The Oily Rag!

HMS “Cleopatra” built
by Alan Goldsmith

The Taunton Model Engineers’
magazine

Autumn and Winter 2021
Issue No 146

Contents

From the Editor

Once again a lack of material has resulted in me having to drop out one issue. So this one is Autumn and Winter 2021 combined. When it was starting to look like this issue would be Autumn, Winter and Spring, a very substantial article arrived from David Hartland. He describes in detail the logic which went into the design of the two new tracks at West Buckland. Not only will this be of interest to members but I suspect it will become a work of reference for other clubs.

I think this is the first issue, since I have been editor, to include an article on marine modelling. Alan Goldsmith is to be complemented on his very fine model of HMS “Cleopatra”. I think it is important to remember that this is a model engineering club and should encompass all aspects of our wonderful hobby. I hope his article inspires others with interests other than miniature railways to come forward with copy for this magazine.

John

Chairman’s Notes

By David Hartland

After almost two years of disruption to club activities we can at last see a return to some sense of normality. The meetings programme has restarted, and although there are a few gaps, the rest of the year looks a very active one. See the programme at the back for details and keep an eye on the website for changes as they occur. You will see that there are fun runs planned at both West Buckland and Vivary in the summer.

In April we were planning a big auction to be held at West Buckland, but sadly we have not been able to bring this together and this will be postponed until the autumn. Then there is the Club AGM, on 19th April at West Buckland, which is the chance for every member to come along and hear and see progress in the club and the new site.

It is almost three years since we bought the site at West Buckland and we wanted to have an event to thank all those who have helped us along the way, all members of course, but also the people in the village, local councillors, businesses, and not least our major sponsors, Viridor Credits. This will be held on the Friday and Saturday, 10th and 11th June. Details are being worked through at the moment but this will be an opportunity for the club to show to our visitors what we can do. We are planning to include a mini exhibition in the meeting room, as well as running on the track outside. Make a special note of this in your diaries!

Progress continues at West Buckland and work is underway on the new toilets for the clubhouse, while we are well advanced on trackwork in the workshop area and work has started on the first stage of the raised track. Do support the working parties, there is a range of jobs to suit all abilities and always scope for more help. All being well we should have the perimeter track in place by the summer, in time for those fun runs, and work will be well underway on the raised track construction.

I hope to see you all at some of our exciting Club events this coming year.

David Hartland,
Chairman.

Visit of the Brean Steamers.

By Barry Baxter

A Thursday in Autumn saw the return of the Brean Steamers to Vivary park as part of their "Somerset tour" of model railway sites and tracks on which to run their engines after a two year absence due to covid 19 restrictions. It was good to see many old faces and their dedication although we are all suffering as old age catches up with us

We only had two engines that wanted to run although others were there but decided to stay in their "sheds" Alf Mankjelow from the "New Forest " club ran his "Jinty" along with Sue Parham from the "Maidstone MES" running her “Juliet” called “Jack”. Also on the track was Andrew Harvey who had come along for his loco's annual steam test. We had a good turnout of attendees who decided not to run namely

Nigel and Betty Thompson	Erewash club
M Parham	Maidstone MES
D, M and L Chilver	Romford MES
K Spence	Northholt Model Railway Club
A Lovell	Wimborne - New Forest
A Cox	Pembroke
M Bennettt	West Huntspill

We were kept refreshed with tea and coffee prepared and served by a new TME member Maureen Chester, along with biscuits and cakes. if only we could recruit more hard working members like her! She was supported by Roy and Diana Fathers with her renowned rock cakes and other baking fair.

The running team for the day was made up by

D Wood, M Sweet, T Giffiths, I Grinter, M Chester, B Baxter.

A “Juliet” called “Jack”

We hope the Brean Steamers had an enjoyable day with us. Some of them went on to visit our new site at West Buckland to see the progress. Many thanks to members who helped .I hope we can do this all again next year.

Progress with a "Simplex"

By Harry Howe

Before going on about the progress of the simplex I just want to add that It wasn't just me rebuilding it Jerry mills help me too, he kindly offered the use of his workshop as he had loads more equipment and taps and dies then I did. So always when I came round to work on my loco he was also working on it too which is great fun with the usual workshop banter and late session running on into the early hours of the morning. Progress on the simplex was stopped for a while when the first, second and third lockdown happened but when restrictions lifted we resumed work.

I thought it was ready to for hydraulic and steam test but found a weep of water around the wet header area but couldn't quite see what was going on. I got the smokebox out and after further investigation it was found to be coming from the bush into which the regulator screws and onto which the wet header bolts. We decided to make a new one and a new radiant superheater. I don't want to find 6 months down the line I have to take it apart to sort it out again We ran the loco up and down Jerry's test track in the garden which went well but we found the big end on the left hand side was a bit sloppy. This has now been rebushed.

I have now acquired a permanent tender for my loco which is a B1 tender, before I was borrowing a rail motor tender from Jerry. On

the whole it was good just needed sand blasting on the water tank, painting, some plumbing for water valve and hand pump and sorting out the couplings.

A bit further on the loco has passed both hydraulic and steam test. It has been run a few times on the club's tracks, Now that it runs well,

is reliable and dose what it's supposed to it was down to making the pretty parts to make it look like a steam loco. The cab and cladding were done just in time for the Santa trains in December.

Designing the West Buckland Railway Track

by David Hartland.

Railway trackwork is an example of a technology where many know a little, but few know a lot. My own experience came from working on the full-size railway, a career designing third rail conductor rails for railways around the world, and the Broad Gauge project at Didcot installing 7ft 01/4in and 4ft 81/2in mixed gauge. (A highlight in the Didcot project was visiting the Paddington Engineering office to study Brunel's own drawings of trackwork including of course his unique bridge rail pointwork, but that is another story. There is a book published by the Permanent Way Institution (ref 1) which is undoubtedly the best reference on the subject, along with another delightful book issued to all GWR engineering staff (ref 2). Together these form a full description of full-size track design, construction and maintenance.

Miniature railways are less well documented. There are many railways each with their own history of ideas, some successes and some failures. Development over the years has been led by key individuals in discrete clubs, supported by a limited number of component suppliers, and little published; however I have listed some key published articles in the references at the end of this article.
Miniature railways share the same trait as the full size, each railway has its own engineer who thinks he can improve on everyone else and the result is that every railway is different, with detail features some more successful than others. Even before we had purchased the land at West Buckland, we were considering what type of track we would wish to install on any future railway project.

The work at Creech had given us a few lessons, and there was time to study other railways to try to learn the best from each.
We wanted to have a quality track first and foremost. The outline requirements were as follows:

Strong in bending to maintain good alignment vertically and laterally
Suitable for heavy loads
Withstand expansion effects
Minimum or zero maintenance

In this article I am going to describe each of the components of the track and try to take the reader through the Taunton Club design decisions and reveal what we have. A word about the management. I have taken input from several members but I must mention particularly Mike Johns, Steve Gosling, Maurice Hartnell, John Pickering, Dave Wood and Gordon Roberts who have all contributed ideas and observations.

The Trackbed.

Underneath the track itself is the trackbed which has three functions, to support the weight of the track and trains; to align the track laterally and vertically, and to drain water away quickly. At West Buckland the underlying ground is mainly heavy clay, whose consistency varies between liquid mud in the wet, to impenetrable concrete-like solid in the dry. It is essential to provide a better support than this for trains, so once the formation has been excavated, a geotextile membrane is laid to prevent the clay oozing up into the track, and to reduce the chance of weeds growing. Water must be conducted away from this membrane; clearly where the track is on embankments rain will drain off to the side, but in cuttings a definite drain is required and to achieve this a 100mm perforated plastic pipe has been laid central to the formation,

surrounded with 40mm stone, and draining off to lower ground. Onto the membrane is laid four inches of compacted crushed stone, to set the vertical and horizontal alignment and then the track itself is laid on two inches of stone ballast. Now the ballast size is important, because it must hold the track in place effectively but still drain water away. The stone must have sharp edges to bind together and impress on the sleepers, but it must be of just the right size to do this and still be easily packed in the space (the “bays”) between the sleepers. After a few experiments a size of 20mm broken stone was selected, which fits well inside the 4in gap between sleepers.

Photo 1: The steps in track construction are shown in this photo of the double track cutting. In the distance is the raw clay excavation, and nearest the camera is the finished trackbed ready for ballast laying.

It is important to keep ballast from straying off the track, and equally weeds must be prevented from encroaching. At Creech we had used timber boards for this purpose but they did not last. At West Buckland the bold move was made to place a concrete retaining kerb along each side of the track. In some places this is a continuous concrete edge cast in formers set up on site; in others it is made with precast lengths of edging set in place with “haunches” of concrete. Either way the top of the concrete is set to rail level.

Photo 2: Ian Grinter and Mark Davis forming cast concrete edging along the track.

Sleepers.

On the full-size railways, sleepers have been made of hardwood, creosoted softwood, steel, concrete or (more recently) recycled plastic. We had just the same choice for WB! We needed longevity and therefore timber was out. Steel was considered, but the use for instance of a plain box section would not be retained well in the ballast. (In full size, steel sleepers have a complex rolled and formed

shape so that they are gripped by the ballast effectively). That left concrete or plastic. Concrete would require a mass production casting operation, with inserts for the rail fastenings cast-in but would also need some flexible pads between the rails and the concrete to prevent galling. Plastic sleepers on the other hand, could be cut to size and drilled easily by volunteers, and the rails could be laid directly onto the plastic surface, So recycled plastic was the choice, and there are a number of manufacturers of the material, made principally from old carrier bags and what not. Full size sleepers are 8ft 6in long, and 10in wide, which in ⅛ scale translates to 12½in long and 1¼in wide. These are set at 2ft 4in centres, which in our scale becomes 3½ in. For our railway a sleeper 1¼ in wide is not very practical and the next available size up is readily available as a square two inch section which gives a good stiffness and depth for gripping by the ballast. To keep the track looking in proportion we have used a sleeper longer than scale, with slightly wider spacings, set at 6in centres. The length of the sleeper was decided because of the material supply, the recycled plastic is made in 3m lengths and would yield eight sleepers at 14⅝in long. We have cut and drilled 8,069 sleepers for WB, the drilling being done using drill jigs on pillar drills in the workshop. Photo 3: Drilling sleepers.

The rail

There is a choice of material between steel and aluminium. Aluminium is light and flexible, making it easy to shape for curves and to move into position, but has a low coefficient of friction, particularly in the wet, causing wheelslip; and is of limited strength. Steel on the other hand is more robust, has good friction characteristics, and of course looks so much better to the trainspotters at the lineside. So steel it had to be. At Creech we used 20 x 10 steel bar, but our experience showed that this was not really strong enough to maintain a smooth alignment, and a larger size, particularly the height, would give a higher bending strength. The other issue with plain bar is the running surface which is flat with a sharp edge. For smooth rolling of the vehicles, especially on curves, a curved top surface is needed, with a small radius edge, which can only be provided properly by using a purpose-made rolled steel section, as a miniature version of the real thing. Not only does this look better, but it provides easy alignment by fishplates and fastenings to the sleeper may be made without the need to weld. Rolled rail is only available in a very small range of sizes from stockholders and there is an even more limited number of steel rolling mills capable of furnishing a large quantity. Many weeks were spent sourcing a suitable rail for WB but in the end a steel section was chosen which is one inch high and wide, flat bottom section, and weighing 3lb/yard. The economy of scale meant that it was worth ordering this for the raised track as well. We ordered 8 tons of the stuff, enough to do the three rails for

the entire ground level and also enough for the raised track layout.
Photo 4: the rail section

Third Rails

For the raised track, it was taken for granted that we would have both 5in and 3½in rails. For the ground level, there were two views, both strongly held and mutually exclusive. One said provide a 5in rail because some people wanted to drive at ground level, and it would be sad not to do it; the other view said it is too much effort and don't bother - nobody will use it. A major factor in the decision is the provision of turnouts, mixed gauge turnouts are a lot more work to make and a source of great disappointment if not made well.

We were planning to use track and mixed gauge pointwork recovered from Creech in the yard and carriage shed areas, and it seemed churlish not to carry this mixed gauge onto the main line.

Three rails it would be.

Allowing for Expansion
Before we look at the rail fastenings we come to the important issue of expansion. The rails will see a range of temperatures in service, on a cold winter's night the steel will drop to perhaps -5degC and with the radiation of hot sun on a summer's day will go up to perhaps +55degC. This temperature range will cause the rails to expend and contract, in practice around 3/16in for a 20ft length. There are two ways of allowing for this. Fix the rails solidly into position, using heavy sleepers and rigid fastenings, to force the rails to stay in place (which is what modern full-size railways do with continuous welded rail) or provide expansion joints at regular intervals along the line. In miniature the easiest way is to utilise the joints between rails every 20ft and use sliding fishplates to absorb the expansion movements. That is what was chosen for WB. the fishplates allow a 3/16in gap and the rail fastenings allow the rails to

slide on the sleeper tops, so that the rails have free movement in the sleepers and the fishplates.

Fishplates

The fishplates must align the head of the rails accurately but allow the rail ends to move, as well as being easy to assemble and allowing wheel flanges to pass by smoothly. There are one or two commercial items available but we felt these were unsatisfactory so Dave Wood has led a development for this using a formed steel strip with holes tight on the fishbolts and the rail ends drilled oversize holes just like the real thing. (As an aside, most of us I am sure were taught at school that the rails on full size railways were provided with slots to allow the fishplates to slide, this is not so, all full-size fishplates have sized holes for the fishbolts, but the rails are simply drilled with an oversize round hole to permit the movement. This makes perfect sense when you consider for both full size and miniature railways that rails may need to be cut and drilled at the lineside - how would a track worker produce a slotted hole in a cut rail end, while out in all weathers?)

Rail Fastenings

Just like the full-size railway, miniature railways use lots of different approaches to attaching the rails to the sleepers. The simplest is to use a woodscrew and washer to nip the edge of the rail. Now this is a bit crude, to allow the rail to slide properly the screw must be done up just tightly enough, and the lateral alignment, and gauge, is provided by the rounded shank of the screw abutting the side of the rail foot. This is not a very good engineering concept. There is a commercial plastic clip design available, which provides good alignment but it looks clumsy and the life expectancy is unclear. I for one wanted something better, something which would provide a spring clamp to the rail allowing sliding but with a

square edge bearing surface for the rail alignment. The result was an idea of a laser cut clip which would be post formed using a press. This, we think, is a new idea unique to West Buckland.

The design was to use a laser cut stainless steel blank, which could then be formed in a press to give the retaining foot. Stainless steel, with stainless steel hex head self-tapping screws into the plastic, pre-drilled with pilot holes. A few prototypes were made and trialled in 2mm stainless steel, and Ian Marks has usefully value engineered the design, reducing the overall size and still maintaining a very strong and good-looking assembly. Photo 5: The final rail clip design.

The clip holds the rail foot just tightly enough to ensure alignment, but not too tightly that the rail cannot slide for expansion. This feature also means that once a 20ft track panel has been assembled, it is slightly flexible and can be adjusted for exact curvature on site, and be formed into transition curves, where the radius blends gradually into the straight track.

Track Gauge and Rail Inclination

A final point is perhaps where we should have started, the gauge. It seems obvious, choose 7¼ and 5in. But there are bound to be tolerances on this, due to variations on drilling, the detail size of the rail, and forces on curves. In general it is understood that it is better to have the gauge slightly wide than slightly narrow. An extensive study was made of all the variations in our components and the sleeper drill jigs were designed to set the gauge at +0.030in with a

tolerance of +/-0.030. This meant that the rails could end up 1/6in wide at worst conditions, but would not be undersize. No further gauge widening is proposed on the main line.

In full size the rails are installed canted over at an angle of 1 in 20. This provides the coning action necessary to allow the wheels, themselves coned, to negotiate curves smoothly. (This subject would make a whole article in itself). In miniature this would cause serious complications but fortunately the rail section has a radius on its head and this, combined with the taper of the wheels, should provide a good curving action. Early runs on the completed sections of the track at WB confirm that very smooth running is the result,

certainly much smoother than using black steel bar. At the time of writing we have about 1000ft of track laid and it has passed through low and high temperatures. There is every sign of the fishplates moving properly and no signs of the sleepers moving in the ballast. This is what we wanted to hear! Photo 6: A length of track being bolted up.

Next time we will move on to the subject of turnouts. As so many things about railways, they seem simple but in reality are very complex items.

References:

Ref 1. “British Railway Track” Design, Construction and Maintenance, published by the Permanent Way Institution, first issue 1943, since reissued many times.

Ref 2. GWR Engineering Department Instructions, published by GWR 1933.

Ref 3. “Scale wheel and track standards”, Model Engineer 7 May 1976.

Ref 4. Dennis Monk “Making Tracks” previous issues but particularly Model Engineer 17 Feb 1989

Ref 5. Dennis Monk “Towards Better wheel Profiles”, Engineering in Miniature 1993.

Ref 6. S. Aldridge, “Around the bend” Guidance on Trackwork, Model Engineer 1 May 1987

Ref 7. Laurie, “Tracks: Non Standards?”, Model Engineer 19 Feb 1988

Pistons for internal combustion engines

By Gerrard Stoker

Having cut my teeth in my first real job after college at the Wellworthies factory in Bridgwater I learned a lot about the broad spectrum of people who work in large factories and a a little about piston design and manufacture.

In the early days of the internal combustion engine the pistons were made from cast iron. My uncle's Renault which has recently celebrated it's 100th birthday can testify to this. It was soon realized that reducing the reciprocating weight would improve efficiency so pistons where developed to be produced from aluminium. However aluminium has a considerably higher coefficient of expansion. This required a few tweaks to work effectively. Aluminium pistons are very slightly oval as the thicker section around the gudgeon pin will expand more. Thus requiring the ovality to maintain a reasonable round profile at the piston's operating temperature. This can be observed as the piston grooves are cylindrical and the chamfers are slightly smaller in the gudgeon pin portion of the piston circumference. Also a piston is very slightly barrel shaped. This is to allow for expansion at the hot top part of the piston and at the bottom portion of the piston there is a very slight taper to help supply more oil to the bottom of the piston for lubrication.

During manufacture pistons are not totally unknown to be dimensionally wrong due to poor training and the lack of interest from the operator pressing the green button at the sharp end of things.

Additional errors that can occasionally occur are the ovality being off axis. This can be observed as the maximum chamfer on the groove should be perpendicular to the gudgeon pin axis.
Also the gudgeon pin bore should be inline with the casting This can be observed as a half fitted gudgeon pin should have equal gaps each side of the casting as the pin slides into the opposite side of the casting.

Finally modern developments in metallurgy have seen high performance engines using fancy steel alloys as the increased weight of steel can be offset by the reduced size from the stronger steel. I will try to add more about other design features at a later date.

A Hose Wiring Tool

By Steve Gosling

An old colleague, Mike Tull of Bristol Mercury fame, recently introduced me to this tool and I was so impressed with it that I have made my own example which I would like to share.

Many of us make flexible couplings between engine and tender by using a piece of rubber or plastic hose with a brass fitting on the end. We often secure these with a jubilee or worm drive type of clip but they are just not prototypical and, quite frankly, look awful. A much nicer way of securing the fitting is to use a piece of wire wrapped around and drawn tight as is often seen in aviation practice. I have tried this, pulling a wire around and twisting the ends but have never been very successful until I made this tool.

As you can see, it consists of an M8 bolt with the head cross-drilled for a tommy bar. It carries a wing-nut which has had two holes drilled in the wings and is drilled in the end for a spindle which has a notch for the wire. The spindle freely rotates in the hole in the end of the bolt and I have tapered the end down a bit to reduce the diameter of the contact area.

So, how to use it. In this example, I am fitting a piece of PVC hose to a 3/8” bar. The wire is ordinary soft iron locking wire and a 12” length has been bent into a ‘U’ at the centre. The ends are then bent around the tube and fed through the ‘U’.

The ends are then fed around the tube a second time, taking care that they lie next to each other and do not overlap.

The wire ends are fed through the holes in the wing nut and loosely twisted together and the vee in the end of the spindle is settled onto the loop in the wire.

The bolt is turned to pull the wire tight and then simply flipped over to bend the wire ends and lock the job off. Care must be taken not to tighten it too far or you will cut through the hose like a cheese wire!

The tool is freed by cutting the wires and the ends carefully tapped

down so that one does not impale oneself and then the job is done. It takes far less time to do than to tell!

So much tension can be put in the wires that I have made a larger example which I am using, in the last photo, to close up a piece of 5mm thick smokebox tube ready for welding.

No more jubilee clips for me!

A "Leander" class frigate

By Alan Goldsmith

To start with a bit of background, for 28 years I served in the Royal Navy, from 1965 to 1992, as a Weapons Engineer, finishing my time as a Warrant Officer. I spent a total of six years in two Leander Class frigates, HMS Diomede and HMS Cleopatra, plus 5 years on the staff of Flag office Sea Training, Portland. Where we "worked" many other ships of the Class.

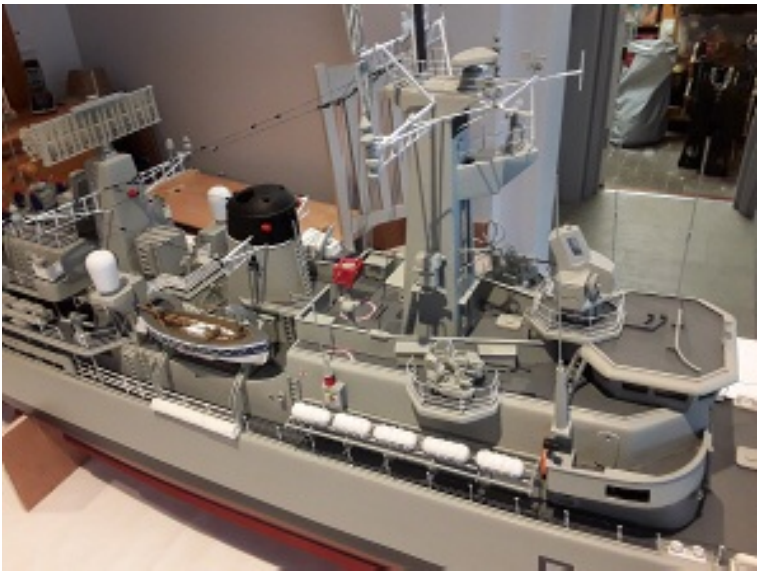
My son is still a serving Weapons Engineer and it was he who gave me a birthday gift of a rather dilapidated glass fibre model of HMS Diomede. This was about twenty years ago. He found it in a sorry state in the Royal Naval College Dartmouth. He got permission to take it away to give as a project to his father.

The model was of Diomede (F16), a gun Leander. It was, I suspect, used as a training model, built by a company called Paradigm Models Ltd. Two motors propelled it through the water.
To prevent it from ramming the side of the

pool, two push rods protruded from the bow and stern. These rods were connected to two micro switches which reversed the power to the motors. The superstructure could be removed to give access to the running gear. Knowing the overall length of the ship from "Janes Fighting Ships" I calculated the scale used for the model to be 1/64. This is unusual, more common scales are 1/72 or 1/48. Items can be bought off the shelf in these scales, so it meant that everything would have to be scratch built. At that point the project seemed too much for me to handle. The model has, over the last twenty years been transferred from one loft to another when we moved house. I acquired drawings from Jacobin and managed to use a local print shop to play around with the size to get them to the right scale of 1/64. All went quiet for a time.
Then Covid struck and it was time to get to work. I decided that

F28 "Cleopatra"

“Cleopatra” was a far more interesting shape than “Diomede”. She had undergone a major refit in the 1970s. The main turret 4.5 Mk8 had been removed and replaced with four Exocet launchers and a forward Seacat launcher. Either side of the signal deck the 20mm guns were replaced by single Bofors. Satellite communication



domes had been fitted, plus the after superstructure had been extensively altered to allow two Seacat launchers to be carried. The hangar had been lengthened to accommodate a Lynx helicopter. The mortars had been removed and the well deck plated over to enlarge the flightdeck.

Sources of information came from the Jacobin plans, the internet and books plus my memory. When you spend three years serving on a ship you remember quite a lot of detail. I started to strip back the model in February 2020. I removed all the detail that I thought could be used again as the basis for the new model and stripped out the old motors and shafts.
The bridge was rather crude - just a shaped piece of wood. It took

some time to work out how to construct a new bridge from plastic card.

The added superstructure was a lot easier. Taking measurements from the drawings it was simple to construct a series of boxes. When the model was given to me 3D printing did not exist. I found a company on the internet called Shapeways. One of their designers Mark Hawkins produced model ship's fittings, although in the wrong scale. I asked him if it was a simple matter of changing the

scale in the CAD package and he agreed. The items were not cheap but the detail is really good. He produced for me the Exocet containers, Bofors and a 965 Radar aerial.

I have a friend in Yorkshire who is into wood turning and had just bought himself a metal lathe and milling machine. He was quite willing to make up items, as it was a good way to practise on his new equipment. From drawings I gave him (and photos) he built the Seacat launchers, life rafts, satellite domes and torpedo tubes. Without his help the level of detail would not have been as good. Apart from the guard rails the rest of the model was scratch built. I tried painting using an airbrush but I need more practice and the airbrush I used was not of the best quality. I have in fact gone back to using a soft paintbrush, which I have found gives good results. The paint is acrylic matt, by Vallejo, light gull grey and dark gull grey.

The next thing to do is to find a stretch of water to check out how she floats, if she floats? Our bath is too small, as the model is over six foot long. Once I have the trim right I will think about RC.
I'm not sure what I will do once it is all finished, I have suggested to my son he might take the model back, our daughter-in-law is not so keen!

OF SHIPS AND THINGS

BY FIREMAN MN RETIRED

The RMS Arlanza along with Amazon and Aragon were built for the South American run with 150 first class and up to 500 third class passengers, these being immigrants from Portugal and Spain, setting out for a new life in Brazil. There were six cargo holds for bringing fruit from Brazil and chilled beef from Argentina. The ship was rated at 20,000 tons with a speed of about 17½ knots, twin screws and the engines were two six-cylinder opposed Burmeister and Wain two strokes with a top speed of 120 rpm.

On Christmas Day we were crossing the equator and had a Christmas dinner of turkey and all the trimmings plus a special treat — two cans of beer.

On reaching Brazil we put in to Recife and San Salvador where the immigrants disembarked with their pathetic little bundles and cases with all their worldly possessions. They were restricted to what they could carry.
When we reached Buenos Aires things were just as chaotic as before but inflation was rampant.

Homeward bound we picked up oranges and bananas from Rio and at Santos. Some containers of bananas were absolutely rotten, black all over and horrible, they were destined to make Cherry Blossom shoe polish. In no time at all it seemed we were back in Victoria Docks and getting paid off. This was 10th February 1961.

To round off the story, while I was at home with Asian Flu I had formed an attachment with the barmaid of “The Load of Hay”, in Northolt. Feelings had not changed when we met up again and we decided to get together properly and give it a go.

Taunton Model Engineers Programme 2022

April

Sunday 3rd	Public running at Vivary Park from 2.00pm. Please be there from 1.00pm to set up.
Tuesday 5th	Informal evening at West Buckland
Sunday 17th	Public running at Vivary Park from 2.00pm. Please be there from 12am to set up.
Tuesday 19th	AGM at West Buckland 7.30pm.

May

Sunday 1st	Public running at Vivary Park from 2.00pm. Please be there from 12am to set up.
Tuesday 3rd	Visit to CME. Combe St. Nicholas, Chard, TA20 3NL at 6.30pm.
Tuesday 10th	Fun run at Vivary park
Sunday 15th	Public running at Vivary Park from 2.00pm. Please be there from 12am to set up.
Tuesday 17th	Trophy night at West Buckland 7.30pm.
Sunday 29th	Public running at Vivary Park from 2.00pm. Please be there from 12am to set up.

June

Saturday 4th	Portable track at Stockland Village Platinum Fair 2.00pm to 5.00pm

Sunday 5th	Public running at Vivary Park from 2.00pm. Please be there from 1.00pm to set up.
Tuesday 7th	To be confirmed.
Friday 10th	Benefactors visit to West Buckland
Saturday 11th	as above
Tuesday 14th	Fun run at Vivary
Tuesday 21st	To be confirmed.
Sunday 19th	Public running at Vivary Park from 2.00pm. Please be there from 1.00pm to set up.
Saturday 25th	Possible visit Bournemouth ME. Track.

July

Sunday 3rd	Public running at Vivary Park from 2.00pm. Please be there from 1.00pm to set up.
Tuesday 5th	To be confirmed.
Saturday 9th	Great Western Society visit to West Buckland
Tuesday 12th	Fun run at Vivary
Sunday 17th	Public running at Vivary Park from 2.00pm. Please be there from 1.00pm to set up.
Tuesday 19th	To be confirmed.
Saturday 23rd	Possible visit Bournemouth ME. Track. Alterative to Saturday 25th June
Sunday 31st	Clublec at Vivary

August

Tuesday 2nd	Barbecue at West Bucklnad
Sunday 7th	Public running at Vivary Park from 2.00pm. Please be there from 12am to set up. This is subject to Flower show restrictions.
Tuesday 9th	Fun run at Vivary Also subject to Flower Show restrictions
Tuesday 16th	Fun run at Vivary
Saturday 20th	Running at West Buckland for visit by The Great Western Society
Sunday 21st	Public running at Vivary Park from 2.00pm. Please be there from 12am to set up.
Sunday 28th	Public running at Vivary Park from 2.00pm. Please be there from 12am to set up.

September

Sunday 4tth	Public running at Vivary Park from 2.00pm. Please be there from 12am to set up.
Thursday 15th	Visit of Brean Steamers (subject to confirmation)
Saturday 17th Sunday 18th	Portable track running at The Somerset County Show
Sunday 18th	Public running at Vivary Park from 2.00pm. Please be there from 12am to set up.

October

Sunday 2nd	Public running at Vivary Park from 2.00pm. Please be there from 12am to set up.
Tuesday 4th	To be confirmed
Sunday 16th	Public running at Vivary Park from 2.00pm. Please be there from 12am to set up.
Tuesday 18th	To be confirmed

November

Tuesday 1st	To be confirmed
Tuesday 15th	To be confirmed

December

Tuesday 6th	To be confirmed
Friday 9th	Christmas lunch, venue to be confirmed
Tuesday 20th	Mince pie and a natter, venue to be confirmed.

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

Taunton Model Engineers
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Learning new skills during lockdown

First pier on the elevated track

The marshalling yard takes shape.