

The Oily Rag!



Autumn 2019
Issue No 139

Preparing for a run, Summer 2019

The Taunton Model Engineers'
magazine

Contents

3. From the Editor.
4. Chairman's Notes. David Hartland
5. Vivary Park Report. Diana Fathers
8. Junior members corner. Charlie Cox
10. ClubLEC. Dr. Spin
The demon doctors annual competition.
13. Updating a milling machine. John Willcox
Useful for those thinking of bigger machines.
14. Visit of the Brean Steamers. Phil Mortimer
Visitors enjoy Vivary.
18. A tight radius pipe bender. Steve Gosling
A way around manifold problems.
21. In my world of CNC. Michael Callaghan
New techniques worth exploring
25. Steam at war. Phil Ashworth
It is now 80 years since the outbreak of WWII
28. "Of Ships and Things" Fireman MN.
A happy coincidence Rtd.
29. Sales and wants
30. Events Programme

From the Editor

As a result of threatening to excommunicate you, the membership, I already had enough copy for this edition without too much arm twisting. I have something I am holding back but otherwise the cupboard is now bare. How about putting pen to paper or fingers to the keyboard over Christmas and telling us what you are up to, otherwise the next one will be a “bleak mid winter” edition.

Last issue we had a report on the “Lego” loco built by Alex sent in by Ian Marks to kick off our “Junior Members Corner”. This time we have a report on his current project by Charlie Cox. I look forward to more reports written by junior members on anything model engineering related they would like to write about.

Several of us use machines which were not intended for the amateur and often need a 3 phase supply. If you are thinking of buying a bigger machine John Willcox’s article on converting an Adcock and Shipley mill to single phase will be useful. Some of you may have noticed Steve Gosling’s aero engine on show at the “Midland Model Engineering Exhibition” if you wondered how he made the inlet manifold, in this issue he tells you how. Michael Callaghan tells us about his experiences when moving into two major new areas for model engineering, 3D printing and CNC machining. I must apologise to Phil Ashworth for the late appearance of his article, intended to coincide with the 80th anniversary of the start of the second world war but I suppose initially it was the “phoney war”.

I would like to wish you all a Merry Christmas and a fruitful model engineering new year.

John

Chairman's Notes

By David Hartland

In the last *Oily Rag!* I noted that progress at West Buckland was rapid and this has continued through the autumn. A further week of excavation work in October with hired plant on site was well supported, with ten members coming along to drive the dumper trucks and rollers, and we now have most of the major earthworks complete for the first stage of track construction. An initial length of track is being laid using ex-Creech material and the first station is underway, with track heading for the future carriage shed. All this has been done during one of the wettest autumns in recent years, with the solid clay ground turning to liquid mud. It has been suggested that we form a World War 1 re-enactment group...

We have a technical sub-committee which has met on several occasions. This team is looking at the development of the site, particularly the overall plan and considering such things as septic tanks, electric cables and type of rails. On this latter point, we are holding out for the use of rolled steel rails of about 3lbs/yard for the main line, with recycled plastic sleepers and for a raised track constructed mainly of concrete. We do not want the effects of rot and rust to commit future generations of members to tedious track renewal work.

I had said right from the beginning, that the priority on site would be the club building. Without this, activities on site will be severely restricted. We have money set aside for the first stage. And yet, you will have noticed that we have not begun the work. The reason we are holding back is that an application has been made for a grant which would allow us to build not just the first stage, but all the

building in one go. I hope all members will understand that we have had to be discreet with the background on this but I hope to be able to make an announcement early in the new year. Meanwhile, I need to praise the fundraising team (Francis Lock, Mary Le Coyte and Paul Orrells) for their efforts on this and other activities. Not only is this work carried out behind the scenes but the nature of it means that we need to keep the details confidential until we have definite news.

Dave Wood has done another great job of working out the programme for the winter months, with an exciting range of subjects. Attendance at meetings seems to be on the rise, not surprisingly. Come and join the fun!

May I wish all members and their families a Happy and Peaceful Christmas.

Vivary Park Report

By Diana Fathers

It's been a good summer and, on the whole, a very busy one, in pleasant weather.

On 25 August it was hectic and we sold 246 tickets but only had two locos running. Both steamers, driven by David and Andrew. David had to come off after just over an hour, leaving Andrew, with extra riding trolley added, to continue. He carried on right to the end, winning a round of applause for three hours of sterling work.

We entertained our friends from the "Brean Steamers" on 19 September. Sue Wood and I provided cakes and three dozen of mine



Dave Wood obviously enjoying the Sun.

went! I spent the day making drinks and washing up for all and, after a while of trying to carry trays without losing all the liquid contents, it became quite the norm to see a loco stopping by the hut at the bottom to take me, plus a heavily laden tray up to the station area.

Unfortunately, as we were packing up, I provided the entertainment of the day

by doing a pretty spectacular trip over the rails, ending up with another few broken ribs. None of the TME crowd saw it as they were clearing up and putting the track to bed but Nigel and Betty Thompson were wonderful and helped Roy get me back to the car and the resulting trip to the hospital.

The following Sunday – as reported by Phil as I was out of commission – we were competing with both the weather and the Somerset County Show at the race course. Phil reported that three steamers and one electric were able to run but they only gave 23 rides and then rain stopped play. No doubt there will be a separate report on CLUBLEC but it was a



Jon Freeman and the “Brutalist” on a rainy day at Vivary

most enjoyable day and it brought tears of joy to many an eye when Peter Clark with his loco Cuthbert won the trophy. It was a fitting tribute to his Dad John, who we all still miss.

On the last running day on 20 October we sold 139 rides, which wasn't bad considering it was a chilly day.

I am now charging for cakes both at the track and at meetings and, so far, have made around £20 for Club funds, thanks to your generous donations.



A 4F on the stand at “Railex”

Throughout the season, our young members have been helping out and some of them, especially, Cia, Charlie, John and Alex driving Jon’s electric Brutalist. Charlie has also had a go driving a steamer, while John – who also volunteers on the West Somerset Railway - has been extremely helpful on running days. When chatting to him, I often forget that he is not an adult. John was very helpful at Railex, which was held at Taunton School while Charlie, who is another volunteer on WSR, turned up looking very smart to help at Railex,



A narrow gauge “Tich” at “Railex”

where our stand was strategically placed near the permanently open doors on a bitterly cold weekend!

I'd just like to thank all the team who always arrive early and stay late to set up the tack and clear up afterwards and especially Phil, who as well as organising this and the regular maintenance teams, has spent most of the summer providing us all with refreshments. Let's hope he gets his loco fixed so that he can get back to providing the kids with "the gold train"



"Jack Gardener" also at "Railex"

We now look forward to the Santa Special on 8 December. Once again, all children will have a little gift every time they ride so, to make the day really special, don't forget to wear something Christmassy!

Junior members corner

By Charlie Cox

I've been recently building a drivers trolley for the 5 inch gauge track at vivary. I've been building it for a month or so and I've just got to put the wheels and brakes on it then it can be a fully functioning drivers trolley.

The top photo is just the frame of the seat which is 7 inch by 20 inch which is just perfect for me to fit on. The next photo is of the underneath of the seat and the top of the seat with the top on so I have a firm seat to sit on. Last picture shows the top of the seat.



Hopefully by the Christmas running in December it will be able to run possibly with brakes but I'm not 100% going to confirm that now but it will definitely have wheels. The centre beam which goes across through the middle is so it can have a bit more strength when actually running. It might be tested on a 5 inch gauge ground track to make sure the wheels spin freely and it can roll. In December I will have feet supports on and hopefully a section for a bar coupling to go.



As it is the first model of the drivers trolley it might have a few technical difficulties on its first proper raised test. As I have been told by other people it's always good to have problems in a first attempt so you can learn from your mistakes.

Clublec 2019

By Doctor Spin

Clublec this year took place on Sunday 29th September at Vivary Park. The weather was a bit mixed – a gusty wind with occasional showers.

First on after the draw was Andrew Prentice with his Simplex. We have seen Andrew perform before and we were not disappointed. He took two passengers and made a rapid start, with the first circuit completed in 1min 26sec. He went on lap after lap at this time, to complete eventually 14¼ circuits of steady, confident running.

Next was Ian Grinter with his Royal Scot. He took 9 passengers on three trolleys and set off with a little wheelslip on the wet rails. After some difficulty he reached the first curve by the stream and then was away and with steady running completed 15 circuits with the same confident and steady approach to driving that we have come to expect and with the biggest load of the day.

Third on was Dave Martin with his 5in Rail Motor. He took three passengers and made a confident start but had to stop for blow ups on two occasions and completed just 10 laps. His speed varied but he completed one circuit in the very rapid time of 61 seconds, the fastest of the day and an average of 7.5 miles per hour.

The weather continued to intervene, with two heavy showers during the proceedings. When the last contestant entered the fray, the sun emerged as if to say, now the excitement would begin – and it did. Pete Clark entered his Butch called Cuthbert and with five

passengers set off rapidly. The first circuit was in a steady 1min 54 sec and then the driver kept up a regular 70 – 80 seconds per circuit. Only once was the pattern

interrupted and this was when a tree branch was blown in a gust of wind onto the track right in

front of the locomotive. The branch was 4ft long and 1½ in diameter – equivalent to a 50ft high tree in 5in scale. Pete applied the brake but there was no chance of avoiding a collision and Cuthbert’s buffer beam struck the branch. Fortunately, the impact pushed the obstruction aside and the train passed by with only a few seconds delay. It could have been a nasty incident. Then, having dealt with a fallen tree, Pete had to contend with animals on the line. A squirrel, with a huge nut in its mouth, was crossing under the line as Cuthbert was approaching at speed. The squirrel took fright, and clutching tightly onto its nut hid under the track, beside one of the piers. As soon as the train had passed over the hiding place the squirrel emerged and continued on its journey, running up a tree in the playground.



Pete Clark and “Cuthbert”.

Results

Driver Loco	Weight hailed	Distance run	Coal burnt	Score
A Prentice "Simplex"	723 lb	10294 ft	1.12 lb	6.65
I . Grinter Royal Scot	2068 lb	10125 ft	2.82 lb	7.43
D. Martin Railmotor	761 lb	6750 ft	1.44 lb	3.57
P. Clark Butch 0-6-0	1280 lb	10463 ft	1.0 lb	13.4



The presentation

Pete had fought off all opposition - animal, vegetable and other members - and completed 15½ laps winning the competition, with a score which is the highest we have recorded in Clublec for many years. The Chairman presented him with the trophy amidst much applause from the many members present. Once again, we all had an exciting afternoon and thanks to Phil Mortimer and Diana Fathers for the regular refreshments during the day.

Updating a milling machine

By John Willcox

I have just rewired an Adcock and Shipley 1ES milling machine, and converted it to single phase operation using a VFD (variable frequency drive). This turned out to be a nice little job, it didn't take too long and has transformed the machine.

I bought this machine several years ago. It was advertised as being good mechanically but needing the electrics replaced. The description was basically correct, in fact mechanically it is very good, with only around 20 thou of backlash on the x axis.

The electrics were housed at the back of the machines base and were indeed beyond repair.





To test it I ran the machine on a static single to 3 phase converter, connected directly to the motor. The motor ran but would start to run roughly after a couple of minute's running. I eventually bought a single phase motor and starter but never got around to fitting them.

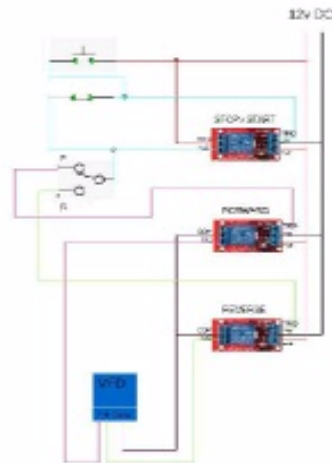
The electronics compartment

Recently I decided to sell the machine and offered it with the

new motor, the starter and some other parts which I had bought for it over the years. Only one person came to view the machine. I explained the rough running of the motor and suggested it might be ok running with a VFD. The potential buyer was keen to know if this would work, like me he didn't fancy the job of replacing the motor.

The next evening I opened up the motor terminal box, with the intention of converting the motor from star to delta connection, this being needed to run with a 240v VFD. I found one of the studs had a loose connection, this was the cause of the rough running, and was easily fixed.

I connected my single to 3 phase VFD to the motor, it ran perfectly, and very quietly. The man who had viewed the machine rang to say he was very



The circuit diagram.

sorry but the x axis travel was too small for what he had mind, so he would not be buying it. By now I had decided I quite liked the machine and it would be nice to get it running properly. At least I would have a better chance of selling if it was in running order.

I put together a plan to install the VFD permanently in the machine. The problem was where to put it and control circuitry. Luckily I found it



would just fit in the original electrical equipment compartment in the base of the machine at the back. I drew up a circuit diagram for

The “blue plate” and associated circuitry

the controls. I was able to use the original stop /start buttons, and the original forward / off / reverse control switch. I stripped out all the old electrical control equipment, and removed the mounting plate and compartment cover. The mounting plate was quite rusty, so I sanded it down and repainted it, this is the blue bit in the photos on which the electrics are mounted. After



The coolant pump and tank

that it was just a case of laying out the components on the plate, making sure the cover would still close, then fixing them and doing

the wiring. The original wiring to the buttons and the forward / reverse switch was still ok, so they were reused.

Since most of the electrical control equipment is mounted on the blue plate, this work could be done out of the machine, which made for much more comfortable working.

I've added a speed control potentiometer, to the left of the on / off buttons. The next job was to get the coolant pump working. This required converting the 3 phase pump motor from star to delta and connecting it to the VFD output via a 3 phase contactor. The hardest part was making a tank for the coolant.



The machine in use.

Visit of the “Brean Steamers”

By Phil Mortimer

Thursday the 19th September was a bright and sunny day, once again TME entertained the Brean Steamers on their annual trip to the West Country. This year we saw a variety of locomotives and members, from a variety of clubs from the South of England and Wales.

The locomotives visiting were a Duchess and a Juliet named “Jack”, from Maidstone MES, a LNWR George V from Erewash MES, A Class 37 from Romford MES, a 5” Q 1 and a 5” 4F from Wimborne MES and a Class 37 and a 5” Britannia (painted) but did not run from Northolt Model Railway Club also members from those clubs and from Pembroke MES. There were two wives accompanying their husbands.



A “Juliet” called “Jack”.

Refreshments were supplied by Diana Fathers and Sue Wood which were much appreciated by our visitors as well as club members. Every one was kept supplied with adequate teas and coffees.

After packing everything away at the end of the

running a few of the visitors requested a visit to our new site. They were impressed and one was heard to say he will bring his ground level trolley with him next year

It was a very enjoyable day and they have booked their stay for next year at Brean and will be visiting us on Thursday the 17th September 2020. So please put that date in your diaries.

My thanks go to all the club members who turn out to help in what was a very enjoyable day.



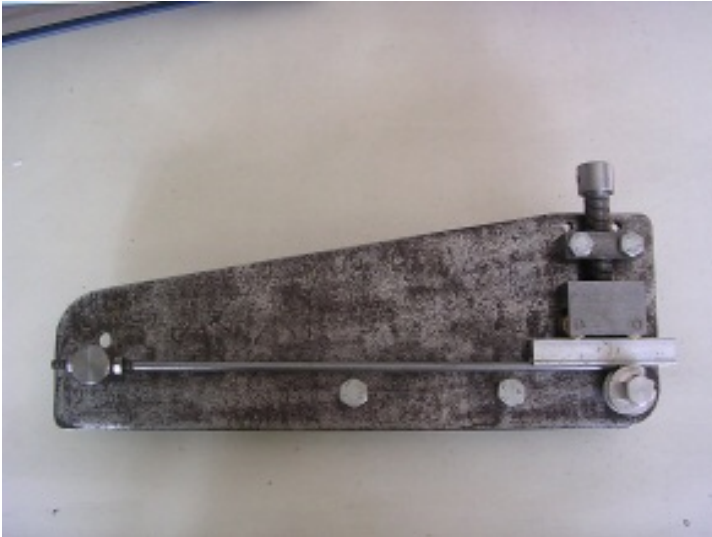
The steaming bays with the Q1.

A tight radius pipe bender

By Steve Gosling

I have recently been making a small in-line four-cylinder petrol engine as a change from steam engines and full-size lorries. This has been good fun with a few new challenges of its own. One in particular was the making of the inlet manifold. This is bent from 5/16" copper pipe with a flanged joint at each end and the carburettor in the middle. The bends have a centre line radius of only 1/2" so forming this and keeping a circular section gave me a puzzle. My hand-held tube bender gives a radius of 1" and even then, the tube tends to become slightly oval so I would need to make something slightly different.

A trawl of the net and “You Tube” in particular introduced me to the mandrel pipe bender. This is fairly conventional in concept in that it has a circular roller with half of the tube profile machined in it backed up by a straight bar with the other half of the profile. The tube is secured to the roller and supported by the bar. The roller is then rotated dragging the tube around until the required angle is achieved.



Steve’s mandrel pipe bender.

However, this only works down to a certain radius below which the tube collapses in spite of the all-around support. To prevent this, the bender has a “mandrel”, a piece of rod, an easy sliding fit inside the tube, which is held at the tangent of the bend. As the bend progresses, it supports the tube at that point and prevents it from collapsing. The demonstrations are impressive so I had to have one! This is my solution to the requirement.

A piece of 1/4" plate forms the base with a block bolted to the underside so that I can hold it in the vice. The roller is at the right-hand end and has a spigot which locates in a plain bearing pressed into the underside of the plate. It has a hex machined on it so that I can use my socket wrench as a tommy bar. On the



A closeup of the mandrel.

far side is an adjustable block with two rollers against which the backing bar can run. At the left-hand end is the key component, an anchor post which holds the mandrel.



The bender in use.

The annealed tube is simply slotted over the mandrel and secured to the roller with a plate over a peg. Then just pull it around!

The results were very pleasing although two 90° bends very close together made it hard to dismantle it! The inlet manifold is now



The completed manifold.

complete and only awaits completion of the rest of the engine to see if it works.

In my world of CNC.

By Michael Callaghan

Being little more than a big child it was with great interest that I watched for the first time a 3D printer busy producing what looked like a little boat. This was around three years ago and I was hooked. On returning home I spent the next few days looking up more about 3D printing. Apart from the printer itself I would need some sort of design software or CAD (computer aided design) as it's called.

I would also need a second program to view the design and then produce the machine paths to make the item. There are a number of free programs available, many people draw their designs using a

free CAD program called “Fusion 360”, with which you design the part. 3D printer software is also available free on line, or there are a number of better programs one can purchase, I went for one called “Simplify3D”, after reading lots of good reviews on the program. I was lucky in that I had worked for a company which had a very large CNC department which used a program called “Solidworks”. I had played around with the program and with the help of a few of the design team I was able to get some understanding of the power of the program. I also had a copy on my PC. So what to start with ???

I have a number of 0 gauge model railway locomotives and rolling stock and I started making parts for them, seats for coaches, then complete wagons, making the wheels from 3D printed plastic with machined metal tires. Soon I had run out of things to make for my little railway. But it was a good learning curve.

Soon however like most of us I wanted more and a small CNC milling machine was purchased off ebay, which lead to a whole new world of problems in the shape of feeds and speeds, ie how fast or slow to make the machine cut, depending on both material and the type and size of the cutting tool. Many broken milling cutters later and I was almost on top of the subject. The use and understanding of G code became important along with limit stops, machine and work piece origins became a must know. “You Tube” helped out here and a lot of wrong machined parts. I soon found out that the small milling machine bed size was stopping me from doing much and the machine was soon back on ebay and the purchase of a large 5 foot by 5 foot bed size router found its way into my little workshop. The main problem with using a router over a milling machine is the higher speed of the spindle. Higher speeds are good for small cutters, but not so good for larger ones or face cutters etc. But all this can be overcome by taking lighter cuts with small cutters. This allowed me to cut steel, brass etc and one of my first little projects

on the router was a Rosebud grate which needed 230 holes drilled and then the 230 holes machined with a cone. This is where CNC comes into its own, ie doing all the boring bits. Drawing the grate only took a few minutes. And then the router was busy doing its thing drilling out the holes and then the cones.



The Rosebud grate

One of my little on going projects is making a radio controlled submarine. And again CNC machining was able to help me out making the fittings and odd parts for the model. A CNC laser cutter helped make the deck marking out the planks and then cutting the thin plywood to shape. The 3D printer as been busy producing the motor mountings and seating for the radio control receiver, servos, dive pump which will be sealed in the acrylic tube.

The laser comes in useful for making the patterns for etch engraving name plates and small acid etched parts. The design is produced using “Solidworks” again and a negative image is produced. A section of brass is sprayed black and the laser removes the paint around the image. The brass is then dipped in acid which eats away all the brass not coated with black paint. So making the part. One thing I have found interesting is that many American live steam magazines are starting to carry more and more print on both CAD design and also CNC machining with pages of how to machine locomotive motion parts, chimneys, and even wheels and frames etc. Of course there are many limits to the home CNC hobby machinist, Milling machines need to be heavy using their mass to help machine the work. The cost to the hobbyist to convert a large heavy mill to CNC would be outside the scope of many of us, but



The French submarine cruiser “Surcouf” having her deck fitted.
(Yes she was that colour, for two years anyway)

some great work can be done even on the smallest of machines with care and taking light cuts. Apart from the machine and tooling there is the software to control the machine which can be 100 pounds or more.

One other project that I have been working on during the winter nights apart from the “Surcouf” is a 1/6 scale WW1 Whippet medium tank. This is being made from aluminium for the body with the motion from a mix of brass and steel. Some of the smaller detailed parts like the machine guns being 3D printed.



Routing parts for the “Whippet”
medium tank

The picture shows my router cutting out areas on one side of the outer track guard of the Whippet medium tank, the round sections are for the bearing housings.

I know this is not about steam locomotives, but I hope you found it of some interest.

Steam at War

By Phil Ashworth

Churchill after the Battle of Britain, famously said, "Never has so much been owed by so many to so few".

Well he might also have said..

"Never has so much been owed by so many to everyone on Britain's railway network." It is no exaggeration to say Britain would never have won the 2nd World War without the country's railway network. The railways were behind every development along the way to victory. They pulled out all the stops to get the men away from Dunkirk and to take them back again for D-Day.

Ever since Hannibal crossed the Alps in 218 B.C. the most successful nation in war has been the one with the best transport links. The start of WW2 didn't come as a surprise to anyone. The railway companies and the government had been preparing for months. In March 1939 work had started on an emergency control centre for the railways, which were brought under government control through the Railway Executive Committee as soon as the war started. A disused station, "Down Street" on the Piccadilly line, was secretly converted for the purpose. Extra spares for track locos and signals were laid in. There had been heavy investment in the railways throughout the 30's with companies like the LNER and the LMS vying for business with their competing streamlined A4's and Coronations. In many respects the railways were in peak condition for the long slog that lay ahead.

As the war went on the demands on the network grew. It's often

thought the workforce was protected and the railways didn't lose staff to the services. In fact out of a national workforce of 650,000 over 103,000 were released to join-up. And it wasn't just people hundreds of locos were called up in the early stages of the war. They were mainly ROD XX class; some of them had seen active service in the First World War. 100 Dean Goods 0-6-0 found a new lease of life just as the scrap yard was beckoning. Some of the Dean goods were left behind in the Dunkirk retreat and these mechanical prisoners of war were put to work by the Germans. Later in the war our own railway works were busy building engines to move supplies on mainland Europe as the allied troops pushed the Germans back to the fatherland. Ironically so many demands were being placed on Britain's rail network that USA-built USA Transport Corp 2-8-0



A Dean goods in BR days

S160 were drafted in on this side of the Channel too.

The railways didn't just lose workers. Railway works switched from building tank engines to military tanks and other vital equipment. After the USA entered the war in Europe the works at Eastleigh, Hainault and Ebbw Vale were used by the US forces as they prepared for D Day.



A WD 2-8-0 austerity just out of the works

The railways didn't just lose workers. Railway works switched from building tank engines to military tanks and other vital equipment. After the USA entered the war in Europe the works at Eastleigh, Hainault and Ebbw Vale were used by the US forces as they prepared for D Day.

Hainault and Ebbw Vale were used by the US forces as they prepared for D Day.

But the real strength of the railway network lay in the vast number of routes built at the height of rail mania. In the Beeching years to come it would be seen as a weakness that Cities like Gloucester, Liverpool and Manchester had so many competing stations and tracks. But in wartime it was a huge asset. If enemy action closed one route another was readily available.

Throughout the war "flexibility" became the hallmark but not without a heavy demand on the railway workers. Engine crews who



USATC S160's at Penrhos junction before the invasion

thought they were setting off on a short run would find themselves away from home for the night.

In places the infrastructure just couldn't cope. For example at Carlisle seven major routes converged. The pinch point was the bridge over the River Eden just north of the station. Services vied for just two tracks. At times trains would be stacked-up for miles around waiting their turn to get through. It wasn't uncommon for a train crew to be relieved

only to go back 10 or 12 hours later to discover the men who'd replaced them hadn't moved an inch either. The only answer, as in many other parts of the crowded rail network, was to build new tracks, in this case a new bridge over the River Eden. So, as we've seen, on 3rd September 1939 life changed in an instant for the whole country in general and the railways in particular.

And in 1945?

For the lucky ones peace brought just that. For many families life could never be the same again as they mourned lost ones. For the railways things too would never be the same again.

Of Ships and Things

By

Fireman M.N Retired

When I came to I was on a little iron cot with a straw mattress and a blanket in the corner of a hospital ward. The other patients were all black, young and old both men and women and children and it was like bedlam, the sort of thing you only read about but cannot imagine.

After two days the Matron came to see me saying, I've been told to come and see the white Englishman. When she saw my name at the foot of the bed she said, I knew some Selby's in England, I said to her, if you lived in Carr Road Greenford then that was us. When the penny dropped it turned out our families had been great friends before the war, both moving to Greenford from Brentford as the estate was being developed in 1937. As quick as a flash I was transferred to a single room with all mod cons, given a hot bath and tucked up in a bed with proper sheets and no tin bucket underneath.

After a lot of tests had been carried out it was diagnosed as Malaria with complications. It seemed that the Mosquito that bit me had just had a feed on someone with yellow fever, so I had that as well. It was being unconscious for two days with most bodily functions shut down including the two viruses which saved me otherwise I could have died, probably the dose of Quinine also helped.

The Matron who I knew as Gwen Brock at sixteen years old trained as a nurse at St. Barts in London were she met Tom a young African doctor. At the end of the war they got married and went out to Africa where he ended up as chief medical officer for East Africa, so between them they had a good life.

Meanwhile I was well on the road to recovery (but there was a small ethnic minority chap in the firewood). The “Tantalon Castle” was due to sail in two days time and I was wanted on board.

The shipping agent and second mate stood by my bed and stated their claim. Then Gwen stepped in and in no uncertain terms said, you nearly killed him, we have nearly got him right so he stays here and then he will need convalescence. The second mate backed down and said we are going down the coast and then to Cape town and we should be back in a month and could you have him ready for us by then?

Sales and Wants



(1) A Colchester Bantam in good order mounted on a substantial trolley complete with a 3 jaw chuck and an unused 4 jaw. The machine has a new tool post and is 3 phase. Price £1500

(2) A Jaguar VXS inverter only used for 2 hours cost £750 will accept £350.

(3) A “Trav a Dial” a bit scruffy but in good working order, price £95.

(4) Tom Senior vertical / horizontal mill single phase. Complete with magnetic vice and tilting vice. Price around £1200



Events Programme

2019

Sunday 8th Dec. Santa Special Vivary Park.
Set up from 11:00

Tuesday 17th Dec. Mince Pies and natter

2020

Tuesday 7th Jan. “The last English Flute maker”
Stephen Wessel

Tuesday 21st Jan. TBA

Tuesday 4th Feb More accounts of the Richard’s fascinating
work investigating incidents on our railways
Richard Brown RAIB

Tuesday 18th Feb TBA

Tuesday 3rd March Annual Quiz night, Pen and Paper at the
ready for another Dick Whittington brain
teaser.

Tuesday 17th March “The History of RNAS Yeovilton” by the
Curator of the Fleet Air Arm Museum
Dave Morris

Sunday 5t April Public running at Vivary Park 14.00 to 17.00
set up from 12.30

Tuesday 7th April	AGM
Sunday 12th April	Public running at Vivary Park 14.00 to 17.00 set up from 12.30
Sunday 19th April	Public running at Vivary Park 14.00 to 17.00 set up from 12.30
Tuesday 21st April	TBA
Sunday 3rd May	Public running at Vivary Park 14.00 to 17.00 set up from 12.30
Tuesday 5th May	TBA
Tuesday 12th May	Vivary Park, informal club running 18.00 to 21.00
Tuesday 19th May	Trophy Night
Sunday 24th May	Public running at Vivary Park 14.00 to 17.00 set up from 12.30
Monday 25th May	Stockland Fair portable track 14.00 to 17.00
Sunday 31st May	ClubLEC.
Sunday 7th June	Public running at Vivary Park 14.00 to 17.00 set up from 12.30
Tuesday 9th June	Vivary Park, informal club running 18.00 to 21.00
Sunday 21st June	Public running at Vivary Park 14.00 to 17.00 set up from 12.30

Friday 26th June	Provisional booking for the portable track
Sunday 5th July	Public running at Vivary Park 14.00 to 17.00 set up from 12.30
Sunday 26th July	Public running at Vivary Park 14.00 to 17.00 set up from 12.30
Tuesday 11th Aug.	Vivary Park, informal club running 18.00 to 21.00
Saturday 15th Aug.	Dalwood Fair portable track 14.00 to 17.00
Sunday 16th Aug	Public running at Vivary Park 14.00 to 17.00 set up from 12.30
Wed 19th Aug	Possible coach trip
Sunday 30th Aug	Public running at Vivary Park 14.00 to 17.00 set up from 12.30
Sunday 6th Sept	Public running at Vivary Park 14.00 to 17.00 set up from 12.30
Tuesday 8th Sept.	Vivary Park, informal club running 18.00 to 21.00
Thursday 17th Sept	Brean Steamers visit to Vivary
Saturday 19th Sept.	Somerset County Show – TME attending
Sunday 20th Sept	Somerset County Show – TME attending
Sunday 27th Sept	Public running at Vivary Park 14.00 to 17.00 set up from 12.30
Sunday 4th October	Public running at Vivary Park 14.00 to 17.00 set up from 12.30
Saturday 17th Oct	Possible Midlands Exhibition trip

Sunday 18th Oct. Public running at Vivary Park 14.00 to
17.00 set up from 12.30

Saturday 24th Oct Railex show in Taunton (TME stand)

Sunday 25th Oct Railex show in Taunton (TME stand)

Saturday 31st Oct Halloween Night steaming at Vivary

Sunday 13th Dec Vivary Santa Steaming

Tuesday 15th Dec Mince Pies and Natter Evening

Meetings at Stoke St. Mary start at 7.30pm unless otherwise

Subscriptions

**Ordinary Membership is £30 with a further £5 for spouse or partner. Family membership £35 Junior Membership £5
Subscriptions are due on 1st January**

**Membership Secretary contact details—see inside front cover.
If renewing by post, please enclose S.A.E. for Membership Card**

The views and articles featured in this magazine do not necessarily represent the views of the Committee, Officers or the Members.

**Taunton Model Engineers
a Charitable Company
Registered Charity Number 1178760**



An oscillating engine built by Phil Mortimer at the age of 14



The road ahead, Stockland Fair, May 2019



Gordon Roberts' Darjeeling Himalayan locomotive at Isle Abbots.