

NEWSLETTER OF THE WORTHING & DISTRICT SOCIETY OF MODEL ENGINEERS

Number 160

www.worthingmodelengineers.co.uk

Winter 2022

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OUR TRADITIONAL SATURDAY STEAM-UPS RETURN!



COMPARE THE COLOUR OF OUR GRASS WITH HOW IT WAS BACK IN JULY AND AUGUST ...



**Left, setting up at the fire station open day, and right,
our field during an August public running day.**

THE SOCIETY'S OFFICERS

Patron: Peter Webb

President Andrew Breese

Chairman: Larry Avard
Vice Chair: Kevan Ayling
Secretary: Leigh Gibbins
Treasurer: Martin Laker
Engineering: Geoff Symes
Programme: Neil Furze
Membership: Paul Parsons
Publicity: Geoff Bashall
Boiler Liaison: Brian Hunt
Comm. 1*: Glen Payne
Comm. 2*: Mark Piper
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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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

OCT	SUN 9 TH	PUBLIC RUNNING 2:00 – 5:00 PM
	THUR 13 TH	CLUB MEETING 7:30 pm Christopher Gould and his complete restoration of a 1936 Austin Nippy.
	THUR 27 TH	ANNUAL CLUB AUCTION No Lawn mowers, garden rollers or rusty bikes!
NOV	THUR 10 TH	CLUB MEETING 7:30 pm A monorail reborn, and more with Keith West
	THUR 24 TH	CLUB MEETING 7:30 pm A magic lantern show, this will be good, do not miss!
DEC	THUR 8 TH	CLUB MEETING 7:30 pm To be arranged. See our website IDC
	SUN 11 TH	SANTA VISITS FOR OUR PUBLIC RUNNING 11:00 – 3:00 PM
	SUN 25 TH	XMAS BEST WISHES TO ALL FROM DERECK AND BETTY
JAN	SAT 7 TH	NEW YEAR STEAM UP, WINTER CLOTHING ADVISED!
	THUR 12 TH	CLUB MEETING 7:30 pm Tidal Mills of the South East. With Alex Vincent
	THUR 26 TH	CLUB MEETING 7:30 pm To be arranged. See our website IDC
FEB	THUR 9 TH	CLUB MEETING 7:30 pm To be arranged. See our website IDC
	THUR 23 RD	CLUB MEETING 7:30 pm OUR AGM



A FIRE WARDEN FOLLOWS GEOFF SYMES AROUND THE SCORCHED FIELD DURING THE DROUGHT. YOU CAN'T BE TOO CAREFUL!

Editorial.....some of it may be worth reading!

As the year draws to a close, the first of normal activities following the Covid pandemic, the Club has again become a busy, happy and thriving place to socialise, work, and enjoy our hobby. We are told that we are financially sound, thanks in no small part to the Government grants we received. However, even without this assistance I have am sure that we would not have been struggling to survive. The loyalty and generosity of our members is legendary and would have taken care of that situation.



For the year ahead, the Committee has reported several projects in hand to improve and expand our facilities that we can all assist in bringing to fruition and enjoy in the future.

See you at the AGM if not before, but in the meantime Betty and I send our early best wishes for Xmas to everyone.

DERECK

The Boardroom.....reports from the Committee.



A NOTE FROM THE CHAIR

Larry greets us

Our running season is slowly coming to the end, the weather has been kind to us, dry and sunny with lots of lovely people visiting for the first time, informing us they didn't know we were there. Thanks must go to all our working members for their dedication and making sure our visitors enjoy themselves. Our two charity days have been a great success, the fire station plus the Ferring Country Centre.

On 27th October we have our annual club auction night, articles for sale please bring by Wednesday 26th October, please no freezers, fridges or washing machines!

Can you help? The club are looking for a site to store our portable-track trailer, an undercover secure site or garage would be ideal – if any member knows of such a place, please contact a member of the committee.

Fareham club electric day was well attended with six of our members attending, a very enjoyable day with lunch provided.

LARRY



THE TREASURY

Martin updates us all on our financial situation:

I am writing this report just after our charity day which I am happy to report was very successful raising £960 for the Ferring Country Centre.

We were once again lucky with the weather and after a slow start we had a good number of visitors, with many new faces as a result of the social media updates sent out by the Ferring Centre. So far this year we have been lucky with the weather for our public running days, let's hope it continues for the rest of the season. "Thank you" to everyone who helps and supports our public running, the income from these days is vital in running our club. At a recent committee meeting I reported that without

the income from public running, our membership fee would need to be at least £70 per year to cover our running costs. Please keep supporting our public running in any way you can; helping on the day, supplying cakes or just telling your friends to visit us.

Earlier in the year a gentleman called into the clubhouse and offered us some tools to sell, he had collected these tools over his lifetime working as a tool-maker. Over the next few weeks, he delivered these tools to the clubhouse – the quality and quantity was amazing – these were top class tools: drills, taps, cutters, vices, micrometres, gauges, punches, files, etc etc. Some of these tools were selected for our workshop, the majority were priced with members purchasing them, and any unsold ones being sold via eBay. At the present time the total proceeds so far from the sale of these tools is an amazing £1,300 with more to come a most generous gentleman indeed. We have also received donations from the sale of Ian Cable's workshop equipment and models, this is also still on-going, and will contribute more funds to our club.

I have been asked a few times recently about our electricity costs; we are currently on a fixed-term contract, which expires in May 2023. I estimate our total charge for 2022 will be around £800-£900, depending on our usage over the next few months. However, once our fix-term contract ends next year, our unit charge will increase by nearly three times. Based on the current outlook, our annual electric bill could soon reach £3000 or even more!

At present our financial position continues to look good, mainly thanks to public running and the donations noted above. We will have significant expense over the next few months: we are planning to erect a barrier / fence of some type along a section of the track between to patio and the tunnel, plus the committee members are discussing workshop and storage changes. We are all seeing increases in costs; I recently purchased some green paint for use on the track and fence, it cost over £65 for a 2.5 litre tin.... but as I stated we are currently in a good position.

MARTIN

THE BOARDROOM CONTINUES ON PAGE 4



SECRETARIAL SCRIBINGS

Leigh Gibbins reports:

With fantastic weather of the past few weeks, we have been rewarded with a very healthy bank balance.

The result has benefited at least 2 or 3 charities this year. Worthing Fire Station open day in July resulted in our donation of £300 which they distribute to their various charities.

On September 11 our own Charity Day resulted in over £960 and by the time you read this we hope to have been successful in our application to Barclays Bank for matched funding. This should result in Ferring Country Centre being presented with over £1700.

Huge thanks to all for your help in the many ways required for these events. As ever our online presence has been good for communicating our public runnings and events.

After the success of the club open day in July member Geoff Bashall has reinstated the Saturday Steam up. Over the last few months it has proved popular with over 20 members turning up. Quite different to a Wednesday morning meet which is mainly maintenance biased; the Saturday meet is about playing trains and having fun. It has been scheduled for the first Saturday of each month.

Other news:

The Fish & Chip evening get together in August was a success and it was noted how members were sitting and chatting with each other. Thanks to the 'errand boys' who collected the fish and chips.

Unfortunately, the visit to Harlington club in August was cancelled due to illness but we will be fixing a date for next year.

Improvements to the clubhouse continue and it has been noted that the over-bridge is now some 30 years old. Cleaning and repainting are now in progress by a maintenance team.

For a long time we have had difficulties in the workshop finding enough room to carry out repairs and maintenance jobs. The committee are looking at ways to provide more storage space and Field place management have been approached to secure room for a storage container. Thanks to Mark Piper for heading this up.

With safety in mind the committee have also been looking at ways to improve track safety and work to erect suitable fencing alongside the cutting is in progress.

Other works have been attended to as well with general maintenance of the site and an ongoing track maintenance programme.

As ever, thanks to those members helping with the upkeep of the club and the grounds.

LEIGH



ENGINEERING REPORT

Geoff Symes our CME reports:

I will begin with an update of items mentioned in my previous report. Firstly, the ongoing discussion referring to fencing of cuttings / embankments. The feeling among the majority of committee members at the 6th of September meeting was that some form of fence should be provided along the cutting between the patio steaming bays and the tunnel entrance. It was also felt that a low-level wooden fence similar to the type used adjacent to the tennis courts would be more in keeping with our site rather than a steel one. It seems likely, subject to material cost estimates, a final decision favouring the former option will be carried.

This year marks two significant anniversaries, completion of the clubhouse and the footbridge, in 1992. I am sure that there will be tributes paid and memories shared of these events of thirty years ago, but in the meantime maintenance of the bridge has been the focus of the engineering team to ensure that the inevitable rust problem is controlled and that it continues to be serviceable for many more years to come. We are currently working on the underside of the main platform using the nail gun to remove surface rust and scale, followed by the usual treatment of rust converter, primer and top coat of Holly Green. A finishing touch to the upper works has been the addition of a contrasting cream finish to the vertical bars of the stairway balustrades applied by our Hon Sec. Leigh Gibbins.

A safety issue regarding the horizontal void between the passenger cars came to light recently when a child's scarf became entangled after falling through the gap, causing the train to come to a sudden stop. A simple solution was suggested by Mike Roberts to fit a flap of flexible material attached to the front edge of the unbraked passenger cars, extending across the gap then turning upwards to rest against the rear-guard plate of the car in front. A set of trial flaps have been fitted to the trailer cars by Mike and John Olley to check that there are no unforeseen problems, they will be removed at the end of Public Running for trimming. As the flaps are made from the same type of material as the side gaiters, I shall place a requisition with Langridge Soft Furnishings to supply and fit the same colour matching Tibetan Vinyl Viper snake skin coverings as used previously.

The locomotive repair team, Jim and Mostyn have been busy fitting a pair of new cylinder lubricators to Runner Bean instead of the single unit which gave problems. This has been quite an involved job requiring the design and manufacture of a drive linkage on each side of the engine capable of providing adjustment of the delivery rate of lubricant in addition to fabricating the new pipework and check valves. Work continues on Britannia, our latest addition to the club Motive Power stock in order to overcome derailing problems.

Continued top of page 6

A BRIDGE TOO FAR(CE) With Nigel Buck.

As the track had effectively by the late 80's been by doubled in length, the thorny subject of passenger access reared its head, and many hours were spent by the great and the good within the club as to how to overcome this. Eventually, as per usual, a plan was formed, and also typically, drawings were, as far as I recall virtually non-existent. It was decided that the overbridge at the Guildford MES was a good design basis, and so to follow this basic outline would be good start.

In typical style, the great John Rea, (JR) set about collaring people to assist in construction, and gradually a team came about. This included Paul Whiteman whose experience and skill in fabrication would prove invaluable, JR as head honcho, Ian Kelly, Kevan, myself and sundry other waifs, strays and general layabouts to provide manual labour and kicking posts.

Two major obstacles to be sorted were materials and a place to build the thing, as it wasn't a garden shed job. As JR had contacts within WSCC, he secured the use of the Motor Engineering Training Centre within the College campus in Broadwater. Now, as we all know, finance is never our strong point, so obtaining materials was going prove a bit more difficult; step forward Dennis Marshall!

Now Dennis ran an engineering firm, and had been contracted by British Airways to produce some sort of fabrication, and all was agreed, materials purchased. BA in their wisdom, then changed the design, and the materials were then surplus to requirements, so what shall be done with them? Answers on a postcard please!



So, the materials were transported to Worthing, and construction commenced. Some VERY basic measurements had been taken at Field Place at the proposed site. We met at the college most Saturday afternoons, Paul would organise the components to be cut, and fabricate the important stuff, and us minions

were allowed to set out and chicken sh*t weld the stringers for the balustrades, with much hilarity.

At some point, and I cannot remember when, a couple of minor design issues was discovered:

- 1) the span wasn't wide enough to provide clearance of both tracks, and
- 2) it was not high enough to give sufficient headroom.

Heads will roll.....literally!

The low headroom issue was resolved by welding some extensions onto the supports, still evident today, and also the stair risers. I seem to recall that an extra span was welded into place to overcome the width issue, but after many coats of paint, evidence of this has vanished.



Came the glorious day to transport the construction from Broadwater to Field Place, again my memory has lost most of the details, except the spectacle of one part of the bridge falling off the trailer, around the Thomas a Becket area! Fortunately, the boys in blue were engaged elsewhere, and we manhandled it back on the trailer to complete the journey without further catastrophe.

On site, once the final position had been found, concrete pads were cast, and the bridge secured. Steps and decking were manufactured, and then the whole structure painted. A fitting touch was to name the bridge after our then patron Dennis Marshall, and Russ Spillman cast a very nice plaque using chopped up aluminium school chairs, upcycling at its best!

Considering its less than auspicious start, the bridge has fared well in its 30 years, and bears testament to those who contributed to its design, construction and maintenance.

NIGEL BUCK

The Boardroom. Our CME Geoff continues:

Vice Chair Kevan has reprofiled the front pony truck wheels to reduce the tendency to hunting and investigations into axle weight distribution are continuing.

The club workshop is an ongoing problem. The lack of space for engineering projects combined with the storage of grass cutting equipment and public running gear, etc. Committee Member Mark Piper has made a proposal that we should acquire some additional storage capacity in order to relieve the situation so that the workshop can be used for its intended purpose. Mark has met with Julien of the Field Place management team to discuss the possibility of us

procuring a 20-foot shipping container and placing it next to the two already on site. He seemed quite receptive to the idea and did not foresee any problems. This is a very encouraging development and if it bears fruit, it will represent a great improvement to our facilities.

Looking to the end of the public running season we have a maintenance period planned involving the removal of some track frame sections for renovation. One at the exit from the tunnel and another on the north outer curve where it leads to the carriage shed straight. This will commence as soon as we get the go ahead subject to any running commitments that may need to be fulfilled.

GEOFF

PRESIDENTIAL PONDERINGS ... with Andrew Breese

For those of you of a certain age you may remember, in the early 1960's, a late-night satirical programme on the television hosted by David Frost, Millicent Martin and others. Each week Millicent Martin sang a song entitled 'That was the week that was.' As I write this on Monday Sept. 12th we may well say of last week 'That was the week that was.' None of us will ever forget it!

On Tuesday we witnessed one prime minister out, another one in. On Wednesday the manager and his entourage of a local premiership football team were out – no one yet in the 'in tray'. On Thursday Queen Elizabeth 11 died and King Charles 111 was in. On Thursday evening our club held a well-attended 'Bits & Pieces evening. Items on the table were a Sweet Pea reversing lever, a 'Firefly' loco chassis, parts for

a 'flame' engine, scale loco fittings and 5" tender tank, a lathe headstock dividing attachment, parts for a 1/6 scale freelance tank (of the fighting type), copper boiler shell for a 5" gauge 2-8-2, a PowerPoint presentation on eccentric driven valve gear for i/c engines, update on club boiler test records and pictures of the previous Saturday's 'Fun Morning'. It was good to see such a wide variety of work in progress. If you have never contributed to one of these evenings then give it a try. On the Sunday we were blessed with good weather for our annual Charity Day and had very good support from our members. Most certainly 'That was the week that was'.

ANDREW

OUR WEDNESDAY GANG IS JOINED BY JOHN PARSONS' FAMILY TO MARK HIS 93rd BIRTHDAY.



Over twenty members were present for the event and enjoyed a splendid buffet lunch in the clubhouse kindly provided by John's family. A very enjoyable day which included John driving his great-grandchildren around our track. Can we have another one next year please?

AN IMPORTANT SAFETY NOTICE FOR ALL MEMBERS OF THE SOCIETY.

At a recent Committee meeting the subject of padlock keys, and their distribution & use was discussed. You are probably aware that for convenience, apart from the tunnel all of our outdoor facilities are secured by padlocks with a common key, some thirteen in total. This key is referred to as our 'master' and when not in use is kept in the kitchen lobby key cabinet, attached to a large fob in the form of a disc of brass.

When our disabled crossing was constructed, it was obviously necessary to guard against accidents by fitting electrical interlocks to set signals at danger on both of the approach tracks if any of the three hinged sections of the crossing were to be opened. **BUT**, should a train be approaching, and be suddenly confronted by a red light due to a careless opening, the driver might not be able to stop in time. For this reason, the master key must remain in the custody of the duty track controller at all times except when he hands it over to an assistant to open the crossing. Having first checked both lines for moving trains, the TC indicates 'safe to open' by throwing a switch to operate a strobe light and buzzer beneath the bridge.

Now consider a day at the track, other than public running, when the signals are not deployed and no TC appointed, with one or two members driving locos around for testing, or just sheer pleasure ... nothing wrong with that, in fact that's what being a member is all about! Should however a lone loco pause out of sight of the clubhouse, perhaps for a 'blow up' in the cutting, another well-intentioned member could innocently open a swinging section of track with disastrous results. To prevent such an eventuality, there is an unwritten rule that **the master key be in the pocket of a driver**.

From the foregoing it is obvious that the existence of additional 'personal' master keys presents a potential danger and are now **forbidden by the Committee**.

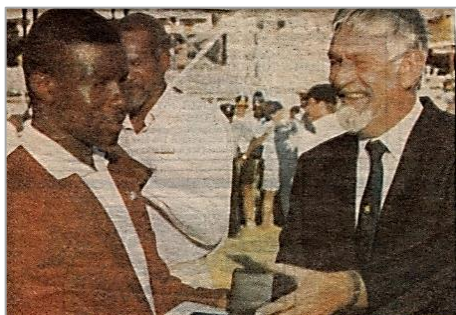
If a spare key is clearly needed, this can be found hung on woodwork just at the top of the loft steps, (on your right as you climb)

Other keys on the fobs include those to override certain signals and 'splined' key for doors of ticket office and carriage store.

WHAT CONECTS A KNIGHTHOOD FOR YOUR EDITOR, THE CLUB'S REGULAR TICKET COLLECTOR, AND TEST CRICKET?

A tale that begins thirty one years ago when your 'umble editor was living in Antigua having been banished there for a tour of duty by his employer Cable & Wirelss PLC who, apart from providing telecomms services to thirteen West Indian countries, were sponsors of the West Indies cricket team's home test match tours. These tours by visiting teams from other test cricket nations, included matches in Barbados, Guyana, Trinidad and Jamaica, and customarily ended with the final match of each tour in Antigua. Here it fell to me as the sponsor's man on the spot to present awards such as 'man of the match' at close of play on the last day.

In May 1991 when the visiting Australian series ended I took to the field to hand over various awards including that of 'Man of the Series' to native Antiguan batsman Richie Richardson. This picture of that moment appeared the next day in the Caribbean press. However there had been a journalistic error ... the caption read-



Richie Richardson is about to have the Antigua Silver Cross award pinned on him by the country's Governor General Sir Wilfred Jacobs"

I received messages from jealous colleagues across the region congratulating me on both my new job and the knighthood! One of these wags who had faxed me offered his "Best wishes to Lady Betty".

The silver cross, a National Honour and with no connection to my company, was of course presented by the GG later, at Government House in surroundings far more formal than a cricket outfield.

For the final connection, to one of our station porters, fast forward a good number of years to one public running Sunday when my wife hijacked the ticket-checking-passenger-loading position at our station gate. Around then, our member Roy Page generally offered to take the place at the arrivals end of the platform to assist passengers alighting. While chatting with him one day I mentioned that we might give my better half a better title than station porter, perhaps 'Revenue Protection Officer'. But on the following running Sunday Roy presented her with a new lapel badge. 'Lady Betty, Passenger Embarkation Officer'. She absolutely loved it!

Of course, Roy had no knowledge of my cricketing saga, and I had almost forgotten all about it until then.



Ah memories! So, in future dear reader, when we next meet, and should you touch your forelock and address me as Sir, I shall acknowledge appropriately.

DERECK

THE RETURN OF OUR SATURDAY STEAM-UPS by Geoff Bashall



In the days pre covid, the Worthing Club was active on most Saturdays when locomotives were run and tested, and members could chat, get advice on construction issues or just turn up for the social companionship. We had Saturday BBQ's and Fun days with one member retorting that "Fun" was a bit strong for some members, it would be better suited to call them "mildly amusing days" with games such as buffer up to the egg, slow running and even blindfold driving, of course with no other vehicles on the track, the aim being to complete a circuit of the track whilst listening to the sounds of going through the tunnel, climbing the bank, listening to the track joints clicking as the train proceeded over the traversers trying to get near to a set time target. Good times. It all seems ages ago.

Saturday 3rd September was the first of a scheduled return of Saturday Club days, with the first Saturday of each month being the starting point, and hopefully with good support we can increase Club activities. If we are to increase young membership we need to be seen and be active at our Club. The first Saturday was well supported with twenty-two members turning up, with five locos on the track, and with tea and cake in the clubhouse a very enjoyable time was had.

Richard Ellis and Brian Stobbe under the guidance of Mike Roberts our very own Nine Elms man, carried on with their training on steam loco operation. Robert

Adams had brought down a cylinder from his 0-6-0 Speedy and was deep in conversation with Kevan Ayling on the best ways of making cast iron piston rings. Jim Alderman testing his Class 59 was trying to ascertain his battery issues before the charity day event. Geoff Symes recently refurbished Netta 0-8-0 was performing like clockwork emitting a nice crisp exhaust beat with the steam pump working well putting water into the boiler. Geoff then shared his loco with Mark Piper and Leigh Gibbins, who when whistling on his departure from the station had a mishap with the valve which became stuck with the whistle blowing continually, Leigh! it certainly gave us all a good hoot! Andrews B1 after its recent issue with priming had settled down and behaved faultlessly with Barry Partridge's return after his cataract operations, just glad to back on the track sharing driving with John Parsons.

The aim is to increase Club Saturdays using the excellent facilities we have at Field Place and judging by the turnout on Saturday it's something the members want to get back to. The next scheduled Club Saturday is the 1st October. If you are interested just turn up, but that doesn't stop members from going down and using the Club with their own locomotives at any other time, just make sure there are at least two of you for safety.

The photos at the top are from my Club archive show our late good friend Ernie Cummins during a blindfold driving event, while the loco with the trapped egg is 'Gladstone' driven by owner Andrew Breese.

Geoff.

Let's have more fun days like that Geoff! ... Ed.

WE NOW HAVE A DEDICATED FORUM!

I am grateful to our webmaster Neil F for allowing me, without too much forceful persuasion, to lift the following text from our website: Ed.



No jokes about funny things happening on the way please. Thanks to Phil Downs, a comparatively new member, we have a forum. For those unfamiliar with one, it's an upmarket message board very similar to that what's on offer through Model Engineer (other magazines available) where subscribers offer advice, progress, ask questions, trade insults and show photos. You can search for subjects, members or themes so long as they are there in the first place.

You don't have to be an active forum contributor, but if you prefer to just look or follow

posts, you will still have to join up. It's secure and moderated so anything untoward will be removed and if it's too offensive the perpetrator can be suspended or even get the order of the boot.

How do you get there? You can just click the link below or better still remember it, write it down or carve it on your dining room table. You do need to have an active email address, then think up a user name (mine is NeilF) then a password following the necessary rules for security, finally then wait for a welcoming email and away you go. Any questions please ask me, preferably within the clubhouse and not at 2 in the morning.

<https://worthingdistrictmodelengineers.co.uk/forum>

Enjoy this forum but do remember what happened to Julius Caesar in his.

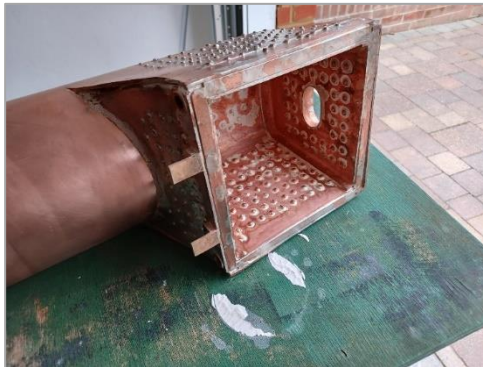
Neil.

MY PEPPERCORN A1.....with Clive Patten

Progress on the boiler has been "slow and steady" but I am finally getting to the end, with all the soldering complete, unless of course I have some rework to do. The result is probably more agricultural than I was hoping for, that is, functional rather than pretty! At least I hope it is functional. As with many things, you start to get the hang of it just as you finish the job, which I guess is what drives us on to that dream ultimate project. I still have not figured out what causes the excess sweating during boiler soldering, is it purely the torch heat or nerves? Whatever way I know it is difficult to keep everything calm in amongst all the heat and floppy solder sticks. Anyway, I managed to get this far, which has been a challenge, but I am pleased I decided to have a go and not just buy a finished boiler.

You can see from the pictures the foundation ring is soldered in place and the mounting brackets on the front of the throat plate are also soldered. So, as I said unless any rework is needed the soldering is complete and I had one stick of solder left over! Looking at this again I am sure I could have been more efficient with the solder; in many places I think I ended up with more solder than was really needed. My plan now is to seal all the bush holes with plugs and make a cover for the wet header exit and then use a bicycle tyre valve to gently pressurise the assembly and check for any obvious leaks that I could not see with the eye. I just need to find a vessel large enough to submerge the boiler in, either a dustbin or the bath, probably a dustbin is the safer option! You will also notice I have made all the bolts for the dome cover, 18 of them in total made from bronze hex bar. Not sure it really needs that many bolts, but better to be safe than sorry, I guess?

If you saw the last newsletter, you would have read about my anxiousness of the boiler hydraulic test, and our Editor's note of advice,



accordingly you will see in the attached picture my boiler preparation including the said "brown envelope".

Whilst boiler preparations are underway, I also started making a few parts for the regulator mechanism. The boiler has three blocks soldered to the backhead where the regulator shaft is mounted using three brass mounts. There are two regulator handles, presumably in case I plan to run the loco tender first! I did consider only making one handle, but in the end decided to do two. However, making these took some time and then to make two the same (or close) absorbed a considerable amount of time, but probably worth it in the end. Also, I made the firebox door and test-mounted it to the boiler and luckily it fitted, because altering the hinge mounts on the boiler would be impossible.

As one part nears completion we tend to start to think about the next stage, and this other than the regulator will be the superheaters and here there seem to be many options and opinions. Should they be just in the tubes or extending into the firebox. If they go into the firebox, they should be stainless steel. If they are stainless steel, should they have bronze returns or stainless steel? Then should these be Tig welded or brazed? My current thinking is using stainless steel tube extending into the firebox and using stainless steel returns with threaded holes to accept a threaded end on the tube and then having this Tig welded. Please I would welcome any feedback from anyone who has had experiences, good or bad, before I start. I know changing or repairing superheaters after they are installed is a potential nightmare.

So next step Boiler Testing, brown envelopes at the ready.....

CLIVE

THAT LONG AND (VERY HOT) SUMMER

It was early August ... but our copious water butts had delivered their last drop during July and loco drivers were reluctantly on mains water for boiler filling. By mid-month our whole site was scorched brown apart from the usual clumps of tough grass and weeds which could be trimmed off quickly giving our machinery and the stalwart gardening teams a respite.



On public running day of the 14th, one of the hottest, we were prepared for lineside fires, just like our cousins in the 'big' heritage railway business. Buckets, watering cans and sprayers were dotted about the running lines. Since our grass was dry and very short a fire could have spread, but not catastrophically, but the precautions proved their worth when hot ash and cinders did cause minor flare-ups which were quickly doused. Later, we learned that one driver admitted to having holes in his ashpan!



Throughout the summer Dave Parsons, one of our senior horticulturists, carried watering cans many miles around our site tending to those shrubs showing stress, particularly those he had donated and planted in only the last year or so.

Our annual members' evening steam up and fish 'n chips supper was held entirely al fresco on the patio with a record attendance.

Neil Furze our Programme Walla recounts:- *"Catering is always an issue with these home field events at aspiring chefs have to be chained to the barbecue, so Fish and Chips is always a sound choice. However, there are always members who forget to place an order and rely on last minute additions to be added on while the fish is in the fryer. As a consequence, based on previous events a list was placed in the clubhouse for members to place their choice of meals and the quantity required.*

As an added bonus we persuaded our treasurer to grant a £2.00 sub for each meal for members and their partners and as an added incentive the order book was closed on the evening of Sunday 7th.

The order was asked to arrive at 7:30 to 7:45 and bang on, within that time frame, a delivery van arrived with everything in about 10 of those ubiquitous "keep your pizza warm carriers" as seen by Deliveroo boys on mopeds (other delivery agents available) dashing around the roads these days.

In total we ordered 40 meals ranging from the standard O.A.P Cod and Chips (total 27) to the exotic Scampi and Chips (1) add in Pies, Standard Fish and Chips and Sausages and we were well set for a good evening. As all these meals come in Styrofoam boxes wrapped in paper the necessity of warm plates was avoided all that was required was cutlery so clearing up was comparatively easy.

Although little was accomplished in the Steam Up, apart from a club electric venturing out, the evening was a success. A good time was had by one and all and unlike Wednesday mornings, there was no bad language, risqué jokes or the throwing of food so we will undoubtedly repeat the event in subsequent years.

Many thanks to Beaumont Fish and Chips for the food and supplying it as ordered and piping hot on the day. Also, to Dave Parsons for organising it with Beaumont F&C and the initial funding of the order".

OUR TOTEM POLE!

Last year one of the grand old trees in the north of our field fell in strong winds; but happily for us, not towards our track but onto the boundary hedge and onwards into a neighbouring garden. Our landlords, the Borough Council promptly removed most of the wreckage, but left the stump and roots behind.



Many months later the tree fellas and their truck unexpectedly returned and it transpired that the adjacent tree was diseased, just like its brother had been, and needed to be felled.

This was efficiently done with absolutely no problem for us, and both stumps ground up leaving just heaps of chippings which will decay and disappear in time. I wonder if the Council plan to replace the losses with new trees as they have done in the past?



FIELDS OF BARLEY ... by Dereck Langridge



It was a hot morning during one of our heat waves in August of this year, with the temperature nudging 30°C, but my job still had to be done! Within a few hours of starting work, the words of a song were to come into my mind-

... "You'll remember me when the west wind moves upon the fields of barley",

...but the wind was not from the west that day, just a very welcome sea breeze from the south-east.

Our old forty-year-plus extending kitchen table was overdue for its second face-lift as, being made of soft pine, it had once again inevitably accumulated many dings and dents. Much sanding was anticipated, so it had to be done outside. Too heavy for Madam and I to move out; but five minutes use of screwdriver and Allen key allowed the separate sections to be carried out and comfortably worked on by laying them on a garden table in the shade. So, you ask, what's that got to do with fields of barley? Bear with me

Two of the three table tops had been stripped, sanded, and received their first coat of varnish when I vaguely happened to hear a heavy vehicle trundling slowly past the front of the house. I took no notice until a few minutes later when the unmistakable sound of a combine harvester came drifting on the breeze.

Now, remember that I mentioned the direction the breeze was coming from? Yes, you know what's coming, less than a hundred yards to the south east of us was a field of barley! My table tops had received hours of preparation, and their varnish was still tacky ... then it started, firstly with a fine dust cloud, but as the combine came closer and closer, we were enveloped in a blizzard of dust and chaff. How I hated that song that had leapt to mind! *'Fields of barley'* – bah!

There was only one thing to do – make a cuppa, sit, and ponder. (At that point I should have closed some doors/windows to save cleaning up indoors later). Initially I considered allowing the varnish to dry and then lightly sanding before more coats. I could try justifying the result by claiming it was a popular new contemporary furniture finish that was in great demand!

But no! Common sense prevailed and I decided to strip the lot off. The harvest took several hours and by the time I could restart work there was no shade in the garden and the temperature was well into the thirties.

Time to raid the fridge for a sundowner under the broly and quietly hum the tune of *"Among the fields of barley"*.

Dereck.



WINDING DOWN IN THE GARDENS AT THE GARDENS ... Diane Lewins

This year there were no seagull babies on the roof. We noticed quite early on that one of the pair was not around. (Maybe the result of bird flu). The remaining bird stood vigil for several weeks and then was gone. Lately there has been another duo proclaiming ownership, smaller than the original pair but just as vocal. We've had lots of noisy Magpies to and fro and only a few Sparrows. These last have been feasting on the ants travelling up and down the trunk of our Holly tree.



The brown grass has been restored to green and has been cut. There are a few weeds too, but at least they look OK after a drastic session with the

mower. A neighbour gifted me two massive concrete tubs which have been filled with compost and planted with Muscari and tulip bulbs. A few pansies have added a bit of colour to the tubs while we wait for the bulbs to do their work in the spring. Not a lot left to do now as the autumn and winter come into their own. All the bits and pieces have been collected up ready for a good bonfire on 5th November. Just occasional bit of tidying up and pruning should see us through to the spring - so cup of tea time again.

Cheers, Diane



STANDARDS ON RAILWAYS

BY JOHN STOTON

A recent article in The Journal (SMEE) on standards on railways was mostly about standard gauges and gaps between trains and tunnels. However, it made me think about tolerances to go with standards and took me back to early life and the difficulty of never finding answers to some questions where the answer was thought to be "obvious". In case you have forgotten your Issue 146 of our Newsletter, a reminder. After Imperial College my first proper job was in the railway section of the technical department at SKF Luton or perhaps more accurately as a draughtsman of axle boxes.

Sometimes, enquiries would be accompanied by drawings showing wheels on axles and maybe wheels on rails, but these were "chain dotted" and never dimensioned. We were never to know how far apart the two boxes went on the axle, or how far apart were the two rails. There was a general realisation that there had to be some side clearance between wheel and rail, but a plea to the section leader to ask a locomotive company only disclosed wider ignorance.

Now, one can turn to Wikipedia. Standard gauge is 1435mm which is just 4 thou short of 4' 8 1/2" and is "the distance between the inside edges of the rails (with exceptions, like some British Heritage lines)". Sadly, the BBC history of 4' 8 1/2" since 1892 has not been updated since 2014. Similarly, the Brunel gauge is (now) 2140mm which is 2 thou over 7' 1/4". How does this compare with his 3-fold walking stick? Once the badge of office of the Chief Civil Engineer, Western Region and now owned by NRM but on loan to Swindon's Steam.

Does it matter? Consider three conventional driving axles with horn guide axle boxes on the squeaky tight bends by London Bridge. Something has to give. SKF's answer was the self-aligning box with single spherical roller bearing which allowed limited lateral movement of the axle and wheels. Otherwise, it has to be clearance and maybe lubrication.

Nowadays, wheels and rails get re-profiled and presumably the wheel running surface is tapered, not cylindrical, for some obscure mathematics which keeps the wheel straight and steady. Can someone fill in the answers?

While I go back many decades. An order turned up for one of my self-aligning axle boxes which meant starting again for the manufacturing drawings for assembly and all the components. About 3 weeks work with pride in my eyesight and dexterity with log log slide rule (analogue calculator, young sir). Followed by 3 days of checking and correcting with a Senior using log tables, up to 10 figures when it got difficult as the conical surfaced labyrinth seals followed the spherical bearing.

JOHN STOTON

AND SPEAKING OF WHEELS AND AXLES ...

The club's loco 'Britannia' is proving very reluctant to keep all of her wheels on the rails. Recently she was brought out to the track again after some adjustments to her springing, but the front bogie persisted in de-railing.

As she was gently pushed back and forth, loco owners and builders appeared from the woodwork to look on and offer helpful suggestions as to the problem ... everything from track gauge, superelevation, weight distribution to wheel flanges were mentioned!

My photo shows at least twelve of our worthy club experts offering the benefit of their wisdom.



IT'S ALL IN THE NAME

By Diane Lewins.

Over thirty years ago, we lived in an area of Kemptown in Brighton called locally Baker's Bottom. It was mostly felt this related to a family of farmers / land owners called Baker and the bottom referred to their bottom field. Logical really when you come to think of it.

The county name Sussex means South Saxons. Brighton used to be called a 'borough' as were other towns round the county. Borough meant Fortified place. Also in Sussex is Crawley, meaning Crows wood, and Gatwick which means Goat farm. Over the border we have Reigate and Redhill which are Doe Gate and Red Slope respectively.

Everyone has heard of the tongue-twisting Welsh *Llanfairpwllgwyngyllgogerychwyrndrobwilllantysiliogogoch* (I used to be able to say it) which means St Mary's Church in the hollow of the White Hazel.

It is strange how language changes down the ages to produce the new pronunciations, but some residents may feel blessed to be rid of the old, like Nottingham for instance, which used to mean Home of Snot's People!

DIANE

RECALLING OUR LAMP POST



Continued from last issue.

What next? The gas supply: From my house renovations, I had some spare 1930s timber, which I knew 'would come in useful at some time' despite Eve's protestations, and it did. As we are all well aware, really 'useful but temporarily redundant' items always do, but are usually not thought to be so by 'SWMBO'. So, I offered the timber to the Club for a gas cabinet to be constructed. Len Higgs immediately agreed to undertake the job in the form of a second coal

bunker with a compartment for the gas bottle. All that was then required was for the gas supply copper pipework to be installed and run up the inside of the lamp post before being connected to the burner when the lamp post was concreted in its permanent position.

t the end of the project, we had a fully-functioning, LBSCR gas lamp and the 'Gas Lamp Fund' was still in surplus thanks to the usual generosity of our members and their donations.

ONE FINAL THOUGHT: However, I hadn't considered what happened next: Our removal of the unloved and rusting lamp post had been noticed and on the Lancing History Facebook page, questions were being asked. 'Where has it gone'? 'Corporate vandalism' to mention but two. I daren't 'post' a response (being an 'offcumden'), but thought that if they had cared so much about it then they should have done something to save it themselves. Would they, could they, have restored it as well as our members had? I think not.

David Baldwin.



AT THIS POINT YOUR EDITOR ADDS A

COMMENT: - Referring to David's earlier mention of his Yorkshire-gas-man's comment about us 'over gassing' the burner, at the time I was a bit bemused, but returned to the website of the American company who had supplied the assembly, and downloaded the data sheet for our model. It revealed a gas jet size of No 74 ... too big we had been told by an expert. But it was to deliver propane, the same as us, so why incompatible with our cylinders? I still don't know, but in any event, John's new jet has a No 77 jet, just four and a half thou smaller than the original.

Having read David's articles John contacted me: -

SMALL HOLES John Stoton

David Baldwin's flattering remarks in the previous issue set me remembering about passed work and good intentions. But I have no record nor memory of the diameter of the gas jet hole. It was all done in a bit of a hurry near the end of the gas lamp project. Probably about 0.5 mm. Some idea of scale comes from horology. The smallest taper pin is size 1 which is 11mm long with small end diameter of 0.3mm and large end 0.6mm. Such a pin might be used to retain the hands on a small clock. This involves drilling a hole diametrically across the arbor (shaft in railway engine speak). Anyway, it now leads to consideration of whoever did the smallest useful job for our Society (or Club as the railway people are wont to say).

Back at the time, the Editor remarked that it was so useful that no matter what the task it was likely some member would know how to do it.

Now let us consider how to hold the drill. Obviously not in a hand-held pistol drill and no real problem with the 1mm shank drills. Pin vices have a run out far greater than the drill diameter. I have 2 Jacobs 1/2" chucks: -No

33 claims to hold to 5/64" or 2mm; actually grips 1.6mm while No 34 claims 0 to 1/2" or 1 to 13mm; actually grips 0.7mm

Also, a Golden Goose 4H JT O which makes no claim. At an M.E. exhibition I had asked some posh Midland firm about my problem of holding small drills. It turned they had difficulty in getting Chinese firms to put a serious name on a really good tool. Hence their apology for Golden Goose but it does grip No 80 drills and goes up to about 4mm.

Now to think about a test. Not steel, just brass and not deep, 1 or 2 mm quite enough. My WM-16 Warco mill/dill (it is Chinese) goes up to 2250 rpm and probably gives general best chance. I found a piece of brass 1.25 mm thick and selected a No 80 drill. Then spent ages trying to get it in the chuck, it needs a dental mirror to see upside down, a very good light, good fingers to hold the drill, another hand to work the chuck key and arthritic fingers and cataract eyes don't help. Then action, on first touch (fine milling screw feed not drilling lever feed) the drill wandered, it was not going to "pick up" but it reminds of the advantage that a long drill can do this without breaking. So, to a light centre punching and getting the drill to enter the little cavity with magnification, light and patience with X and Y of the machine table. Hurray to see swarf appearing freely, then drill wandered again; it proved to be "most of the drill". The swarf flow must have choked leading to the submerged part of the drill breaking off. The bit would not come out of the hole; however, the long piece did not have a good end and was about 1mm shorter than a new drill. Thus, I was nearly there and could save time by not testing any 0.008" drills.

Should you wonder about resharping these drills, just wonder why the makers sell packets of 5 or 10.

John

The Back Page.....

OUR MEMBERSHIP SECRETARY ASKS YOU TO AMEND YOUR CLUB DIRECTORY: -

Richard Ellis: - enter new tel. No:
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The entry of Tony Wootton:
The email should read
anthony.wootton@btinternet.com

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A LITTLE TESTER FOR YOU ...

Divide the number of tea bags the Club gets through in the course of an average year by the number of sleepers on our track. Round the answer to the nearest whole number and multiply it by the club subs as of March 2023.

Send your answer to the editor for a chance to win a prize for the most original response.

DAVID'S WORD SEARCH.....compiled by David Lewins.

Almost everybody knows how to do a word search puzzle. You simply look for a sequence of letters making up words from the jumble in the grid, reading from left to right, right to left, down or up and diagonally in any direction, down or up. Helpful tip - there are no bogus letters or deliberately misleading strings, and every square is used at least once.

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| ALABAMA | FLORIDA | JERSEY |
| ALASKA | GENE | NEW HAMPSHIRE |
| ARIZONA | GREEN | NEW YORK |
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| AIRER | HAWAII | OIL |
| ARUM | IDAHO | POP |
| ANIMAL | ILLINOIS | RAPID |
| ACCORD | IOWA | RHEA |
| ANTIC | JACK | REAR |
| CRICK | JAR | ROCK |
| CLAM | KANSAS | RODDIN |
| CONE | KIN | RODEO |
| CREAM | LOST | RITE |
| CALIFORNIA | MAINE | STALWART |
| CUT | MARYLAND | STEAL |
| DIVE | MASSACHUSETTS | SNOW |
| DROLL | MISSISSIPPI | TOAST |
| DIP | MONTANA | WAND |
| EVADED | MANNA | WYOMING |
| EARL | NAME | YAM |

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