

Number 165

THE WORTHING & DISTRICT SOCIETY OF MODEL ENGINEERS

www.worthingmodelengineers.co.uk

Spring 2024

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THE SOCIETY'S OFFICERS

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President Andrew Breese

Chairman: Kevan Ayling

Vice Chair: Geoff Bashall

Secretary: Leigh Gibbins

Treasurer: Martin Laker

Engineering: Dave Parsons

Programme: Neil Furze

Membership: Paul Parsons

Publicity: Geoff Bashall

Boiler Liaison: Brian Hunt

Comm. 1*: Glen Payne

Comm. 2*: Richard Ellis

Comm. 3*: Barry Partridge

*See foot of page 2



OUR THEN CME GEOFF ...

... with Nigel Buck assisting him spend a couple of productive hours outdoors on a wintry January day. The cutting, welding and fettling were quite straight forward, but ...

"He asked for a stand in the workshop to raise this tool cabinet off of the floor, but why did he specify five legs?"

NOW WE KNOW - SEAGULLS DON'T LIKE TO EAT TEA BAGS!

On a Wednesday work morning the full kitchen-bin black sack was tied and placed outside on the footpath to be taken to the wheelie bin at close of play.

Just a little while later a member came into the clubhouse laughing at the scene he had found. Those seagulls have absolutely no respect for the environment!



HOW MANY SKILLED ENGINEERS ARE NEEDED?

After the saga of the three-pin plug that was reported on last year, a huddle was spotted in the clubhouse fixing an old cast iron notice in the corridor. They even put a new bubble in the spirit level!

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

THE NEWSLETTER

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All Complaints to

The Chairman

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COMMITTEE DUTIES:

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

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

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YOUR DIARY DATES

MAR	THUR 28 TH	CLUB MEETING 7:30 pm Subject to be arranged. See our website IDC
APR	SAT 6 TH	SATURDAY STEAM UP
	THUR 11 TH	CLUB MEETING 7:30 pm Subject to be arranged. See our website IDC
	SUN 14 TH	PUBLIC RUNNING 1:30 – 4:30pm
	THUR 25 TH	CLUB MEETING 7:30 pm Subject to be arranged. See our website IDC
	SUN 28 TH	PUBLIC RUNNING 1:30 – 4:30pm
MAY	SAT 4 TH	SATURDAY STEAM UP
	THUR 9 TH	CLUB MEETING 7:30 pm Subject to be arranged. See our website IDC
	SUN 12 TH	PUBLIC RUNNING 1:30 – 4:30pm
	THUR 23 RD	CLUB MEETING 7:30 pm Subject to be arranged. See our website IDC
	SUN 26 TH	PUBLIC RUNNING 1:30 – 4:30pm
JUNE	SAT 1 ST	SATURDAY STEAM UP
	SAT 1 ST	CLUB BUFFET DINNER 6pm. Indoor bowls club, Field Place
	SUN 2 ND	PUBLIC RUNNING 1:30 – 4:30pm
	SAT -SUN 8-9 TH	LittleLEC NORTH LONDON SME
	THUR 13 TH	CLUB MEETING 7:30 pm Subject to be arranged. See our website IDC
	SAT 15 TH	OUR 50 TH ANNIVERSARY DAY ALL DAY ... WITH GRUB IN THE EVENING!
	SUN 16 TH	PUBLIC RUNNING 1:30 – 4:30pm
	THUR 27 TH	CLUB MEETING 7:30 pm Subject to be arranged. See our website IDC
JULY	SAT 6 TH	SATURDAY STEAM UP
	SAT-SUN 6-7 TH	AMBERLEY MUSEUM LARGE STEAM SHOW
	THUR 11 TH	CLUB MEETING 7:30 pm Subject to be arranged. See our website IDC
	SUN 14 TH	PUBLIC RUNNING 1:30 – 4:30pm
	SAT 20 TH	FIRE STATION OPEN DAY (Portable track)
	FRI-SUN 19 – 21 ST	IMLEC 2024 SOUTHPORT MEC
	THUR 25 TH	CLUB MEETING 7:30 pm Subject to be arranged. See our website IDC
	SUN 28 TH	PUBLIC RUNNING 1:30 – 4:30pm

Editorial some of this may be worth reading?

Sadly, once again an obituary appears in these pages. On this occasion the passing of David Lewins (see page 14), brings to an end a very long-standing and popular feature of your newsletter – David's Wordsearch. Almost sixty issues spanning nearly 15 years – and not missing a single issue!

We now need a new regular puzzle! Who will put up their hand and offer to compile a quiz, crossword or other brain teaser? Anything considered, including a complex crochet pattern! I would love to hear from you.

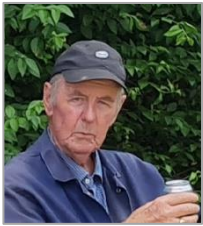


DERECK

The Boardroom.....reports from the Committee

A NOTE FROM THE CHAIR

Kevan's AGM address



The last year has seen the passing of several prominent members. In February we lost Len Higgs and Ray Hammond, followed in March by Charles Weatherley, and then at the

end of the year, Dave Lewins. The obituaries have been printed elsewhere, but I will say that their contribution to the Society cannot be overstated, with each of their unique personalities leaving an indelible mark on club history that will never be forgotten.

Good progress has been made in several areas during the past year. After the dark days of Winter, April saw the acquisition of a vertical mill, which was the first step in the complete reorganization of the somewhat cluttered workshop; this was coupled with the purchase and installation of the new storage shed, which proved to be a quite complicated and expensive project, bringing the talents of more than a few members in to sharp focus.

The whole project, including the groundworks and extensive electrical work necessary to commission the shed has been described in detail elsewhere, but the result is a workshop that with the recent addition of heating can now be used for its intended purpose of maintaining the club locomotives, running repairs, and most importantly, allowing our younger members to learn basic machining under experienced supervision. Thanks must go to all the members that have made this ongoing project a success.

Thanks must also go to all members that have contributed to the smooth running of the day-to-day activities of the club, from the ladies in the kitchen who work tirelessly to supply refreshments to our guests on public running days etc, to everyone else who works hard to make public running a success. Special mention must go to Betty loading the trains and Audrey who works quietly in the background selling tickets, who are both in many cases the public's first contact with us.

Thanks also to all those members who take care of the site, and especially the mowing and strimming crew, who every two or three weeks from Spring to Autumn spend an entire Wednesday keeping the grass under control, which especially in the oppressive heat of Summer is quite a difficult task.

Thanks must also go to Geoff and the engineering team, who work hard in all weathers to ensure safe operation of the track and infrastructure, as like painting the proverbial 'Forth Bridge', it is a job that is never finished!

A yearly roundup would not be complete without mention of the club Newsletter, it is a window on our activities, and has competently, and with good humour, been produced by Dereck for a number of years, and is an asset to the Society, and I think he deserves a special vote of thanks.

And lastly, thanks to the committee for their help and support over the last year; they have a shared interest in making sure the decisions they take benefit the Society in the best possible way.

KEVAN

ENGINEERING REPORT

Our charismatic "Big Geoff" reviews his time as CME ...



This will be my last report as I stood down from the committee position of engineering rep at the AGM, a position I have been privileged to hold

since 2015.

When I retired at the start of 2013 it enabled me to join the Wednesday morning maintenance team led by Andrew Breese, the engineering rep at that time. I assisted with track maintenance work which involved steel frame replacement in the cutting leading to the tunnel and the replacement of the badly corroded tunnel doors.

Andrew had decided to stand down at the end of 2014 and I was about to be press ganged into the job despite not being a volunteer; but you know how that works. This was not going to be an easy act to follow, Andrew had been in post for about 10 years and during that time had overseen some major infrastructure projects, as well as looking after the track, passenger cars, workshop, club locos including boiler testing and records, gates, locks, bridge, tunnel and just about everything else. The advice he gave me at the time was that the job had evolved to the point where it needed to be split up and the big issue was maintenance.

Contd. page 4

The boardroom contd. from page 3, with Geoff.

So, with Andrew's words in mind I decided to focus my attention on the renovation of the track steelwork, rails and sleepers

During my time as CME the engineering team has renewed twenty-one steel frames and renovated the remainder that were salvageable. The procurement of a large quantity of aluminium rail, which we had made to order, and the discovery of a substantial quantity of hardwood in the workshop loft from which John Stoton made hundreds of sleepers, kept us supplied with enough material to repair the track panels as we progressed with the steel work. The holding down bolts that secure the track to the A frames were replaced as some of the originals were corroded into the concrete. Some of the frames were cracked during removal of the bolts, so replacements were cast with a few spares made for stock.

After the completion of the new toilet block, the station platform was extended and we were required to lengthen the anti-tip rails accordingly. Other improvements were the removal of some of the old steaming bays and traverser in order to enlarge the area of the patio. A head shunt adjoining the current traverser, and a new steaming bay were constructed in anticipation of other club visits or events requiring extra capacity. We also fitted a pair of guard rails to the top of the tunnel and post hole sockets along the tunnel cutting for public safety signs.

The passenger cars were subjected to pre-running season safety inspections as a matter of course with records kept, but it was clear that it was time for some heavy maintenance other than just running repairs. One at a time, the cars were stripped so that the wheels could be re-profiled, axle bearings checked, bogie frames inspected for cracks, brakes adjusted and new cables fitted as required. A decision was made to repaint the carriages while they were stripped of running gear so that the livery could be changed from the age-faded blue, to a mix of green, crimson and Pulman brown allowing for a variety of train sets.

Seat cushions were covered with matching material as were the side safety gaiters, an additional flexible flap was attached to front of each trailer car to protect the gap over the draw bar. Another improvement was the fitment of footrests to the braked cars allowing for a more comfortable foot foreword driving position. Two new unbraked trailer cars were constructed increasing the vehicle stock to eleven, requiring an extension of the rails in the carriage store.

The workshop was one area that I never got to grips with, too much stuff and too little space. We needed more room so that locomotive repairs could be carried out in a decent working environment with a clear uncluttered floor and a clean bench. Repeated attempts to tidy up were followed by rapid re-cluttering, a problem requiring a lot of effort to control. Relief came in the form of a new shed with sufficient capacity to absorb our mowers and other gardening equipment as well as our track maintenance material and tools.

When I took over as CME, Alan Norman and Jim Ledger were responsible for loco repairs This duty has now passed on to Mostyn Thompson and Larry Avar, our current overhaul and repair team, assisted by Phil Worron. The task made much easier now that the workshop situation has improved, with a hydraulic table for loco work and the lathe, milling machine and drill press, more accessible.

Keeping track of club loco steam and hydraulic test dates was another responsibility of the engineering rep that needed to be transferred to Brian Hunts boiler test team, in line with Andrew's advice to divide up the engineering department in order to be able to concentrate on the "Big Issue" TRACK MAINTENANCE.

In conclusion I would like to thank everybody that has helped make my time as Engineering Representative a most enjoyable experience and to offer my best wishes to my successor.

GEOFF.



THE TREASURY

Martin reviews the state of our finances

In this report I will give a summary of the key points from my statement at the AGM. Our balance sheet shows we continue to be in a very healthy position despite expenditure exceeding income again, this year by £6,207.55. As the report shows this is similar to the amount, we have spent on the new storage shed (£6,541). The total club funds are currently £21,001.53.

This year many of our expenses are higher than previous years due to the inflation we are all seeing – indeed 2024 will see some further increases. Looking at the income from subscriptions (£2,789) and comparing this to our insurance costs (£2,677) you will see that our subs only just pay for the insurances – it is likely in 2024 our subs will not even cover these costs. The balance sheet shows just how important the income from public running is (£8,671.17) We had some bad weather days in 2023, which has reduced the income compared to 2022, but there is good news: the catering income was only a little down, sales table up, and parties well up on 2022. Thank you to everyone involved in public running, and I would encourage all members to help where possible, we don't just need drivers, but many helpers both in the club house and outside, and of course donations of cakes to sell.

No Treasurers report for our club would be complete without thanking members for their work and the many contributions that do not appear on the balance sheet: just a few examples: donations of cakes, drinks and biscuits, grass cutting, building and ground maintenance, supplies of materials, running the raffle, cleaning, washing, providing talks.

Contd page 5

The Boardroom contd. from page 4

As I have said before without all these contributions, we would be in a completely different financial position. As an example, just imagine how much more our new storage shed would have cost if we employed contractors to prepare and lay the base, kit it out, wire it up and paint it Maybe double the cost?

Last year we gave over just over 8,000 rides, although this is down from the 11,000 rides in 2022, it is still a great effort by everyone involved, plus we provided many more rides on parties and playgroups.

If you were unable to attend the AGM and would like a copy of the balance sheet please let me know – it contains all the financial figures, plus my comments, a breakdown on public running income, our major purchases and the break-down of the costs for the shed.

I would like to thank the committee and members for their help and support during the year, as usual Jim for handling the raffles, Audrey for adding up the cash after public running, and all the club house & kitchen staff for handling the cash and collections.

Looking ahead to this year, I am expecting further increases in many of our costs, so we need to do all can to promote our club and the public running. As I stated last year: increased costs in the years ahead are not our main problem, we MUST continue to find new members!

Public running 2024 a few changes....We are increasing the cost of rides to £1 per person, with children under 3 years old free. The committee decided that after more than 20 years at 50p, an increase was well overdue, we reviewed various options and decided on a £1 fee for everyone. This fee is the same as Hove Park and Crowborough, and considerably less than many other tracks. Indeed at £1 per ride this still reflects excellent value for money especially when compared to bouncy castles and roundabout rides. Also, we are changing our normal running times to 1:30 - 4:30pm each Sunday.

Can you help? We are always looking for help on public running days, but this request is specifically for people to help run the popular OO track and sales table, plus a person/marshal by the entrance steps, to help new visitors, monitor the queues and offer assistance when required. We do have volunteers (including myself) carrying out these duties, but extra bodies are always useful to spread the work-load – especially when I am running the traction engine rides! While talking about the sales table, if you have any suitable items to sell please give them to me on a Wednesday or club night.

I would like to thank Dereck for donating material from his workshop clearance, this included steel, brass, bronze and much more. Mostyn creamed off a good amount of stock for the club workshop, members made donations for their requirements, with the surplus also going into our workshop, the total raised is £98 .. thanks Dereck.

We would also like to thank Diane Lewins for making a generous donation to club funds.

MARTIN

SECRETARIAL SCRIBINGS

Leigh updates us ...



The committee has met six times since our last AGM with a lot of discussions taking place to move forward with the club. The

specification of the new storage shed, the requirements and layout of the workshop and coordination with Field Place management are the types of things discussed. We also finalised the public running order so that the 2024 leaflets could be printed.

Looking forward to the rest of the year we already have bookings for private parties in early April and July. This year we look forward to our 50th Anniversary and hope to celebrate this with an open day and BBQ on Saturday 15th June.

Worthing Fire Station open day is scheduled for Saturday 20th July. We anticipate we will attend this year weather permitting.

Our Charity Day is scheduled for Sunday September 8th. 12 until 4pm and our chosen charity this year is Worthing Mencap.

The charity enables people with disabilities, primarily those with a learning disability to lead full and independent lives. They provide a range of support and opportunities in the Worthing and Adur areas. They run various clubs and provide work-based training in their community coffee shop, Buddys, on South Farm Road.

Green Dreams Day organised by Field Place follows later in the month on September 29th.

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

Our first Saturday of the month steam ups continue to be well supported and hopefully we can attract more new members.

To finish I would like to thank my fellow members of the Committee and will miss Geoff Symes's contribution to our meetings but look forward to working with his replacement.

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

And I look forward to this our 50th Anniversary year.

LEIGH



PRESIDENTIAL PONDERINGS

If you have ventured into the workshop at the clubhouse recently, particularly on a Wednesday, you will have noticed two members beaver away quietly doing a heavy overhaul on our club locomotive **NETTA**. It had failed a hydraulic test with a leak in the smokebox tubeplate and required the boiler to be removed. This was done and the leak repaired so the opportunity was taken to do much other needed work which has taken several months.

A bit of history may be of interest here. In the 1980's a member Ron Humphrey, a carpenter and joiner, decided to build a loco. and bought a complete set of castings for **NETTA** – a **N**orth **E**astern **T**1 class 0–8–0, hence the name **NETTA**, designed for heavy mineral haulage (shift 1300 tons? of course I can – easily!) The 5" gauge design was by LBSC published in the Model Engineer in the 1950's and was probably the largest of his many designs. Well, Ron lost interest and the club bought his set of castings. A group of 14 members made all the components including the boiler and the loco was assembled by the late Jim Worsfold. The list of members involved is engraved on a brass plate attached to the cab front – only 3 still with us I think.

The loco was completed in 1990 and the photograph shows the first trial steaming in Jim's Garden in front of his workshop in Hazelhurst Crescent, Findon Valley, with the loco perched on a workmate. Jim is filling the lubricator and member Jim Tobutt is looking on. The loco was subsequently painted (very well) by Charles Weatherly and has run 1000's of miles over the last 33 years.

Last Saturday at one of our monthly steam mornings a member remarked that he had just spent £71 on

an outer dome cover casting for the loco he was building and thought this somewhat excessive. This made me ponder the current casting situation and ask the question "What if we were to build a **NETTA** today?" A few moments on the internet established that the total price from one of our main suppliers, if bought individually, would be £2538.17 or if you buy them all in one lot you can get a 20% discount bringing this down to £2030.54 – still a bit eye watering. How do you tell your wife? And of course, carriage is extra. You then have to buy all the copper and bronze for the boiler, silver solder, brass for the tender, frame steel and all the other bar material, injector, pressure gauge etc. – you can see where we are heading. Years ago, I used to reckon that model engineering was cheaper than golf!

In the meantime, enjoy your machining, and don't make a mistake and ruin a casting – it could be expensive.

ANDREW BREESE



HOPEFULLY, WE CAN LOOK FORWARD TO SOME DRY WEATHER SOON, BRINGING WELCOME SCENES LIKE THESE ON PUBLIC RUNNING DAYS



LEFT LUGGAGE! At the station gate passengers' rucksacks and other bulky items are passed along the platform by us to the alighting point for collection at the end of a ride. One unusual item was a plant purchased from our bric-a-brac table and undoubtedly raised in the greenhouse of Pat & Martin Laker!

MY PEPPERCORN A1.....with Clive Patten

Firstly, Happy New Year to everyone, I was just wondering how many of you had a new year's resolution to spend more time in your workshops? So, for me the combination of other (external!) pressures and the freezing temperatures recently, have both somewhat restricted my workshop activities.

However, picking up from where I left off last time, I have turned the loco around and am now continuing with working on the loco left-hand side, repeating what I had completed last time on the right. This has mainly consisted of the cab window runners and windows and the running boards. This time I thought I might explain a little bit more about how I have gone about making these parts. Before I do that a warning, I am in no way an expert, most of what I have done is either self-taught or using advice from others. However, explaining how I have done something I hope may be helpful, if it isn't please just ignore it!

When you look at the running boards on the A1, they are very similar to the A3 in that they curve down with a double curve just before the cab, giving a nice transition between the below cab line and the above driving wheel line. They look great on the real loco but are not so easy to make. I made these from two separate pieces of brass sheet. The first piece is cut to the curved shape and the second piece is 5/8" wide and formed to the shape after suitably annealing, by heating to red and then cooling. These then need soft soldering together and for that I have used a high melting point solder. I have included a picture to show the technique I use, I found that this works for me. So, I work on it in stages, rather than trying to do it all in one hit. I find that with soldering firstly you need clean metal, so I clean both pieces up on a fine grade paper, then I clamp the first section to be soldered. I use a flux that I have had for years, its called Templers Telux and I find it works really well. (Note: after checking online it seems like it is still available!) I apply the flux to the joint and then cut short pieces of solder and place them in the flux, spaced along the joint. I find this method means I can better control how much solder is used and that is in exactly the right place. The solder flows following gravity and the heat from the gas torch, so positioning the work correctly is important. I set this up on an old thermalite building block. Then I heat the work from one end and make sure that as best I can I heat both pieces of metal are equally, as the solder melts it then flows into the joint and then as you move the heat source along the joint, so the solder follows. The result should be a strong neat joint. It is important to then clean everything up before tackling the next section the same way.

On the left side of the loco there are two sand reservoir fillers, one is a complete dummy, and the front one doubles up as a filler for the mechanical oiler. In addition, there are two dummy lubricators, although they again double up as oil reservoirs, so the lids are

hinged. At this stage I am not sure if I will use these to lubricate the eccentric for the oiler or the front driving wheel axleboxes? The rear pairs of driving wheels already have oil reservoirs and separate feeds fitted.

I now must finish the cladding cover that goes over the reverser rod along the side of the firebox. Once again, a job that looks easier than it is actually turning out to be. I seem to have many jobs like this, I can see in my mind what I would like it to be, but actually doing it proves to be bigger challenge. But as I have said many times, that is what makes this hobby so interesting.



CLIVE



OUR ANNUAL CLUB SOCIAL, QUIZ, AND THEO WHITESIDE PHOTO COMPETITION

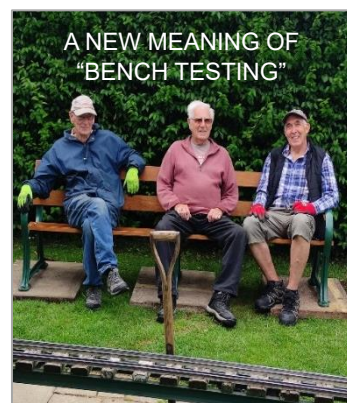
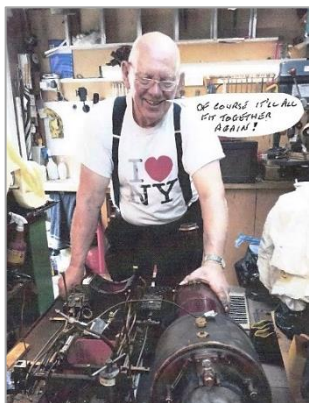


Held in the clubhouse on February 9th, the evening was catered for as normal by members bringing along their choice of food to be shared by all at the buffet table. (More than enough grub turned up of course, but the following Wednesday, the gang had a feast!)

The traditional team quiz for the occasion, first introduced by our late member John Fuller, was again compiled by Yvonne Bashall, and during the evening all present could vote for their choice of entries in our long standing Theo Whiteside photographic competition

The event was acclaimed a resounding success and the following day, our social media was buzzing with compliments for the organisers, and particularly for Yvonne Bashall who compiled the quiz –“humorous and entertaining” was one of the nice comments.

The photographic competition was won by Jim Alderman with his stripped loco, ‘Eva May’; second place went to Geoff Bashall for his springtime shot; and Kevan Ayling’s pic of three tired members in third. They had just laid slabs for our latest refurbished park bench.



OUR FIFTIETH ANNIVERSARY

A NOTE FROM VICE-CHAIR GEOFF BASHALL:-

As yet we only have the broad outline for the 50th Event in June. It's a one-day event, time will be 11.00 till 4.00 for the public to visit (but the time has not yet been ratified by full committee), this will be followed by evening activity for members, possibly including a BBQ. We will encourage members to display their smaller models being/built in clubhouse, with gazebos outside for more model display, (the large heavy models). Smaller models will be inside the clubhouse for security.

Trains will be running, but not advertised as public running in the normal way. The event is aimed at people hopefully interested in model engineering and to encourage new membership.

Possibly giving a driving opportunity for those showing real interest.

We hope to firm up plans at the next committee meeting after the AGM.

There is also new 50th clothing list up in clubhouse, prices are a rough guide, but it all depends on quantity ordered which will bring unit costs down. Sign up or alternatively contact me at:-

geoffbashall@btinternet.com



50 th Anniversary Clothing						
50 th ANNIVERSARY 1974-2024						
Items	Polo Shirts	Sweat Shirts	Fleeces	XXXL, XXL, XL, L, M, S.	Beanie Hat *one size	Baseball Hat *one size
Prices	£15.00	£18.50	£24.00	Size Required	£11.00	£11.00
NAME						

ROB'S PROJECT - LBSC SPEEDY ... BY ROBERT ADAMS

SPEEDY'S BACKHEAD

Hi everyone, a small update on my Speedy project! I've spent time progressing the backhead. Fortunately the regulator that came with the original project looked to be in good order so my plan was try and reuse it. Sadly the old backhead wasn't salvagable. Some of the bushes had been poorly soldered with gaps being left. Also we were unsure about the bush material that had been used so it was decided than a new backhead would be made.

Kevan kindly provided me with some 4mm sheet copper and with my former previously purchased I set about cutting and bashing the copper into shape. I was pleased with the results!

I chose to buy the water gauge, blower valve, injector steam valve, drain valves and clacks. My building time is limited and I'd like to get the loco up and running sooner rather than later, so this seemed the best way forward (I'll try my hand at making these next time round 😊, promise).

Whilst buying the fittings I found that I could also buy many of the bushes too at a very reasonable price. The blower valve and injector steam valve chosen where of flanged fixing type rather than $\frac{1}{4}$ x 40 screw in. This required me to make some special bushes to stand these off the backhead with enough material for the 3x fixing screws to be screwed in. The bush for the regulator was a little bit of a challenge. Using the dimensions from the bush in the old backhead I made a new one in bronze. Using the regulator as a pattern I marked and drilled the 6x fixing holes. It was then that I realized that I probably should have left the holes blind so that when the bush was soldered into the backhead the threads wouldn't draw up the silver solder.

We had some discussions around this problem at the club. There were a number of ideas, make a new bush, use tipex when soldering or fit studs rather than screws. Geoff Bashall kindly provided some 5ba SS studding (which I must replace...), so my plan is to make 6x studs and screw these in before soldering and if they do end up being non-removal, no problem.



Keeping my fingers crossed that this works out!

I've been making quite a bit of progress on the cylinders too, but will save that for next time! I had planned to try and get the cylinders finished over Xmas; they progressed a fair bit but I got side tracked on a Stuart S50 that I started probably 15+ years ago.....

When I started it I had just bought my first lathe; a Myford ML7. I knew almost nothing about how to go about construction of the little engine, so it was a very steep learning curve with lots of mistakes.

I didn't fully understand the use of the dial micrometers and so almost all



machining was by sight to scribed lines rather than measured distances.

Looking at some of the parts I had made over the years, with the information and knowledge I have gained through the club since my membership began made me realise that I could do a better job so I set about remaking many of the parts.

Still, its looking a lot better now and is close to being finished. I have a small Stuart boiler (minus its burner) that I plan to use to try and run it! I also have a governor kit to make! Once complete I will bring it to the club.



That's all for now!

ROB



CLUB PRESIDENT ANDREW BREESE PRESENTS TROPHIES AT THE AGM



At left, Paul Parsons had won the wooden spoon following his 'runaway train' episode last summer.



Right, Phil Worrell was awarded the Adrian Vickers Trophy 'for outstanding service' to the club for his contributions to loco refurbishments and ongoing rearrangements to the workshop.

THE CLUB'S NEW TEST BOILER

On a recent visit to Injector maker Len Steel in Woking, I was impressed by a small vertical boiler he uses to test injectors etc. During the visit he used the said boiler to set my recently completed 2-8-2 safety valves. On returning home, I showed some pictures of the boiler to Glenn, who remarked that we could do with a test boiler like that in the club.

So, with a basic idea, it was on to the internet to research model vertical boiler design. Eventually we settled on a simple gas-fired firetube design, with no superheat, and to keep construction simple, no water jacketed firebox, because after discussion with Brian Hunt, we decided that simplicity and controllability came before maximum steam generation, as it was to be primarily a test boiler after all.

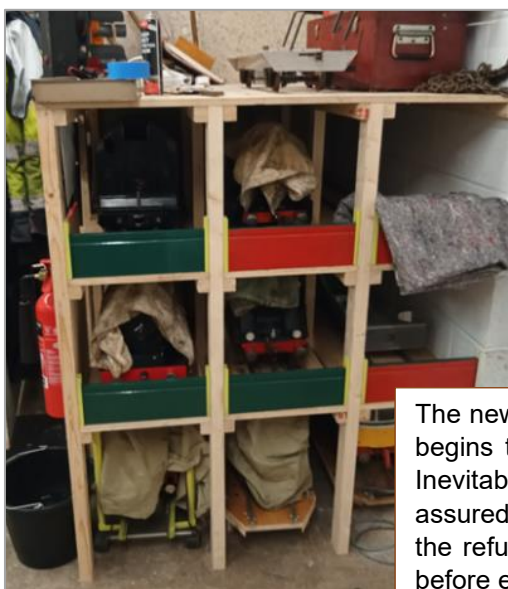
As it was a relatively simple project, we decided to ask around club members to see if anyone had any spare materials in order to keep costs down, and keep the treasurer happy. The project got off to a flying start with the donation by Dave Brutnell of a very expensive piece of 6 x 18-inch copper tube with a wall thickness of about 3.5mm, it seems that it was bought for a project that was

shelved, we are extremely grateful for this, as it has now determined the size of the boiler.

Glenn managed to find a piece of 4mm copper sheet on a visit to the local scrapyards, and although he had to pay £30 for it, there was sufficient for both tubeplates, with some leftover for future use. When I ordered the half inch tube for my 2-8-2 boiler I stupidly ordered too much (six meters) and as this is enough for 26 nine-inch tubes, I have donated it to the project. Geoff Bashall has donated the gauge glass fitting, and Jim Alderman a very smart calibrated pressure gauge. We have also had donations of silver solder from Andrew Breese, Phil Downs, Lionel Flippance. Dereck L and Robert Adams. John Elsworth has donated a piece of 50mm brass tube for the chimney, and Glenn has made the base for it, so other than the material for the bushes we have everything we need, and we may even have that once everyone raids their scrap boxes!

I will add that all details of the materials and the proposed build have been submitted to the Chief Boiler Inspector (Brian Hunt) for prior approval. Watch this space for a further article describing the build.

KEVAN AYLING



During the workshop refurb, a need to modify our small hydraulic table came up. One idea after another was offered up until there were no less than nine members forming the expert panel. Phil Worrell broke the impasse, took the table home and did an expert job on it. Well done Phil!

The new loco storage rack built by our head chippie Richard Ellis and his 'helpers' begins to fill. Incidentally, congrats to Richard on his election to the Committee. Inevitably it seems, the rack has begun to gather clutter – but only temporarily I am assured, as the workshop fellas are determined to keep everything ship-shape when the refurb is completed. **WARNING** – very soon you will have to wipe your feet before entering!

THE HALF BRICK, CRUSTACEANS AND RAMPION .. By the editor.



With kind permission of Michele Preston



My Dad was a man of the sea who liked nothing more than fishing off Worthing beach. From an early age I would sit astride the little saddle on the crossbar of his bike with fishing rods strapped beneath and tackle & bait boxes on the rear carrier, bound for the seafront near the Half Brick Hotel.

In those days, fish were more abundant and we often returned home without enough for a family meal ... I can hear him now ... "That's two good sized plaice for Mum & me, and five flounders for you and your brother". Naturally it had quickly fallen to me to clean them on the beach, but save the job of 'top & tailing' them for home so I could bury the heads and tails in the vegetable garden. How I enjoyed those days, especially eating the little fried fish having mastered the art of removing the tender flesh from the two or three little flounders on my plate without getting a mouthful of sharp tiny bones!

Our catch was often varied and could include bass, cod, eels, sole and seasonal chaps like mackerel. All was very welcome in those latter days of food rationing and the still frugal times beyond, although if we had a decent catch, pollock would be thrown back – "tasteless" I was told by Dad, and I still agree with him after all those years when commercially it now frequently replaces cod and haddock on menus as a cheaper alternative and is commonly named 'whitefish'.



We would have dug bait at an earlier low tide and then wandered out to find larger rocks to gently lift in search of edible crabs – it would have been a very lucky day if we found enough of those for a family meal!

At this point I should introduce the Half Brick ... now it is said that every fisherman enjoys a pint of beer, and Dad was no exception! So, as the tide receded any remaining bait was returned to the sea and I began packing up, while a small bottle of pop and a bag of Smith's

Crisps (remember the blue bag of salt?) appeared from the pub opposite.

The pub is no more, now being another ubiquitous block of flats. But this is

far from the end of my story since there was an earlier Half Brick Hotel, right on the shoreline that was claimed by the sea in the eighteen-hundreds. Occasionally, if the weather conditions were right and it was a long spring tide, we would walk out over the sand banks and rocky areas for what seemed miles. Dad knew exactly where he was heading and it was at these times, standing in the water far from land that I learned the basics of navigating by triangulation. Looking back towards the shore and pointing he would say something like "When St. George's church spire is in line with Chanctonbury Ring, and the Shoreham power station chimney meets the radio tower on Truleigh Hill, we are about there". Wandering about for a few minutes we would find the rubble of the hotel and neighbouring houses lost in the great storm.

I clearly remember one piece of rubble with six or eight bricks still attached. Dad pointed out a 'scrape' – clean, recently excavated gravel thrown out from a dark cavern entrance beneath the bricks. "There's a big 'un underneath", I would have heard, "we have to be careful since lobsters can move with amazing speed so Dereck, you slowly lift that edge, taking care not to stir up too much sand so we can see him clearly". In a flash, Dad grabbed it by the back of the head, and with its tail flapping furiously, lifted it clear of its underground home. I was handed the beautiful creature to hold while stout rubber bands were produced from Dad's pocket (be prepared!) In my awe and excitement, I nearly dropped it before the powerful claws were safely bound up. On that day,



LOW TIDE AT WORTHING. Contd. from page 11

.....before the incoming tide brought a halt to our foraging, we managed to find several large crabs that also went into the linen bags tied around our waists. "I'm not sure if Mum has a pot big enough for our lobster" mused Dad on the way home on his bike. Happily, she did.

He had a golden rule, never take a female crab or lobster clutching its eggs (as in my picture). An early lesson in conservation for me.

Sadly, over the years following my boyhood, fishing from the beach became less and less popular while decent catches had declined as over-fishing by commercial operators reduced fish numbers.

Pair-trawling became a common sight along our coast, operating even close to the shore, ruining natural habitats and taking everything edible, large or small. In the process they destroyed the seaweed 'forests', especially kelp, from the sea bed. (Remember the 'Worthing Stink' when thousands of tons of the stuff were washed up in gales?). But the abundant kelp in the shallow waters off Worthing provided breeding grounds and nursery areas for many species.

However, in recent years a number of control measures severely restricting inshore trawling have been introduced which have slowly led to increasing catches being reported by our amateur and part-time fishermen. The kelp beds are also reported to be recovering – although a return of the 'big stink' won't receive much of a welcome!

Construction of the Rampion wind farm has brought a windfall boost, albeit in a small way some might claim, for our offshore wild life. During installation of the towers and cables for example, work at sea was suspended for three months during the breeding season of one species of fish that migrated every year to their spawning grounds on a large part of the site.

The now completed site provides a permanent 27.8 square mile (72 sq. Km) exclusion zone which will benefit all wildlife – crustaceans, fish and shellfish included. Since lobsters live for 40-50 years, perhaps the remaining hardcore ruins of the Half Brick will be occupied once again by a big-clawed ten-legged chaps and discovered by a little lad and his father.

Dereck Langridge

**THE GARDENS AT THE GARDENSwith Diane Lewins****ON GO SLOW AT THE GARDENS**

As most of you will be aware, I spent most of last year at the hospital with David so the garden was the last thing on my mind. However, masses of primroses and the heather is

wonderful. I did manage to plant up most of the pots and am now reaping the benefits with a vibrant show of bulbs from bubble hyacinths and daffs to tulips and pansies. Glorious, seems as if they knew I'd need a pick me up.

Also, early on I bought a couple of "dwarf" leylandii (never know how to spell that!) [*I dunnit for you Di! Ed.*] which I thought would fill the gap where the box privet got the blight. They have been sitting in their pots ever since and look quite healthy. I mean to plant them in the gap once the weather improves.



Frog spawn appeared in the little pond on 18th February so in a few weeks the newts will gather for their yearly feast.

I had lots of berries about so the birds have not gone hungry and the squirrels polished off the acorns. At the time of writing there are lots of magpies around and as usual the raucous rooks and seagulls seeing who can make the

most noise. Hope I can get back to a bit of normality soon but in the meantime, it must already be time for a cuppa.

DIANE



ON A MEMBER'S BENCHwith Roy Page

More than 15 years ago I decided to build a 5" gauge loco and I chose a Simplex as the name seemed to imply that it would be quick and possibly simpler than other designs to build. How wrong this would eventually prove to be. No basic steam loco can really be simple to build apart from true to scale models which the Simplex isn't.

I chose the Super version as it appeared to be a little more realistic with brakes added to the design. I am fortunate to be a member of our Club as I have had considerable help and advice during this project.

I started with laser cut frames and after fitting the hornblocks, realised I couldn't accurately machine them without a milling m/c. Speaking to Brian Dew, who originally suggested I should join the Club, he offered to do this job. I was then able to machine the bearing blocks and fit them to the assembled frames. The axles, wheels and pump eccentric followed.

The next build period was delayed somewhat with several very enjoyable visits to stay with our son, who had emigrated to Australia.

The next part of construction included C.I. cylinder blocks, pistons and valve gear. I was surprised by the cost of Blackgates C.I. piston rings and talking to Alan Norman, he explained how to make my own rings at a tenth of the cost.

I bought a basic Dore Westbury milling machine from Colin Green as he was upgrading. This helped me accurately produce the various valve gear rods as the machine had X and Y DRO.

As I don't possess a rotary table, I was then faced with the expensive purchase of the expansion links. Andrew suggested I could make my own by carefully filing the curved slotted links from a piece of gauge plate. I was a bit apprehensive but took Andrew's advice and the handmade links turned out well as the chassis was tested on air some months later.

When I came to machine and fit the bits for the brake gear it was soon evident that the brake gear for the leading axle would foul the rear cylinder covers and piston rods. Another instance on this loco that if the designer had built the engine this would have been obvious. My engine therefore only has brakes on the drive and trailing wheels.

The next stage was the construction of the boiler as the chassis had performed fairly well on air. I collected the boiler kit from Blackgates on their last appearance at the London Model Engineering Exhibition, which I think was in 2019. I wasn't looking forward to the boiler construction but with the tremendous help and encouragement from Glen and Kevan it was slowly assembled and silver soldered and finally successfully passed the first hydraulic test. The boiler has now been assembled on the chassis and connected to the smokebox. I have completed the awful job of fitting the piping inside the very limited space in the smokebox.

As mentioned earlier I couldn't have reached this stage without the help from many Club members along the way. Latterly, Lionel has machined the taper inside the petticoat pipe for me as the top slide of my ML7 isn't long enough. Glen kindly rolled the cab roof for me, and Dennis lent me a set of hole cutters and a set of rolls to roll the boiler cleading.

I hope to complete the water tanks, many backhead fittings and piping to get the loco tested this Summer. Watch this space !!



ROY PAGE



WE BID A VERY WARM WELCOME TO OUR NEW CME !!



Dave Parsons was elected at the AGM to replace our good pal Big Geoff who stood down from the post, as you will have read in his column.

Dave was unopposed at election time (I wonder why), and claims that the pain he endured from his arm being twisted was agonising!

Good luck Dave, and get that whip cracking on the heavy engineering & track gang!!

The Back Page.....

YOUR SUBS ARE NOW DUE!

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

Cash or cheque to our Hon. Memb. Sec. Paul Parsons please, or alternatively for a bank transfer, the numbers you will need are: 30-99-93 03679660. As a reference, please add your surname and initials, and follow-up with an email to Paul. (See page 2 for Paul's postal and email addresses).

AN ADVANCE NOTICE

The Club Buffett will be held on Saturday 29th June 6 for 6.30 pm, at Worthing Indoor Bowls Club, Field Place. This is a hot & cold Buffett costing £24.00 each including gratuity. 64 covers only. The only extra will be Drinks from the bar, coffee will also be at the bar for £1 a cup.

IN MEMORIAM DAVID LEWINS

David passed away on New Year's Eve having been hospitalised for several weeks with long-standing problems. Whilst there he unfortunately contracted covid and did not recover.

He was a long serving member respected by all for his engineering knowledge and practical skills. He was always willing to undertake any task suggested to him. Drawing upon his academic experience working at the Brighton Polytechnic, David was a valued tutor at our annual 'kids' courses.

Preferring to be a bit of a loner, on a club 'working' day he could often be found in our workshop, hacksaw in hand constructing something useful such as our wheeled coal & oil trolley which we use whenever a steam loco is on the track.

The trolley is complete with a miniature sack barrow for fetching bags from the bunker, it was followed by a portable brazing hearth, again to his own design.

Another lasting legacy to the club will be in the two major track projects for which David produced fully detailed working drawings. These were for the 'swinging sections' for our level access track crossing, and to the carriage shed.

Following a service at Worthing crematorium David's wake was held at the club at the request of his widow Diane, and of course we were happy to arrange this, with members providing plentiful refreshments and a train organised for family and friends to enjoy a ride.

We extend our condolences to Diane and her family.

DAVID'S LAST WORD SEARCH

David began to compile this puzzle while in hospital. He was determined to complete it but as he physically weakened, he could not hold his pencil. Nevertheless, Diane sat beside him and David was able to articulate the words he wanted and where to place them.

ANNE	ENVELOPE	LYRE	SENIOR
AGREE	ENDEAR	LOVING	SUSPENSE
BOLERO	ELAN	LAWN	SALE
BOWL	FILES	MOLE	SEFTON
CALLER	FLOWER	MEAT	SCOPE
CREW	FARRAGO	NANA	SOBS
CAP	FLOOR	NESS	SHOUT
DROIDS	GINO	OZONE	THRILLS
DUMB	GROOM	OOZE	TART
DUET	GOOFY	PRISON	TONAL
DRUM	GOOGLE	PETRA	TROIKA
DUAL	HAVOC	PUNNET	USHER
DAZ	HOOVER	RECORD	VIADUCT
DEUCE	IVY	RAVEL	VOCAL
DOG	IRREGULAR	ROUTINE	VET
ENSCONCED	INVITE	REIGN	VITAL
EPICURE	ITINERANT	ROOF	ZOLA
ERRATIC	LYRICAL	RAISED	

