

# THE WORTHING & DISTRICT SOCIETY OF MODEL ENGINEERS

Number 174

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

Summer 2026

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TRACK MARSHALL  
TO TRACK CONTROL,

I AM IN POSITION AT  
THE END OF THE  
QUEUE!



## **THE SOCIETY'S OFFICERS**

Patron: Peter Webb

President Andrew Breese

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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

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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E-mail: [k.hemmant@outlook.com](mailto:k.hemmant@outlook.com)**COMMITTEE DUTIES:**

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

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



## YOUR DIARY DATES

<b>JULY</b>	Sat 4 <sup>th</sup>	<b>SAT STEAM UP.</b> 9.00 to 12.30. <b>BIRTHDAY PARTY 2.00 to 4.30pm</b>
	Thurs 9 <sup>th</sup>	<b>CLUB NIGHT. 7.00pm for 7.30pm</b>
	Sun 12 <sup>th</sup>	<b>PUBLIC RUNNING</b> 1.30 to 4.30 pm
	Sat 18 <sup>th</sup>	<b>FIRE STATION DAY</b> Ardsheal Road, 10.00 to 4.00pm
	Thurs 23 <sup>rd</sup>	<b>CLUB NIGHT. 7.00pm for 7.30pm</b>
	Sun 26 <sup>th</sup>	<b>PUBLIC RUNNING</b> 1.30pm - 4.30pm
<b>AUGUST</b>	Sat 1 <sup>st</sup>	<b>SAUSAGE SIZZLE</b> 9.00am to 4.30pm
	Sun 9 <sup>th</sup>	<b>PUBLIC RUNNING</b> 1.30pm - 4.30pm
	Thurs 13 <sup>th</sup>	<b>CLUB NIGHT. 7.00pm for 7.30pm</b>
	Sat 15 <sup>th</sup>	<b>WORLEC</b> 9.00am to 4.30pm
	Sun 23 <sup>rd</sup>	<b>PUBLIC RUNNING</b> 1.30pm - 4.30pm
	Thurs 27 <sup>th</sup>	<b>CLUB NIGHT. 7.00pm for 7.30pm</b>
<b>SEPT</b>	Fri 4 <sup>th</sup>	<b>MACMILLAN MORNING</b> 10.00am - 12.00 Noon
	Sat 5 <sup>th</sup>	<b>SAT STEAM UP</b> 9.00am to 12.30pm
	Thurs 10 <sup>th</sup>	<b>CLUB NIGHT. 7.00pm for 7.30pm</b>
	Sun 13 <sup>th</sup>	<b>CHARITY DAY</b> <b>PUBLIC RUNNING</b> 1.30pm - 4.30pm
	SAT 19 <sup>th</sup>	<b>SAT STEAM UP.</b> 9.00am to 12.30pm
	Thurs 24 <sup>th</sup>	<b>CLUB NIGHT. 7.00pm for 7.30pm</b>
	Sun 27 <sup>th</sup>	<b>PUBLIC RUNNING</b> 1.30pm - 4.30pm
<b>OCT</b>	Sat 4 <sup>th</sup>	<b>SAT STEAM UP.</b> 9.00am to 12.30pm
	Thurs 8 <sup>th</sup>	<b>CLUB NIGHT. 7.00pm for 7.30pm</b>
	Sun 11 <sup>th</sup>	<b>PUBLIC RUNNING</b> 1.30pm - 4.30pm
	SAT 17 <sup>th</sup>	<b>SAT STEAM UP</b> 9.00am to 12.30pm
	Thurs 22 <sup>nd</sup>	<b>CLUB NIGHT. 7.00pm for 7.30pm</b>

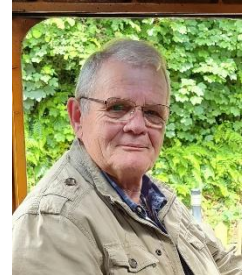
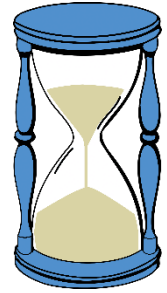
**CHARITY DAY IN AID  
OF FIRST RESPONDERS  
SUNDAY SEPT 13<sup>th</sup> 1.30pm TO 4.30pm**

## Editorial.....Time!

Time! Something we appreciate far more as our body clock marches forward. Time for work, well for some, retirement for others, Time for tea, we've chased time all our lives, such a valuable thing. But now in this ever-increasing selfish world, where people state their demands, entitlements and rights, with no thought for the world around them as they constantly grab from "The Well of Life" It's depressing. For fifty-two year's we've had the WDSME. Givers of time, building the portable track, field place track, clubhouse, locomotives, with the dedication of members still giving their time for maintenance, repairs and public running duties including teas, maintaining a safe and secure site, hosting children's groups, charity events and more. But it doesn't stop there, the knowledge that is held by the members is shared.

When I joined many years ago, time was precious, running a printing business was demanding, and my skills in model engineering were basic, but the friends I made in the club were generous in giving time, to teach, to show, to explain. and enjoy their companion-ship whilst learning. The members still continue to give, just being courteous and listening, you can learn so much from the members lives who so generously give their time. I couldn't have built my Merchant Navy without their generous gift of time. For "The Well of Life" to continue, time is essential. Worthing Model Engineers excel in their giving of time.

When life gets tough, as so often it can, having a club that gives and shares time is a tremendous support in this difficult world.



**GEOFF B**

## The Boardroom Reports.

### Roy Page

As most of you are aware, during mid-May we received the sad news that Roy Page had passed away. Roy had been unwell for some time, although he continued to comment on our WhatsApp group until a few days before his passing.

A few years ago, I visited our local Halfords to get some touch up paint for the car I owned at the time, and was surprised to be served by Roy, who was extremely helpful, I subsequently learned that although well past retirement age, he was working part time in order to

finance a trip to Australia. I also learned that although a trained engineer, he did a variety of jobs during his working life, including a spell as a sub postmaster, and more surprisingly, along with his wife, for a number of years, running an archery attraction in a holiday park!

When Diana was diagnosed with renal cancer, Roy was very supportive, as a renal cancer survivor himself, his positive comments were a great comfort to us.

Roy's last project was a 5-inch gauge Simplex locomotive, which recently made a test run, with Geoff S on the regulator, and a very happy Roy as a passenger. I remember in July 24, Roy asking me if my lathe had the capacity to machine the internal taper on the on the copper petticoat pipe, it did, so it was quickly machined and returned to him, and judging by the test run was successful.

Roy was a very affable pleasant popular man, who was a pleasure to talk to, I will miss him greatly, and I am sure everyone else will feel the same.

R.I.P.



**KEVAN**



## SECRETARIAL SCRIBINGS

*Leigh updates us...*

As I write this during the hottest day in May since records began, it got me thinking if our income relates to the temperature on public running days or is it the number of contacts on social media? Unfortunately, I don't have the data to hand to compare.

Our public running days have always been subject to both the weather and social media so lets hope we don't have to reschedule the Charity Day and Santa Run again.

Birthday parties have been increasingly popular and this year we have five parties booked. Many are repeat bookings from previous years. On top of this are our school and playgroup visits on Wednesday mornings. We had the Ladybird playgroup in May then Palantine School in June.

Please note that we try and arrange private parties to coincide with our Saturday steam-ups. This then helps with the setting up of the track and lights. These parties give any new drivers some experience of pulling larger loads than on a normal monthly steam-up.

Trainee Track Controllers can also gain some valuable experience at running loaded trains at these parties, so do come along and volunteer.



The end of May saw our annual fish and chip supper evening where 52 members and guests enjoyed a nosh up and chat. Thanks to Dave P, Martin L and Neil. The next big event to look out for is The Fire Station open day in Broadwater on 18<sup>th</sup> July, so please consider coming along to help with setting up and running the day. Look out for further information and timings.

## THE TREASURY

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



As I type this report at the end of May we have now completed four Sunday public runs, our first Sunday was absolutely incredible! A record day in many ways –

queues everywhere: in the clubhouse, the ticket office and a monster queue for rides! For most of the afternoon the queue was well beyond the patio, often reaching the tunnel for long periods, with about a forty-minute wait time. Our first run of the year is often busy, but for this day our Facebook views exceeded 70,000, probably as a result of Gary (the local Asda Community Champion) sharing the post which then went country-wide. The takings on that Sunday were a record for a standard day at nearly £1,250 .... BUT I think we all agreed it was too busy.

Our next three Sundays were more "normal" in May we had one very cold Sunday, followed by one very, very hot Sunday, both impacting our visitor numbers. In summary this has been a great start to our season with three parties, one play-group and four public runs giving a tremendous boost to our funds. By the time you read this report we should be over half way through the season and hopefully our success will continue. It is good to note that we continue to see new visitors every Sunday, this is essential as we cannot expect the same people to visit each day. If you know anywhere, we can advertise, please let me know or just take a bunch of leaflets and hand them out. I am also pleased to report that use of our card payment machine is working well, not only for public running but also for other club payments. As I have said before, we can only run for the public with many members support on the day and with donations of cakes and items for the sale table – thank you all.

Now a little grumble ..... Thank you to those members who have offered to help on the grass cutting rota, but we could do with a few more helpers, I know this is physically hard work and is not suitable for everyone, but with more helpers we could share the workload, it is unfair to expect the same few chaps to do all the work. The main issue is manning the two fly-mowers, please, please see what you can do (I really don't want to employ a contractor as this could cost several thousand pounds each year)

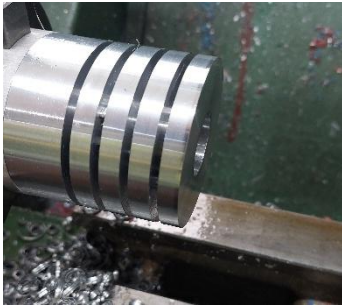
Overall, we continue to be in a strong financial position, although I am bracing myself for a likely increase in our rent with the new lease later in the year, and a new electric supply contract due in July. As in previous years, members donations continue to arrive in the form of cash, supplies, and items for sale, plus as I noted at the AGM, Phil Downs is currently able to have our newsletters printed for us at no cost – thank you Phil.



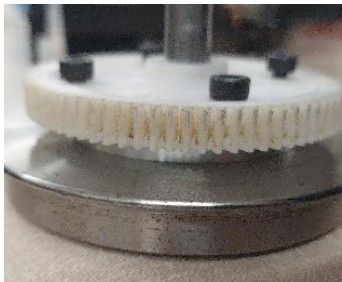
## ENGINEERING REPORT

By David Parsons

My report this time will be brief, due to the allotment and garden being in full swing and Martin Budgen kindly reporting on the Class 52 loco and the signalling.



The class 52 Western diesel-hydraulic is progressing slowly, I have spaced the nylon drive gears so that they fully mesh with the motor pinions. As supplied, they only aligned by about 2/3<sup>rd</sup> their width (Photos: Top left, spacer blanks being turned. Bottom left, fitted between wheel and gear).

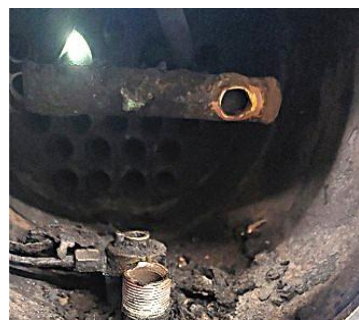


I was not happy with the way the 'Oilite' axle bearings were held, or not as the case was, in the frames. To that end I am working on a method to hold them horizontally and rotationally. An up-to-date report on the progress of the electrics and bodywork, by Martin Budgen, appears later in this newsletter.

Worsfold's axle pump was repaired before this year's public running but unfortunately, she has suffered another failure. This time it is the superheaters that have failed. As with parts that have remained undisturbed for many years (since she was built in 2008) the screws were seized and had to be drilled out of the wet header.



This necessitated removing the smokebox and boiler to gain access (Photos: left, header bolts drilled out, bottom-left photo, broken joint on superheater pipework} While the loco is



in such a state of undress, I think it would be prudent to check and replace bushes and bearings on the motion

while access is good. She may, therefore, be out of service for the rest of the 2026 running season.

On the passenger car front we have purchased new bearings for eight carriages; to start checking and replacing them on all carriages eventually.

Phil Worrton is going to try casting some new carriage bogie side frames (without the lightening holes), using melted down, worn-out rail.

We will be looking to make the driving carriage footrests interchangeable by using Antiluce Drop Catch fasteners (pictured right). I have purchased some fasteners to do a trial, which if successful, will allow the footrests to be put on any driving carriage.



The 2 sections of track removed over the winter were repaired, repainted and installed before the new running season. Thanks to Big Geoff, Mark, Nigel, Mike and anyone else who helped with this.

The footbridge continues to receive attention. Richard Ellis is replacing steps on a 'need to' basis. This work is uncovering some significant corrosion under the wood. At some point soon new steel will have to be welded in. I also gave the decking of the bridge a pressure wash. Before and after photo to the right.



Going forward, we have a list of jobs to do apart from the routine sleeper and track maintenance. Tunnel door maintenance, carriage store lane extension, new passenger carriage, hexagonal seat around a tree and a new method of getting locos on and off the track. With the latter Geoff Symes has rolled a section of channel to match the outer track section near the steaming bays as a template. Hopefully more news in the next edition when Kevan, myself and others will hopefully have visited Fareham club to see their swing out section in action. As always, we are looking for volunteers to help with any of these tasks.

### Finally!

One last, but very important point I wish to reiterate. In the Winter 2024 Newsletter I wrote an article about wheel profiles, due to an issue with our aluminium track profile being shaved by loco/driving trolley wheels. Whilst checking the track last Sunday as part on my Track Controller duties I once again found ribbons of aluminium swarf on the outer loop near the level access. Please **check your wheel profiles**. if you are uncertain of your wheel profile. Please ask for advice. If you wish to see the correct profiles, please ask and I will give you a copy of the wheel profile article.

## PRESIDENTIAL PONDERINGS



Towards the end of last year, a large tower crane was erected in the centre of the village(!) where I live. To put it all together a mobile crane was used and as it is very visible from where I live, I watched the process. It looks like a good bit of engineering and as all the steel work is painted yellow it is very visible against the sky as a back drop. At this time of year, about an hour after sunset, it is quite a sight silhouetted against the coming night sky. Anyway, to move on, the site was the former Chandlers Garage and Accident Repair Centre, which would eventually become 34 stunning retirement apartments for the Over 60s. So, where does the Model Engineering come in? Those over 60 may consider downsizing because their current house is too large or the garden might be unmanageable. Much of the furniture might not fit in, but what about the workshop? The sales lady who showed me around a similar luxury apartment the other day, would probably have said something unprintable if I had asked if I could set up a lathe in the second bedroom, and then I would have to deal with my wife! The late Derek Kilburn, who some of you will remember, was persuaded by his wife to look around a similar apartment many years ago. I think the

visit came to an abrupt end when he asked 'Well then, where do I put the bench with a vice on it?'

Another of our late members, Jim Tobutt, of clock fame, moved from a bungalow in Findon Valley to an apartment in Rustington, determined to take as much of his model engineering kit as possible. I visited him in his new location shortly after he moved, and he had managed to smuggle in his lathe (all be it quite a small one) and some other kit including a large part-built beam engine. Unfortunately, he died before he could set it all up, so I never knew how he would deal with the noise and vibration problem. Another of our well-respected late members, Michael Wheelwright, spent much of his working life abroad and always set up the workshop, wherever he was in the world. The last of these was in a bedroom in an apartment in Spain. He built several locomotives under these conditions and would recount how he had to dismantle them into manageable bits to smuggle them through customs. So, how does a Model Engineer downsize? Answers on a postcard please!

**Andrew Breese**

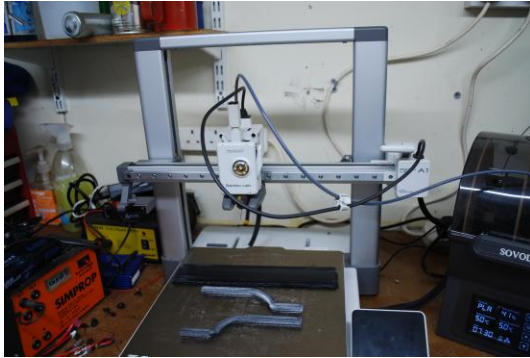
## Counties and their flowers



Did you know that Counties have their own flowers? Sussex (East and West are counted as one for this) has one called The Pride of Sussex or Round-headed Rampion, pictured above. It has sharp-blue flowers and is said to resemble a many tentacled jelly fish which doesn't sound like anything you would like to find in a bouquet! Surrey has the Cowslip and Hampshire has the Dog Rose. Devon gets the Primrose and for Hertfordshire it's Mistletoe. Argyll in Scotland has the Foxglove. Cardiganshire in Wales has the oddly named Bog Rosemary. The one for Northern Ireland's County Derry is Purple Saxifrage. Looks like every County has one, but obviously not room for anymore here.

**Diane Lewins**

## 3D PRINTING by John Dean



A toy to play with at home or a new tool for the professional workshop? The answer is both although my only experience is with the former.

So, what is it? In simple terms the laying down of material in a controlled pattern to form the finished object. In the home use a filament of plastic 1.75mm in diameter is passed through a heated extruder in a pattern commanded by a G code which controls the X, Y and Z axes as in a CNC mill. Each layer depending on the setting chosen has a depth of between 100 and 200 microns. The type of filament used depends on the final usage and is available in various strengths including a carbon-fibre filling for the ultimate strength.

The G code used to generate the pattern is obtained from a STL file which includes other parameters such as the heat of the printer bed and the temperature of the extruder as these vary depending on the filament being used. STL files are readily available and many of the smaller ones can be downloaded for free from a number of websites. I amused my grandchildren over the Easter holidays by printing a Minecraft clicker and a unicorn – simple but fun and they enjoyed it. The more complex subjects such as my 8 wheeled armoured personnel carrier are available at reasonable cost - £20 to £30.



The next step is to be able to design your own prints and this requires a 3D design programme such as Fusion 360 as used by Clive to print his coach window frames and ventilators. Matt (the club expert) is using it to print the window frames for the new club electric loco and I have just printed some parts designed by Terry for his Firefly. Personally speaking, I am struggling to get past designing a very simple battery box, bit pathetic for someone who started working life as a draughtsman.

3D printing is finding many uses in industry especially for prototyping, small production runs and manufacturing complex parts which could not be made by any other means.

The materials used in industry are wide ranging from mild steel to stainless and even more.

So, yes, it is a toy but a very useful one at that which has given me an interest when no longer able to cope with heavy metal and promotes domestic harmony as I no longer trail swarf into the house or leave oily marks on the hand towels.



## Just for fun

John Dean



D Wickham & Co of Ware in Herefordshire introduced their trollies in 1922 as a track repair and inspection vehicle and production continued until 1990. Some 30 or so remain in preservation with a couple at Amberley.

I couldn't find any readily available drawings and measuring the ones at Amberley seemed a step too far for a bit of fun so I worked from some pictures of an OO gauge version.

The model was drawn on Fusion 360 CAD programme (with some help from Terry on the wheels) and printed on my 3D printer. The design was pretty much trial and error (with lots of error) and copious amounts of poetic licence.

The figures were printed from STL files obtained from the internet.

Not expensive at £3.58. Motive power is a Chinese double output worm gearbox and motor running from a two cell LiPo battery at 11.4v.

### Class 52 (Western) Update.

I have decided to include this short report to keep members up to date with the build status of the Class 52. The chassis has been fully wired and the drive system checked along with the sound board. The drive bogie axles have been split to allow improvement of the meshing of the gears by fitting a spacer behind the wheel gear as the meshing was slightly less than perfect. See David Parsons report. The Cab is currently being fitted with the vents and window fittings 3D Printed, (Collaboration by Matt Tuck and Clive Patten) prior to paint and the installation of the red and white lights, head code lights and Cabin lights.

**Martin Budgen**



### “Track Control to Field Marshall”

A new set of Walkie Talkie radios have been purchased to aid communication during Public running events. The Marshalls on the field can now inform the Track Controller or vice versa of signal, locomotive issues and public behaviour safety concerns. Additionally a bell chime system has been added to the carriage shed to alert the TC of either ticket office or disabled access attention.

### A Members Good Deed.

As the rally season approached it was time to re-commission one of my vintage stationary engines. The 1924 Hartop 1½HP Open Crank engine lives outside under cover, the magneto inside the garage. Once the magneto was fitted and timed up a general clean and oil up followed, next remove and clean out the carburettor and jets. Having not used the engine for over a year the modern petrol tends to leave a residue behind in the carb. So removed carburettor and jets, cleaned and carefully screwed them back, but not carefully enough for the small pilot jet as it parted company with its tiny thread – Oh B\*\*\*\*r. What to do now, I managed to remove the broken section of thread from the carb body and then spent hours trawling the wonderful internet for a replacement jet. The only information available for the Amal carburettor was for a 1926 Hayward lawnmower, chances of getting a replacement jet was NIL. The only answer seemed to be a different carburettor, but as the engine is over 100 years old the goal is always to try and keep it original!

At W&DSME club meeting I mentioned my dilemma to member Victor Ham and to my surprise quietly he said, “I could make a new jet for you”. **Hooray!**

Two weeks later at the fish and chip night Vic presented me with a brand-new manufactured-jet. I have since very carefully fitted the new jet into the carburettor and it now awaits running trails. The pilot jet is small just 12mm long x 4mm diameter with a 15 thou hole – Tiny.

And so the ancient Hartop lives again with thanks to the time and expertise of a fellow member Vic Ham a Model Engineer of great skill. Many thanks Vic and a job well done.

**Keith**



**MACMILLAN**  
**COFFEE & CAKE MORNING**  
**WDSME, Field Place.**  
**10.00am to 12.00 noon.**  
**FRIDAY SEPT 4<sup>TH</sup>**

# SOUTHSIDE INSTRUCTOR Part 2

By Nigel Buck

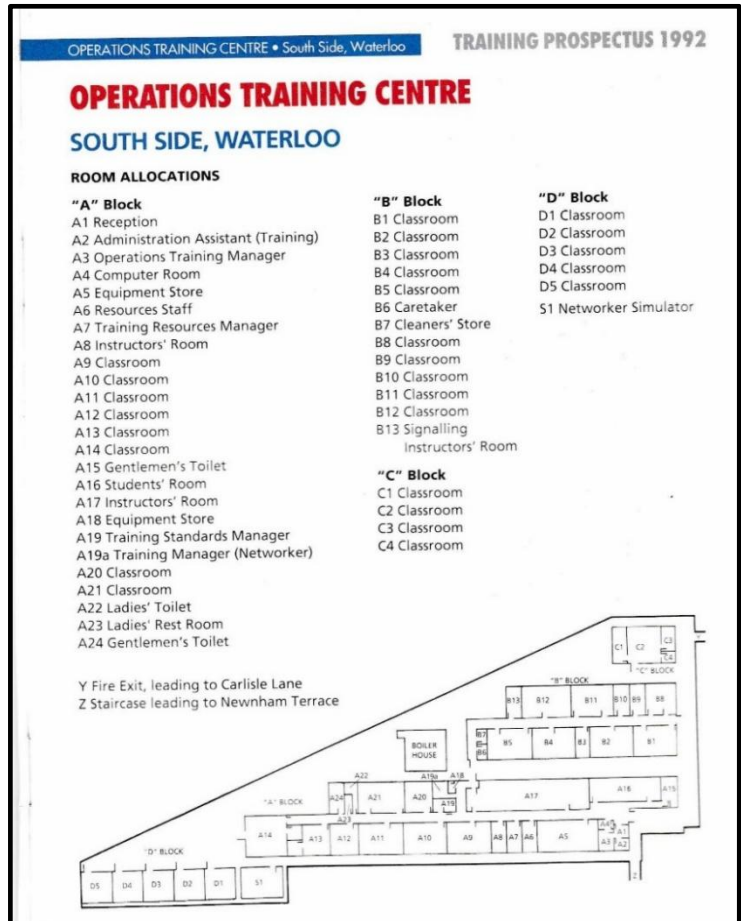


## SETTLING DOWN

During the training course at Darlington, it became evident by talking to others from around the country that the Southern Region had established quite a reputation for providing good quality training, mainly as a result of locating nearly all operational training at one location. Other regions it tended to be ad hoc rooms dotted around their respective geographical areas with little or no control over standards, simply put, the Southern was the benchmark.

As the building work had been completed, all the instructors were gathered together, and in a surprisingly short time, training commenced to settle down into a stable routine.

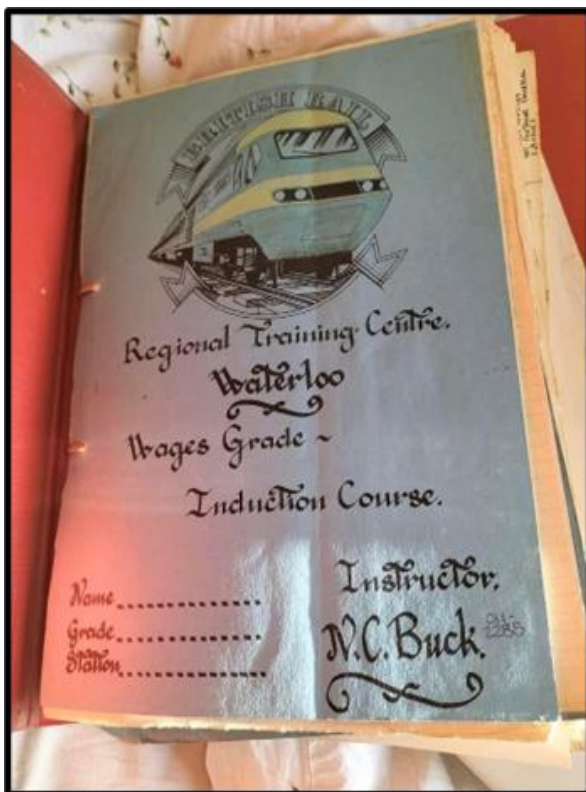
The 'engine room' of the centre was room A17, the instructor's room, where we all resided covering all areas of retail and operations. Instructors at the 'shallow end' of the room, to the route learning and traction instructors at the 'deep end'.



As I was part of the operations section, our line manager was the one and only Jim Samuel (left). Newly appointed, originally from St Vincent, Jim came from the Eastern Region at Kings Cross, and was an extremely good instructor with plenty of operational knowledge going back to the steam days. I can honestly say that in my thirty-eight years of railway life, Jim was the best boss I ever had. He could always give you an answer, and a good one at that, advice if you needed it, firm, fair and a good sense of humour, a pre requisite in the railway at the time. I remember one very hot summer, Jim decided we could all do with a cool drink, so sent a couple of us to the local shop for supplies, we decided that he would be particularly chuffed with an ice cool can of Um Bongo. No problem for Jim or Big Dash as he was known as, he thought that was hilarious! Or when the local health studio were giving away freebies, we got him a free sun tan voucher, imagine that in today's world.

Life settled down to a routine of running guards rules courses of four weeks duration, interspersed with induction courses for all new recruits, which was a five-day course including fire and first aid training, and a good start in how the railway functioned. All the courses we ran had twelve delegates from across the region. In those days it was a totally paper operation, it was not until early 1986 that the first computers arrived with all the fear and trepidation that they brought with them. OHP's gathered dust in the corner of most rooms, Chalkboards were the order of the day, the one shown right (in our clubhouse) came from Southside.

In total there were 45 instructors based at the centre with a small satellite centre in Basingstoke.



In 1986, the railway changed, away went the old regions, and in came sectorisation, in our case we were to be Network Southeast (NSE), led by Chris Green probably the best chairman BR never had. He had transformed ScotRail, and set about our part of the railway in the same way, creating a brand that became part of the 80's. Suddenly we had lots of money to spend on things that needed sorting, new trains, the Metropolitan widened line from Blackfriars to Farringdon was to re-opened and branded Thameslink, refurbished trains, modernised station buildings. At the centre, we had a complete refurb, new furniture, computers, training equipment even driving simulators for the then new Networker trains.

Re-organisation saw a promotion for Dave Tomlyn and myself to Supervisor Grade E, a downside of this promotion was having to carry out rules exams for guards, or as they were now known, conductors. A day long one to one verbal assessment for each trainee to prove their competency in rules and regulations. Basically, if you signed off a conductor as competent, if it all went horribly wrong in the next 3 years, it was down to you. Most exams were no problem, but not a pleasant task to inform a trainee that they had not met the required standard, and no further training. We also had a team of instructors that we were responsible for who had been recruited primarily to continue running the bread-and-butter courses.



Along with new trains came more training requirements, so our team was expanded to cope with all the new demands of training existing crews on Class 319 stock for the new Thameslink service, Class 442 for the Bournemouth line, Class 155 for the cross-country routes, Class 159 for the Salisbury routes and Mk3 sleeping cars for the Bournemouth to Glasgow service. All the Sleeping car training was done at Bournemouth depot, so that meant an early start, and a potentially late finish, It was a one-day course for all the Bournemouth guards, so a few weeks were spent up and down to Bournemouth. Interesting job though.

The Class 319 Thameslink unit (right) training was another task during 1988/9. Another one-day course for quite a number of guards, including a lot of the mob that I was part of just a few years earlier. The day involved a look around the features of the trains inside and out, door controls and isolation, emergency coupling procedures and then in the afternoon, a run out for practical door and train dispatch. Most of the training was started at either Brighton or Selhurst, and because of the numbers involved, ran for about six months.



The Class 442 Wessex Express units (left) were a bold departure for the former Southern Region in that they were constructed around the highly successful Mk3 body from the InterCity 125 trains. However, they used control and brake gear, traction motors, compressors, all refurbished from the trains they were replacing, so they were a bit like Triggers Broom.

A radical feature of them were power operated swing plug doors, and unfortunately due to operational constraints on the line from Waterloo to Weymouth, the door controls were mightily complicated which soon led to all sorts of gremlins that were difficult to resolve, and that soon led to lack of faith in the trains by the crews. They soon gained the nickname of 'Plastic Pigs' which was frowned upon from those on high, even threatening disciplinary action if caught using it.

It was another one day course for guards, which to be honest was pushing it, including a run from Clapham Yard to Bournemouth and back. During the early days, as we got off the train at Clapham, the engineers got on, and by the following morning the controls and the method of operation had changed, it was a nightmare. The worst I recall, was at the first station stop at Woking one morning, the doors were released platform side, and all the doors swung open on the non platform side! Training cancelled that day, back to Clapham we went. This training job ran for over a year on and off, one bonus was that the days were long, so as still being Supervisory grade, we still got paid overtime, kerrching!

A result of the railway sectorisation was Regional Railways taking over the Portsmouth to Cardiff route. It decided to employ the newly built Class 155 diesel units (right) to improve the image. Unfortunately, these units had a fairly tried and tested mechanical side, but in order to cut costs, the bodies were constructed of the same body panels from Leyland National buses! Not a good omen, they were very structurally fragile in their early days. Training was started at Fratton depot on a trip to Salisbury and back. Not one of my favourite jobs.



## Unfinished projects. Or Opportunities? Dave Cox

During the winter months a clear out of my garage/workshop, brought to the surface THREE locomotive projects, all five inch gauge, and all acquired with good intentions. With my increasing age and the weakness and health problems that age brings, I now realise that none of these projects has any chance of completion, So, what to do with them. I therefore decided to start by offering them to club members, completely free. I think I have a full set of drawings AND the relevant model Engineer articles, for each of these projects, but the two with boilers are both out of certificate and will require testing.



The first is an 0-4-0 tender loco, see photo, the letters GPLR on the tender refer to Goffs Park Light Railway (Crawley Model Engineers track). In a previous life I was a member of CME and purchased this loco from it's builder in 2003. The design was based on a Don Young design known as "Railmotor". Its main problem was that it was built (around 1980), in a hurry; and to answer a motive power shortage, it was never fitted with reversing gear and so runs in only one direction FORWARDS. Despite its small size it was perfectly capable of hauling two loaded passenger cars around the CME's relatively level track. I ran it regularly at Goffs until 2009, when it was made redundant by the CME purchasing new passenger

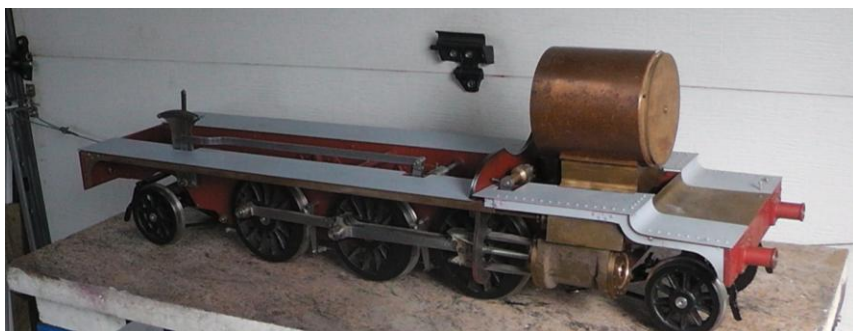
cars. These being longer, heavier, and capable of carrying more passengers, train loads exceeded the capability of the "Railmotor" forcing its retirement. I always meant to fit reversing valve gear so that it could be used on a portable track. But I was having too much fun running it, and following the increase in train loads it seemed a little pointless. This was a running locomotive when put under the bench, and I believe it could be running again with no work required, (other than a boiler test).

Second, we have "Pansy" this was the CME club loco for many years. (An old secretary sent me some paper notes dated 1967 referring to this loco.) At some stage possibly around 2000-2005 it was fitted with a new boiler, but a few years later it was retired and spent years as a static exhibit in a Crawley museum. It was returned to CME around 2015, and brief attempts were made to steam it, however it seemed impossible to keep a fire alight in it, and further inspection revealed a large hole in a very rusty smokebox, and a non-working hand pump. The hole



had been "repaired" (BODGED) by plastering the area with, what looked like, "Gun-Gum" exhaust cement!!! The CME committee decided it was not worth trying to repair it and they would simply scrap it. I made them an offer which was accepted, and took it home, to attempt repair. On the way I realised that the loco had no brakes, as it rolled around in the back of the car. Over subsequent months I stripped the loco down, made a new smokebox, and added brake shoes and hangers to the chassis. (But, as yet, no linkage to a brake standard.) During this work I found that the hole in the original smokebox had been caused by a serious water leak from the right-hand pannier tank, above the bracket on the smokebox which supported the front end of the tank. This pannier contains the hand-pump and the rear of the tank is made removable to allow access to it. Closer inspection revealed yet more bodged repair work. This left me in a quandary, replace the tank completely, for which I don't really have the necessary tools (or skills?) or try making a better repair, and if so, how? A quandary I've never managed to solve.

Finally, something a bit larger.



This is another Martin Evans design, "Firefly" I spent my formative years in South Devon, the home of the GWR 45XX 2-6-2 tanks, and they have always been a favourite of mine.

When I saw a 'Firefly' running at a Guildford show, I just had to have one, so I made a start in late 2009. Things progressed well for a few years, until at Alexandra Palace, I think 2012, I spent a good deal of time talking to

boiler makers. Some were indifferent about the Firefly design, but one manufacturer in Bristol said they could improve on the design to make it closer to the prototype. I took a day out to visit their works in Bristol, an old building which looked as though it could have been an engineering works in the 1850s. There were four people working on a variety of boilers, and I had a lengthy chat with one who seemed to be the boss. As a result, I paid them a deposit to buy the materials, and was promised delivery six months later. Six months went by and I had heard nothing, phones were not answered, so after another three months, I took another trip down to Bristol. I couldn't find any trace of the building nor the company. The whole lot had disappeared along with my deposit! Years later, I found out that the company had been wound up in 2016. This seriously damaged my enthusiasm for this project. Then "Pansy" referred to above arrived and "Firefly" got put to one side, I've returned to it a couple of times since then and added another bit or two, but now I find that just moving the chassis around on the workbench is too much for me, without adding a boiler. So, it may as well go, if anyone is interested.

If you would like to save any (or all?) of these items from the scrap metal skip, then catch me (looking after the OO gauge) on a running day or telephone 01403 255712 for more details. I repeat, no charge, I don't need your money but the space would be useful!!

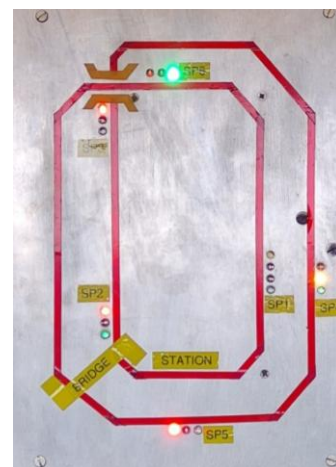
If you feel guilty at the idea of something for nothing, you could make a small donation to club funds, I'm, sure the treasurer would be delighted!

**Dave Cox**

### From the sparks: **Martin Budgen**

A few words from the Sparks, keeping the membership informed of the on-going issues requiring my attention at this time. These are as below:-

1. The red indicator on the repeater board of SP4 is in-operative. Appears to be a LED failure and requires replacement.
2. The Lifting Arm of the South Traverser is operating in the wrong sense. This will, all being well be addressed when the SP5 Junction Box is replaced and re-wired.
3. Signal Post 5 requires raising by about 600mm to allow better visibility from the approach as the Track Controller and Deputy occasionally stand in the way, also passengers alighting from the train at the drop off point can also block the view of the Signal Post.
4. Class 73 Electric Train requires a replacement Signal Connector on the rear Drag Beam.
5. Under-track Junction Boxes at SP1, SP2, SP4, SP6 require inspection and replacement as necessary.
6. Up grading of the 12V DC supply for the blowers. A replacement Power Supply has been found that will give approx. 600W of power which equates to 40A at 12V, enough to power at least 10 blowers.
7. Level Access Gate closed sensors require adjustment due to movement caused by the tree roots local to the post.





On Thursday 26<sup>th</sup> May we held our fish and chip evening, with fifty-three meals ordered in advance, organised by Neil Furze. The order was placed and



managed by Dave Parsons, who was anxiously watching the time, when they overran the scheduled drop by a few minutes, but all was well and the pictures show some of the members and families who attended tucking in. The recent hot spell of weather had produced some



threatening black clouds, but apart from a few heavy rain spots all went well. With Geoff Symes running his traction engine on the field, and Travis giving rides behind his Planet loco.



the evening was filled with convivial conversation.

With Paul celebrating his Birthday on the same day, He and Linda had produced a large batch of birthday cakes to be shared by all, and they were delicious.

A big thank you to David and Martin and all who helped setting it up and putting things away.



## WORLEC

Saturday 15<sup>th</sup> August

09:00am to 4:30pm

WDSME members loco efficiency competition

Loco's running from 09:20am to 4:00pm

Come and support the drivers, volunteers and helpers needed.

Refreshments provided.

For more information, please contact Martin Laker or any committee member.

## Roy's Celebration



Thursday 4<sup>th</sup> June was the day we said goodbye to Roy, with over sixty people attending at the clubhouse, Glenn, Geoff S and Mark prepared Roy's Super Simplex to give rides to the family. With Brian Hunts Organ in attendance playing throughout the afternoon. With more laughter than tears, happy memories were the order of the day.

## The Gardens alive and kicking!



The lovely weather gave everything a massive jolt, especially the Roses which have gone crazy with hundreds of blooms but as always seems to happen just as they are at their best the wind blows them about and spoils the show. The lavender and the hot lips are going full pelt and I have honeysuckle blooming and smelling sweet on the fence. My lovely daughter-in-law came and strimmed the wild life area and

generally helped tidy up. Can't do much to the hedge there as the birds are nesting. Blanket weed in the big pond is always a job I hate but all the treatments I've tried only just touch the edge of it so hoiking it out is more reliable and I do it regularly. The hedge out front has been tidied up and the heather out there has finished flowering and is now putting on new growth as is the Rubella. As I am writing this the rain has arrived with a vengeance so cutting back the ivy will have to wait a while longer along with mowing the grass. That said - must be tea time.

**Diane Lewins**

## **Come in "andies"**

David P Bradley

If you're like me you've made a rule, to never throw away,  
A single thing that possibly, you could want and use one day.  
We call them "Come in andies" and we store them everywhere,  
From garages and garden sheds, to underneath the stair.

Old biscuit tins and bits of wood, and lots of bolts and screws.  
Things we've rescued from old parts, we will never use,  
there's pots of paint for "matching", which when we open wide,  
we find is just a solid lump, lying there inside.

Rusty saws and spanners and a broken garden Tool.  
Bits of rope and bits of string and a box of coloured wool.  
A paint brush in a Jam jar as solid as a rock.  
A dusty pair of Wellies with just one sea sock.

Then comes the day we need something and it rings a little bell,  
we know we have one somewhere; can we find it? Can we hell.  
After hours of searching, we buy one in a store.  
Then come back home and find the damm thing on the floor!

Now and then we have a clear-out, a very sorry day!  
We grit our teeth and then decide what things to throw away.  
Two days later you can bet, the things we need today,  
was one thing that we sacrificed and the bin Men took away!

There's nothing quite so pleasing though. As once in every while,  
we find the thing we've kept for years and use it with a smile.  
It's absolutely perfect and if fits just "fine and dandy"

"I knew if I kept it long enough, that it would come in andy"

## **Sausage Sizzle & Fun Day**

**Saturday August 1st**

**9.00am to 4.00pm**

**9.00am Club Open**

**Fun and Competitions on  
the Track and Field**

**Sausage Sizzle 1.30pm.**

**Drive a Club Loco.**

**Have Fun, or share the day with club friends**

## Obituary Russ Spilman

Russell was born in 1935 in or around the village of Watton in Norfolk. He attended school in Swaffham and on leaving school got a job in a garage in the Watton area which is probably where he learnt his mechanical skills in the motor trade. In the early sixties he was a mechanic for Camoradi racing.



*Russ at Goodwood Revival sat in the car he worked on when team mechanic.*



*Russ working on the embankment in 1978*

He joined W&DSME in the early years of the society and became friends with many of the members including myself. At that time, he worked at Searle of Worthing which was a Ford dealership in the High Street, sadly long since gone, I seem to remember that he was a shop foreman there. At that time I worked at Caffyn's in Chapel Road which was just round the corner and on occasions I was sent to Searles to collect spares and the opportunity to go and say hello to Russell and see what he was working on was not to be missed (or to see what he was secretly up to was more of the truth) and my goodness he had some great tales to tell and some of his antics were a bit on the dodgy side and funnily enough I can relate to that being in the motor trade myself. It quickly became obvious that he was very talented with his model engineering skills, he built a very nice Durham and North Yorkshire traction engine in 2" scale, a highly detailed thrashing drum and elevator and I think more than one farm cart. His ability to produce tiny detailed pieces of wood for his models was amazing.

When Searles closed he went to work at St. Andrews

School in the engineering department where he had access to some nice equipment which he put to good use, an advantage to himself and several club members. He had success in perfecting aluminium casting and made many pieces including a nameplate for my workshop door which is still on there today, I often wonder how many saucepans went missing from the school kitchen. He cut and profiled the rubber tyres for my 2" Burrell Road Loco on the large bandsaw there, he was always happy to help any of club members. I have fond memories of Russell even though we didn't meet so often in later times and he was unable to attend



*Russ with his Thrashing Engine at the club exhibition in 2010.*

our Thursday meetings, he was a joy to listen to with his broad Norfolk accent, he had endless stories to tell.

**Brian Hunt**

### **What is WORLEC?**

Elsewhere in this newsletter you will see a poster for WORLEC, this year we will be running a locomotive efficiency competition for members, similar to the national IMLEC. For those not aware of how this works, basically it is a competition to see which driver/loco can do the most "work" using the least amount of coal. The "work done" will be measured by weighing the load pulled by the loco, including driver, passengers and trolleys then recording the number of laps completed, a calculation will be performed using the "work done" and the amount of coal consumed to produce the efficiency rating for each driver/loco.

We hope to have 9 nine locos running, with each run lasting around 25 minutes, it will take time to load each loco, so we are planning for 40 minute slots. We currently expect the first run to start at 09:20am and last run to end around 4:00pm, with a break for lunch. Please come along and support the drivers, of course we will need various helpers on the day, more about this nearer the time.