

THE WORTHING & DISTRICT SOCIETY OF MODEL ENGINEERS

Number 172

www.worthingmodelengineers.co.uk

Winter 2025

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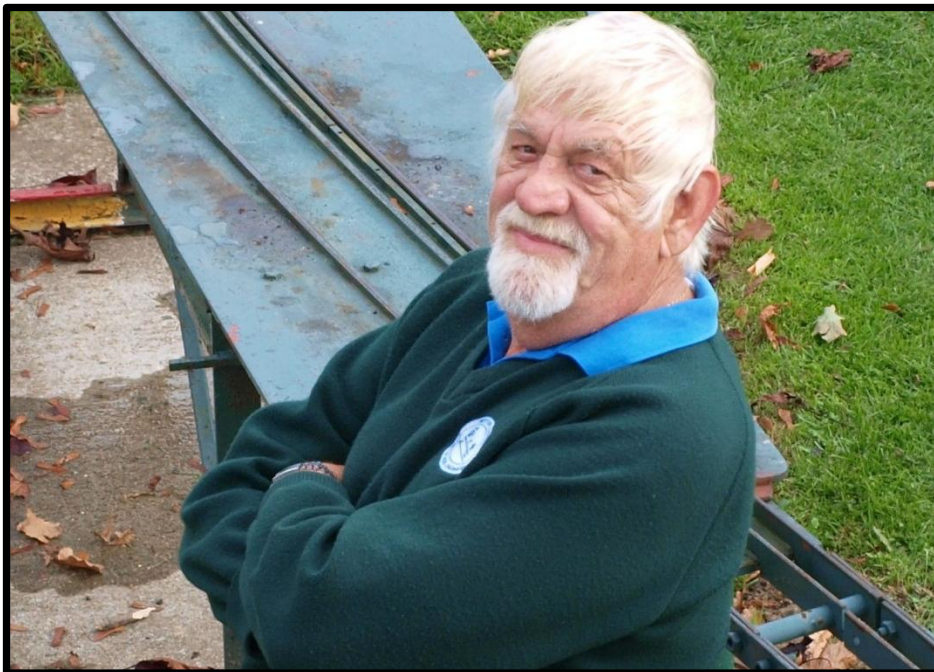
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It is with immense sadness, we report of Derek Langridge's death on Friday 24th October. Derek had become unwell on Sunday 19th October while working on the Club Newsletter. A full tribute to Derek is included in this edition. The Club sends its deepest condolences in these very sad times.

THE SOCIETY'S OFFICERS

Patron: Peter Webb

President Andrew Breese

Chairman: Kevan Ayling

Vice Chair: Geoff Bashall

Secretary: Leigh Gibbins

Treasurer: Martin Laker

Engineering: Dave Parsons

Programme: Neil Furze

Membership: Kevin Hemmant

Publicity: Geoff Bashall

Boiler Liaison: Brian Hunt

Comm. 1*: Glen Payne

Comm. 2*: Richard Ellis

Comm. 3*: Barry Partridge

*See foot of page 2



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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Dereck Langridge

Distributed by

Jim Alderman

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The Members

All Complaints to

The Chairman

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

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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

DEC	SAT 6 TH	SATURDAY STEAM UP CANCELLED DUE TO TRACK WORKS
	SUN 7 TH	SANTA VISITS FOR PUBLIC RUNNING 11:00 to 2:30
	THUR 11 TH	CLUB MEETING 7:30 pm Subject to be arranged. See our website IDC
	DO THAT LAST MINUTE XMAS SHOPPING. (AND DON'T FORGET THE McVITIES FOR THE CLUBHOUSE!)	
JAN	SAT 3 RD	NEW YEAR SATURDAY STEAM UP (SUBJECT TO WEATHER!)
	THUR 8 TH	CLUB MEETING 7:30 pm Subject to be arranged. See our website IDC
	THUR 22 ND	CLUB MEETING 7:30pm Subject to be arranged. See our website IDC
	SAT 31 ST	CLUB SOCIAL 6.00pm to 9.00pm Fun Quiz, Photo Competition & Food
FEB	SAT 7 TH	SATURDAY STEAM CANCELLED DUE TO TRACK WORKS
	THUR 12 TH	CLUB MEETING 7:30 pm Subject to be arranged. See our website IDC
	SAT 21 ST	SATURDAY SOCIAL MEETING 9.00am to 1.00pm
	THUR 26 TH	AGM 7:30 pm VOTE THE WHOLE LOT OFF! DON'T MISS IT!
MAR	SAT 7 TH	SATURDAY STEAM UP IF TRACK WORKS COMPLETED TBC
	THUR 12 TH	CLUB MEETING 7:30 pm Subject to be arranged. See our website IDC
	Sat 21 ST	SATURDAY SOCIAL / COBWEB RUN TBC
	THUR 26 TH	CLUB MEETING 7:30 pm Subject to be arranged. See our website IDC
APR	SAT 4 TH	EASTER 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
	SAT 18 TH	SATURDAY DRIVER TRAINING
	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

Please refer to club website for all IDC and TBC dates, these
will be updated nearer the time.

Message from Jen, one of our recent public run visitors:

May I say a huge thank you to all your volunteers for making these events happen. This is my 2-year-olds son's favourite place. He keeps your leaflet murmuring 'Choo Choo's when he's missing it. It was his birthday today and it couldn't have been any more perfect. Thank you for bringing pure joy to a future engineer and helping us make memories. P.S. I'd love the sticky toffee pudding cake recipe you serve because my toddler who struggles with food absolutely loves it!

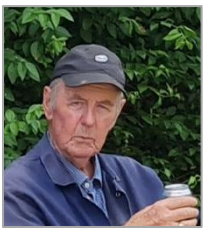
Editorial one last report

As I prepared to finalise this current newsletter, Number 172, that's 67 issues of editing and production, since I took up the challenge in 2009. I was suddenly called to a higher position, that renders me unavailable to continue with the post of editor, the challenge of producing the clubs newsletter is something I've enjoyed over the year's, and I hope that my humour interspersed into the many newsletters, alongside the articles supplied by the loyal members has brought pleasure. I would like to thank all the members for their tremendous support, affection and sympathy shown to Betty and family on my unexpected permanent departure.

DERECK



The Boardroom.....reports from the Committee



A NOTE FROM THE CHAIR

Kevan looks towards 2026

Next year sees the expiry of our current lease on our track site at Field Place, the negotiations for which were undertaken by the very

able late Ian Aitken, who managed, among other things to persuade W.B.C. to drop the onerous break clause from the new lease, which would have allowed them to ask us to vacate the site at any time before the full term of ten years!

W.B.C. are under no obligation to renew our lease, but we hope they would continue to value our contribution to the community, with our charity fundraising activities and value for money rides on running days, which no doubt, contributed to them adding us to the Councils Community Asset List.

As most members are aware, our lease does not allow the parking of vehicles on site, but at the behest of the Field Place management we park cars on the western side of the site (weather permitting). This was to help with the overall parking at FP, as at certain times when they are hosting events such as weddings etc, the car parks are overflowing, and having our own parking area is a great help, and over a period of a number of years this has become custom and practice.

Our aim when negotiating for the new lease, is to get a change to allow parking on the area in question, and if successful, to investigate the possibility and cost of an all -weather parking surface, which would make visiting the clubhouse on a wet Winter's Day/evening, a much more attractive proposition.

Another project for the future is to improve locomotive access to the track by replacing the less than perfect traverser, with its attendant problems of the tight radius, and the height change when using the railing plate, which cause the larger locomotives to derail occasionally. There are several options, but one we know will fit in the available space, is a swing out section of the track similar to the one we use successfully to access the carriage store, this has been used for a number of years, without any major problems, so we know the concept works and is used at other club tracks around the country.

Once the swing out section is built and successfully tested, it can be locked shut and the existing traverser used normally until we are ready to undertake phase two, which would involve removing the existing traverser and realigning the steaming bays to connect with the swing out section. We have all the necessary skills within the membership and we have undertaken bigger and more complicated projects in the past and all done without interrupting public running!

KEVAN



THE TREASURY

Martin's review of our current finances ...

We have now completed our main public runs of 2025 – just the Santa run to come, so lets hope for good weather in December. Once again

this year we have had great support on our Sunday runs, both from members and visitors attending. As you know we lost one complete Sunday in September and our Fire Station run had reduced attendance due to weather, but overall I am very pleased with the income from our public runs. The weather meant we delayed our Charity Day and moved it to the Green Dreams Day, where we raised £1,300 for Worthing Mencap – a great result – thank you all. I am writing this report just after our annual auction where we have raised over £300 for our funds – so a big thank you to everyone who brought along items for sale, especially those who donated all receipts to club funds. Overall we continue to be in a strong financial position, mainly due to our public runs, where rides, kitchen, sales, and the OO track all continue to be well supported. The committee have just approved purchasing a part built electric loco from club member Nigel Buck - once completed this will prove a very useful asset for public running. We will use some of the funds generously donated by Shirley last year to pay for this loco.

Finally I wish you and your families a Merry Christmas and Happy New year.

MARTIN

SECRETARIAL SCRIBINGS



Leigh updates us ...

Covered elsewhere in this issue we had some sad news of the loss of one of members then tragic news with loss of our newsletter editor. With our ageing membership we are also noticing more health issues. What a year 2025 has turned out be.

On a brighter note after fighting with the weather this year we still managed a fair income from public runnings and racked up our charity donations to the tune of Fire station £250, McMillan coffee morning £1001 and our Charity day totaled £1300.

Over £2500, I think we do our 'bit' for the community.,

Looking forward to next year 2026 is already looking to be busy, we have party enquires for early in the year and we also have to renew our lease with Worthing Borough Council.

Dates to look out for include our Christmas lunch on the 1st December then our last public opening of the year will be the Santa Run on the 7th December.

Thanks to everyone for their help over the past few months.

Until next time.

LEIGH

ENGINEERING REPORT

Dave's regular report ...

In the Motive Power department there are the usual maintenance jobs to attend to plus repairs to 2 of the Club steam locos..



Netta was becoming difficult to drive, being unable to pull away smoothly with a load behind. On air she seemed OK. An inspection showed excessive wear on the valve eccentrics so Phil Worron is in the process of making new eccentrics and straps. The original design had the straps rubbing against each other to set the sideways float. Phil is modifying this to a grooved eccentric design to allow the straps to clear.

Unfortunately Worsfold failed during the last public running. Initially we thought one of the return cranks had moved but once in the workshop it was evident the water pump gland had come loose and locked up against the leading axle. Mostyn and Larry are repairing it but noticed that some of the motion has too much play. New bushes are being made and fitted.

Britannia had a minor issue which delayed her entrance onto the track for the last public running. Once in steam the right-hand sight glass seals blew. After the fire had been extinguished, borrowed O-rings and a bit of time saw it hauling passengers, albeit a little late.

During the charity day/green dreams day Mike struggled, with his Netta, to pull away from the station and also up the bank with a couple of heavy loads. As we know, Mike's experience as a driver is second to none, having worked out of Nine Elms. The Pullman carriage set he was pulling was examined the following Wednesday and a broken axle was found on the leading car. We took the offending bogie apart and Glen made a new axle. 4 new bearings completed the repair.

As I write this I'm touching wood... the Club electric locos appear to working ok.

The track gang have continued their endless sleeper replacements and are now through the station, starting yet another lap.

During the winter shutdown some of the under frames between signal 4 and the carriage store will be lifted to be cleaned and repainted on trestles under the station canopy. This means that for the 3rd Saturday driver training in November and January, and all Saturdays in February and March the full track circuit will be out of action.

In the workshop the parts washer is now working and the fly press has been fitted with 'V' bending formers.

DAVE

THOSE ADS!By Diane Lewins

I know they don't have long to get the message across but, really, some of them are awful, nothing short of excruciating like the pink one that solves all your tummy problems or the dreadful dancing cows trying to get you gambling.

Thinking back there were some cleverly put together, subtle or even sophisticated ones which stand out but can also be remembered for their comedy. Remember Lorraine Chase in the Campari ad when asked by a posh bloke if she was wafted in from paradise replied "Nah Luton Airport".

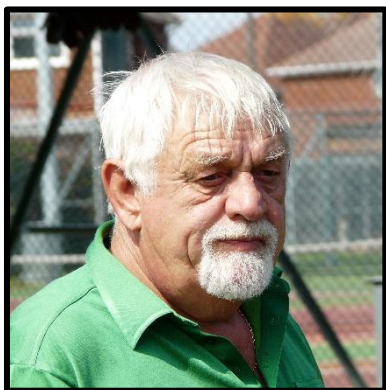
Domestos kills 99% of all known household germs.

It's that left-over 1% that bothered me.

Men were persuaded they would look smarter with Brylcream's ditty "A little dab'll do ya". Most of them looked like they had stuck their head in a tub of lard.

Castrol Oil was "liquid engineering" and if you wanted your car to go faster you "put a Tiger in your tank". A Mars a day helped you work rest and play and an Oxo gave a meal man appeal. Colgate toothpaste gave us a ring of confidence and Fairy Liquid gave us hands as soft as your face. I expect you can all remember one or two yourself.

Finally, can you remember the one that said they sell more cars than Ford, Chrysler, Chevrolet and Buick combined? Well, it was thought up by a bright spark at Matchbox Toys.



TRIBUTE To Derek Langridge

1943 - 2025

Derek joined the Club in 1994 and became good friends with John Bibby, who was an excellent model engineer, John had built many superb models whilst a member of the Club, John's knowledge and tuition was much appreciated and Derek went on to build several excellent models of his own. His 1½" Allchin was his first model to be built taking four years to build. A very highly detailed model. Derek followed the Allchin with an impressive 2" Fowler Road Locomotive.



He was now becoming more involved with the club and got involved with organising the Clubs involvement at Brighton ModelWorld, held every February over three days. Derek now had a loco for the track of his own, having purchased from a club syndicate a GWR King Loco and he became involved with Public Running during the summer season. Elected Chairman in 2005 he was a calm and fair influence to the Committee. In 2006 he took on the maintenance and repair of the signalling system after the death of Martyn McBrien. The next project that Derek became involved with was the installation of full safety locking on the disabled crossing. A complex and time consuming project.

Children's courses which were held in August, starting in 1998 and ran to 2016. It was another event that Derek became heavily involved with. As Chairman he presented certificates to the students, on becoming headmaster his spelling test for the students of oscillation brought immediate fear to their faces, but it soon became obvious it was a game and much laughter would ensue.



Fire Station Day was another Annual event that Derek supported, often in charge of Health and Safety and controlling the children on what has always been a very popular event. When he was relieved of duty for a break, the Cricketers Pub was just down the road and a refreshing pint never went amiss



At the Club exhibitions, Derek's attention to detail was always on show, plaques for every exhibit were made and assembled on to backing boards or laminated so that every model was displayed with the correct information. Santa specials were yet another event where resplendent in his Christmas hat, along side Betty in her Elf costume he threw himself in to the occasion, either running his GWR King or as Track controller. With Betty in the kitchen, assisting Father Christmas or loading the passengers on to the train.



Dereck researched the 1837 Frigate HMS Gorgon, visiting and photographing a scale model of the engine in the Science Museum, he took many pictures and prepared drawings before undertaking the build and it is a remarkable model, now powered by electricity and encased in a glass case it demonstrates the motion workings. When David Baldwin contacted Railtrack regarding the LBSC lamp post outside Lancing Station and persuaded them to donate it to a good home being the WDSME, Dereck was on the case, travelling to Bluebell Railway and measuring an original lamp post, cataloguing all the details ready for the restoration, with the Club begging bowl rattling, materials and offers of help came forth. Dereck then allocating materials and instructions to the many members involved, the project soon came alive, and Dereck atop some dodgy staging assembled the light. Working on gas as the original, the lamp gives a lovely yellow glow, and is used on Winter club nights

The Club Auction has long been a favourite evening when members sell or buy the various engineering related tools on sale. Step forward an Auctioneer, dressed in a dress shirt with bow tie, sometimes a cummerbund this smartly dressed gentleman who we hardly recognised, as we were more often to see him in railway/work clothes', Dereck rose to the occasion, his wit and humour bouncing off the Members, who gave as good as they got, it was an evening of banter and bargains.

When the new toilet block was constructed, underfloor heating in the toilets and corridors was undertaken, followed by the fitting out of lights, wall heaters, and Gents toilet flushing controls, with Dereck once again heading the Team.



At the Club AGM in 2023, the Club President was delighted to award Dereck Honorary membership for his years of dedication, time and work from when he joined way back in 1994.

In 2009 the newsletter needed a new Editor and so stepped forward our new Editor, a post he has enjoyed, injecting his humour in to the sixty-seven issues he has produced, winning 1st 2nd and 3rd for the Club in the Model Engineer competition. During Covid the Newsletter kept members in touch and connected. It was at his computer on the Sunday 19th October that he became unwell, retiring to an easy chair, the fatal moment struck. To say we will miss Dereck is an understatement. The most valuable thing to give in life is time, Dereck was generous, he gave so much to the Club, his wit, and presence will be very sadly missed.



Geoff Bashall

A COINCIDENCE! (AND NOTHING TO DO WITH LADIES HANDBAGS!)



During an August public running event members, John and Pat Wigley showed me their proud purchase from the souvenir shop at the Bluebell railway. It was a door stop which I promptly borrowed to photograph. (shown left). The moquette fabric, 'Chestnut Leaf' had been found in the Pullman car "Fingall".

Little did we know that just nearby, sitting in the clubhouse looking after the OO railway was the maker – our member Jean Cox.

JEAN NOW EXPLAINS THE COINCIDENCE: - When I started volunteering at the Bluebell Railway in the Trim Shop at the Carriage and Wagon works over 10 years ago, there were just three of us working together. Now we have a team of twenty, busy working on several projects. A broad range of training is needed to get the level of skills required, and our Trim shop Manager Steve Bigg is a great believer in encouraging volunteers to enhance their heritage skills. Without this training, trimming will become a lost craft.



Our new purpose-built workshop facilities known as The Heritage Skills Centre, was put into use in 2022, a much-needed facility after using wooden huts and part of a container,

where there was only room for 4 people to work. We are now warm, dry, and have multiple workbenches for our varied projects. We can also work in the same room together (not all at the same time as we volunteer over



several days of the week!), instead of finding odd spare corners of the workshop to work.

A couple of years ago a few of us went to a Transport Textile Symposium at the London Transport Museum. It was fascinating to see how designs and manufacture have changed over the years. Whilst looking in the gift shop we saw many ways of using moquette to make things like bags, cushions, doorstops etc. Afterwards I

had an idea to make a doorstop for the trim shop using left over off-cuts that were not big enough for railway use. After a couple of prototypes I came up with a design for a doorstop that looked like a small handbag (but was considerably heavier). Then someone suggested that we could sell them in the Bluebell shop to help raise money for the railway.

From that it, sort of snowballed and so far, I have made over 100 in assorted patterns and colours, raising over £2000 for the Bluebell Railway.

I am happy to make them for club members at £20 each with £10 from each sale to go to WDMES, the remainder will go to the Bluebell Railway. I have an assortment of colours in reds, greens, and blues, 3rd class, 1st class and Pullmans, so if you want one, I'm happy to make one for you. You can contact me at sidingsjc@yahoo.com or speak to me on a running day by the 00 layout.

**JEAN COX
BLUEBELL TRIMMER**

WE GIVE A (TEMPORARY WE HOPE) SEND-OFF TO A POPULAR MEMBER.



As soon as young Hugo Coffey became a junior member of the club, he impressed us all with his enthusiasm to help out on any job that came his way, and how he took a genuine interest in all of our activities. Quick to learn, he very soon passed out as a driver of our electric locos.

Just before he and his Mum Trish left us in late August for a new life in Ireland, a certificate of appreciation was presented to him by our Hon. Chair Kevan. They promised to return and visit us during school holidays.



Below, a proud Hugo drives his Mum, Barry P and our juniors' coordinator Geoff B on his last day.

GOOD LUCK FOLKS!

THAT FIENDISH CAR QUIZ!!

HOW DID YOU DO? NOT ONE SINGLE MEMBER THAT I HAVE SPOKEN TO COMPLETED IT!
SHOULD YOU LIKE ELABORATION OF ANY CLUE, PLEASE CONTACT THE EDITOR.

Dancing Pit Man	<i>Morris Minor</i>	Water Crossing	<i>Ford</i>
Meeting sea and sky	<i>Horizon</i>	Exploding Star	<i>Nova</i>
I'm Aware too	<i>Uno</i>	Precious Blue	<i>Sapphire</i>
Liked by many	<i>Popular</i>	Underground in Paris	<i>Metro</i>
Roundhead Opposition	<i>Cavalier</i>	Fields' Island	<i>Capri</i>
Old Mother in drag	<i>Riley</i>	Makes the mouth water	<i>Opal</i>
Oriental Blossom	<i>Lotus</i>	Degree for Samuel	<i>Samba</i>
That's me Mrs Peel	<i>Avenger</i>	Designed by Mary Quant	<i>Mini</i>
Iberian Carnival	<i>Fiesta</i>	Heads Continental Police	<i>Prefect</i>
Small barrel maker	<i>Mini Cooper</i>	Cowboy greeting	<i>Audi</i>
Exhaust sounds throaty	<i>Husky</i>	Get the point when fencing	<i>Rapier</i>
Place to tie your transport up	<i>Marina</i>	Minty Loop	<i>Polo</i>
She had a pea under her bed	<i>Princess</i>	Creepy crawly	<i>Beetle</i>
Success	<i>Triumph</i>	Chaperone	<i>Escort</i>
Fleet footed feline	<i>Jaguar</i>	Crossing	<i>Panda</i>
Took off in the war	<i>Spitfire</i>	Bucking Bronco	<i>Mustang</i>
Swiss greenery	<i>Alpine</i>	Tiger's game	<i>Golf</i>
Brisk and Lively	<i>Allegro</i>	Dancers and Rowers	<i>Morris Eight</i>
Should I go first? No	<i>Yugo</i>	Has Heavenly belt	<i>Orion</i>
Gentle Breeze	<i>Zephyr</i>	The End	<i>Omega</i>

FROM THE CLUB PHOTOGRAPHIC ARCHIVE that Geoff Bashall, our vice chairman has been building for a number of years.



Geoff puts his choice of an interesting pic on the members' WhatsApp group regularly, here's a recent one: -

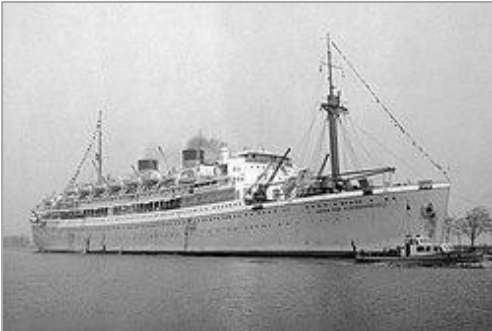
1992 PIC OF THE WEEK. Our footbridge was constructed in sections during evening classes at Worthing Technical college under the supervision of our founder member John Rea. On its way to the club grounds, it fell off the trailer in the nearby Strand and was quickly scooped up and put back on the trailer before the Old Bill arrived!

The committee of the day had decided that the design of Guildford's bridge was appropriate, decided to copy it, and measurements were taken. However, a serious error was made - from track height to the bridge beams - unfortunately they measured from Guildford's ground level track, and it soon became obvious all was not well. If you look at the legs, welded-on extensions can be seen. Model engineers can crack any metalwork problem!

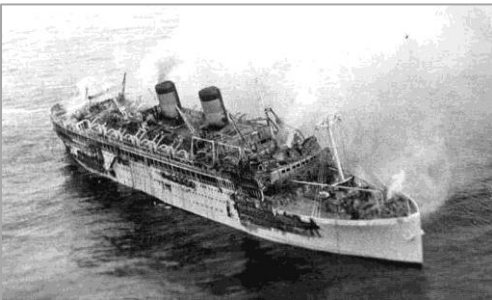


WHAT CONNECTS LONDON CABS, A CRUISE LINER FIRE AND A WARSHIP?

The answer is a 102-year-old military veteran named John Morris who last year was a guest of the Taxi Charity for Military Veterans making their annual visit to Worthing. The Charity is run by volunteer London black taxi drivers and has been supporting thousands of veterans since 1948. They arrange free events for veterans from all conflicts, including trips to the Netherlands and France for acts of commemoration, and days out to museums, concerts or social outings across the UK. Since 1948, the Taxi Charity has organised an annual outing for its veterans to Worthing.



This trip is usually the main event for the charity every year and involves a lot of organisation. They normally have at least 100 taxis involved, picking up veterans from various parts of London and the suburbs, including the Royal Hospital Chelsea, Headley Court and other military care homes. They make their way to South Holmwood Village in Surrey for around 10am, where the veterans are treated to homemade sandwiches, cakes and refreshments. Then at about 11:30am, set off in convoy for Worthing.



Coverage of last year's event in the Worthing Journal mentioned that Mr Morris was a survivor, after spending six hours in the sea, of the cruise liner Lakonia destroyed by fire in 1963. I had no recollection of that disaster, so I looked it up:



LAKONIA was an ocean liner that was launched in 1929 for Netherland Line as the ocean liner Johan van Oldenbarnevelt. In 1962 she became the Greek Line cruise ship TSMS Lakonia. On 22nd of December 1963 she caught fire at sea and on the 29th she sank. 128 people were killed in the disaster. when she was about 200 miles (320 km) north of Madeira during a Christmas cruise. As the fire spread, alarms sounded too softly to be heard by most people aboard, and evacuation was hampered by the overcrowding of lifeboats and the loss of several boats to fire. Some deaths were caused by the fire itself; others by accidents when abandoning ship, or by exposure or drowning in the sea. On 24 December ocean tugs had lines on board Lakonia and tried to tow her to Gibraltar, but the ship had developed a list and on 29 December she sank in the Atlantic.

A subsequent board of inquiry determined the fire to be due to faulty electrical wiring and strongly criticised the maintenance of equipment, thoroughness of lifeboat drills, and the standard of supervision. Eight of the ship's officers, including the captain were charged with negligence.

Lakonia had left Southampton on 19 December 1963 for an 11-day Christmas cruise of the Canary Islands. Her first scheduled stop was to be the island of Madeira. She carried 646 passengers and 376 crew: a total of 1,022 people. All but 21 of the passengers were British citizens. Most of her crew were Greek or German. The captain was 53-year-old Mathios Zarbis who ordered the abandonment of ship when fire crews could hold the blaze no longer. Evacuation of the ship was very difficult. Some lifeboats burned before they could be lowered. Two of the lifeboats were swamped, spilling their occupants into the sea; one when it was lowered only by one end, and the other when its davits broke off. Chains had rusted in many of the davits, making boats difficult or impossible to move.



The Royal Navy aircraft carrier HMS Centaur had responded to the mayday call, but was one of the later arrivals to the area. Her crew members boarded Lakonia on 24 December, once the flames had died down, and recovered most of the bodies which were carried to Gibraltar.

DERECK LANGRIDGE

Footnote: My thanks to Wikipedia, that wonderful source for research.

MY RESTORATION OF A LONG-NEGLECTED LOCO

... Part 2 by Phil Worrton

I had been busy sand blasting the frame and cylinders along with associated motion and wheels. All parts were carefully dismantled and degreased, then I spent many hours removing all the old paint.

I have been lucky as I have had to make fewer bushes and parts than first thought. The main piston rings have been reused. On the piston valves I have replaced eight of the twelve rings. After reassembling and repacking glands, all three assemblies were fitted into the frames.

Now I know this will upset the rivet counters, but it is my loco and it was never modelled on a prototype so I chose the colours more to stand out. The traditional approach is to have red inside frames, and black outside; mine are all green. So, with the frames and cylinders painted it was time to move on. Next has been the driving wheels, and they are a more traditional black.

No work has been done to them so they have a bit play in the axle boxes but one thing I have learned is that if there is no play they tend to have problems running, and I think this was why the roller bearings were replaced with solid



Onto the motion work; again, I made just one bush for the cranks as noted, before the quartering which is never to a watchmaker standard, and if was, with movement of the axles dependently, it would lock up.



Next fiddley bit was the steam drain cocks. Again, all degreased stripped rebuilt and painted. As it's a triple cylinder loco there are six, operated by a central steam cylinder and linkages. This has taken some time to set up as all the pins were slightly different lengths. I found it easier to make new pins as most had some damage and jammed up.

This is where first bit will have some hand painting as after I got all up running and fitting the front pony, I managed to damage one the drain cocks and had to re silver solder back together lol. This brings me to the front and rear "pony trucks"- now I have to presume that the rear one is a pony truck not a bogie as it trails from

the frame and I think a bogie has a central mount but please tell me if not. The rear was an easy degrease, sand blast and paint. But the leaf springs have had to be totally rebuilt.

The front was more interesting as when I first took it off I noticed that there was a lot of wear in the rear bush and that the frame had lost all its fittings. I have had a lot of fun with this! I have no idea what happened as when first built there was no way Eric would have left it like this. Anyway, on cleaning and blasting I put back together and reattached the frame. This where I don't know what happened. The frame was so tight I was not getting any movement to it. I bought in to club and a few discussions about how they don't move a lot anyway. I fitted again and I was not still happy with it. End result is I had remade the frame slightly longer and eased off the block that allows side to side movement. Happy with that, front and rear were fitted. Forgot how long it is now. Not much to say about the brakes as just simply cleaned and painted. I have had the engine running on air but only one cylinder at a time. Now this part is out way I now going to be moving onto the boiler, smoke box and super heaters.



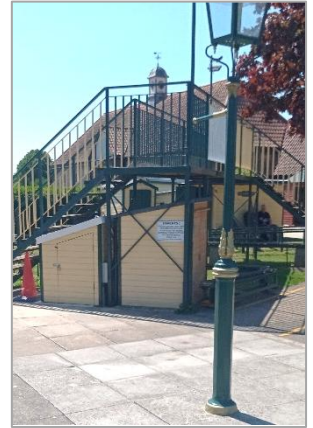
PHIL.

MIND THE GAP!

A tongue in cheek message for our drivers: - after a good hot summer, and the drivers abandoning their driving jackets due to the hot weather, this had resulted in an unexpected occurrence when driving a locomotive with a tender: **Builders Posterior!** an unpleasant gaping void on view to the passengers sat behind them. With many of passengers, especially children, who are usually eating crisps, chocolate etc this has the potential to become a receptacle for their waste wrappers. To save embarrassment to our drivers, or cause an incident compromising safety protocols, please ensure you cover your backs, after all you don't want a tender behind!



A BURIED GAS PIPE NEEDS REPAIR By Dereck Langridge



NATIONAL GAS NETWORKS ...

DAY 1 Traffic Management Team set up and switch on traffic lights. No other work takes place.

DAY 2 Digging gang arrives to excavate and expose leaking pipe.

DAY 3 Pipe fitters begin to make repairs.

DAY 4 Excavation is back-filled and surplus spoil removed.

DAY 5 'Tarmac' contractor does his bit, and, if we are lucky, traffic controls removed.

DAY 6 Reinstatement begins to break up.

W&DSME ...

9:00 am Three members agree to repair a leaking joint in the buried gas pipe serving our Victorian lamppost.

9:15 am Tools gathered, patio paving slab lifted and soil around pipe cleared. Repair about to begin, but Tea Bell is heard.

10:00 am Faulty joint cut away, new pipe section installed and joint made. All proven leak proof, and system is tested by lighting the lamppost.

10:30 am Excavation back-filled, & paving slab re-laid.

11:00 am Job done, just in time for second Tea Bell.

**A BLAST FROM THE RECENT PAST,
2019 – WAS THAT THE LAST LONDON
EXHIBITION THEY WONDER.**

**A JOLLY DAY OUT AT THE
ALLEY PALLY EXHIBITION.**
(Afternoon of that day in the snack bar)



(The Glums snapped by Candid Kevan)

**2003. WE WERE TO REVERSE THE
DIRECTION OF RUNNING AROUND THE
TRACK.** This meant extensive changes to the signalling system. An underground joint box where three buried cales met was found after an extensive search using a metal detector! Here with Martyn McBrian working, Jim Ledger bending over and Jack Chuter observing, multiple wires are about to be re-terminated.



A BLOWER FROM A DIESEL HEATER FAN UNIT ... BY TERRY COSTON

INTRODUCTION

During the search for an appropriate blower for the Firefly project, it became apparent that products offered by mainstream model engineering suppliers were cost-prohibitive, with prices reaching up to £150. To identify a more economical solution, alternative options were explored.

IDENTIFYING A COST-EFFECTIVE SOLUTION



A replacement fan unit for a Chinese diesel heater was located on eBay for £17.40, delivery included. This unit operates at 12 volts and is rated for 5 kW. Designed to be positioned directly in the burn chamber of its original application, the fan is suitable

for high-temperature environments and capable of drawing smoke and heat through boiler tubes. The aluminum spout, typically serving as the fresh intake, proved valuable for adaptation.

ADAPTATION AND DESIGN CONSIDERATIONS

The 5-kW fan pulls air into the heater and directs it immediately into the burn chamber, the intake oriented vertically (see above). For integration into the Firefly project, installation via a properly fitted adapter collar into the chimney was identified as an ideal strategy. However, because the above fan area is exposed to atmospheric conditions, an additional chamber was required to facilitate appropriate draft within the chimney.

FABRICATION OF THE NEW CHAMBER

To accomplish this, a 6-inch diameter, 1-inch-thick billet of aluminum costing £23.00 was procured. The billet was counterbored to accommodate the new fan unit's location flange. The existing black fan was not needed, as the original heater's fan is designed specifically for airflow over a heat exchanger with subsequent expulsion of heated air, typically in lorry cab heating applications. The splined mounting permitted easy removal of the original, now redundant black fan.

MACHINING PROCESS



Owing to billet dimensions, the Colchester Bantam 3-jaw chuck was inadequate even with reverse jaws. A 4-jaw independent chuck was utilized instead, offering approximately 1/8-inch clearance above the lathe bed. The workpiece was trued on both diameter and face, and rough-bored to specified dimensions.

Final fitting occurred with the fan chamber unit still secured in the chuck with the fan unit being offered up to ensure proper alignment. Upon achieving satisfactory fitment, the billet was reversed in the chuck, re-clamped and a "top hat" profile created to form a bolting flange matching the fan body. The component was then drilled

and tapped with 2BA in preparation for assembly and testing.

TESTING

Initial tests indicated the unit operated at 8 amps (12 volts) 96w. This was rather high being attributed to excess pressure within the new chamber, which restricted the fans' movement due to over pressure in the chamber. This issue was mitigated by introducing a central venting hole and machining a side slot opposite the intake for gas escape, reducing current draw to approximately 2 amps. Much more satisfactory.



For operational convenience, the plug was replaced with Crock Clips to facilitate direct battery connection.

The assembled unit demonstrated substantial airflow during practical tests, including its implementation on Clive's A3 locomotive – a larger model used for evaluating airflow characteristics—which effectively supported fire ignition. Further adjustments to the unit's speed and airflow volume may optimize its performance. Given that the Firefly, a locomotive model with a much smaller boiler compared to the A3, will be the primary application, these optimizations may have an even greater impact on its operational efficiency and overall performance.

The final assembly includes an aluminum cap to shield users from the protruding motor shaft that originally accommodated the now-redundant black fan.

CONCLUSION

This project resulted in a practical blower solution at a total material cost of £17.40 (fan unit) and £23.00 (aluminum billet), plus two days of workshop labour—a significant saving over commercially available alternatives exceeding £150 from model engineering suppliers.



TERRY



The committee would like to wish all our members, families and friends a Happy Christmas and a successful model engineering 2026

VERY SPECIAL DAYS By Yvonne Bashall

This June at the Annual Pretty Mudder event held in Stanmore Park, Sally Gibbons and her daughter Samantha entered the race to raise funds for Cancer Research in memory of one of their friends and Diana. Mudder by name muddy by nature they raised just on £300.00 and judging by the photograph enjoyed the event. A fantastic achievement.



This inspired me to think what can I do to pay tribute to Diana? then the Macmillan coffee morning advert appeared on television, something I had been involved and supported whilst I was working, the seed was sown to the Committee. With their full backing, Leigh and I registered the event and closely liaised with Hazel and Audrey who fully supported the idea. The date and time were set.



I was overwhelmed by the support and enthusiasm this evoked. Gary the ASDA Community Champion donated various flavoured teas, coffee, sugar and drinking chocolate. Lewis through the TESCO champion donated a £30.00 gift voucher as a prize. The support from the ladies and gentlemen in the club to bake the wonderful cakes and make beautiful flower table decorations was amazing. Kevan on tea with appropriate themed apron, Sue as head coffee maker. Outside the boys on the locos. With September starting unsettled with heavy



rain we thought the weather pattern may continue and spoil the event, but come the day, the sun shone, we were blessed.

With tables arranged within the clubhouse and outside, they soon filled as our guests arrived, with a family of three generations taking a picnic blanket on to the field. Inside, Linda oversaw "Guess the Weight of the Cake" competition, the winner to receive the cake and the donated Gift voucher. Linda had prepared the marvellous prize cake mounted on a board with handles to aid the guesstimates. The cake was won by a gentleman called John Figg who himself has been undergoing chemotherapy treatment for blood cancer, when they got home his wife Val rang to say the cake was prize enough and donated £30.00 back to our Macmillan fund. They intend to share the cake with their local church group event.

A massive **thankyou** to everyone who helped make the event such a success and so generously donated. Thank you to Lionel, who had he not built the toilets, we could not have hosted such a successful event in our wonderful WDSME community clubhouse.

We raised £1001.00 including £75.00 from the club. and in the process had an enjoyable time drinking coffee and eating superb cakes amongst fantastic company.

Yvonne

OUR CHARITY DAY FOUNDATIONS

From the beginning, access to the inner Club Field area was accomplished by climbing over the track but from the early 90's the bridge helped access, but was a burden for those with mobility issues. After John Snewin broke an ankle climbing over the track, plans to improve access were accelerated. The engineering problems



were considerable as the outer line is curved with an up gradient and the inner line curved with a down gradient, both with a built-in cant because of the curves, let alone the safety aspect of fully controlled signals and fail-safe operation. In March 2008 work commenced and was completed by the Autumn of that year including a comprehensive signalling and safety mechanism designed by Dereck Langridge.

The Club has supported the Fire Station Day at Ardsheal Road since the Club has had the portable track, of which a large portion of funds raised went to the Fire Station Charities. When the disabled access was finished this opened up the opportunities for a club charity day on our grounds, the first one being St Barnabas.

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GEOFF CONT. FROM PAGE 13



would be prepared to go red in the face rather than use this unsanitary facility. Completed in 2018 the facilities transformed the clubhouse to a much-improved asset, and since the finish of the project the number of club events, AGM's, Socials, Birthday parties, Wakes and Club Open Days to the Public has increased. Previously the Public had to rely on Field Place Facilities which were becoming less reliable as they were shut on some weekends. After the tragic loss of Diana Ayling this year, the idea was suggested to the committee for an extra charity event, which was to raise funds for MacMillan Nurses who had supported Diana during her final days.

GEOFF. B



PRESIDENTIAL PONDERINGS

Now that the winter weather is kicking in, the workshop might not be such an appealing place to be, unless of course, it is double-glazed, insulated, and heated. If you need to keep your engineering interests alive over the festive season, you might like to turn to the internet, where you will find very interesting examples of engineering in all scales. At one end you have extreme metalworking, and at the other end you have micro working. At the 'Big end' I found a video of a working foundry, I think it was in India. The project was to cast a massive spur gear with extremely coarse teeth. A big hole was dug in the sand floor, the pattern inserted and the moulding sand packed by hand, complete with runners, risers, and vent holes. The foot wear of those involved in this process, was flip flops! The furnace providing the molten steel had its top at ground level, and it was being fed by wheelbarrow loads of assorted scrap pushed at high speed by workers and dumped into the open mouth of the furnace. These workers were, of course, also wearing flip-flops. The pouring of the molten steel and the subsequent removal of the cast gear from the mould, was carried out by workers, you've guessed it, wearing the obligatory flip-flops. Well worth a watch, probably several times. Right at the other end of the scale is the manufacture of smart phones. It would appear that some of the components are manufactured from aluminium. In fact, a recent T V advert for a particular make of smart phone shows components being drilled and milled from what appears to be aluminium. The workers were wearing face masks, hats and gowns much like those worn by those in hospital operating theatres. Contrast this with the clothes worn by the workers in the Indian Foundry. Interesting stuff this metal working, isn't it!

On the subject of casting metal in sand moulds, some talk about this has emerged on Wednesday mornings at the club. With the advent of 3D printing, patterns can be made without the need of skilled woodworking. Many years ago, the club purchased some basic foundry equipment, which I think has been located. Watch this space! In the meantime, enjoy your workshop over the Festive Season.

Andrew

AFTER A WARM SPRING AND GLORIOUS SUMMER,
WHAT CAN WE LOOK FORWARD TO IN 2026?



IT WON'T BE LONG! BUT BEFORE THE
BLUEBELLS, WILL WE GET SOME OF THIS?
PICTURE FROM WINTER 2009/10

