tedious, and I will get Dereck to hold a page for the next project, whatever that is going to be.

CLIVE

THE GARDENS AT THE GARDENS ..with Diane Lewins

THE GARDENS GET GOING.

Honeysuckle on the fence smells so nice, summer is coming in at last. Aquilegias were spectacular and now spreading seed. Peony only had one bloom but, boy, was it big. Periwinkle with its pale flowers and variegated leaves was very pretty too. The wind has played havoc with the roses but they are carrying on valiantly! Even had to make a temporary (that is shorthand for "it has to last a long time") repair to the rose arch over the gate.

The geraniums and snapdragons in the pots are doing very nicely and loving the warm spell. The hydrangea in the lower back garden is massive with too many blooms to count and all ranging through



from blue to pale pink and mauve. After last year's poor show it is quite the opposite now.

The wild life area up back was well and truly strimmed by one of my lovely daughters-in-law and revealed a small holly tree which until then was hidden by the VERY long grass. As it had struggled so hard to exist, we decided to leave it as a new addition for the top garden. All in all, I think everything is OK and thriving well.

Time for a cuppa!



CHEERS, DIANE.

WHAT'S ALL THIS THEN? A FRIENDLY INTRODUCTION TO AI ... by Matt Tuck

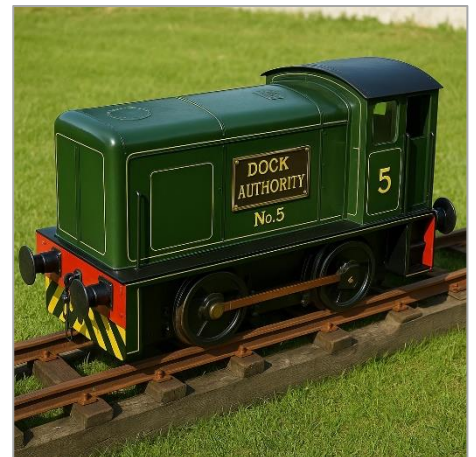
You might have heard a lot about Artificial Intelligence (or AI) recently and wondered what all the fuss is about. While it may sound like something best left to Silicon Valley or science fiction, AI is quickly becoming a handy tool, even for everyday use and hobbyists like us.

In this brief article I'll show you how it works, how easy it is to try, and how it might even help with your next project.

The most commonly used tool is one called ChatGPT which is totally free to use and available online. It works by you entering a small piece of text in a search box (like google) called a prompt. A prompt is just the question or instruction that you type into an AI to tell it what you want. Think of it like talking to a very clever assistant, the better you explain what you're after, the better the answer you'll get. For example, "Explain how a locomotive boiler works" or "how much tolerance do I need to allow in this part"

AI is creeping into engineering like a helpful apprentice who never takes tea breaks, and always has an answer. It's already lending a hand with things like design, testing ideas, and spotting problems before they turn into smoking piles of scrap. It won't replace hands-on skill or good old-fashioned head-scratching, but it might just save a bit of time on your next fiddly project.

I have attached an image which was created by ChatGPT using AI when I asked for it to give me ideas for a new livery for my loco.



MATT.

IN JUNE WE HOSTED ONE OF OUR REGULAR VISITS BY A CHILD-CARE GROUP ...

... And what a pleasure it was. Pictured here at picnic lunchtime the children were both well behaved and supervised. Carers and parents enjoyed their train rides as much as the kids ... and our treasurer enjoyed pocketing the donation he received!



FOXES, SEAGULLS, PONDS, OTHER WILDLIFE AND A PERSONAL WHINGE ... THE GREAT DEBATE.

... by Dereck Langridge

On one of those steamy hot days in June many of us took to the shade and did little except perhaps read and tinker with our mobile phones. Subjects discussed on one of our club social media apps ranged from giant catfish to loco damage repair – the usual welcome and enjoyable mix of subjects related to our hobby or interests. But then a lengthy debate ensued when a member mentioned foxes. This spread onto seagulls. Love 'em or hate 'em – over thirty posts from several members followed, but the exchanges degenerated. I didn't join in – I have long believed that whatever the subject, bad language, insults and smutty innuendoes have no place on that forum. Call me a prude if you like, but I don't care. I try to ignore such postings.

However, having got that off of my chest I would like to share, if you are still with me, a couple of personal experiences concerning various wildlife and my pond.

I built the latter in 1994 and initially stocked it with half a dozen each of goldfish and shubunkins, with four golden orfe. Very shortly after, an early morning glance at the pond showed a heron taking a hearty breakfast. On seeing me it took off eastwards, back to the river Adur, but was so heavy it barely gained enough altitude to clear the garden fence! It had left me with just three golden orfe.

So, the pond was netted before re-stocking! Another menace became apparent ... the odd seagull found that if it landed flat-footed, then the thin pea-netting would stretch to the water surface allowing it reach the fish. Several gold fish bore scars on their back where they were grabbed, but of course their attacker couldn't pull them through the mesh. I quickly fitted a heavier, corded net, but not before one of the flying scoundrels had a nasty incident ... in trying to catch a fish, the net had cut into the softer part of its beak close to its jaw. The more it struggled, the deeper the nylon cord cut. It was close to exhaustion when Betty and I freed the net and pulled it towards us. The trapped beastie was not at all grateful, and tried to attack us! But two quick snips of the net and it was away ... but only a few yards to the lawn where it rested before flying away. While on the ground we could see that his lower beak was split almost completely in two. We shall never know if it survived.

The golden orfe had been too wary and fast to suffer seagull attacks but one, having



grown over the years to about ten inches in length' was sadly the architect of its own passing. We had noticed over a couple of days that it was in distress before finding it floating lifeless on the surface. I noticed a dark leathery object in its mouth ... I needed to know what, so removed it with pliers ... it was a newt which the fish had unsuccessfully tried to swallow 'backwards', tail-first. Poor chaps, both of them.

Both of these creatures were 'recycled' in nature's way ... I left them out for our regular late evening visitor, the local fox ... which neatly leads me onto the second subject of the online debate ... Basil Brush, or Reynard. He quickly clears up our bones and meat scraps, and even seems to enjoy macaroni cheese!

I don't need a waste-food-bucket as promised by our local council, I'm lucky in having a garden, so almost all of our kitchen waste is recycled. Uncooked, like tough outside cabbage leaves and salad trimmings go straight to the compost bins to join the tea bags and potato peelings etc., while practically all cooked left-overs are strategically placed outside to be enjoyed by either Basil Brush or our feathered friends. (seagulls excepted!).

For much of the year I have my lunch in our summerhouse and am rarely alone – flying visitors come in to inspect the premises – insects of many types. Bumble bees seem to be the dumbest, spending ages trying to find a way out through a window glass but others have no problem in finding an exit.

A small, solitary bee came in recently, inspecting every nook and cranny before landing on a socket outlet and crawling inside. It spent several minutes before I saw it reappear, presumably having decided not to adopt it as a home for its future offspring – no wood for it to munch on when it hatched!

ISN'T NATURE WONDERFUL!

DERECK L.

A QUIZ WITH A DIFFERENCE KINDLY SUBMITTED BY MEMBER PETER BACON
THINK YOU KNOW A BIT ABOUT CARS? TEST YOUR KNOWLEDGE HERE! ALL ANSWERS ARE MAKES OR
MODELS ONCE AVAILABLE HERE IN THE UK. I BET YOU DON'T GET ALL AT YOUR FIRST ATTEMPT!
FULL SOLUTION NEXT ISSUE.

Dancing Pit Man		Water Crossing	
Meeting sea and sky		Exploding Star	
I'm Aware too		Precious Blue	
Liked by many		Underground in Paris	
Roundhead Opposition		Fields' Island	
Old Mother in drag		Makes the mouth water	
Oriental Blossom		Degree for Samuel	
That's me Mrs Peel		Designed by Mary Quant	
Iberian Carnival		Heads Continental Police	
Small barrel maker		Cowboy greeting	
Exhaust sounds throaty		Get the point when fencing	
Place to tie your transport up		Minty Loop	
She had a pea under her bed		Creepy crawly	
Success		Chaperone	
Fleet footed feline		Crossing	
Took off in the war		Bucking Bronco	
Swiss greenery		Tiger's game	
Brisk and Lively		Dancers and Rowers	
Should I go first? No		Has Heavenly belt	
Gentle Breeze		The End	

ABBREVIATIONS!! **DIANE LEWINS PRESENTS ANOTHER OF** **HER LITERARY GEMS ...**

Have you been frustrated by an abbreviation in a newspaper article that is not explained? It can be confusing/comical or both.

Here are a few I found when trying to find one myself: MANWEB - not something batman might produce but, in fact, is for Merseyside and North Wales Electricity Board. It makes you want to SCREAM which could be right, as it stands for Society for the Control and Registration of Estate Agents and Mortgage brokers. They're enough to make anyone scream.

As if by magic I found the one I wanted but then spotted BANANA - Build Absolutely Nothing Anywhere Near Anyone. And then ABRACADABRA yep, it really is one. It stands for - ABbreviations and Related ACronyms Associated with Defence, Astronautics, Business and RAdio electronics which doesn't roll easily off the tongue so I can see the logic there to abbreviate.

But, then there was DINKY (not toy motor cars as you might think) it stands for Double Income No Kids Yet. Phew, time to hit the OB (off button) before I go MAD (Mutually Assured Destruction).

DIANE.



MEN AT WORK!

Our new coal bunker, replacing the time-expired original built by Paul Parsons, was assembled in sections by Richard Ellis at his home, on level ground, but when it was re-erected in place beneath the footbridge at our track, it wobbled and was far from level – a new concrete base was called for.

At the top photo, Kevin H and David P clear the site while later, below, Martin the Money decides which way up a spirit-level faces as he begins the shuttering. Concreting was expertly done by John Allen who just a few days earlier had done similarly for the pad of our new outside heavy bench.

At bottom, Richard our carpenter-in-chief on the right, and Neil F are spotted during a hectic public running day doing their bit ...

IMLEC 2025 HOSTED BY THE FAREHAM SOCIETY

On Sunday 22nd of June, those club members who were at our track for public running kept a watchful eye on their mobiles to catch regular reports on the proceedings from Glen Payne who was among several other members attending the event. All seemed to be going well with chairman Kevan Ayling's run until we heard from Glen words to the effect of "DISASTER. It's all over. He's off the track". Kevan relates his perspective on the horrifying event

I first entered IMLEC in 1990, at Guildford, gaining second place on my first attempt with my version of the BR Proposed 2-8-2, with Lionel's example taking first place, although it was his idea for me to copy the design. Our getting first and second proved that the concept of a wide firebox boiler on a heavy 2-8-2 wheel arrangement had potential. Over the next few years Lionel managed to accumulate another six wins with his versions, with mine gaining two first places. During this time, I designed, built and entered a couple of articulated locomotives with encouraging results.

In 2020 I was looking for a new project, and Lionel suggested another 2-8-2 to his original design might be a good idea? So, after four and a half years, I decided to enter the 2025 competition to be held at Fareham. (my eleventh entry) Early testing sessions at our Field Place track were encouraging, with the locomotive proving to be just as powerful and stable as the original.

I attended the event on all three days, and from the outset it soon became apparent that there was an adhesion problem, with even the heaviest locos unable to pull even a light load without slipping to a standstill. Some people I spoke to said they had noticed parts of the track where adhesion was lost, and a few yards further on, regained, possibly due to a slight dip in the track? The consensus of the competitors I spoke to, was that it was a difficult track, with difficult gradients, with the prevailing speed limit of eight mph making it difficult to gain sufficient momentum to tackle the gradients.

The time for my run duly arrived, and I chose a load of thirteen, which included myself, the observer and a guard, which was exactly half the load I had pulled with my original 2-8-2 at Bristol in '91!

Although I gained enough momentum after the start to get over the first gradient, it soon became apparent that although the 2-8-2 had sufficient power, it was brought to a standstill near the top of the second gradient with the wheels continually slipping, with a total loss of adhesion, even though it weighs in excess of 400 lbs! So, after setting back twice, and losing three passengers each time, I finally managed to complete six laps, but with quite a lot of slip every time I tried to put more power on, and bearing in mind this was with only seven passengers. After six laps and an elapsed time of twenty-seven minutes, my observer asked if I wanted to stop, but I indicated that as I had enough fire and time, I would do one more lap.

I should have stopped, because about halfway around the track, disaster struck, with the front bogie lifting and 2-8-2 derailing without warning. Although to his credit, the observer was straight on the brake, the train was unable to stop before the loco fell from the track, doing a considerable amount of damage in the process.

Quite a few of those present quickly came to help, putting out the fire and lifting and rerailing the very heavy loco. I was somewhat preoccupied with sorting out a few cuts and grazes etc, not to mention the shock and disbelief that something like this could happen. I have to say this has been a massive blow to my confidence, with nothing like this happening before in my forty odd years of building and driving model steam locomotives.



**THE MAN WITH THE CLIPBOARD
ARRIVES JUST AS KEV AND LIONEL
DISCUSS TACTICS.**



KEVAN ON ONE OF HIS EARLY LAPS



MOMENT OF DISASTER.



IMMEDIATE AFTERMATH.

KEVAN CONTD. FROM PAGE 11

There was one other derailment during the competition, where a competitor had the front pony truck leave the track, this was quickly rerailed and all was well.

If only I had been that lucky?

KEVAN.

EDITOR'S NOTE: I HEARD THAT CLIVE PATTEN WAS PLANNING TO ATTEND HIS FIRST IMLEC, AND ASKED HIM TO WRITE UP HIS IMPRESSIONS:

IMLEC FROM A NEWBIE SPECTATOR'S PERSPECTIVE.

This year I decided to attend one day of the IMLEC competition, both to support Kevan our club representative and also to personally find out more about this competition, given our club has such a successful history, these are my thoughts. Luckily this year the competition was being hosted by the Fareham Society of Model Engineers, so only a short trip down the road. My chosen day to attend was the Saturday, which although did not include Kevan's run, offered a good view of the competition, with a full day of running.

First impressions upon arriving were very good, the location was well signposted and the car parking organised. There appeared to be many Fareham members present marshalling and offering guidance. Catering was available at extremely good pricing and with the tea and coffee covered by a donation box, obviously the model engineering community are a trusted bunch!

First glance at the scoreboard offered an insight into the Friday runs, where 50% of the competitors were listed as retired! What was also surprising for me was the number of 3.5-inch gauge entries. I had always had the impression that the entries were going to be the top tier of locomotives from across the UK, no disrespect to these entrants, but it was difficult to see how they would be competitive against the 5-inch gauge entries.

What I also wanted to understand was the relative importance of each of the key elements, the locomotive, the driver and the tactics used on the day. Watching the first runs on Saturday first hand revealed the challenging track conditions, even 5-inch gauge Pacific's were slipping with relatively light loads of 5 passengers. There were two particular gradients on the track which seemed to be causing the most problems, the first one was just before a tunnel and only a quarter of a lap from the start. Numerous competitors failed to reach the top just before the tunnel and resulted in reversing back to the start and unloading passengers and taking a second and even third run up. It was clear that the track was very slippery and even with the stewards cleaning and rubbing it with a building brick between runs. Whilst observing some of the subsequent runs it was also clear that there were also some undulations in the track, one in particular just prior to the

gradient up to the tunnel, every competitor passing over this point hoping to get a good run up the bank, suddenly lost traction and were visibly slipping, just when they needed the traction.

Sitting and chatting with Lionel and Kevan was a great source of tactical information, clearly there is a lot more to this competition than first meets the eye. It also struck me that today's competition was a bit like Formula 1 when it rains, suddenly the grid is turned upside down with the most powerful cars unable to put all the power down on the track. So, in fact the 3.5-inch gauge locos may have an advantage as they were running on the lesser used rail, which looked less shiny, well at least one of them did. So, in these conditions' tactics were going to be all important.

Competitors were opting for small loads, even in some cases just the driver and observer. It was somewhat surprising then that Kevan and I overheard the 3.5-inch gauge Garrett driver asking for 17 passengers!! Maybe he knew something nobody else did, was he relying on the rusty 3.5-inch track? Sure enough he lined up in front of his 7 trollies and loaded 17 passengers, and after pulling away from the start impressively, came to a grinding halt on the first gradient.

What did I conclude? Well to be competitive you firstly need the right locomotive, but then you need the right tactics in terms of load selection and running strategy and lastly and not least, experience. Also don't be misled by the friendly chat amongst the competitors, this hides a fierce desire to win.

I'm looking forward to next year already.

CLIVE



Out on our field one Wednesday, the portable track is trial-assembled, following someone saying something about 'urgent'. I'm afraid I didn't understand quite what they meant ... but took a quick pic anyway ... I can assure you it is not what it seems!

MY RESTORATION OF A LONG-NEGLECTED LOCO

... Part 1 by Phil Worren

As many of you know I purchased this loco, "Kimberly star" from Diane Lewins at the beginning of 2025. My first picture is of her and her builder Eric Masters, a member of the Brighton and Hove club. From what I have been told over the last few months she was built in about 1994 but had not been steamed for many years



I have been lucky to get a letter passed on to me about the loco. She was in Diane's garage for some time and I knew that our Brian Hunt had already given her a boiler test, so that convinced me to get her if there was no other interest. I guess the reason for there not being any other interest after a while was this was not based on a loco ever made. It had some interesting pipe work but was in a sorry state with some missing parts.

On getting it into my workshop, my first goal was to see if I could get anything working on compressed air. I got as much oil into bits that were meant to move, and left it to soak for a few weeks.

I did manage to get her running, and after constantly filling cylinders with oil, she was not too bad a runner.



I have got the brakes, whistle and steam drain-cocks working. An ejector vacuum system that was made for braking riding cars is fitted and piped.

She is currently completely stripped down with the frames sandblasted. Apart from her looks, other features are hydrostatic cylinder lubricators. Mechanical pumps are fitted to lubricate all the motion, but I have not yet determined if they are functional.

She must be a very powerful loco having a third cylinder in the frames. There are two injectors but no sign of an axle pump or hand pump, but looking at the first picture it appears that he carried an auxiliary water tank on the riding car; perhaps this was fitted with a pump. Eric also mentioned in his notes that the two unused eccentrics on the main axle were for an axle pump.

PHIL.

SNIPPETS FROM HISTORY

SOUTHERN RAILWAY. ELECTRIFICATION.

FROM OUR SPECIAL
CORRESPONDENT.
GUILDFORD, THURSDAY.

The Southern Railway Company, with the aid of the Mayor and Corporation of Guildford, did a very wonderful thing today. They succeeded in investing so prosaic an event as the inauguration of a new train service – the service of electric trains between London and Guildford – with an atmosphere of romantic old-world ceremonial. The train, which is one of the thirteen new ones that are to operate, left Guildford with the Mayor (Mr. J. Brunsdon Rapkins) and a local party for Waterloo, and there it was joined for the return journey by some 300 guests jointly of the company and of the Mayor and Corporation of Guildford. On the train's arrival again at Guildford the company found that the station of the ancient borough was decorated as though for a Royal visit. Their interest was aroused, too, by a resplendent figure standing out prominently among the crowd waiting to welcome the occupants of the train. This was Guildford's Town

On the left – a hundred years ago from the daily Telegraph of July 10th 1925. It was not until 1st of July 1933 that electrification of the London-Brighton line was completed.

Below, a 'sits vac' advert from the Worthing Gazette of 1973. If Southdown buses employed 'shunters', did they also have 'wheeltappers'. I must ask our Honourable Chairman as he spent several years terrorising junior staff during his time with the company. (And I wonder how much more he earned than the mere £28 a week offered here?)

SOUTHDOWN

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• (1 24)



**THE CLUB IS PLEASED TO
BE HOSTING A MACMILLAN
CANCER SUPPORT COFFEE
AND CAKE MORNING,
ORGANISED BY YVONNE
BASHALL, OUR VICE
CHAIRMAN'S WIFE ON FRIDAY 19TH
SEPTEMBER 10.30 TO 12.30.**

Please invite friends and family to come along and enjoy the park where we will be running trains with no tickets required, and no charge for the coffee and cakes.

Donations will of course be welcomed. On a personal note, the editor urges you to be generous. During his encounter with the dread disease, he was extremely grateful for services so expertly provided by Macmillan Cancer Care.

To assist with the catering arrangements, please either sign up at the Clubhouse or call Geoff on 07746071358 with the number of your guests.



**HEY BETTY, WHAT'S SO INTERESTING
ABOUT THAT CHAP'S TROUSERS?**

...membership of 350, in Marine
Parade.

1970: A 16-year-old boy who sneaked into the Odeon cinema without paying was sent to Borstal. He had been released from a detention centre just over six months previously.

Doreen Flippance passed me this press-cutting. It reminded me of part of my own mis-spent youth! Up to about 1960 I too had bunked into the Odeon (and the Plaza and the Dome) several times together with pals. We'd club together to buy one ticket – once inside he would go to the gent's toilet and open the fire door. If caught, police were never called! We were simply ejected!



An SOS was heard – “Save Our Shrubs” (No decent rain for months) – water carting was needed! Water is heavy, but we had the answer!

WORDSEARCH by DAVID LEWINS. FIRST PUBLISHED IN ISSUE 112, AUTUMN 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!

ACIDIC	EMERY	OSBORNE
ADAMS	FADE	PAGET
ALONSO	FITTER	PIGSTY
AEROBE	GALLEON	PORT
ASTRAL	GOOCH	REEF
AYESHA	GRESLEY	RUINS
AZALEA	HELLIER	SCANTLING
BAR .	HOURS	SCOUT
BLITHE	INGOT	SCREE
BORNEO	ISOBARS	SHIPYARD
BOSCASTLE	IVATT	SHOES
BUSH	LEATHER	SIGN
CALEDONIAN	MACHINE	SPLINE
CAMBRIAN	MERIT	STIRLING
CERISE	MIDLAND	THEOREM
CHESTER	MILDEW	THERMALVEST
CHURCHWARD	NAUTICAL	TOTAL
COAST	NORTH	WEBB
COLLETT	BRITISH	ZINC
DEAN		

