

THE WORTHING & DISTRICT SOCIETY OF MODEL ENGINEERS

Number 175

www.worthingmodelengineers.co.uk

Autumn 2026

IN THIS ISSUE:

Your Diary Dates.



Chairs Report.



Officer's reports.



Under Construction.



Worthing Carnival.



Sausage Sizzle.



WORLEC.



Southside part three.



Gardens at the Gardens.



Worsfold Rebuild.



Carriage update.



Flying the Flag

It's been a busy year.

Fire Station Day.

Charity Day.

Worthing Carnival,
full report on page 8.

Amberley Model
Weekend.

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



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

THE NEWSLETTER

TEMPORARY Editor

Geoff Bashall

Distributed by

Jim Alderman

Key Contributors

The Members

All Complaints to

The Chairman

**Contributions to the newsletter
are most welcome. Please contact :**

Society Secretary

Leigh Gibbins

45 Lavington Rd.,

WORTHING

BN14 7SL

Tel: To be advised

Email: secretary.wdsme@gmail.com**Publicity Rep.**

Geoff Bashall

11 Trinity Way,

Littlehampton,

BN17 5SR

Tel: 01903 722973

E-mail: geoffbashall@btinternet.com**Membership Secretary**

Kevin Hemmant

4 Barnsnap Close

Horsham RH12 5XY

Tel: 07736113944

E-mail: k.hemmant@outlook.com

YOUR DIARY DATES

OCT	Sat 3 rd	Saturday Steam Up 9.00am to 12.30pm
	Thurs 8 th	Club night 7.00pm for 7.30pm
	Sun 11 th	Public Running 1.30 to 4.30
	Sat 17 th	Saturday Steam Up. 9.00am to 12.30pm
	Thurs 22 nd	Club night Auction Bargains Galore
NOV	Sat 7 th	Saturday Steam up. 9.00 to 12.30pm
	Thurs 12 th	Club night 7.00pm for 7.30pm
	Sat 21 st	Saturday Steam, chat and tea 9.00am to 12.30pm
	Thurs 26 th	Club night 7.00pm to 7.30pm
DEC	Sun 6 th	Santa Run 11.00am to 2.00pm
	Mon 7 th	Christmas Lunch 12.00 Noon Booking Required. Please bring a prize for Linda and Pauls Raffle.
	Thurs 10 th	Club night 7.00pm for 7.30pm Last of the Year.
JAN	Jan 2 nd	Saturday New Year Steam up 9.00am to 12.30pm
	Thurs 14 th	Club night 7.00pm for 7.30pm
	Thurs 28 th	Club night 7.00pm for 7.30pm
	Sat 30 th	Club Social and Quiz. 6.00pm to 9.00pm

**Wishing all members
and families a
Happy Christmas and
New Year**

Next Newsletter due early January 2027



EDITORIAL... FOLLOWING GOVERNMENT ADVICE?

Phew! What a summer, most of us remember 1976, a different world, the club had been running for two years, a chancellor called Healey in a labour government, maybe there are some similarities between the years. But this is written by an old cynic. Now a lot of us being old, we are classified as a vulnerable group; in heat wave weather we have to take special care. (*not that we didn't know that*) That's what we have done this summer, we have reduced the workload during Wednesday meetings and stayed out of the sun. On a club night meeting in July. The club house was opened up and an evening breeze blew through and started to cool the building, members were still feeling the effects of the heat so we had a zoom event, every one attending was issued with a nice cold Ice lolly. Although Big Geoff's gesture maybe more akin to Dads Army Corporal Jones retort on bayonets. Thank you Hazel, it was well appreciated. On another extremely hot Wednesday in July, it was club chat and working in the shade outside replacing old sleepers, but as the morning drew to a close, Hazel and I did some calculations on mugs used, washed up and mug volume, which calculated as 5.75 gallons of tea. So, there we are, responsible old farts. Remained in the shade, kept cool and were well hydrated. Job done! roll on next summer.



GEOFF B



Notes from the Chair

As we get near to the end of the season, I thought a few comments on Public Running would not go amiss. In the early 80s, once the track was complete and usable, we commenced Public Running in a very limited way. It must be remembered that up to that point, the only way the society could raise funds was holding raffles and using the portable track at steam rallies etc. So in in very spartan conditions we started Public Running on Sundays, at first, we had the use of a small storeroom attached to the Pavilion, so the portable track platforms and trolleys that were kept there, were loaded on our four wheel trolley and pressed into service at the track. As I recall most of the running was undertaken by the late Brian Brookes with his American locomotive, and the late Basil Keys with "Eva May". John Parsons with his background as a BR booking clerk, was given the job of collecting the fares, which he tells me was as much as £12-15, I don't remember the exact fare, but we think it was about 20 or 30 pence! It is worth remembering, we had no facilities, there was no tea, and if it rained, we got wet, however there were toilets in the Pavilion, (if they were unlocked)



Fast forward to the present day, and what a contrast. Our hard working,

Hon Treasurer tells me that so far this season, the average takings for a Sunday public running is £793, add to this the Saturday afternoon children's parties, our annual charity day and the Wednesday rides we give to playgroups, and not forgetting the disabled children from Palatine school, it is clear that we are having an extremely busy season. This of course didn't happen overnight, it's the result of over forty years hard work by a succession of hard working, dedicated members, who have gradually improved the infrastructure and facilities, making it much more attractive to the public.

I think we can safely say that alongside following our hobby of Model Engineering, we hold a valuable and unique position in the local community.

KEVAN.





The Treasury

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

As I type this report at the beginning of September, so far this year all our public runs have had good weather, although at times too hot, but at least no rain! Our public running income is currently a little ahead of the same time last year, so let's hope the good weather continues and we keep finding new visitors to come along on Sundays. Finding new visitors remains key to our success, that is the main reason for entering the Worthing Carnival (see report page 8). As usual please continue to offer help on our public running days, we have a core team of around 14 members who "work" most Sundays, but we rely on other members turning up on the day. Sometimes this can result in us being short of marshals, so please help whenever you can. A further thought: would it be possible for members to buddy-up with another member and cover alternate days or agree one to start and finish early with the other starting and finishing later? just a thought thank you.

Thanks to the income from public running, we continue to be in a strong financial position. Some more good news: our new electric supply contract has been agreed at a rate very similar to the old one, and as you will read elsewhere, our new lease is progressing and will see a proposed increase in our rent of around 35%, we await the arrival of the 20-year lease agreement for scrutiny.

We continue to use club funds where required, over recent months we have purchased new flags and banners, which can be borrowed by members if they are attending events to promote our club. You may have seen them in use at the Fire Station and on the traction engines at the Worthing Carnival. Also during the summer we have enjoyed our fish and chip evening, and the sausage sizzle both subsidised from club funds for members. Just to repeat my previous statement we have funds available for good speakers – if you know a suitable person, please let Neil Furze know.

As I look forward to the rest of the year, let's hope for more good weather and support for our remaining public running days, also don't forget our annual auction on Thursday 22nd October where we need items to sell and members to buy the goods!

(I could grumble again about the lack of further volunteers for the grass cutting rota, but luckily this year due to the weather we have not needed to cut it so often – but the grass will need cutting at some point, so please keep this in mind when I ask for volunteers next year)

Martin Laker



ENGINEERING REPORT

BY David Parsons

Another brief report this time. A couple of the projects I usually report on are being covered in their own articles, later in this edition.

The class 52, Western diesel-hydraulic is progressing slowly, due to me. The workshop was way too hot to spend any time in during the heatwaves and then my back let go as a result of all the watering at the allotment (again, heatwave related). Phil acquired small pots of the precision paint colours we have decided to use. I managed to borrow a colour analyser from my old work to measure the colours, so that Phil can get larger volumes of paint mixed up to the nearest RAL numbers.

Phil has cast new, stronger side plates for the new carriage bogies (using old rail material) and has machined and assembled the 2 bogies. He has replaced the suspension springs with a 2-part elastomer which has been poured in situ. If this proves successful, we may look to retro fit this to all the carriages in future. He is fine tuning the anti-tip arms after the initial track test of the bogie. The next stage is to assemble the aluminium body from the parts we had in storage.

Good progress has been made on making the driving carriage footrests interchangeable by using Antiluce Drop Catch fasteners (shown in my last report). All driving carriages will have these fitted so that the 3 sets of footrests can be fitted as required. 2 more sets of footrests could be made at a later date. The picture (right) shows the new design and also the scuffing on the wooden footplate that resulted from the carriages being pulled in and out of the carriage store and rubbing against the ones on the other rail.



In the Motive power department, a steam leak on Britannia's blower pipe has been fixed.

The footbridge continues to receive attention. Richard Ellis is replacing steps when time and weather allow.

Track maintenance continues with the sleeper replacement. Kevin has recently been getting help from Harley, Travis and Hugo. It's good to see the youngsters rolling up their sleeves and getting stuck in.

Cont p5

Engineering Report cont...p4

Going forward, we have a list of jobs to do apart from the routine sleeper and track maintenance. Willing volunteers are always welcome.

Now is the time for me to plan the winter maintenance for the closed season. So far on my list I have..... Inspection of the footbridge metalwork and repair as required.

Tunnel door maintenance.

Track controller's area revamp to move the bench and change the carriage store doors.

Carriage store northeast lane extension.

Hexagonal seat around the tree in the middle of the field.

If you spot something mechanical that doesn't look right, please let me know so that we can arrange repair.

DAVID PARSONS



From the Sparks ⚡

The last quarter has been rather hectic with additional tasks being added to the growing list of jobs requiring electrical work, as a consequence of the incident with a club member in the track controller's area. It has been decided to increase the height of Signal Post 5 by 600mm to allow it to be seen above the track controllers head and also afford a better view over the set down area. The cables have been increased in length and the switch panel has been remade to bring the switches to the bottom of the signal head. This will be fitted by the end of September.

The Carriage Store Traverser had issues with poor alignment of the track on the last public running, this was investigated on the following Wednesday and found to be rotten sleepers, due to the fact that the interlock switches were installed in these sleepers meant my involvement. The first part of the Carriage Store Traverser has been replaced and the track levelled. See photo attached. The opposite side of the switches (magnets) will be the next to be replaced.

Investigation of the Level Access Gates will need to be carried out to ensure that the sleepers are safe and replaced as required. *Cont p6*



Secretarial Scribbles.....



Hon Secretary writes....

All of a sudden, it's Meteorological Autumn, I had not heard the term before but it was on the telly, so it must be true. The red-hot summer seems ages ago and now it's getting colder

and darker in the evenings, what happened, did somebody throw a switch?

Looking back, we have had quite a busy year with all the usual events. One important undertaking is the renewing of our lease for the railway. We were aware of this eventuality and had contacted the Council to start the ball rolling. In July we had a visit from two representatives who were to deal with the renewal.

It was explained that we would like it to be written in the lease that we could park on the strip of grass by the tennis courts. This was our main concern as having permission means we can then look at installing a plastic matrix to stop the vehicles churning up the grass. We now await the next stage when the council sends us the 20 year lease agreement.

We are fast approaching the end of public running; there are no more parties booked and everyone is thinking of the Santa Run hoping it's not going to be freezing.

Thinking of how the club helps the community I was mentally calculating how the club clocks up donations to local groups.

The Fire Station open day in Broadwater in July, was along hot day but we managed to donate over £300 to the fire station charity.

As I write we still await a final figure for the McMillan open day on Friday 4th September, total so far in the region of £900

Our charity day on September 13th saw us donate £800 plus support from Men in Sheds Worthing.

So that is over £2000 donated to local groups this year. What a fantastic club.

LEIGH GIBBINS



Presidential Ponderings.....

During the recent August drought, I read an interesting quote from the boss of one of the big water companies. In effect he said that the problem is that we are using water from the reservoirs faster than it is being replaced, and this position is unsustainable. Pretty obvious that, isn't it!! This got me thinking and can be very much paralleled with running a miniature steam locomotive at Field Place on a busy Sunday afternoon. You start off your circuit with the safety valves sizzling around the working pressure – say 90 psi. When you have completed your circuit and discharged your passengers, in the ideal world, valves should be just sizzling at 90psi ready for the next trip.

Cont p6

Cont from p5

Meanwhile the inoperative LED in the repeater board, position SP4 Red has been replaced and is now functioning. A new double socket has been fitted inside the Carriage Store on the south wall to allow the call sounder to be better heard when the door nearest the track is closed.

The Class 52 (Western) is on hold at present, as the bogies are having bearing modifications carried out, as soon as this is complete the chassis will be test run. Body is away for painting and on return will have the lights fitted.

The current Electric Loco's, the 08, 33, 37 & 73 all require full electrical checks and rework as necessary. This will be carried out during the closed period.

The lifting arm on the loco traverser is still not operating correctly and will be addressed as SP5 is updated also the Level Access Gate is still in need of magnet re-alignment. The new 12V Power supply has been fitted to the signalling system for the blowers and is functioning, this is rated at 40A. The track counter is not functioning at present and requires investigation. The counter is working; therefore, the fault is the loss of 12V to the counter. This will be investigated on a day when outside work is not possible.

One of the bridge floodlights has stopped working and requires replacing, purchase of a new one is underway and will be installed when delivered.

Martin Budgen.

Presidential Ponderings cont from p5

But this of course, is the ideal world, that is, all the steam that you have used has been replaced. If, after completing the circuit, the pressure has dropped to 40psi or lower, you have an unsustainable situation and you are going to need rapid remedial work with the locomotive's own blower. So, the ideal scenario is that during the circuit you have made at least the amount of steam you have used, or preferably a bit more. And you have to do this for 3 hours. If the locomotive has been running successfully for a number of years, and you suddenly have the problem which could easily have been a coal problem. However, if your locomotive is relatively new, it might be worth checking the following to improve the situation.

Boiler condition (internal scale), Tubes blocked/coked up, blower alignment/ efficiency/ supply pipe, blower jets blocked, blastpipe alignment/ size of choke/ distance, smoke box door not sealing against ring, ashpan airflow, firebar spacing/ pitch, loco.driven notched up too much (reducing blast), check 17-degree angle (nozzle/ choke). With reference to the last item the late Michael Wheelwright wrote an excellent article in Newsletter No. 118 Summer2012. If you have mislaid your copy, and there is enough interest, our Editor

might consider reprinting it? Several months ago, at another M.E. Club that I visited, I witnessed a locomotive achieving the equilibrium situation- safety valves just fizzing lap after lap after lap. Small adjustments can make a big difference. Even in full size practice, some members of the same class of locomotive were good steamers, while others were shy. I expect our battery electric friends are having a bit of a chuckle – instant power always available. No doubt, one of the reasons why railways world-wide went down the diesel- electric route. Happy steaming!

Andrew Breese

Congratulations

Two of our younger members Harley and Travis have been driving under close supervision this year, driving on birthday parties, public running and on our charity-day. They have now been passed out as electric Loco Drivers. Well, done lads.



Words can be funny things.

Did you know that the shortest word in English containing ABCDE & F is Feedback or that Underground and Underfund are the only ones that begin and end with "Und". The shortest sentence in the English language is "Go!". The longest word of one syllable in English is Screeched.

Some words are made up such as Chortle. This was invented by Lewis Carroll for his Alice in Wonderland book and is a mash up of Chuckle and Snort. Dr Seuss invented "Nerd" for his "If I ran the Zoo" book in 1950 and finally (I've started so I'll finish) written SWIMS reads the same upside down.

Diane Lewins

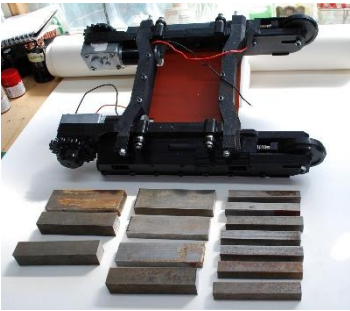


A DIG WITH 3D

Anker 16 Excavator

I could be digging a hole for myself here (pun intended) but I wanted to make something with more operational features. It also provides me with an excuse for buying a new more complex radio control transmitter.

Designed by a Norwegian enthusiast the model is to 1/14 scale (the same scale as the popular Tamiya trucks) and is fully functional controlled by electric motors and threaded screws running on 12 volts. Finished weight should be less than 10Kg, so easy to move around. The newer models seem to be trending to being fully hydraulic and weighing up to 40Kg plus. Too heavy to move easily and possible leaks?



Progress so far has been concentrated on the undercarriage with each track consisting of 40 pieces screwed together with M3 x 16 allen screws and individually driven by a 12v geared motor. The undercarriage is fully ballasted so a few

hours were spent band sawing the contents of my scrap box and gluing the weights in place. I will give this a test run before going any further.

Rotation of the body/over carriage is by a Module 1 3D printed ring gear with a 16T steel pinion and 12v geared motor. The whole over carriage swivels on two 70 x 90 x 10 ball races.



The next phase will be the over carriage followed by the booms and bucket. The model requires six electric motors and corresponding speed controllers so I'm hoping Christmas will be kind.

TBC

JOHN DEAN

Merchant Navy

As most of you know I have taken over a Merchant Navy project, that was started by fellow member Peter Watford. Peter made a great start, finishing the tender and front bogie, all to a great standard. As part of the kit of parts were some laser cut main frames, the wheels were still rough castings, although the axle boxes and frame horns were machined and thankfully



the crank axle was also machined ready for assembly. Keen to get started I machined the wheels, a very messy job as you well know. I guess the wheel castings were from circa 1980 as they had many layers of rust, dirt and spiders, but they soon looked the part after machining and drilling. Now, I had a long debate over whether to key the wheels to the axles, finally deciding that this was the way to go, following in the footsteps of Kevan, who loaned me a keyway broach. I realised I could use the mill setup to both mill the slots in the axles and align the wheels during final assembly. I used 1/8" keys, however the rotary table took some setting up but all worked out Ok in the end.

Next task was to get the frames together, which meant fabricating some frame stretchers, on the Merchant Navy these are far from straight forward, all needing fabrication from steel sheet. I made the first 6, yes 6!! using a mixture of brazing and silver soldering, which took ages to complete. The larger ones that also provide the spring hangers are secured to the frames with about 40 bolts on each. Note to self; when these are fitted and the wheels installed you can't see most of these bolts!!

I have also made the springs which are formed from bronze sheet, requiring to be individually cut, a test of anyone's patience. So now I could assemble the frames and mount the wheels, but this led me to a new problem. The axle boxes were a very tight fit in the frames, what had I done wrong? Checking all the individual part dimensions against the drawings and all was correct, so I added up all the individual part dimensions and discovered that there was little, or no tolerance, so in practice it didn't work. After considering my options I decided to mill 20 thou off the horn blocks, which were already riveted in the frames, which should give enough movement. In the meantime, Geoff had been kind enough to lend me his adjustable coupling rods, so this time I was able to assemble the wheels and fit these temporary rods, and I am pleased to say it all worked perfectly with no tight spots. Result!

With the front bogie fitted I was able to push it around



the club track just to confirm to myself that it was OK. Some progress but a long, long way to go, as Geoff reminded me by saying it resembled his Merchant Navy in 2010!! Thanks Geoff.

CLIVE PATTEN



Super Sausage Sizzle

The Sausage Sizzle event held on Saturday 1st August, also included John Parsons 96th birthday celebration, with over seventy members, wives, partners and guests attending. It was a day of convivial conversation and food. This year thanks to Peter and Miriam Webb, fried onions were in plentiful supply, lessons learned from the failure of the committee to guesstimate the requirements for the previous year's event. The Parsons family catering team headed by Jason and his friends worked hard on the installation and set-up of the cooking equipment, with a line of tables, hotplates and heated cabinets the food was prepared and cooked ready for all the attendees. With the younger members operating the electric locomotives, giving rides to the those attending, also letting guests enjoy the experience of driving on the club's track.

With everyone gathered around and under the gazebo later in the afternoon, the cake was presented to John, followed by a rendition of happy birthday, ending with three cheers. Blessed with glorious summer weather, it was a high-lite of our summer social calendar.



Worthing Carnival



Earlier this year I asked the rest of the committee if we should enter traction engines into the Worthing Carnival, it was agreed I should investigate and enter, if possible, our application was submitted and accepted. On the day of the carnival Phill Worron and myself met at John Olley's home which is near to the starting point of the parade (thank you John) My engine was unloaded and fired up ready to go, but unfortunately Phil was having a bad day. His engine was being temperamental with the fire refusing to get going, lots of smoke but no real fire. He decided to unload the engine from the trailer and continue to work on the fire, but while unloading his engine the winch failed with engine stuck on the ramps! After much heaving, pulling, and pushing we got engine on the road, but still no fire. With time moving on, I made my way to the start and asked if Phil could arrive late – luckily the marshals agreed. About 40 minutes later along steamed Phil, after giving his tubes a clean, he managed to raise steam. The starting process for the parade was a little slow, but eventually we were on

our way, entry number 31 out of 35. There were good crowds at the start, but as we moved along the seafront the crowds grew bigger and bigger. I had arranged for several members to walk along with our engines talking to the public and giving out our leaflets (thanks to John Allen, Ian Fairclough, Richard Ellis, Harley, Henry, Andrew Earnshaw, Geoff Linter & Travis). As we progressed, the sky became very grey and the rain started, for around 10 minutes it was a total down-pour, everyone was soaked, but as quick as the rain started it stopped. As we continued towards the pier the crowds were even bigger, cheering everyone and enjoying themselves, I have never seen so many people in Worthing! Our original plan was to park the traction engines in Steyne Gardens for a couple of hours, but the organisers had advised me in advance that due to the fire risk this would not be possible. After reaching the parade end at Steyne Gardens, we parked up for a break on the roadside, topped up with water and coal and made the return journey back to base at John's house. The whole parade was a party atmosphere, enjoyed by ourselves and the public, we proudly displayed our new flags making it clearly visible who we were – let's hope we pick up new visitors and members.

Roll on 2027!

Martin Laker

WORLEC - report

After many weeks of preparation, the day of the WORLEC competition arrived. The track and trolleys were setup, coal weighed, charcoal ready, timer ready, locos arriving, marshals at their posts, so at 09.20 we were off! The first driver was Brian Hunt with his B1 loco, Brian had never taken part in an efficiency



competition before so was worried about having to stop for lubrication, and indeed just how far he would go. With everyone watching and passengers on board Brian was off – what a great run, non-stop confidently completing lap after lap setting a target for others to achieve. Next up was Richard Ellis with his 3 ½" loco, Lew. Richard was also new to this type of competition,



but his loco won a previous competition with its builder Jim Ledger. Unfortunately, his run was cut short after four laps, due to a leaking pipe. The next to run was Glen Payne driving Roy Pages loco, Imperial. Roy had asked for his loco to be entered, and Glen had offered to drive. It was a fitting tribute to see his loco run with



Wendy and Martin Page as passengers. Although this loco has not been run extensively, Glen managed a creditable eight laps. The fourth run was Phil Worrone driving the club loco Netta, Phil is also new to this type



of running but managed a great eight laps using only 1.34lbs of coal, nearly matching Brian's performance. Next up was Geoff Bashall driving his B1, he also managed eight laps, but had to reduce his load after 4 laps, another great run. Run number five was Clive



Patten with his new A1 loco, he had steady run but only managed 6 laps. The next run was Geoff Symes with his



loco Dolphur. When asked how many passengers to load, Geoff's reply was to fill up all the seats and give him four bags of coal. What a fantastic sight to see his run, fully loaded pulling the greatest load of the day (2653lb nearly 1.2 tons) while completing the most laps (12) and highest speed (6.8 MPH) his only problem was using the most coal, nearly 6lb! (Pic on p10)



Next up was Kevan Ayling, unfortunately he lost steam pressure and despite many efforts could not raise enough pressure to continue and was forced to retire. The final run was Lionel Flippence with his loco George Eveniss. As we know Lionel is very experienced at this



type of competition holding the best overall record in IMLEC of anyone in the country. Lionel loaded up with 11 passengers – total load was 2346lb, his 11 laps were effortlessly completed, no wasted effort or steam, his experience clearly showing, watching the time and using only just over 1lb of coal.



A great run with an efficiency of just over 2.5% -- this doesn't sound very high, but all other drivers were less than 0.8% - well done Lionel. My award for most entertaining performance must go to Geoff Symes, best effort for a novice in this type of competition goes to Phil Worron, with Brain Hunt a close second. Dennis Holmes will be producing a video of the day which he will post on his YouTube channel in the next few weeks: www.youtube.com/@WooWooMad

My thanks to all the drivers and of course thanks to workers on the day: Kevin & Julie Hemmart, Mike Roberts, Hugo Coffey, Neil Furze, and John Allen. Thank you to the refreshment team: Hazel Furze, Audrey Avar, Vanessa West, and Jean Hamond, a great day enjoyed by everyone who attended. **MARTIN L**

WORLEC 2026 - OVERALL RESULTS

Position	COMPETITOR	ENGINE	AVERAGE LOAD	LAPS	DISTANCE	WORK	AVERAGE SPEED	COAL USED	OVERALL EFFICIENCY	
			lb	No	ft	ft-lbf	mph	lb	%	Passengers
1	Lionel Flippence	George Eveniss	2346	11	14267	304808	5.8	1.067	2.532	11
2	Brian Hunt	B1	1337	11	14267	173710	6.1	1.960	0.786	5
3	Phil Worron	Netta	1219	8	10376	115215	4.9	1.340	0.762	5
4	Geoff Symes	Dolphur	2653	12	15564	375980	6.8	5.727	0.582	12
5	Richard Ellis	Lew	1150	4	5188	54344	3.5	0.873	0.552	4
6	Geoff Bashall	B1	1510	8	10376	142674	5.0	2.614	0.484	5 -- 4
7	Clive Patten	Silurian	1841	6	7782	130450	4.3	2.682	0.431	8
8	Glen Payne	Imperial	764	8	10376	72168	5.1	1.954	0.327	2
9	Kevan Ayling	Vortigern	2420	1	1297	28575	0.0	2.200	Retired	11

SOUTHSIDE INSTRUCTOR Part 3



L-R: Bill 'Banana man' Fyffe, myself, Tony 'Stoker' McGinn (front), Andy Wilson, Dave 'Animal' Tomlyn, Pete Arnel.

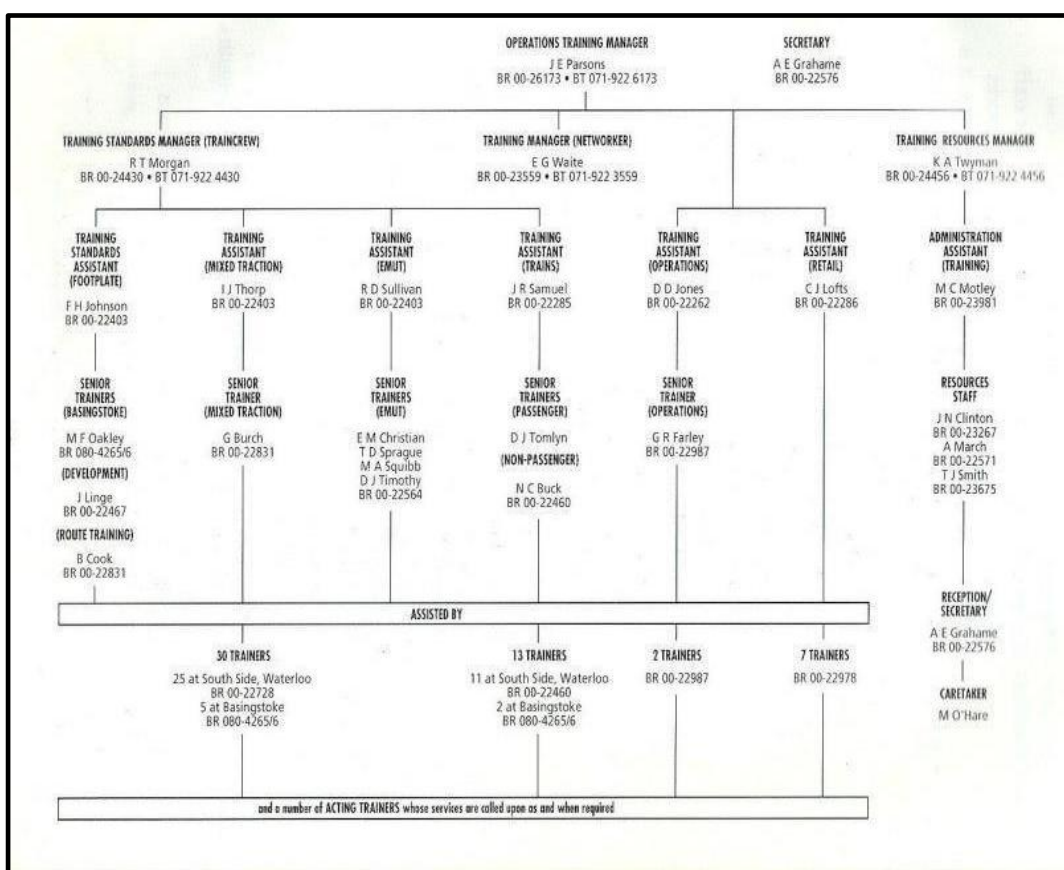
Meanwhile, back at the ranch, interspersed with all the on-the-job training on new rolling stock, my team had carried on with induction and guard's courses, which ultimately led to guard's rules exams. 1988 to 1990 was extremely hectic, and on top of that, one of our stalwarts by the name of Pete Arnell announced his retirement. Pete was the one and only signalling instructor we had, and not an easy role to fill. Jim and Pete must have had a few too many beers and they decided that I would be just the person to replace him, although I had never been a signalman. Pete arranged for me to spend two weeks in an old school manual signal box, and selected Angmering, what a stroke of luck! This was followed by two weeks at a panel box, this time it was Lewes, under the supervision of the late Colin Packham, who I later worked with at the Bluebell where he was a driver. After, the usual process of sitting on a course, then writing up the training notes, finally conducting a course while Pete sat in, I was deemed competent to



run signalling training courses, which I quite enjoyed. My predecessor, Pete Arnell, was an absolute legend, well respected by all including management and was even called to give a rundown on railway signalling at the Clapham Junction crash Inquiry. One of our favourite office games was 'tell us a story Pete' he would then regale us with some railway anecdote that he was usually involved with, that the powers that be would have had a seizure if they had found out. Never short of answer, if he arrived late, he would have a tale of woe, usually attributing the delay to the wires down in Tyne Yard, or if caught by the governor on his way out early, he would tell him he was going to check on some new installations at Lewes, (he lived in Seaford). An absolute diamond was Pete, a great loss to the railway when he retired. Another reorganisation occurred and somehow Dave Tomlyn and myself ended up as Jim

Samuel's second in command, with Dave responsible for passenger trains and myself for freight. This was a bit odd as

I was technically employed by NSE, but would occasionally do freight training for the respective sector, but heigh-ho, along with this came a promotion to the dizzy heights of MS1, unfortunately too late (by 3 months) of acquiring first class travel.....GITS! As a result of being responsible for the training on the freight side of our empire, this opened up all sorts of aspects that I had never envisaged. One of these was to set up and run what we called the Exceptional Loads course. This was for staff to be authorised to sign off any out of gauge loads, and loads that had to be secured by specific methods. *Cont. p12*





The direct result of that allowed me various military establishments such as Marchwood military port, Dean Hill naval armaments depot and RAF Chilmark bomb depot. Therefore, I was required to sign the Official Secrets Act, at least that's what I was told when invited to sign an important looking document. Dean Hill (Left) was the recipient of torpedoes amongst other things, and they had to be loaded in a specific way in ordinary covered vans, the only clue was the Explosives Grade 1.1 label on each wagon, the

same at RAF Chilmark. Both these sites had their own internal narrow gauge railway system that were used extensively to store the various munitions as can be seen here at (Right) Chilmark.



Around this time, the Berlin wall had come down, therefore the world order changed and the British Army in Germany was deemed to be a bit of unnecessary expense. So, most of the kit was dispatched back to dear old Blighty via Marchwood. On more than one occasion I went there to ensure a trainload of mainly FV432 armoured personnel carriers were ok to travel to Ludgershall, primarily for scrap, most trains had at least 80 vehicles of various sorts strapped down, what a waste.

Another interesting job was training the operators of the Long-Welded Rail Train (LWRT) on what to check before signing off the fitness to travel certificate, or 'Load Examined' label as it was known as. The LWRT consisted of a rake of 14 wagons capable of conveying up to 24 x 600foot lengths of rail for track renewals. Each train had a chute wagon at one end, the gantry wagon at the other, and a power wagon in the middle, so the whole train could be propelled without the need of a locomotive when on site. The gantry (right) when in use, could run along the whole length of the train on its own rails, it looked like a praying mantis, with two arms at the front with hydraulic grips to grab the stored rails when pushing new rails down, or when pulling old rails up onto the train. Each arm operator had to be highly adept at threading the old lengths through rollers on the racks on each wagon. It was work normally carried out on Saturday nights, so a great little earner. The more mundane side of the Safe Loads training was the correct method of securing tracked excavators and bulldozers onto flat wagons for weekend engineering work. BR had a computer system called TOPS that was used to monitor movements of locomotives and freight wagons for maintenance scheduling. On a more basic level, a train list could be generated and printed out for train guards, thus eliminating all the calculations that were previously done manually to establish the five factors that were required to be known before a train commenced a journey. The factors being: Weight, Length, Brake Force, Route Availability (Axle weight) and Speed.



So, I was dispatched to Webb House at Crewe (right) for a two-week training course on said TOPS system. Webb House was at the time, the BR operations management training Centre. Very enlightening on the inner workings of the computer system and how to make enquiries on specific wagons etc, and generating train lists. Typically, the ability for guards to get a printout for specific trains was extremely limited, so back at base, we still had to teach manual freight train calculation on each training course.



Another little excursion was when we were asked to give West Yorkshire Fire Brigade a basic railway operating appreciation course for when they were attending incidents on the railway. I was sent to the Brigade training Centre at Birkenshaw (right) near Leeds for a couple of days at a time to impart some basic railway information including terminology, and how they could access information of any dangerous goods that might be on a train. During the course, I included a visit to Neville Hill depot, and also a trackside visit, to the East Coast main line, as in those days, you didn't a track safety certificate in order to go trackside. Most of the attendees were old and bold firefighters, and had been trackside on incidents in the past, but not where trains were barreling towards them at 125mph. Some of them were a little on edge to say the least. As the Brigade had their workshops on the same site. They decided to pay me back by giving a ride on one of their telescopic aerial platforms up to its full height. I don't do heights, so it was one all!



TO BE CONTINUED

The Garden at the Gardens.....with Diane Lewins

The Gardens survived but only just!!

The seagulls raised two chicks up on the roof and everyone was glad to see the back of them. In their place we now have crows and magpies. Both just as noisy as the gulls but at least they don't divebomb us in the garden. Not many small birds about yet but lots of berries on the honeysuckle for when they do appear. I have got some new tulip bulbs ready to plant in the big pots but putting it off for a little while longer as the geraniums are still going strong. The heatwave caused chaos with the hydrangeas which usually flower well into November but have finished early. Even though they did get watered it obviously wasn't enough. The Buddleia, both white and blue, have been visited by butterflies and I have kept a shallow dish of pebbles in a shady place and topped up with water which has served lots of bees and butterflies through the hot days. The neighbours have finally put up a new fence. However, the bindweed is persistent as ever and creeps under it into my garden so I have been reeling it in as if it was a fishing line. But at least I now have a fence. The bushes and ivy have been trimmed and since the rain the grass has greened up a bit. A bonus of the hot weather has been that the mower was firmly shut in the shed so I hope I don't have to get it out again any time soon. The trees are losing their leaves which means autumn is on the way. Which also means lots of leaves in the pond. And so, it begins again..... Diane



The ASDA Foundation Grant

The Asda Foundation is an independent UK charity funded by the supermarket chain that provides financial grants to local small community groups, charities and not-for-profit organisations. It supports a broad range of activities that contribute to community transformation and improved lives.

Each major ASDA store has a Champion who acts as a bridge between a local Asda store and charities, schools and grassroots groups by coordinating fundraising and grant support.

Our local Champion Gary Baines, who is well known to the club, approached me and said he was going to put the club forward for a £500 grant.

Brilliant I thought, fill out a few forms and bingo!

How wrong I was, I was going to have to work for this.

On viewing the application form there was a requirement for the club to have a safeguarding policy- something we didn't have. The Federation of Model Engineering Society has indicated that clubs should be looking at having this policy in place.

With a little help from Gary he pointed me in the right direction to produce the necessary document we needed.

Two Designated Safeguarding Leads are required in each organisation, clearly, I was going to be one, but who else? On asking around, Hazel Furze volunteered having had experience of this in schools, so thank you Hazel. Any problems concerning safeguarding issues please contact either of us.

For the application, our Constitution had to be uploaded along with our Safeguarding policy. Other requirements were the type of members we had, how much our subs were and how the money was to be spent. After a long time getting together information from various officials of the club I finally uploaded the forms and waited- could be a couple of weeks it said.

After a week I received an email, our application was on hold as they couldn't read some of my info. My heart

sank; would I have to rewrite the whole thing? My panic was halted when Dave Parsons said "They can't read the files you uploaded; you don't have to rewrite it just send it in a format they can read"

A simple fix, change the format and Martin our treasurer finally got the £500 cheque. Win win.



Leigh

Macmillan Coffee Morning 2026

Thank you to all of you who supported the Clubs Macmillan morning on Friday 4th September, raising an incredible £900.00.

The concept started back in 1911 by Douglas Macmillan who sadly watched his father die from cancer when there was no help and little understanding of the disease. His father gave him ten pounds, from which the coffee morning idea to raise funds began and has evolved into the Charity we know today.



A huge thank you to all involved in setting up this fantastic event. The clubhouse was cleaned and decorated the previous day. Thank you to Truffles, Rustington who

donated a cake along with those supplied by Audrey and Larry, thank you to all the members who donated a delicious selection of cakes and biscuits, not forgetting ASDA champion Gary who attended and helped with the tea and coffee supplies.

Inside the clubhouse the tables were covered with green gingham table cloths and decorated with beautiful flower table decorations, supplied and made by Doreen. Sue kept the tea and coffee flowing, with Hazel setting out the cakes and biscuits. The Marvellous Macmillan cake made by Linda Parsons was raffled to raise funds and won by Miriam Webb. Jim Alderman with his years of tombola experience ran the Macmillan Tombola.



Outside on the track we had three electric locomotives running, operated by Paul Parsons, and newly passed out drivers, Harley and Travis. A wonderful event created by a wonderful team, the name of that team. **Worthing and District Society of Model Engineers.**

Thank you all.

Yvonne Bashall

BR MK1 Coach, continued.....

And so, the saga continues! As I have said on more than one occasion, this is a lot more work than I had anticipated, partly because there is more detail required than I have initially envisaged, however, I think it is needed to make something that looks the part.



Since the last update the major work task has been the underframe or chassis assembly. Although this is largely unseen, I decided it should at least resemble the full size. The chassis consisted of two I beams down the centre with outriggers each side supported by cross members; with the familiar dropped centre section you can see from the side view. Using the same 1" steel square section, I cut them down the middle and then spot welded them back-to-back to form the I beam. With all the cross members and buffer beams cut, it was time for assembly. Now I am not a welder, in fact I am probably the "Eddie the Eagle" of welding, keen but lacking the final result! Conscious of distortion I clamped the frames to a solid base before starting the welding. Some hours later and with some choice phrases in the air, I got a reasonable result and fairly straight too. The buffer stocks are 3D printed and painted and from a safe distance, look the part.

Another, not unsubstantial task is to finish the second bogie. Unfortunately, I finished the first one so long ago, I forgot how I did it! The bogie frame was mostly done, so I have had to machine the wheels and axles and the axle boxes. These are now done and as of this week I have made the spring sets ready for assembly.

The interior has been playing on my mind, having decided that some sort of interior was going to be needed, even if it will only be glimpsed through the windows. Of course, the obvious choice was going to be 3D printing. With the first samples printed I glued the seats together and attached them to a wooded end panel. To get the material effect I used a flocking kit, you can see the result in the picture, not perfect but will probably be good enough, only another twenty to do!!



In preparation for the body painting, I have added the dummy door hinges and made a set of door knobs and grab handles, this was very fiddly, only five more sets to make.

Just don't ask me about my plans to build a full rake!

CLIVE PATTEN

Heavy overhaul for Worsfold.

As many of you know, a few months ago, I started rebuilding a locomotive. Due to the fact that the boiler was in such a poor state I have had to take a break and the boiler is now being made by a specialist company. Now onto current things. Some of you may have noticed that unless you've been around on a Wednesday, Worsfold's been missing most of this year. Due to an incident with the axle pump, Worsfold was taken off the track and repaired, we then found problems with the super heaters, which needed removing and repairing. It was at this point we decided to do a heavy overhaul, and a complete repaint. My workshop now seems to be an extension of the Field Place workshop. After all the



hard work from Mostyn and Larry in taking their time dismantling Worsfold it has now been handed over to me, as you can see from the current photograph. This is now the frames of Worsfold, sandblasted, and I'll be prepping it before I start to repaint in the workshop Field Place Two. By the time this newsletter comes out, Mostyn and Larry will

have the frames back and will begin the assembly of Worsfold. We are trying to get it back ready for next Easter, also I am still planning to get my locomotive rebuilt for next year, hopefully? I have also started the painting of the class 52 which has been sat in my workshop, and the team building the class 52 can get that on the track for next year.



Phil Worrton

Caption Competition! Win a crisp £10.00 note.



The best caption closing date Dec 1st
Winner to be announced at the Christmas Lunch
on December 7th. Judged by Ted
All captions to: geoffbashall@btinternet.com

Item's For Sale



Boring Head MT3
£20.00
Contact: Kelvan Gale
+44 7515 505538



Revolving centre MT3
£10.00
Contact: Kelvan Gale
+44 7515 505538



Knurling Tool 16mm shaft
£10.00.
Contact: Kelvan Gale
+44 7515 505538



Mitutoyo Gauge Slip set,
One missing.
£60.00
Contact: Kelvan Gale.
+44 7515 505538



Keyless chuck 2MT
£10.00
Contact: Kelvan Gale
+44 7515 505538

For Sale from the workshop of the late Russ Spilman Estate



Myford ML7 with the usual attachments, chucks etc.



Warco bench mounted drill.



Dore Westbury
vertical mill.



Small bench mounted horizontal mill.

Contact Brian Hunt
for details.
07455 404140

In the next Issue: Worsfold the History, from an idea
back in the last century.

Part two: A dig for 3D.

Santa Special 2026. And more.....