

The Oily Rag!



Steve Gosling's Westinghouse Compressor. Build article inside

Autumn / Winter

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magazine

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From the Editor

I have come to the conclusion that the way adopted by much of the TME membership to get over the covid 19 pandemic has been to hibernate. The supply of copy for your magazine has all but dried up. Fortunately the stalwarts have come to the rescue but not having enough to print an Autumn and a Winter edition the two are combined into one. That does not mean the content is less good than normal but I have had to delve into the archive to find an article to complete this issue. However the piece I chose is sadly relevant and worth reading again.

To try to stimulate interest in writing for “The Oily Rag” and to persuade those who do not normally contribute to have a go. I suggest that some issues are themed and the choice of theme is something outside the areas already well supported by the stalwarts.

Assuming enough material is available, the next issue will be devoted to the smaller gauges and particular garden railways. If you have been keeping quiet about a passion for the smaller scales and think they should be part of the plans for West Buckland. Please get something to me during February or early March. As well as articles, letters to the editor would help to make your views known.

If you like the idea of themed issues I would welcome suggestions as to themes. We do not often see anything on boats. Is that because there is no interest in marine modelling in the club or are you ashamed of your efforts? How much support is there for the boating lake shown on the West Buckland plan? “The Oily Rag” is the place for your articles and views.

John

Chairman's Notes

By David Hartland

The Club, like so many other organisations, is paused, and all our plans are on hold. We can only hope that the virus subsides soon, and we all have our vaccinations in time for a new start in the spring or early summer. The Oily Rag is your way of staying in touch, so read it well!

The building at West Buckland is new secure and watertight, and work is continuing in various offsite workshops on preparing the tooling for the track production line to come. Dave Wood especially has been working on this and we look forward to seeing this all come together. As soon as we possibly can, we need to start assembling track panels for the big track laying project this summer.

At Vivary, we have lost a complete year of running, and it looks like much of this coming year will also be disrupted. We have been in discussion with Somerset West and Taunton council for some time about the rental we pay for running the track. We have not qualified for any grants to help us through the pandemic and worse still SWAT insists on continuing to charge the normal rental. We have complained about what we see as yet another unfair action on their part, although they have agreed to defer the payments for one year to allow us time to recover the position. But it does seem all very tough on their part, when other organisations such as ours have received generous compensation payments.

During the last few months we have lost three members of the Club who have passed away. Obituaries follow, all were active Club members, and we will miss their contributions. Let us remember them and give our condolences to their families.

OBITUARY

PAUL NORTON

I believe it was in the late eighties or early nineties when Paul first became a member. From the outset he was very enthusiastic and although quite disabled joined in at working parties, club meetings and social events.

Despite his disabilities, Paul and his son, Tom, set about the renovation of the kitchen at Vivary and what a wonderful job they made of it. It was transformed from a slightly rundown rather grubby area to a very nice space of which members could be proud. Paul later became secretary and carried out much research in to TME becoming a Company Limited by Guarantee. I well remember an AGM shortly before the club incorporated when there was much debate about this subject as some members were a bit wary



of the legalities involved. The committee, together with a solicitor, had many meetings at the home of Ron Dauben, the then chairman. As the saying goes the rest is history but we owe a debt of gratitude for the easing of the way, driven mostly by Paul.

Paul did not stop at that, he went on to mastermind our two-yearly exhibitions, devoting much time and energy to this. Our shows grew from an ad hoc one-day show at the Municipal Buildings in Taunton to a much larger two-day event, firstly at Trull Village Hall, then at Arch Bishop of Canterbury School and latterly at Heathfield School.



When we occupied the site at Creech St Michael, Paul, a former electrical installation instructor, liased with the electricity authorities to obtain a power supply. When the meter was connected Paul and Don Hancock completed the wiring of the distribution board and circuits.

Unfortunately Paul's disabilities grew more acute and due to this he has not been a member in the last few years. Because of his previous efforts we continued to supply him with an Oily Rag magazine as a "guest" member. Paul spent the last year or so in a nursing home where, until Coronavirus arrived, he was visited several times by members who knew him. The news of his passing came with shock and great sadness. Our thoughts and sympathies go to son Tom and Paul's wider family.

RIP Paul, we shall miss you.

Andy Cooke

Obituary

Bob Wilkinson

Robert Arthur Wilkinson was born in County Down, Northern Ireland on the 12th August 1928 and died on 21st September 2020 in Bridgwater. He was 92 years old. Bob was married to Amy and has a daughter called Elizabeth.

After completing his apprenticeship, Bob worked for many different companies in many different parts of the world. Including Algeria and Jamaica where he found his liking for Jamaican rum of which he had a nightcap every evening.

His work abroad involved sugar plantations and bauxite mining for the production of aluminium. He was involved with steam raising plants and became a high pressure steam vessel installation inspector. On returning to this country he worked on many of this country's power stations including Littlebrook, Heysham and later Hinkley Point which caused him and his family to move to Stogursey in Somerset.

It was here at H/P "B" station where I worked, that I first met Bob. I learned that he was a member of the TME and records show a membership back to 1988. I became involved with Bob and his engine building and running. I would assist him with his engines when public running at Vivary Park. Together we would attend invitation running events at other clubs such as Southampton and Swansea.

At home I would help him with two man tasks in his workshop including the silver soldering of two locomotive boilers. The latter boiler was for a 7.25" gauge loco, "Marie Estelle" which he was building. Unknown to me .at the time of completion, he had gifted the loco to me. I have named the engine "Old Wilkie" and must get it back running soon in his memory

Rest in peace "Bob". It was a privilege to have known you.

Barry Baxter

Obituary

Humphrey Davies

I first became aware of Humphrey in 1993/4 when as a new member of the West Somerset Railway Association I used to attend management committee meetings as an observer. At that time I believe Humphrey was Vice-Chairman and may also have been a Director of the West Somerset Railway. I do not recall him being involved with Taunton ME in those days.

In 1996 the Association bought West Country class no. 34046 'Braunton', a rebuilt Bulleid pacific locomotive, as a scrap yard wreck and in the process exhausted their funds. Following a series of funding appeals a private benefactor offered his support and Humphrey became instrumental in establishing a working relationship and a formal agreement for the locomotive's overhaul using volunteer resources at Williton. Included was provision for the appointment of a paid Project Manager (Gareth Winter) to organise and oversee the work.

My having served an apprenticeship at Eastleigh Locomotive Works where 'Braunton' was built led to becoming very involved in this project. Humphrey kept a close eye on progress and would convene periodic meetings with Gareth and myself to check all was well. This was critical if we were running low on funds and Humphrey needed to persuade our benefactor to top up the bank account!

These meetings often took place in Humphrey's kitchen and led to us being shown his workshop in the garage where he was building a 3 1/2" gauge locomotive. Progress was slow owing to the pressures of his day time job as Production Director of Cerdic Foundry at Chard. He was involved with the WS Railway and had assisted with supplies of long lasting fire bars and brake blocks. I do not think he had joined TME then but he did arrange the occasional club visit to see his foundry working. He also formed a close friendship with Don Martin, one of our long standing members.

It was Don who introduced him to the club which led to his joining about the time of his retirement from Cerdic when he became a regular attendee at our meetings. He had also found time to become a volunteer fireman and then driver on the WS Railway and had become Chairman of the railway company. Even in retirement these activities took up most of his spare time and whilst progress in his workshop remained slow he still came to our meetings regularly.

Unfortunately Don died. His latest project had been a 5" gauge "Claud Hamilton" locomotive and tender which Humphrey took over and set out to complete. This he achieved to the point of an initial steam test but unfortunately he was by then suffering from dementia which had led to gradual deterioration of his faculties. He had to stop his driving activities on the WSR and it became quite difficult to have a conversation with him on a club night. As he said at times "I know exactly what I want to say but I can't get the right words out".

To be nearer his family, his wife Pat and he decided to move to Worcester where his son lived. They settled well about 4 years ago and Humphrey joined Worcester MES where he was able to run his 'Claud Hamilton' under their care and guidance. He never lost his railway interest and even when he had to be moved into a care home about 2018 Pat told me he still enjoyed looking at his railway tapes and photographs. He passed away peacefully in Autumn 2020.

Mike Johns

A LOCKDOWN PROJECT

AKA Something different

by Andy Cooke

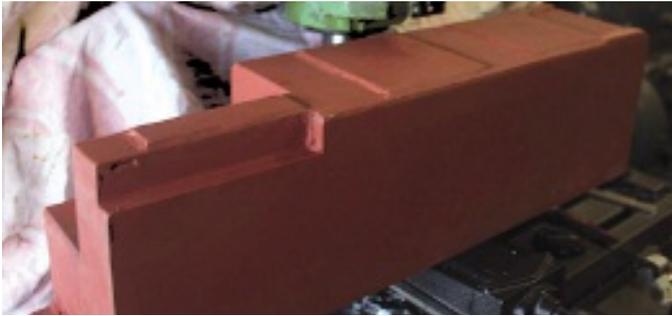
Having become heartily sick of the 7¼" gauge loco I have been building, the drawings being so awful that they should be on one sheet which states, "Do your own thing", I decided I would look for some alternative to occupy my time.

Back in the late eighties I built a Stuart Beam Engine. Whilst looking for something else I unearthed the drawings for this model. Why not, I thought, double up these drawings and make something much larger. Having scanned these into the computer and deleting as necessary I inserted the doubled-up dimensions and printed the result.

The original unmachined kit was mostly castings, as per the usual Stuart practice. Obviously no castings would be available in double size so it was down to fabrication. The base was the main problem, being 22 inches long. I investigated my stock and found sufficient

3mm thick steel plate. This was duly cut to size and I tack welded it together. Tacked rather than seam welded so as to keep distortion to a minimum. Thicker plates were then welded to the top where the various items were to be mounted - these items consist of the cylinder, column and the flywheel shaft bearings. The spaces between the weld tacks were filled with Chemical Metal. Upon completion I mounted the whole thing on the milling machine and ran a shell mill over it - you should have heard the noise! Anyway this turned out to be satisfactory and I was quite pleased with the result.

The next to tackle was the column. This is twelve inches high and is



The welded base.

tapered. The original was a casting but I decided to use EN3 mild steel. Being far too long to use the topslide of the lathe to turn the taper I set over the tailstock. This worked very well and again I achieved a result acceptable to me. The top was then Loctited onto a spigot and the bottom plate, being thinner, was welded. Again the beam for the original was a casting.

Some time ago I acquired a considerable length of mild steel 20mm thick by 80mm wide. This was mounted on the milling machine and profiled. Swarf everywhere! The bosses were inserted at a later stage, again in mild steel with bearing inserts. Searching my stock of



The column

cast bronze I found I had nothing large enough but I do have quite a lot of cast iron so decided to use this for the bearings. These were turned and inserted into the beam. I am currently working on the bearing housings for the beam, again in mild steel with cast iron inserts. These housings are from the same steel as the beam, all I can say is thank the lord for the bandsaw!

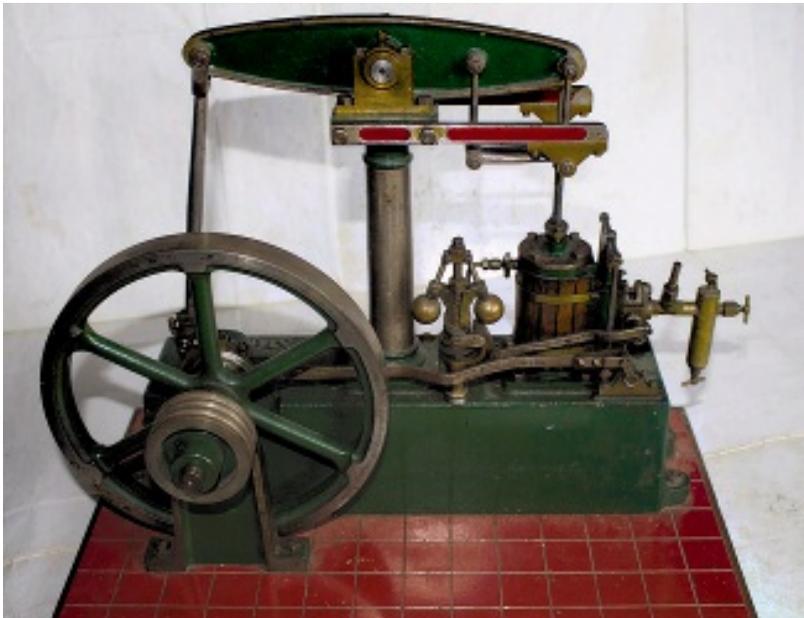
So far the only proper casting I have bought is the 14 inch flywheel. This was obtained from Adrian Grimmet of The Engineer's Emporium. Adrian is a very nice person to deal with and so very helpful, do have a look at his web site (usual disclaimer). I have a 4 inch diameter billet of cast iron which I bought to make the cylinder and covers. The bore is 2 inches and the stroke 4 inches. I will purchase a couple of cast iron piston rings in due course. My hope is that this will work well when completed, I do not see why not, the original does and has been running on compressed air in model tents at many rallies before I joined the steam line.

For the base I have a piece of steel plate, half inch thick, two feet long and 1 foot wide. I have no idea whence it came and I have been waiting years to find a use for it.

This is in a fairly rusty state so I will machine both sides to a suitable thickness and cut off the bits I don't want. This will make the engine rather heavy but I believe it will be capable of being lifted by two persons.



All in all it is something a bit different.



The original

An Exercise in Hole Drilling

AKA the Story of My Lock-Down Project

Steve Gosling

During this rather odd year I, like many people, have been furloughed for a period. I was told to go home, don't do any work and don't come out for three weeks. Well, as a model engineer, I was quite content with that arrangement and saw it as an opportunity to undertake a substantial project.

As I have mentioned before, I am building a new locomotive to go with our new railway in the shape of an American 4-8-2. One of its more unusual features is that it will have air brakes powered by a Westinghouse air compressor. Now, I have always wanted to have a go at one of these so this was my ideal opportunity.

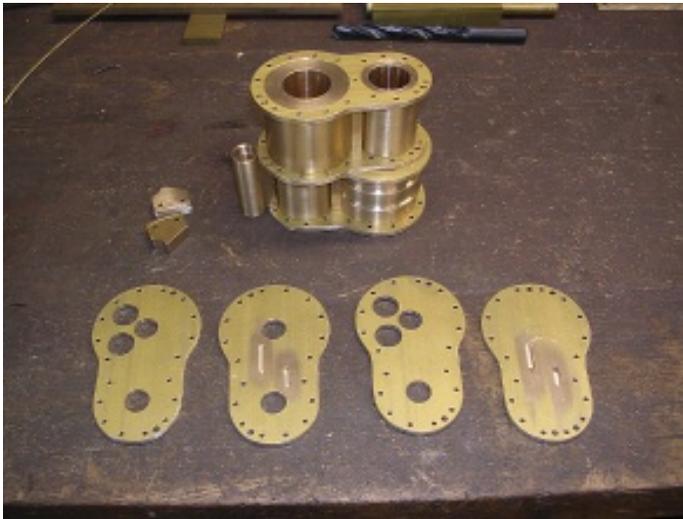
Unlike European locomotives, most American locos have a cross-compound, two-stage compressor of substantial proportions. This has a total of four cylinders where the cylinder at the top right is that for HP steam which has a common piston rod with the LP air piston in the cylinder below. The HP steam cylinder exhausts into the LP steam cylinder to the left of it. The LP piston shares a common rod with the HP air piston below. The LP air cylinder exhausts into the HP air cylinder thus making it a two-stage compressor. The HP piston drives a valve on the top of cylinder which in turn controls a shuttle valve which controls the steam distribution. When you look at the drawings, it is a real bundle of tricks!

I have seen models of them on miniature locomotives in the US but,

despite my best efforts, have never found a supplier. Then, whilst trawling the web, I found a design which had been published by a model engineer called Dan Miotti of Illinois. (<http://www.danslocoworks.com/>) Dan has built a Southern Pacific “Daylight” 4-8-4 and wanted a compressor for it so he took the bull by the horns and got on with it. His compressor is entirely fabricated which suited me so I printed the drawings off and made a start.

Dan’s compressor is entirely of brass and is set up as double-high rather than compound. This simplifies the porting no end and also improves reliability. Now Dan is a first-rate engineer but his drawing style is somewhat unconventional. Nowhere else have I ever seen items dimensioned in 256th of an inch. Also, his drawings use American threads so I have re-drawn them in British units, 56 sheets in all. Once that was done, I made a start by fabricating the cylinder blocks, all of silver soldered brass.

The two cylinders in each pair are of brass bar, roughly bored, with a step on each end onto which sits an end plate. Now, including the covers, there are eight end plates with all of the bolt holes in them.



I made a stack of only five of them, for reasons I shall come to later, and then drilled all of the holes right through by coordinates rather than marking them out. I set them up in the mill and called the centre of one bore zero-zero before positioning them all by counting turns on the handwheels. I had to take account of the backlash first, of course, by placing a clock gauge on the end of the table and turning the handle each way to find out how much I had. This was added or subtracted from the movements each time. The whole exercise worked very well and the holes in both stacks were exactly in line. I did keep a pad next to me onto which I jotted the turns I had to make, though. Even so it took a good deal of concentration and by the end, I wished I had invested in a digital read-out!

Once I had made all of the parts and held them together with 10BA brass screws, it was a simple silver soldering job with the big propane burner followed by a few hours in the pickle.



The bottom cover was next. It has various bosses and passageways on it and, as a result, bent like a banana. Which was a bit irksome. I managed to straighten it a bit and then put it in the four jaw to skim it flat and it worked out OK, fortunately.

The next part was the centre divider. This fabrication consists of the top cover for the air cylinders, the bottom cover for the steam cylinders, some spacing pieces, four glands, three valve bushes and



Bottom cylinder cover



Parts of the centre section



The centre section complete

bosses to carry the steam ways in and out. It was a headache! However, persistence paid off and with the help of a lot of 10BA screws, it was successfully assembled. At this stage, the piston rod holes had not been bored as it is crucial that for this pump to function, all cylinder bores, glands, covers and piston rod holes are concentric with no binding.

The final fabrication was for the top cover which carries the piston valve, the shuttle valve and all of the ports to distribute the steam. It consists of seven parts with 28 very carefully positioned holes. A



The steam cylinder head ready to be silver soldered



The shuttle valve components

good number of the holes have to be drilled before soldering so it is essential that only just enough solder is applied to avoid blocking them. After soldering, the remaining holes could be drilled, very carefully indeed!

With all of the fabrications complete, the next stage was to bore through, making sure that they were all in line. Dan did this by assembling the compressor and bolting it down to the milling table. He then machined each piece before unscrewing it from the stack and machining the piece underneath on the same setting working his way down through the covers and cylinders until he got to the bottom.



The aluminium plate



Milling the high pressure air bore

I couldn't do this as the quill stroke on my mill is insufficient. In the end, I bolted a piece of sacrificial aluminium to the table and coordinate drilled for two dowels which would line up with the holes in the covers and cylinder end plates. That way, I could drop each part onto the pins before machining the bores and coordinate drilling the bolt holes in the top flange (which I hadn't drilled earlier) thus aligning everything to a fixed common datum. It worked well.

The shuttle valve was interesting. This is a stainless-steel piston valve, fitted with O-rings working in a brass liner. The liner has 30 ports drilled number 60 and their position is critical. I spotted all of the holes with a centre drill whilst the liner was held in the dividing head and then drilled them through using my Dremel pencil grinder. I bought two dozen spare drill bits but managed to put all of the holes through without breaking one. I was most surprised!

The pistons and piston valve were simple turning exercises so, once these were done, I could try out the steam side of the machine. After careful assembly, I put some air on it and it worked! It was a bit hesitant at one point but I eventually realised that the shuttle valve was over-stroking as I hadn't allowed for the thickness of the gaskets underneath the end covers. Once I had sorted that out, it settled down quite nicely. Time to do the air side.

I made up the valves which are to my own design. Dan had bought his from an American supplier called McMaster Carr and then reworked them. They worked well but I wanted a British solution. Mine are lapped discs of silver steel 1/32" thick seating on a lapped bronze face. They are OK but tend to be a bit slow to respond due to their mass so the volumetric efficiency is down. I managed to wangle a spring into the intermediate valve to snap it shut and that improved things a lot.



The air valve components



The valves in the cylinder head

I finally assembled the whole lot and mounted it on a piece of wood where it will remain until the rest of the locomotive is done. Under air, it will give an output pressure about equal to the input and when it gets there, it stalls, re-starting as the pressure drops. This suits me nicely. The output volume is very small, however, so it won't be able to feed a long train. It does work though and I am very pleased with the outcome.



The upper steam section

Marie Estelle built by Bob Wilkinson

As related to Nora Batty by B. E.

At a visit to Bob's home in November 2011 to have my 5" gauge Dougal locomotive hydraulically tested, Bob showed Ian Grinter and myself progress on his Don Young 7¼" gauge "Marie Estelle". This engine started life as a lot that had come up at a Taunton club auction in recent years. It consisted of a set of frames, flanged parts for the boiler and other sundries. Finding the cost of wheel castings prohibitive, Bob opted for steel blanks at a fraction of the price.



Fortunately the cylinder castings were part of the job lot. The previous builder had altered the chassis to represent a shunter style locomotive rather than the Don Young design with cowcatchers. To give a better proportion to the engine, Bob has added a diamond stack

By April 2010, the build had reached boiler installation and associated pipework and in November 2011 the engine was steamed, albeit on blocks in Bob's workshop. He needs a warm day to be tempted out to try it on a track.

The detail includes a false backhead onto which Bob has installed a hydrostatic lubricator based on a design by Fred Cottam seen in the *Model Engineer* some years ago.

Not liking the slide valve design of regulator, Bob has substituted a large needle or cone valve operated by a twin start thread. Not wishing to work with wood, the cab is in steel sheet instead.

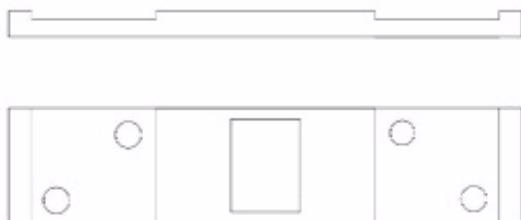
Although the photographs don't show the locomotive fully, they do give some idea of the workshop in which Bob manages to produce his locomotives. Not a square inch of space wasted. This engine is his fifth in just over twenty years.



Junior corner

During the first lockdown and now the second lockdown I have been practicing my CAD drawing skills. My first project was set to me by Jon Freeman to CAD draw a part of the axle box for a 5" gauge GWR 68xx Grange. Over the next few months I will be practicing to CAD draw more parts for a 68xx Grange in preparation to start on my 5" gauge GWR 43xx Mogul so then I have the knowledge to CAD draw the mogul up when it comes around to it. I don't have much more for this edition as it's been quiet but hopefully next edition I should have a bit more to talk about. keep safe.

Charlie



NO RELATION TO Dr SPIN

by Mark Davis

Warning - Before you start reading this article be aware there is only marginal model engineering and absolutely nothing at all to do with railways. However the items do have gears, a crank, required silver soldering, the use of toolmaker's buttons and other 'mechaniking' Some of you may have seen the miniature rope making machine (or rope making machine for miniature rope...) which I made some time ago,

now to make the rope one needs cordage but I had no cordage of the correct size. Here I need to make a slight digression, those of you of an older generation (and into needlework) may remember 'The Spinning Wheel', Miss Winkle's shop in Billet Street, Taunton. I was a regular customer there and one day she offered me a load of cotton thread samples, these have been languishing around since about 1985 and were just what I required for making the cordage (see, never throw anything away....), what I needed was a means of plying several of these threads together.

Searching the web I came across several images of Girdle Spinning Wheels, just the right size, these were made to tuck into the girdles worn by Victorian ladies, the theory being that they could spin while walking about.



A quick search through the boxes of stuff I should have thrown away years ago turned up a pair of gears more or less the right size, these were laid out on one of the side plates and the centres found using toolmaker's buttons. The side plates are 1/8" with a 1/4" centre piece held together with 6BA screws. The rest is pretty much plain turning/filing etc. The fancy rivets are bog standard 3/32" prettied up a bit, the fancy parts are ivory and decorated on my Rose Engine.

The whole thing is mounted on a base of African Blackwood. The tall distaff is Snakewood and would have held the fibre to be spun, in my case this would not be used as I would be spinning together



cotton threads. The overall height including the distaff is about 17" While looking for the gears I also came across some smaller ones so decided to make an actual model of a Girdle spinning wheel which is about 1/3 full size.

This smaller version has an idler gear so the flyer spins in the same direction as the crank handle, again the main parts are brass held together with oil blackened 8BA screws, the white parts are mostly bone (Westonzoyland butcher!) again with rose turned decoration and an ivory bobbin.



It is mounted on a Rosewood bracket so it is shown in the attitude in which it would have been used. The overall height is about 8"



They both have an Irish brake and there is a prize of a box of “After Eights” if anyone can explain why and the difference between this and a Scottish brake !

So ...Just What is Engineering?

By Mary Le Coyte

Now, to you that might seem a very simple and obvious question, but as a newcomer to the world of engineering, it's something I've been pondering for a long time. So I thought I would consult the readership of The Oily Rag – what better body of men and women could I find to discuss the question than TME?

Does the term apply only to machines, or might it apply to other structures (other than in civil engineering, of course, which this article does not address)?

Does the term apply exclusively to the construction of engines, which my dictionary defines as 'a machine for converting any of various forms of energy into mechanical force and motion'? (I have to admit that there is a secondary meaning given of 'a mechanical tool, as in engine of war'. But I'm not sure it gets us very far.) If so, then I must chase down the real meaning of 'mechanical'...hmmm, let me seeAh yes!

Mechanical (adj):

1a – operated by machine or machinery; b – relating to machinery or machines.

2 – done as by machine; lacking in spontaneity; (disregard this meaning, I think)

3 – of, dealing with , or in accordance with the principles of mechanics

Hmm If I pursue this, I'm going to get quite an education, but I'm not sure it's getting any clearer. Let's try another approach.

What is the difference between 'engineering' (model or otherwise) and any other sort of metalwork? Or any other form of manufacturing or making? Is a machine built from a kit of parts which merely have to be assembled in the right way an example of 'engineering'? Or does 'engineering' depend on the ability to work metal with extreme precision to make components which are then assembled in a certain order to make a machine?

Engineers (such as the readers of this august publication) might be deemed biased in relation to these questions. Let's try again. In fact, let's look up 'engineering' in this overworked dictionary of mine . . .

Engineering: the application of science and mathematics by which the properties of matter and the sources of energy in nature are made useful to human beings in machines, structures, processes etc.

I doubt if many of the readers of The Oily Rag make a habit of watching 'The Great British Sewing Bee' on television, so you probably have not heard Patrick Grant (an award-winning Savile Row tailor and one of the judges) describe tailoring as 'engineering with cloth'. As a dressmaker, I like that idea: the construction of an item of clothing certainly brings mathematics and physics together, along with art, in order to create something which not only fits, but in such a way as to allow movement by the wearer (without creating unnecessary stresses on seams and the like) whilst still being decorative. Yes, I do recognise that not all of you have the decorative qualities of clothing uppermost in your minds when choosing what to wear, but we do all like clothing to be useful. Speaking of movement, is movement an essential part of an item which might be described as 'engineering'? It might be argued that

some items without any moving parts at all are nonetheless useful to human beings, and dependent on principles of physics. Take a pepper pot for example – it harnesses the properties of matter (pepper, ground, very fine) and the energy of gravity to release a valuable flavouring. And then there’s sugar tongs, and such like....

If movement is required, then how about a simple box with a hinged lid? Does that count as engineering? Or a swivel lid? Or what about a precision-made case for a watch? (The watch, I think, matches any definition of ‘engineering’, however subjective.) Or even a locket (which is, after all, just a box on a chain, but very precisely formed)?

Answers, please – well in advance of the next trophy night, or I might be tempted to ask the question again, but in a more tangible form! I do seem to recollect a category called “Pour encourager les autres” which is open to wide interpretation.....

OF SHIPS AND THINGS

BY FIREMAN MN RETIRED

The “Tantallon Castle” was due to sail for the home trade run next day as all the cargo was for the continent so I signed on again as it would only be for two weeks. First thing up the North Sea and into Hamburg and Bremen. Then down to Rotterdam.

The night we docked we went ashore for a few sherbets but I couldn’t settle down for one of my teeth was starting to niggle and by next morning I had a real good old toothache. Union Castle were not known for being big spenders so I was taken to a “community

clinic” as it was called. This was an old shop where all the down and outs, druggies and charity cases went. All the treatments were carried out in that one room with everyone looking on, at least those who were awake.

Sit here (on an ordinary chair). Head back, open wide. Then straight in with a needle and then pliers, twist and wrench and it was out. I was given a mug of funny tasting water, rinse and spit and that was it. I got back on board just in time for my twelve to four watch tending the donkey boiler and the generators. Come four o clock and I had had it so I crawled into my bunk and stayed until I had a shake at half past eleven.

Two days later we moved off for Antwerp the final port and I can't say I was sorry about that as I still felt terrible, just like a hangover but worse. We got back into London on the thirteenth of November and paid off. By this time I had a fairly high temperature. It was said I should see the port doctor but all I wanted was to be away from ships and things and Union Catle in particular and just go home.

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Despite Covid19 there has been progress at West Buckland