



# THE WORTHING & DISTRICT SOCIETY OF MODEL ENGINEERS

Number 173

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

Spring 2026

## IN THIS ISSUE:

Officers Reports.



Southside Instructor



Lindas Marvellous cake



Tribute, John Stoton



Waterloo Southside



One foot in the Digital age.



Mystery Engine



The Treasurer writes



Engineering Report



Class 52 Western Electrics



Subs are Due

## Winter work progresses.



The track maintenance team are busy removing track panels for rust removal, welding and repainting, a necessary but unenviable job with the continuous wet weather of this winter.

## Water Shortage! What Water Shortage?



With a storage container kindly donated by John Allen, a team were soon in action preparing the base and shielding with trellis ready to harvest the rain water for the summer season.

## THE SOCIETY'S OFFICERS

Patron: Peter Webb

President Andrew Breese

Chairman: Kevan Ayling

Vice Chair: Clive Patten

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\*: Martin Budgen

\*See foot of page 2

## Winter Club Social Saturday 31st January



The winning picture of the "Peter Guy Plate" at this year's social was Geoff Bashall with the picture of Paul under the caption. "Is this a Gnome engine?" Paul took it in good heart but did mutter something under his breath about the parentage of Geoff. Apparently, they are still good friends. It was an enjoyable evening of fun and laughter.

An apology is offered to Sally Gibbins for spelling her name incorrectly in the last issue of the newsletter, also a picture was not included in the article "Very Special Days" Dereck may have found this picture rather risqué but I've published the dirty picture of Sally on Page 3.

THE WORTHING & DISTRICT SOCIETY OF MODEL ENGINEERS  
LOCATED AT FIELD PLACE, THE BOULEVARD, WORTHING BN13 1NP  
[www.worthingmodelengineers.co.uk](http://www.worthingmodelengineers.co.uk)

## THE NEWSLETTER

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The Chairman

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E-mail: [wdsmembership@outlook.com](mailto:wdsmembership@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.



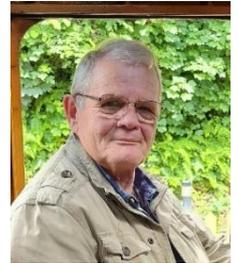
## YOUR DIARY DATES

<b>MAR</b>	SAT 7 <sup>th</sup>	<b>SATURDAY MEET, Tea and chat. 9.00 -1.00pm</b>
	THUR 12 <sup>th</sup>	<b>CLUB MEETING 7.00 for 7.30 The Sunderland Shaper, what it does, Plus the Rolls Royce Trent engine and the Derby Factory</b>
	SAT 21 <sup>st</sup>	<b>COBWEB run times and dates to be confirmed</b>
	THUR 26 <sup>th</sup>	<b>PUBLIC RUNNING roster 2026, Drivers and TC's</b>
<b>APR</b>	SAT 4 <sup>TH</sup>	<b>SATURDAY STEAM UP 9.00 - 1.00PM</b>
	THUR 9 <sup>th</sup>	<b>CLUB MEETING 7.00 for 7.30 Trains, Boats and Plane's. Sir William Beardmore Industrialist. Talk and Presentation by Geoff B</b>
	SUN 12 <sup>th</sup>	<b>PUBLIC-RUNNING 1.30pm - 4.30pm</b>
	SAT 18 <sup>th</sup>	<b>SATURDAY STEAM UP 9.00 -1.00pm Children's Party 2.00 to 4.00</b>
	THUR 23 <sup>rd</sup>	<b>CLUB MEETING 7.00 for 7.30 An update on Shoreham Fort, we last heard back in 2013</b>
	SUN 26 <sup>th</sup>	<b>PUBLIC-RUNNING 1.30pm - 4.30pm</b>
<b>MAY</b>	SAT 2 <sup>ND</sup>	<b>SATURDAY STEAM UP 9.00 -1.00PM Children's Party 2.00 – 4.00</b>
	SUN 10 <sup>th</sup>	<b>PUBLIC-RUNNING 1.30pm - 4.30pm</b>
	THUR 14 <sup>th</sup>	<b>CLUB MEETING 7.00 for 7.30 Subject to be arranged See Website</b>
	SAT 16 <sup>th</sup>	<b>SATURDAY STEAM UP. DRIVER TRAINING</b>
	SUN 24 <sup>th</sup>	<b>PUBLIC-RUNNING 1.30pm - 4.30pm</b>
	THUR 28 <sup>th</sup>	<b>CLUB MEETING 5.00pm-9.00 Fish and Chip &amp; Steam up</b>
<b>JUNE</b>	SAT 6 <sup>th</sup>	<b>SAT STEAM UP 9.00 -1.00pm Children's Party 2.00 – 4.00pm</b>
	THUR 11 <sup>th</sup>	<b>CLUB MEETING 7.00 for 7.30 Subject to be arranged See Website</b>
	SUN 14 <sup>th</sup>	<b>PUBLIC-RUNNING 1.30pm - 4.30pm</b>
	THUR 25 <sup>th</sup>	<b>CLUB MEETING 7.30 Subject to be arranged See Website</b>
	SAT 20 <sup>th</sup>	<b>WDSME BUFFET LUNCH 12.00-3.00 Booking required. Bowls Club</b>
	SUN 28 <sup>th</sup>	<b>PUBLIC-RUNNING 1.30pm - 4.30pm</b>
<b>JULY</b>	SAT 4 <sup>th</sup>	<b>SATURDAY STEAM UP 9.00 -1.00pm</b>
	THUR 9 <sup>th</sup>	<b>CLUB MEETING 7.30 Subject to be arranged See Website</b>
	SUN 12 <sup>th</sup>	<b>PUBLIC-RUNNING 1.30pm - 4.30pm</b>
	SAT 18 <sup>th</sup>	<b>FIRE STATION DAY 10.00 - 4.00pm</b>
	THUR 23 <sup>rd</sup>	<b>CLUB MEETING 7.30 Subject to be arranged See Website</b>
	SUN 26 <sup>th</sup>	<b>PUBLIC-RUNNING 1.30pm - 4.30pm</b>

An event date reminder will be sent to the What's app  
"WDSME Meeting and dates" group. To Join the Group,  
contact the Editor.

## Editorial.....its your newsletter!

This is the first newsletter produced under a temporary editor. With Dereck's sudden and tragic departure, it's important that we try and maintain the newsletter to the high standard that Dereck achieved under his editorship of 67 issues, otherwise we do Dereck a dis-service for all the time and effort he put into producing the newsletter over many years. I'm sure that the club will rise to the occasion, Martin Budgen kindly printed the last issue, in its self a big task. This issue has generously been printed through a member whose company he works for has agreed to print this issue free of charge. I thank you, and to all those members who have supported with stories and articles for this issue. I hope that all members will consider offering their stories of model engineering and anecdotes of their life's adventures relevant to the hobby for inclusion in the newsletter. Everyone has a book in them, please share a chapter.



**GEOFF**



### Page 3 Picture.

### 2025 Annual Petty Mudder Event held in Stanmore Park.

Sally Gibbins and daughter Samantha raised £300.00 for Cancer Research, In memory of Diana and another friend.

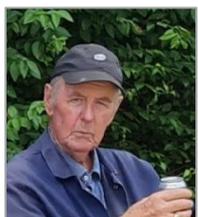
Well, done, Ladies.

Society, and helped make it what it is today, they will all be remembered fondly, and never forgotten.

Unfortunately, in early April, Diana was given the devastating news that she had an aggressive and inoperable form of renal cancer. From that point on, I took a step back from club duties, concentrating instead on my family. Geoff and the rest of the committee gave me their unwavering support at this difficult time, as did the rest of my friends in the club, reinforcing my long-held view that no matter what difficulties your personal circumstances throw at you, the club family will help you through it.

Heartfelt thanks.

**KEVAN**



## The Boardroom Reports.

### Notes from the Chair.

The last year has seen the passing of four valued members. In April we lost Norman Avis, a long-standing member, who for many years was a stalwart of the Marine section. In early October Bob Mitchell passed away, Bob had recently returned to us after a long absence pursuing different interests, also in October, we lost Dereck Langridge another long-standing member, who over the years took on many jobs, including variously, Chairman, Auctioneer and most notably Newsletter Editor. He also did a huge amount of work on the signalling system and if that was not enough, he also found time to write and update the Public Running code of practice.

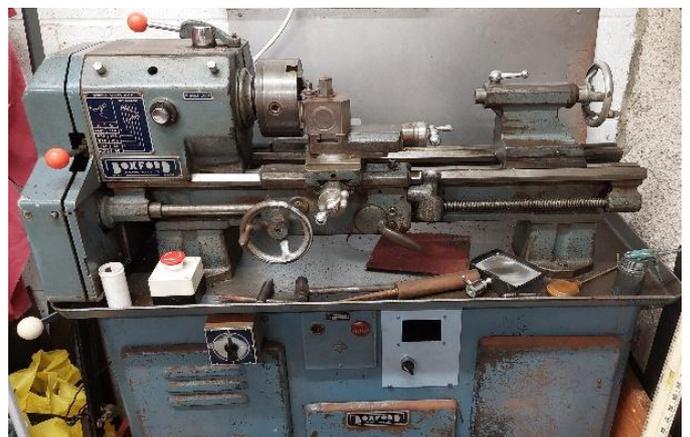
As I write this, we have just received the sad news of the passing of member John Stoton. John was an exceptional engineer, who built many beautiful and intricate clocks, he also gave a lot of his time to Remap, a charity devoted to making and adapting aids for the disabled. All of the above contributed greatly to the



### ENGINEERING REPORT

The workshop has a new Boxford lathe. Kindly donated by a member who was relocating up north and wanted it to go to a good home. Mostyn has made a new back-splash guard for it, and he is going to give it a good clean and repaint.

We have purchased a part-built class 52 Western



diesel-hydraulic from club member Nigel Buck to add to our fleet of electric locos. Martin Budgen is currently working on the electrical wiring.

*Continued on page 5*



## SECRETARIAL SCRIBINGS

*Leigh updates us...*

Last year we had the sad news of the loss of a number of our members which Kevan has referred to and has had the committee in deep discussions over the future of our newsletter.

Looking ahead there could be increases in our rents due to the renegotiation of our lease during 2026. However, our subs still represent incredible value for money for our members.

Our public running days have always been subject to the weather and more so in the latter part of last year when we had to reschedule the Charity Day and Santa Run.

Birthday parties have always been popular and this year we already have two bookings.

Here are a few dates to put in our diaries for events later in the year.

The Fire Station open day in Broadwater has now been confirmed as 18<sup>th</sup> July, so nearer the time we will be asking for volunteers to help with setting up and running the day.

After the successful MacMillan day last year, we have now included a date of Friday 4<sup>th</sup> September for this year. Please do come and invite family and friends for a drink, a chat and maybe a ride on the railway.

Our Charity Day is scheduled for Sunday September 13<sup>th</sup> from 12 until 4pm and our chosen charity this year is Worthing and District First Responders. Due to Green Dreams not being staged by Field Place in 2026 it was suggested that Men in Sheds are invited to have a stall which we hope will swell the donation.

Our social events have continued to be well supported with thanks to Paul for organising the annual Christmas dinner, and Geoff and Yvonne for the Quiz Night, both proving popular as always.

Our first Saturday of the month steam ups continue to be well supported and numbers have meant that extra steam-ups have been included. Thanks to Geoff who has given up his time to organise these and other events for the club.

As always, thanks go to those members helping with the upkeep of the club and its grounds, and those in contact with the public, particularly on public running days.

Looking forward to another year.

**Leigh**



## THE TREASURY

*Martin's review of our current finances ...*

The report for this newsletter is a summary of my statement at the recent AGM:

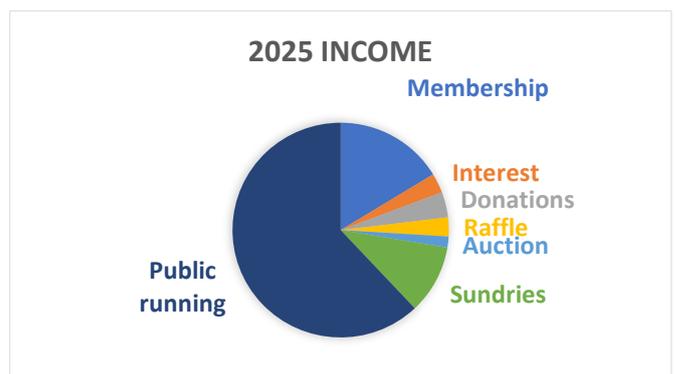
Again, this year I am going to repeat that many of our members contributions do not appear as pounds and pence on the balance sheet. These contributions are vital to the financial running of our club and include: providing talks, grass cutting, building and grounds maintenance, donations of goods to 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 (If we had to pay for all this it could total up to £7000). In particular I want to focus on our refreshments: I estimate last year we consumed: 4000-5000+ cups of tea and coffee, 3,000+ biscuits, 1,400+ slices of cake, 500+ bacon or sausage rolls, and 300+ donuts. Generous members have provided all these items, so there are no costs on the balance sheet! .... many thanks to you all.

The treasurers' "job" would be impossible without the assistance of many members, I make nearly 20 trips a year to the Post Office to pay in cash, handle around 200 transactions, prepare the annual accounts, and most meetings require the treasurer to pay someone or collect money..... BUT! I need to thank members who make purchases for the club, these include Dave Parsons, Neil & Hazel Furze, Jim Alderman, Leigh Gibbins, Geoff Bashall, Kevin Hemmart, Richard Ellis, and a few more, thank you all.

Key points from the balance sheet:

At the end of year income exceeded expenditure by £2,197.96, with total club funds now standing at £34,340.78. The balance sheet again shows just how important the income from public running is, last year a great total of £11,939.29. Overall, we continue to be in a very strong financial position.

The chart below shows the breakdown of income in 2025 reiterating the importance of the public running.



### *Treasurers report continued from page 4*

Looking at the table below we can see the split of public running income for the last 2 years, with very little difference over the two years – just a little down in 2025, it is another great result. The number of rides is around 1,000 lower than 2024, mainly due to bad weather on the Fire Station Day and the original charity day cancellation. I'm glad to be able to report that the sales tables made over £1,500 thanks to members generous donations (please keep these coming in 2026). Another big success in 2025 was the increase in the number of children's parties, it was also very good to see the refreshments income remain steady despite the lower number of rides.

Public Running	2024	2025
<b>Total</b>	<b>£12,210.23</b>	<b>£11,939.29</b>
Rides	7,599.92	6,520.75
Refreshments	2,315.25	2,311.60
Parties	375.00	812.00
Sales Table	997.05	1,564.45
OO Railway	403.18	413.25
Donations	80.63	127.24
Games	439.20	190.00
Charity Day	726.04	1,273.38

As I have reported before – public running is a real team effort: each Sunday we run requires a minimum of around 22 members, frequently we have over 30 members on site, also before each Sunday: making cakes, preparing track, grounds and locos, setting up the kitchen, sales table and clubhouse. In 2025 our children's parties were very successful – again this is not possible without at least 8 members, so please continue to offer to help in any way you can for parties and public running.

As the balance sheet shows, our overall club fund now stands at just over £34,000, it is not our intention to keep increasing this balance, as I have stated before we are considering various options to use some of this money, both short term and in the future. Later this year our lease will need to be renegotiated, this may involve considerable expense if we need to engage a solicitor or surveyor, but hopefully we can secure another 10 - year lease without too many issues, however I think we can expect a substantial increase in our annual rent with the new lease.

The committee has decided that we need to be able to accept payments by bank card both for public running and other members payments. We are seeing an increasing number of requests on public running days

for non-cash payments so this year we will be trialling a "cash-back" type service in the clubhouse.

Please can I ask members where possible to pay their membership fee by bank transfer, cash, or credit/debit card as the Post Office will no longer accept cheques – any cheques will need a special trip to a Lloyds bank branch for me.

If you were not at the AGM and require a copy of the annual balance sheet please let me know. 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 & Richard for handling our eBay sales, Audrey for adding up the cash after public running, and all the club house & kitchen team for handling the cash and collections. My thanks also to our auditors this year Vanessa West and John Dean. To repeat my usual summary, we need to do all we can to promote our club and the public running, but probably the most important note on the balance sheet is that we must **continue to find new members.**

Given our strong financial position and excellent income from public running again 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.

**Martin**

### *Engineers report continued from page 3...*

Towards the end of the public running season both Worsfold and Netta were not performing well. Netta was struggling to pull away with loaded trains and Worsfold suffered a failure shortly after leaving the station. After investigation it was decided that Netta needed to have new eccentrics made to get the timing back on track and Worsfold's axle pump had failed and locked up. The work is nearing completion so both should be back in service to start the new season. We had a passenger car failure on the second to last public running which at the time didn't seem overly serious, just dragging a bit. Possibly one of the anti-tip bars had been bent and was rubbing on the track underframe. A Wednesday inspection showed it was far more serious than first thought. One of the axles had in fact completely worn away where the bearing was fitted. The bearing had seized solid, and the axle had been spinning within the inner journal. This must have been like it for many months. Quite amazing that it still rolled at all. Evidence of the centre drilled hole in the end of the axle can be seen in the right-hand picture. (the picture shows what the axle should look like, at the other end, and what remained after failure)



*Engineers report continued from page 5.*

Glen made a new axle from donated stock, and we purchased new rubber sealed bearings to replace all of the metal shielded ones on that carriage, a job that still needs finishing off on the other bogie if someone would like to volunteer! When you consider the amount of use they get, and the increasing loads we are now expecting them to carry, I think ALL carriages will need checking and bearings replaced this season if others are not to suffer a similar fate.

Another issue where routine maintenance needs to be factored in, is the regular cleaning of the clack and safety valves on all club steam locos. During Worsford's time on the operating table I took this picture of one of the clacks which appeared not to be functioning very well. It could well have been used as a spot the ball competition...



When finally uncovered the ball seemed to have gained wings. How this valve functioned at all is a miracle of biblical proportions. Last but by no means least were the safety valves, whose balls were only slightly less covered in detritus, and by no means satisfactory.



This scale appears to be sandy in texture and very

tough. Speaking to members who pre-date my joining of the club, it appears that the loco had been descale and washed-out several years ago. It is surprising then, that these valves are in the state they are if we have been running on rainwater ever since. I think perhaps another descale is imminent.

If you have your own steam loco there is a lesson to be learnt here. **Please check your balls on a regular basis!**

Two sections of track have been removed and are being worked on under the station canopy. Once cleaned off, and any remedial welding done they will be painted with Kurust, red oxide and then top coat.



David

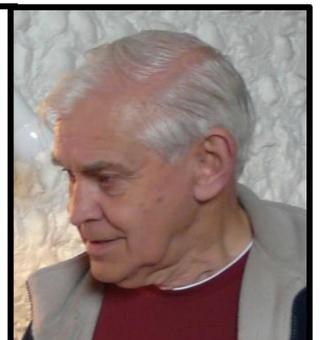
## PRESIDENTIAL PONDERINGS

Recently I was privileged to be invited to a private event at the British Engineerium in Hove, with the engines in steam. This beautiful Victorian building, constructed in the 1860's, was formerly known as the Goldstone Pumping Station. It was one of several steam installations in the Brighton area. The one I remember most was the Falmer Pumping Station just to the south of the Lewes road. When cycling or driving at this point, you could glance at the Pumping Station and see the engines working, as the front of the building was well glazed. This was about 1960. Some of you will have visited the Engineerium over the years since it was restored and opened to the public in the 1970's. Although stripped of some of the exhibits that were originally there, it is still worth a visit and there are occasional days when the engines are in steam and opened to the public. Check the Engineerium website for details. The engines and boilers are kept in immaculate condition by the chief engineer. Sitting by the massive beam engine with the crank and flywheel revolving at slow r.p.m. is mesmerising and reminds one of the times when the pace of life was far slower than it is today. The engine runs in near silence, a far cry from most engines of today which seem to be fast revving and noisy. Talking of noise, it has been pleasing to see (hear!) the experimental work on whistles that has been going on at the Club House on Wednesdays using that wonderful test boiler that was built several years ago. Several members seem to have cracked the dark art of getting a good clear note out of the small whistles. I have a book called 'The Live Steam Book' by L.B S.C I believe the precursor was known as Shop, Shed and Road. If you can lay your hands on a copy it is well worth it. In the book there is a suggestion that a 'Boy Scout' whistle can be adapted to make a chime whistle. This is the type of nickel plated whistle available in the 1950's. Has anyone out there got one?? It is the sort of thing that might be found by rummaging around at a car boot sale or steam rally. In the meantime, keep bringing your whistles, injectors and safety valves for testing on the boiler, it's good fun!

Andrew

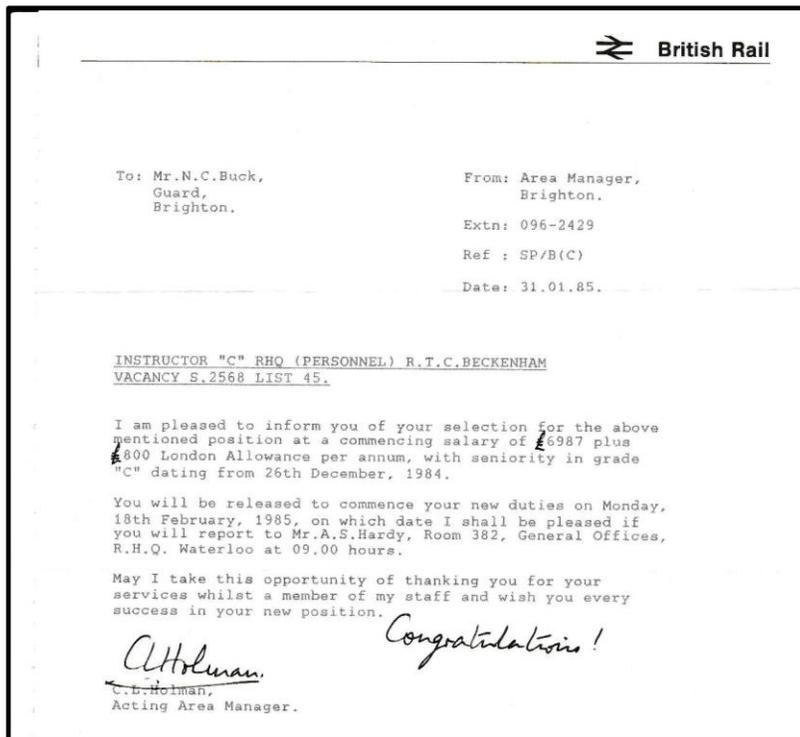
## Russ Spilman

It is with great sadness that we report the passing of a long-time member. We will publish a full tribute to Russ in our next newsletter.

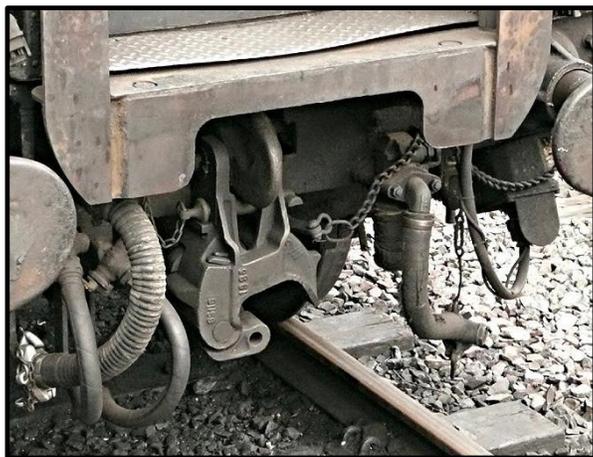


## SOUTHSIDE INSTRUCTOR Part 1

During my 'apprenticeship' as a goods guard and then passenger guard at Brighton depot, the Divisional Guards Inspector namely John West, persuaded me to apply for the role of Instructor (Guards and Shunters) at the Regional Training Centre, Beckenham. No one was more surprised So, having bade farewell to my colleagues, and been allowed to keep the pocket watch given to me the day I passed out as a guard some 5 years earlier. With some trepidation and a significantly reduced income, I reported to RHQ Waterloo and the other successful applicant, Andy Wilson from Ramsgate, we were advised that until our instructor training course was organized, we would be based at Beckenham as the Regional Training Centre at Southside, Waterloo was being completely rebuilt. The irony being that my time at RTC Beckenham (left) was assisting none other than John West, who had been seconded to run training courses until we had completed Instructor training. During this time, John would ask if I would be OK taking various class sessions which was great in getting used to standing up in front of groups.



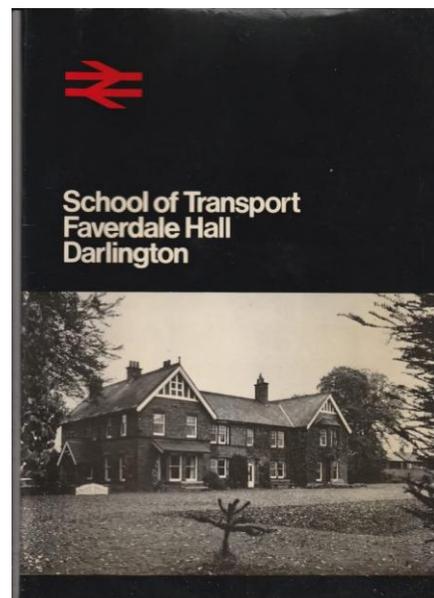
We also did out days to railway locations for on-the-job training such as Wimbledon Park for brake testing procedures and coupling/uncoupling practice. Somehow, I always got lumbered with demonstrating how to raise and lower a Buckeye coupling.



This joker (bottom left) is about a 140lb deadweight, which has to be swung into the raised position with your right arm, and then insert a support pin with your left hand. It's actually not as difficult as it sounds, typically, it is technique, not strength that gets it sorted.

And so after a couple of months, in April 1985 we were packed off to Faverdale Hall in Darlington for our Methods of Instruction course. This wonderful building has been the North Eastern Railway Co Faverdale Works managers residence. The building is still there as non-railway offices, but is now buried in a modern housing estate. At this time, it was one of several BR training centres dotted around the country, but specializing on instructor training. Based on Royal Navy principles, the course was of 4 weeks, and took you through how people learn, setting out and writing training sessions, through to session delivery and how to avoid common errors.

*Continued on Page 8.*



*Continued from Page 7.*

Each delivery session was recorded on video and then replayed for an autopsy on how you had done. Much midnight oil was spent writing and rewriting session plans, and that was for both classroom and practical sessions. What I learned there did me well later in my career in writing nearly all the training courses for my last employer.

There were 12 of us on the course, from all over the country, and many disciplines such as Operations, Civil Engineers, Signal & Telecoms, locomotive maintenance, even the pensions dept.

Two guys from the group I will never forget, firstly Dave Devereaux, a track chargineman from Watford who was just one of life's funny men. Always had a joke and a smart answer for anything.

His piece de resistance was when he was asked to run a session on how to operate a paper guillotine. He started off the session brilliantly setting out the aims and objectives, leaned forward, picked up some papers and duly chopped them in two. Declaring 'there you are, what have I just done?' the guy at the table in front of him then declared 'just chopped my bloody session notes in half!' Our tutor was seen sliding off his chair at the back of the room in fits of laughter. It could only have been Dave to have done that.

Secondly, Stuart Mason. A Driver Instructor from Southport. He and I were on the same wavelength and just had a ball helping each other through the course. There was a mess room at the hall which had a bar with an honesty system which was totted up each week, and your bill was presented to you on Friday mornings. Stuart and I were always first and second in the totals owed.

Sadly, Stuart was taken from us just a few years ago far too young, but in memory of what a great railwayman and how much he was respected, Merseyrail named a unit in his name, seen here being unveiled by his widow Debbie at Southport.

By some miracle, I was deemed to have passed the course to the required standard, and was therefore dispatched back to Waterloo Southside allegedly as a qualified Instructor.

Nigel Buck



## Linda's Macmillan Marvellous Cake



Following on from the Macmillan coffee morning held on Friday 19<sup>th</sup> September. The winners of guess the weight of the cake were John and Valerie Figg they felt that it was too good just to enjoy at home and should be shared, so they donated the cake to a Charity they are involved with the Community Café, Oasis Church, Hangleton Way, BN3 8EQ The Community Café was started in the small Church Hall, and meet on Thursdays 10.30am to 1.00pm serving Home-made cakes and beverages to anyone needing support and a welcome chat.

Linda Parsons Macmillan Marvellous Cake was shared with the Community Café visitors and volunteers on their one-year anniversary of the opening. The Project has been a great success, another example of great care and kindness in the community, long may it continue.

Yvonne Bashall

## Charity Cheque Presentation.



On the 5<sup>th</sup> November we welcomed Worthing Mencap to receive the Cheque for £1300.00 raised on the Green Dreams Day Sunday 28<sup>th</sup> September. An event that was well supported by the Club.

## Gifted Lathe



In November the club was generously gifted the lathe by member Albert Evans. Albert had originally purchased the lathe through the services of our late President John Rea, who at that time was teaching evening classes at Broadwater Technical College, and the college was in the process of disposing of its engineering equipment. With the kind services of Robert Adams and his van, the heavy mob included Kevan Ayling, David Parsons, Glen Payne and Neil Furze the lathe was moved on a wet Saturday morning. Mostyn arriving just in time for the positioning of the lathe in the workshop, and then celebrated with a nice cup of tea and chocolate digestives.

A Job well done lads.



## Christmas Lunch



A large gathering enjoyed the Christmas Lunch at the Bowls Club, Field Place. The event which included every diner receiving a Christmas raffle ticket, was organised by Paul and Linda Parsons who also generously donated the prizes. This year's upcoming



Father Christmas eventually made it to the Club house to greet the children, Sunday 7<sup>th</sup> was cancelled due to an appalling weather forecast for the day, the following Sunday was hastily re-scheduled and Father Christmas duly appeared and greeted the many children that arrived.

## Winter Steam up.



Saturday 3<sup>rd</sup> January was the annual winter steam up, with temperatures around 3 degrees, we had four locomotives braving the conditions, but at least the sun was shining. On the Club Britannia, Harley under the watchful eye of Dave Parsons was enjoying himself. Lionel was giving tuition to his grandchildren, maybe IMLEC competitors in training. In the clubhouse bacon rolls were being cooked by Kevan and Sue, thirty were served, and the attending members expressed they're thanks to Audrey who had sponsored the food.

## John Stoton

1933-2026

It was at a family dinner that John, Jeanne, Liz (his daughter) and her husband Jim attended that I first met John. My wife Sandra had worked with Liz and we had been on holiday with Liz, Jim and the kids many times. Of course, conversation very quickly moved to model making and the building of my IOW O2. At the time, I needed to join an engineering club and naturally in John's opinion the only club to join was the Worthing club. I was thus very lucky to see, up close, the craftsmanship that John demonstrated in the clocks that filled John and Jeanne's house.



My Sandra thinks the number 27 or, about that, was the number of clocks that were on display in the hall and in the front room. All were constructed to the most mind-boggling standard with examples of designs from different places and some designs going back many years. He wasn't content to simply construct the clock but was always analysing the design to overcome inherent problems that the particular clock had demonstrated and thereby producing revised components. Different materials, different expansion rates etc. etc. On one occasion he showed me an escapement he was developing that had adjustable teeth. He had it all worked out in the most amazing detail so it could vary one second a day! Apart from the Stuart-Turner in the hearth by the fire that could run for you if you pressed the switch, there were clocks in that room that are worthy of mention. On the wall was the most wonderful conversation piece. A Tavern clock. A beautiful monster of a clock that looked convincingly 300 years old. John had made this in its entirety, case and sign writing as well, to perfection. In the hall was a pendulum clock that on closer inspection John had incorporated a barometer coil within the pendulum so that air pressure variations that affect time accuracy could be catered for and would vary the time swing of the pendulum. All the clocks were set to different times, as John and Jeanne didn't want all the chimes going off in one giant crescendo.

One of the last projects that John had worked on was a rather complicated ratchet cog for the Colossus computer at Bletchley Park. They had supplied the casting and John had made a spectacular job of it and proudly showed it to me. The only problem, he found out later, was that they had supplied a laterally reversed drawing so the whole thing was back to front. He wasn't too impressed having to do it again.

The Worthing club's recent gain from John's workmanship is a neat jig that produces track sleepers, all with the correct routed positions for the rails. Examples of these sleepers are stacked in piles above the milling machine in the workshop. John was one part of the Worthing club that were clock engineers.

Over the years, this section has declined greatly but he and Jeanne, making teas, were always appreciated and enthusiastic contributors to the life of the club. We wish Jeanne well in her life at the new house near their son.

Thank you, John for introducing me to the Worthing Model Engineering Society and leaving behind so many happy memories.

Liz has informed us that there will be no funeral but if anyone wishes to know Jeanne's address, please let me know.

**Dennis Holmes.**

## The new club loco under construction

### Class 52 (Western) Electrics

#### Control Box

This was the initial build of the project, the original plan having all controls on the handset. These being Speed Control, Sound Level (if available), Fwd/Rev Switch, Single Tone Horn Switch, Two Tone Horn Switch, Sound On/Off. Lighting Control Switches, Red and White Front and Rear, Head Code Lights and Cabin Lights, also fitted is a Deadman's Handle Cord. The cable consists of 25 conductors terminated to a 25 way 'D' Type Connector which plugs into its mating half in the Drag Beam. In Photo 1 in the base of the control box can be seen a group of 3 resistors fitted to a tag board. These control the voltage for the Red and White lights on the Front and Back and also the Head Code light.

Photo 1 shows the internal wiring of the Control Box.

Photo 2 shows the Front Panel of the Control Box and the mating connector to the Drag Beam.

#### Drag Beam

The Drag Beam has the mating connector to the Control Box fitted.

Photo 3 Shows the Drag Beam Connector location.

#### Electrical Interface

Towards the rear of the main chassis is a 25-way Quick Release Terminal Strip mounted across the chassis which interfaces to the connector mounted on the Drag Beam and the equipment within the Locomotive.

Photo 4 Shows the 25- way Quick Release Terminal Strip. Partially terminated.

#### Motor Power Controller

The Motor Controller (I Drive), located between the Electrical Interface and the Battery Well is switched via the 63A Circuit Breaker. The 4 motors are individually wired from the Motor Controller allowing us to keep the wire size to a smaller Cross-Sectional Area, making wire connections to the motors manageable. The pair of yellow wires terminates to the Sound Module for the sound control. The Connector on the right of the Motor Controller interfaces to the controls on the Control Box.

Photo 5 shows the Motor Controller and its connections.

#### Auxiliary Power

The Auxiliary power is derived from a 12V 7.0Ah battery. It is located forward of the main Motor Batteries and is switched by a 1A Circuit Breaker. This supplies the power for the Sound module and the Cabin Lighting. Photo 6 shows the mounting of the Battery Carrier and the Circuit Breaker and associated Distribution Terminals.

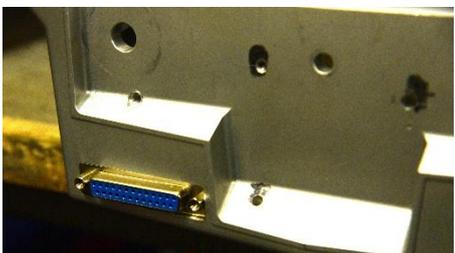
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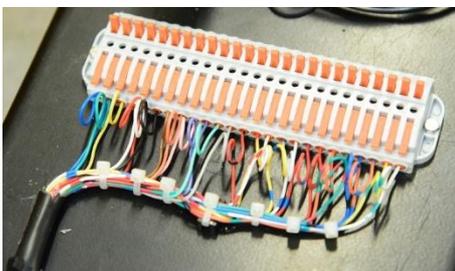
Pic 1



Pic 2



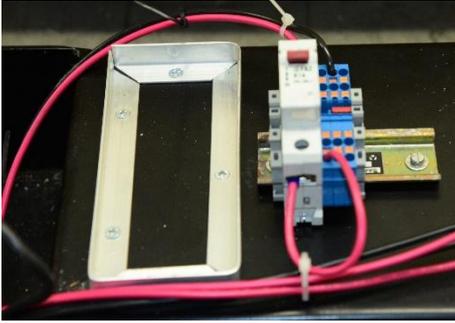
Pic 3



Pic 4



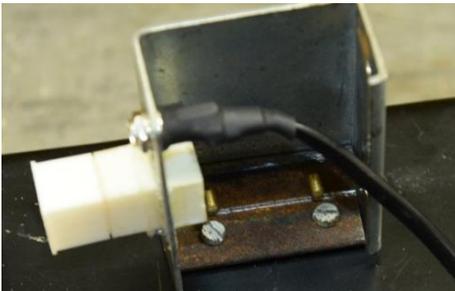
Pic 5



Pic 6



Pic 7



Pic 8



Pic 9

*Continued from page 11.*

## Sound Unit

The connection to the Speaker Box is mounted on a bracket immediately above the 12-way connector for the lighting of the cabin and exterior lights. This allows for removal of the Speaker Box during Battery installation. The sound Module (Mtronics) is to be mounted on a vertical bracket on the opposite side of the chassis to the lighting and sound connectors

Photo 7. Shows the mounting bracket for the sound module. (Unit to be fitted and wired.)

Photo 8 shows the Speaker and Lighting connector bracket.

## Lighting

The lighting is controlled from the switches on the Control Box and interfaces to 3 Loco Body via a 12-way connector. It contains circuits for the front and rear White lights, the front and rear red lights and the cabin interior lights. The intention was to mount the connector vertically but the limited height and space due to the speaker box required a change in mounting.

Photo 8 shows the 12-way connector for the interface to the loco body.

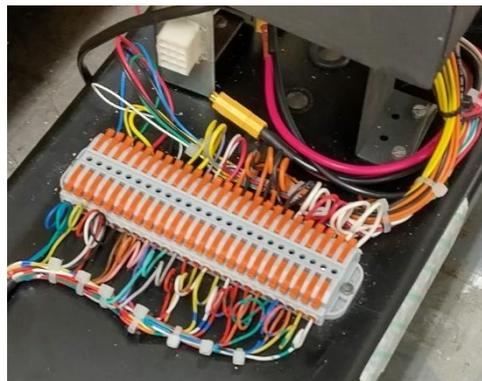
## Speaker Module

The Speaker Module sits above the Traction Batteries and carries 2 off 8ohm speakers wired in parallel, this is removable to allow Battery fitting for running. A 2pin pin connector is fitted to flying lead to allow removal. Photo 8 shows the connector for the speaker module.

Photo 9 Shows the Speaker Module fitted with speakers and positioned on the main chassis.

## Power Bogies

The Power Bogies each contain 2 drive motors, individually powered from the Motor Power Controller, this allows for manageable sized wires and interface connectors. Mating power connectors have been fitted to the motor leads for connection to the power module.



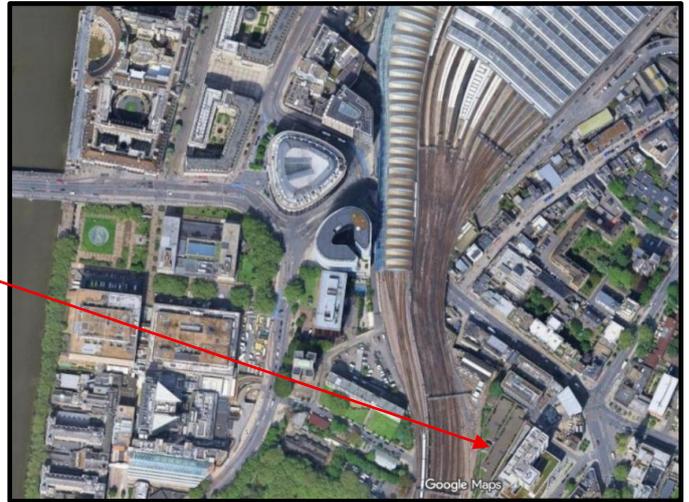
Pic 10 Current wiring status.

**To be continued**  
**Martin Budgen**

## WATERLOO SOUTHSIDE.....A POTTED HISTORY

The site of the Regional Training Centre has had a chequered history, and as with Waterloo Station itself, it sits upon a series of arches lifting it some 20 feet above ground level, adjacent to the south sidings on the approach to the station.

In 1854 the London Necropolis Railway opened its station (below) on the site from where it ran its funeral trains to Brookwood cemetery, some 35 miles to the west. The offices for the station are still there in Westminster Bridge Road. (below right)



Funeral trains ran until 1941 when the Luftwaffe paid a visit to the sidings which rendered them unusable.

After the war, British Railways repurposed the site, and erected some portable buildings for offices, some of which became the main training Centre for drivers.



Fast forward to 1985, the original buildings were well past their sell by date, so a completely new complex of buildings was laid out on the site to become Regional Training Centre, and centralise virtually all aspects of training for the Southern Region.



The single-story modular buildings in this shot show the RTC.

Nigel Buck

## John Stoton

### Mystery Steam Engine

The steam engine was sent to me by John Stoton, who had received it a few years ago from Jean Pickens after Geoff has passed away.

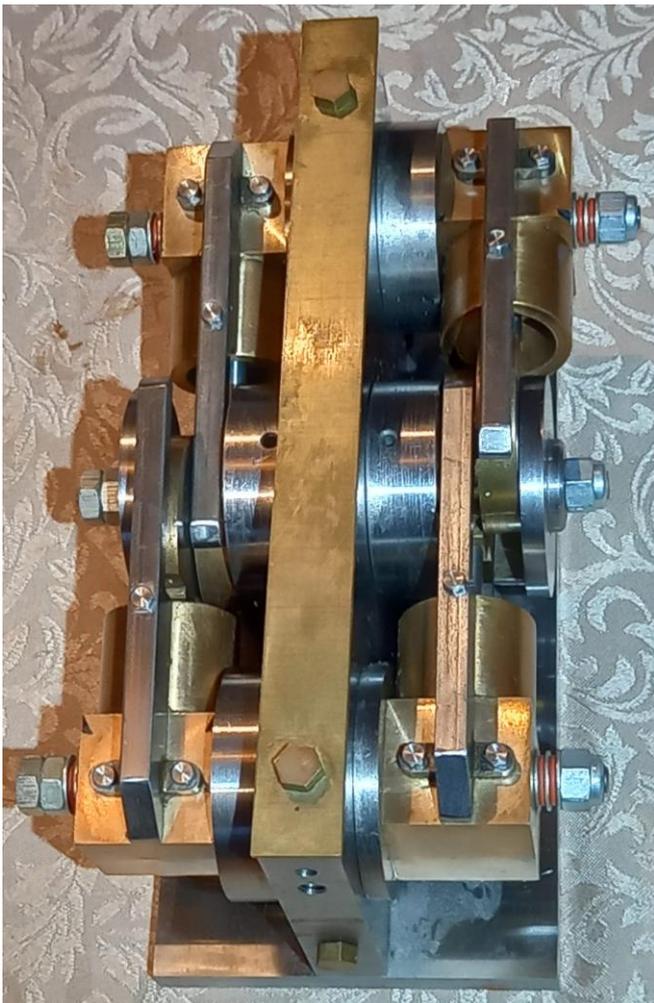
John wanted the engine to return to Sussex and thought I should be its next custodian, to hopefully research and display it.

John had submitted a photo and an article which was placed in the Autumn 2020 W&DSME newsletter, thanks to our much-missed editor Dereck Langridge.

It is a 4-cylinder single acting oscillating steam engine horizontally opposed.

There is no pipework, but passages are drilled and tapped into massive solid parts.

"Massive" is illustrated by the base being  $7\frac{1}{2}$ " x  $3\frac{3}{8}$ " x  $\frac{3}{8}$ " and the central frames being  $7\frac{1}{2}$ " x  $3\frac{3}{8}$ " x  $\frac{3}{8}$ ", all machined, no castings and over 5kg!



John was keen to learn anything about Geoff's engine, was it a freelance Pickens design or based on some published design or article?



The most interesting part is the cam operated rocking levers which I have not seen before.... have you?

John Stoton peacefully passed away in early January 2026, hopefully in the knowledge that I will carry on the research and displaying of the steam engine of Geoff Pickens.

**Can anyone add more information or thoughts on this subject, if so please contact:**

**[Keith West on 07932 775971](mailto:Keith.West@bt.com)**

## The Garden at The Gardens

Cheerful old Daffs are up and brightening up their decidedly soggy surroundings. Primroses also doing nicely. Next door's massive trees have been taken down which has allowed the light back into my space. It has been much too wet to do anything other than stay in and watch things progressing from the window. Frogs have been busy in the little pond and now have some early spawn - Spring is in the air at last. Out front the Heathers are going great guns even hosting a couple of bumble bees to boot and one white rose flowered right through to the beginning of February. Will be giving the roses a prune once (if) the weather improves. Indoors my Poinsettia is into it's fourth year looking pretty as usual. It needed a bit of a cut back before being confined to the cupboard under the stairs from 4.30pm to 9ish the next morning every day on the three month run up to Christmas. A small cutting has survived on the kitchen windowsill and has three lovely red bracts. Got an Amaryllis Lily for Christmas and it now would give a Triffid a run for it's money with four massive triple flower heads! So, there you are, all doing well inside and out at The Gardens.

**Diane**

## One Foot in the Digital Age! by Clive

Some of you will be aware that I started a project to build a BR Mk1 coach in 5-inch gauge. At the outset I had no idea how I was actually going to do it, other than I was not going down the expensive Doug Hewson route, preferring to be more Middle of Lid!

I had been thinking about how to tackle the main body, and decided that it was going to be made of steel rather than brass, both for cost reasons and it also meant that the construction could be welded, rather than soldered. The sides leant themselves to be laser cut, which in turn meant I needed to create a CAD drawing. Having no idea about CAD this was easier said than done! I had an old copy of TurboCad software and so I dusted it off and set about learning how to use it. After some struggles, I managed to create a file that could be used by a laser cutter. Having found a local engineering company in Storrington who offered a laser cutting service, I took the plunge and ordered the coach body sides. Surprisingly having sent the files in the morning the parts were ready on the same afternoon, and they looked really good, with no finishing required.

Now I needed to tackle the window frames, to get them to look right they would need to be quite thin, about 1mm showing at the front. The only solution I could think of for this was 3D printing them in plastic, and luckily John Dean was wowing us all with his latest 3D printed military vehicles, it looked the way to go. The only issue now was that this required a 3D CAD file! My TurboCad software proved too tricky to work with in 3D, so I searched around and found Fusion 360 which amazingly was free for hobby use. More learning on the job, although I have to say it was a lot easier to get a grip on. After a few attempts I came up with the first drawing and John kindly printed it for me, to my

complete surprise it fitted perfectly first time. I was sold on the concept.

Back to the coach body and my initial enthusiasm was somewhat dampened when I discovered that the slight curve I need to add to the sides was not possible on a roller as they were too wide, and even if they fitted I was advised that as the windows were already cut out, they wouldn't roll evenly. Oh £\$&@, what now. After some head scratching and advice from members I decided to make a wooded mould to fit each side of the panel and then put it into a hydraulic press. Experimenting on a piece of scrap I found that I needed a 9mm deflection to achieve the actual 3mm I needed. It took some work to make them, but it worked and gave the desired effect, this was one of those many cases where the tooling takes way longer to make than the actual job it is for.

The roof also presents its own challenge, with the double curve needed to make it look correct. My approach here was to have some cross beams laser cut out of 1.5mm steel and the weld some 1mm steel 10mm wide to form



a "t" section, then weld 16 of these to the body sides forming a rigid structure. The roof panels which would be about 100mm wide could be rolled out of 1mm steel and bonded to the body with CT1 adhesive. Note: not as easy as it sounds!!



Continued on page 16

Continued from page 15

With the roof finally done I started to add the detail, firstly the vents which I made on the 3D printer (again a challenge to get the shape right). On the full-size coach, the roof sections are welded and you can see the raised shape of the weld showing. After some experimenting, I found that stripped electrical wire twisted tight and glued in place gave a pretty reasonable copy. And finally, I added the pipework for the toilet end, simple bent wire with a few soldered brackets and the steps made from brass (not plastic!!). The next big challenge were the flexible corridors; these I used some 3D printed parts



and some old fish pond liner to form the bellow. The ones in the picture were version 3 or 4, all the previous ones looked rubbish, the final ones don't look too bad.

Progress has however slowed somewhat as I have started a new project, having taken over the build of a Merchant Navy locomotive from the excellent start made by fellow member Peter Watford, more on this to come.

Clive



Yes, it's that time of year that the grass grows and we start the mowing season. It's an obligation on our lease that we keep the track and grounds neat and tidy. Every year we try to get two teams of five persons to cut the grass, two on fly-mowers, two on strimmer's and one to drive the tractor mower. On average each team will do one turn a month. If you can help please contact Martin Laker or Geoff Bashall.

## Olympic Gold, Silver and Bronze Trivia from Diane's Book of Everything

Watching the skating on the tele took me back to my younger days when I virtually lived at the rink in Brighton. My double axels, salcos and loops look really old hat now as it's all triples and even quads. The outfits have also updated their look but are covered in sponsors logos and my Bronze award goes to a lady called Caroline Davidson. She invented the Nike swoosh and got paid the princely sum of 35 dollars for her effort. Skiers go the extra mile for their sport and all possible bones in the body have at some time or other been broken except one. It seems the only bone never to have suffered a breakage gets my Silver award and it is found deep in the inner ear! Finally, my Gold award must go to New Zealand - the only country in the world to contain every type of climate in the world. A huge thank you to all the medallists and well done to my Book of Everything, definitely was value for money once again.

Diane

## **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 any bank charges).

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 credit/debit card to the Treasurer, Martin Laker, at a club meeting.

Please note that due to a change in policy, the Post Office will no longer accept cheques, this means the Treasurer would have to make a special journey to a Lloyds Bank branch to pay in any cheques, so please only pay by cheque as a very last resort ... thank you for your help.

