

The Oily Rag!



Spring 2019
Issue No 137

Mark moves the infamous horsebox

The Taunton Model Engineers'
magazine

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From the Editor

Once again extracting copy from you, the members, has made pulling teeth look like child's play. Again the stalwarts have come to the rescue but surely some of the silent majority must have something worth writing about. The regular contributors tend to write about things which are traditional model engineering, let's have something different, unusual prototypes such as horse drawn vehicles or come up to date is there anyone out there into kit building? Or modern production techniques such as 3D printing? If the shortage of articles continues the summer edition will probably be "better never than late". You have been warned!

Now we are into June it might not seem appropriate to call this the spring issue but there are two appropriate articles on something most of us avoid, making springs. Andy Cooke on leaf springs and Steve Gosling on coil springs. David Hartland tells us of the trials and tribulations involved in getting to where we are with the new site. Articles by Ray Rolt, Brian Groves and of course fireman MN. Complete the contents.

Chairman's Notes

By David Hartland

Members,

A new era has dawned for the Club. On 25th April we became the owners of the site at West Buckland and we can move forward now with confidence on the project. The whole story takes up quite a large part of this issue but we felt it was a story worth telling. Meanwhile, at Vivary, West Somerset and Taunton Council have

contacted us about a new lease. This is the third time in five years, and with a fourth official involved and once again they are asking us to pay the legal fees for setting up the paperwork, as well as imposing what is likely to be an increase in rental for the track. We have requested that the arrangements for running remain as they are and we are refusing to pay the legal costs. Although they keep saying that they want us to stay in the Park, their actions continue to niggle and frustrate us. We will continue to hold out at Vivary as long as possible, and the paperwork file grows thicker all the time. Enjoy the summer visits in our programme this year!

Vivary Park Report

By Diana Fathers

It's good to be back! The Vivary working party had checked everything so that the track was ready for the first running day on 6th April. The weather was fine, a good crowd of crew members and customers were set for a lovely day... until disaster struck. Firstly, the boiler for making the tea and coffee died. (It's difficult enough to have to make the drinks in a hut and then carry them all the way round the track to the rest of the team, and we are very grateful to the people who take on this onerous task!). Then, while Julie was driving the Cheddar Flyer Wedge with a full load and through no fault of her own, or anyone else's, she derailed - twice! It was discovered that several sections of wood on the "new" track had rotted and it wasn't obvious until the weight of the trains caused the track to sag and it was necessary to stop running immediately. But we did manage to give 95 rides. (Apparently, it is no longer acceptable to preserve wood in the old-fashioned way - harmful chemicals - and the new preservatives are not as effective.) The old part of the track is still as firm as a rock!

During the next two weeks our brilliant working party managed to replace the rotten wood so that, amazingly, the track was ready for the Easter Day running. The glorious Easter weather brought in the crowds and we had plenty of locos and drivers, who were able to take turns. The queue was steady with many regulars, including a middle-aged couple who come up from Newton Abbott every time, with a bag full of 50 pence pieces for their many rides (which was a great help as many people turned up with £20 notes for just two tickets. We did not go thirsty as Mel and Barry very bravely kept us supplied with drinks and there were, of course, the obligatory rock cakes. We sold 312 tickets and went home tired but happy. The good weather stayed with us for the beginning of May, when we had three locos (one steam and two diesel/electric) running for most of the afternoon and a good crowd again and we sold 283 rides. Several of the regulars asked what was happening about Vivary and whether we would be closing and were pleased to hear that we now have our own land at West Buckland and that work on the new site had already started. Our much-needed young members are still turning up regularly, showing an interest and helping out where they can and occasionally bringing in their friends. Here's hoping ...

Tuesday evening runnings are now under way. These are always enjoyable and who knows, I may even get to run my loco this year!

The Lamb and Lion

By Tim Griffiths

This year so far The Club has had a lot to celebrate, the purchase of the land at West Buckland, and the commencement of work to allow us to turn this into a Home for the Club.

To mark this we held a Lunch time meet at The Lamb and Lion at Hambridge. 35 people booked to come along and only two were unable to attend. Some overcame adversities on the Motorway and other traffic congestion but otherwise arrived in time for some food. There was a bit of confusion over some of the selection but overall everyone got a meal. This was a learning curve for me and the pub, I am sure that should we do this again a better outcome will be the result. I apologise to those that feel they had a bit of a rough deal.

A home at last!

By David Hartland

Almost from the beginnings of Taunton Model Engineers in 1946 there was a yearning to have a piece of land owned by the members. For seventy years that goal has eluded the Club, and we have had to put up with a series of sites and landowners with various pressures and different outlooks from our own. The eviction from the Pavilion in Vivary Park and the subsequent total eviction from Creech St Michael, gave us the impetus to look once again for a permanent site. We studied the property market and altogether 28 sites were visited but rejected for various reasons.

Following the evictions, the “Somerset County Gazette” ran an article in October 2017 and this led to an approach by David Chappell of West Buckland, who with his wife was prepared to sell the Club a piece of land. David’s father had had an interest in model traction engines and knew of TME. West Buckland is a small village between Taunton and Wellington, close to Junction 26 of the motorway and the piece of land we were discussing is a four acre part of a field just outside the village. The field is predominantly level, bounded by roads on two sides and David was making it available for freehold purchase.

Andy Cooke and I visited the site in October 2017 and it all looked favourable - in fact it looked ideal for our needs. The land was not being advertised generally, the Vendor was patient and together this would give us time to arrange matters.

There was already an outline of what we would build if the right piece of land materialised, as a result of some regular discussions by a planning group within the committee. A main building would be erected on the field to form a meeting room for the Club, as well as storage and maintenance for carriages, kitchen and toilets. A raised track would be built, about twice the length of Vivary and a ground level track slightly longer than at Creech. Both tracks would be serviced by one central station, to minimise the number of station staff required, and both or either track could be used during public running. An additional station would serve a picnic site. There would be no level crossings which had to be used during public running and one joint steaming bay area for both tracks, with equipment to ensure rapid and safe unloading of locomotives. All this was designed to minimise the number of operating staff required on an open day. The site would include space for parking for both Club motor cars and their trailers and for Public visitors. In the centre of the site a large area would be left as grass to allow running of traction engines and vehicle rallies. These principles were applied to the site at West Buckland and the first of many plans was produced.

A verbal agreement was made between the Club and the Chappells to buy the land subject to planning permission being obtained and a price was agreed. The only stipulation was that TME should not apply for planning until David Chappell's own planning application on a separate project, had been completed.

The next issue was how to finance the purchase. There was a general feeling that we could not afford it, but the committee carried

out a small scale survey in the form of a secret pledge and with some optimistic extrapolation of this result, it appeared that we could buy the land by donations from our own members. This was a tremendous opportunity for the Club - a once in a lifetime opportunity to settle our activities into one site at last. Gradually a feeling of optimism spread around the Club.

In January 2018 we contacted the Taunton Deane Planning department for a “Pre-application discussion” which would give us an idea of what to expect when we came to apply formally. We did not want to announce our intentions publicly at that stage

Thirty members of TME visited the site on 11th January and were able to see the land and discuss the exciting possibilities. The survey of the site was started and a second survey on Thursday 8th February confirmed that the overall scheme was feasible in the space. A project plan was started to lay out the various tasks and steps involved in developing the site.

An Extraordinary General Meeting was held on 27th February 2018 and agreed to apply for Charity status for the Club. This would bring several benefits – we would qualify for a number of grants and the reputation of the organisation would be improved somewhat with the suffix “registered Charity”; but above all we would qualify for Gift Aid under the HMRC rules which means that every donation to the Club would bring in another 25% from the Government. This would be particularly important if we were to buy the land with donations from our members.

At the end of February we received feedback from the Taunton Deane Planning Department about our proposals for the preferred site. Unfortunately the news was not positive – they did not like our ideas at all, with three main objections. The first was the access off the main road, which was considered too awkward. The second

objection was more worrying, however. Planning did not consider that our proposed miniature railway should be in the middle of the countryside but should only be allowed within a town or village. Thirdly, the Planning Officer was not in favour of opening the site to the Public. This was devastating news, for it meant that not only would the plans for West Buckland be rejected, but any of the other sites which had been studied would also have been turned down. It very much looked like the whole scheme would founder. A discussion with a planning consultant suggested that there might be some hope, particularly if support could be rallied within the village. Over the next three months several meetings were held with Taunton Deane officials, County Councillors, the local Primary School, the Parish Council, and other groups. Two hundred leaflets were printed and put through letterboxes in the village and the neighbours were consulted in detail about what we were proposing. The results were resoundingly positive – everyone we spoke to thought the scheme a good idea and would have our support. The Taunton Deane officials were impressed that we had become a Charity and although they could not over-rule their own planning team, their opinions would certainly help in the campaign. A retired Somerset County Council member who had responsibilities for access onto Highways, was consulted, and he suggested an alternative access just around the corner in France Lane. This, he believed, would meet with the approval of the Highways Team at Somerset County Council.

David Chappell's own planning application was delayed, it was not resolved until late June 2018, and it was not until August that we could begin the full planning process. The first task was to prepare all the drawings and methods statements detailing what we were intending to do. One compulsory requirement was a full ecological survey of the site and this was undertaken (at some expense) on our behalf. This was a comprehensive survey of the wildlife on the site, together with recommendations as to how to maintain or improve

the habitat in the future. The report was presented with the formal application.

The speed of progress was in danger of leaving members behind but it was vital everyone was kept informed as to the progress. On 4th September at the first indoor meeting of the autumn, a presentation was made to the members and much discussion followed, including valuable feedback on the proposed trackwork, buildings and facilities, plus an outline of the work and programme. The package for the Planners was finalised and was submitted to the Planning Portal (the Government clearing house for Planning, through which all applications must now be made) on 3rd October. There was then some very annoying delay while they ‘worked in a new system’ and the paperwork was finally released to Taunton Deane on 29th October and was released for consultation three weeks later – much later than we had expected. If there is one quality needed in this whole process it is patience.

The planning application, with the ecological survey and the pre-application discussion, had cost the Club a total of £4100. If the decision on the scheme were positive it would be money well spent. If the application were turned down, however, then it would be money totally wasted. This was a risk; whether a large risk or small we were unable to quantify but certainly the outcome was not clear and a great deal of money was at stake. I am sure I was not the only one experiencing sleepless nights at this period.

Comments on the application began flowing into the Planners from many village residents, neighbours, the Primary School, the Pre-school group and not by any means least, the Parish Council. All gave their unqualified support with many kind words of support. I can only describe the comments made in our favour as ‘humbling’. (If anyone wishes to give themselves a warm feeling, go to the planning website and look up application number 46/18/0029).

We had definitely made a positive impression on the village. The publicity had also produced offers of help with excavations and services to the site. Our consultant, who was in direct regular contact with the Planning Officer, understood that Taunton Deane were behind us, and had unofficially given the Planning Department encouragement to approve our submission. Just before Christmas it looked very positive for the decision on 3rd January.

Unfortunately, in late December the Somerset Highways Department, who had initially responded rather negatively, wrote again and were recommending refusal on the access issue. The reasons for this were not clear, but most surprisingly they recommended we abandon making a new access and instead upgrade the present gateway with full visibility splays in each direction – exactly the scheme they had rejected a year earlier. This new requirement was acted upon and over a frantic two days all the drawings were revised to include this new access design and the whole scheme resubmitted to the Planning Department. Once again, we awaited our fate with fingers (and everything else) crossed. The announcement was made on 25th February 2019, twenty weeks after the application was made and three times the stipulated timescale for such a decision. But the result was APPROVED. The railway, the Club Building, the tunnel, the pond, the planting scheme – all were approved without any comments. There were some conditions to be fulfilled, mostly concerning the detail design of the entrance, which are still to be finally agreed, but which will not delay the construction.

There is one further condition which has been placed on us, in that we can open the railway to the Public a maximum of 15 Sundays per year. This is a great step forward from our early discussions with the Planners, who were going to insist that the site could only be used for private Club functions and not open to the Public at all, so we are better off than we feared. We have been advised that if all goes

well and there are no great difficulties with traffic, then these 15 days might be extended in future years with the support of the local Parish Council. We will of course be able to have our own Club running sessions or invite private parties to run at any time of our choosing. In reality I believe that 15 days per year of Public running will be enough to manage among our membership and many members have expressed their preference for more time for informal running sessions. It will be such a relief to be able to visit the site and run at any time!

The Planning approval was the biggest hurdle to overcome for the new site – and we were over it.

At our Annual General Meeting in April the resolution was put to the meeting to go ahead and purchase the land at West Buckland. Around 50 members were present, and a further 9 proxy votes were offered in advance. The result was a unanimous vote to proceed. Letters were then sent out to all members asking for the pledged monies to be donated to the Club. All the pledges were confirmed, and the donations began arriving. Within a few days there was enough money to buy the land and our Solicitor was instructed to proceed with all speed. The searches had already been completed but there were some complications involving a covenant on the land and possible Chancel Tax, both covered by indemnity policies and we were ready for exchange and completion of the purchase. The only hurdle left was the delayed clearance of the junk and rubbish from the site which included a removal lorry, a four wheel drive vehicle, several trailers and many tons of logs. It was not until the last minute that these items began to be cleared. The completion day was rather fraught and it was uncertain right until the last minute that we would in fact complete on that day. In the end it was the removal of the lorry from the site - ably assisted by Mark Hartnell and his dumper truck – which finally allowed us to finalise the purchase.

So it was that after so much time and effort by so many people, that at 3pm on Friday 25th April 2019 Taunton Model Engineers became the owners of 4.14 acres of land at West Buckland

Since that day, major excavation work on the site has started and the removal of the remaining rubbish completed. An order has been placed for the first stage of the building construction. The early priority is to make the car park area flat and solid, so that members' cars can be accommodated clear of the road, closely followed by erecting the outer security gate and the fencing. The final track plan is being considered and plans for the connection of electricity and water to the site.

Working parties are now being held regularly on Thursdays and Sundays from 9.30am. I am sending out a regular Email reminder of working parties and what is happening, so if you would like to be included, please let me know. Otherwise just come along!

One Last Point.

This is not just a report of the Club's activities. YOU have given the wherewithal to make this possible and it is therefore YOUR individual project as much as anyone. I as Chairman, have the responsibility and the pleasure to thank each and every one of you for your superb support for this venture. Some members have contributed large sums of money and this is tremendously appreciated but there are others who undoubtedly have given according to their means and made just as significant a contribution to the cause. Others have just given their verbal encouragement and this is also much appreciated. I thank you all on behalf of the Club. We now have a project which will benefit us all and indeed will be an asset to future generations.

Meet the “M team” (part 1)

By Ray Rolt

In my articles on “21st” century steam in ‘0’ gauge, I referred to an unfinished loco that was to supply the single cylinder power unit for the project. Its unfinished state had been due to the advent of the “Mamod” steam locomotive. I thought that an article on the results of this might be of interest. Much has been written about the way that this became welcomed in the “16mm” circles, but very little in the “0” gauge circles!



The “Mamod”.

I was immediately impressed by the potential, with a price of only £40! I purchased one for evaluation purposes and found that it could pull a reasonable train of ‘0’ gauge stock. Its success very soon resulted in the production, by small “cottage” industries, notably “Goodall” and later “IP Engineering”, of a range of improvements to enhance performance.

These included meths burners and later gas burners, improved safety valve, means of refilling the boiler when in steam, a regulator, and piston rod glands and piston rings.



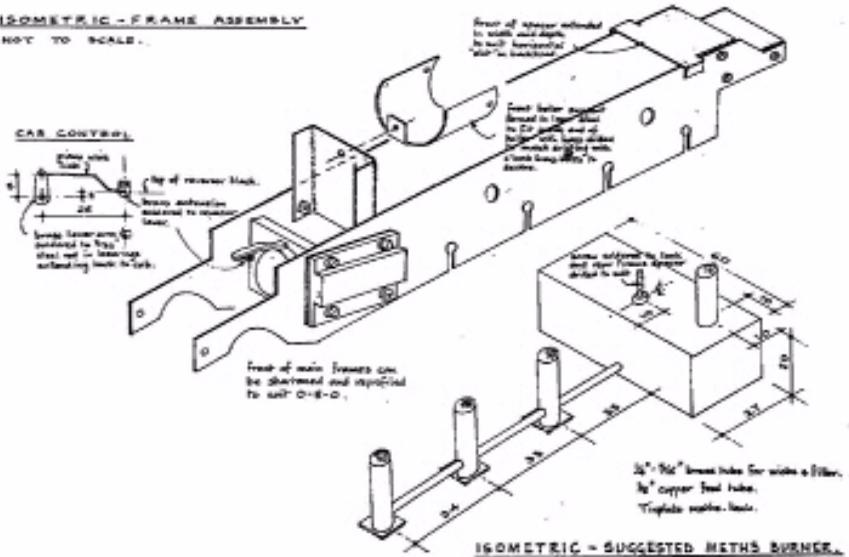
The USATC S100 in Southern livery.

As I wanted to keep my first one, as built, I bought a second one to rebuild as an '0' gauge loco. The result was a USA 0-6-0T, which as can be seen from the illustrations, was quite successful, if slightly over scale. By providing a 'dummy' centre wheel and motion work, casing to the cylinders, new bodywork and other details, also a meths burner, a successful loco resulted.

The commercial loco was produced in both 32mm and 45mm gauges, to enhance sales. The introduction of a kit for building it in both gauges really offered the potential for a more ambitious '0' gauge project! By regauging the 45mm wheelset to 32mm, Here was the basis of an 8 coupled loco!

By making new frames in 1mm steel sheet (an old steel box file), as shown on the attached drawings, I produced a successful model of one of my favourite locos, the S and D 2-8-0.

ISOMETRIC - FRAME ASSEMBLY
NOT TO SCALE.



One of the plans of the 2-8-0

This I numbered 13808, the final LMS number carried by the example preserved on the West Somerset Railway. This was fitted with radio control, using the E.J.Cooke method, used by him on his '0' gauge live steam locos well known in '0' gauge circles. Here the battery and receiver were housed in a vehicle behind the loco with a plug in wire link to the servo in the tender. With the semi rotary Mamod control valve, both speed and direction of the loco could easily be controlled. I used a 'Southern Utility Van' to house the radio control, which looked quite acceptable attached to the loco. This has long been removed for use in other locos and manual control is now used.



13908

A friend of mine was so impressed that he bought a Mamod and started to build one of his own. After regular enquiries on progress, a year or so later, he suggested that I could finish it and handed it over to me! I finished off the loco body and built the tender, fitted a regulator and gas burner. It is a model of a 4-4-0 PLM 'Windcutter', an early example of 'streamlining' to counter the 'Mistral' wind encountered on the southern part of the route. It is very impressive in the SNCF 'brown' compound livery.

David Grix, my friend, was pleased with the end result and enjoyed seeing it run when we met up regularly at a friend's layout, where the 'Central Southern Group' members of the "GOG" used to run every month.



The PLM compound à grande vitesse.

My final rebuild was as the result of some 16mm modellers who tried to create the illusion of an inside cylinder loco by reversing the loco so that the cylinders were under the cab! This meant that the exhaust had to be taken to the front and provision had to be made to view the water gauge at the front. The end result was my ‘Super Q1’, as a whimsical result of having a leading pony truck to improve the riding, as has been done on several railways with inside cylinders locos. With the large diameter chimney, a pencil torch can be shone on the water gauge!



The “Q1 GT”

The drawings were produced for an article that was published in the “Gauge ‘0’ Guild” Gazette soon after the 2-8-0 was built. I do not know of any other locos being built as the result of this article. Apart from the slightly overscale width of the casing to the cylinders, I think that a realistic loco can be built, particularly for use on outdoor layouts. By using spoked metal wheels with rim insulation on one side and the same crank throw, it would be controllable as with radio control using 2 rail pick-up, which has been used to control other live steam locos.

Though Mamod are fitting many of their locos with rather obtrusive piston valves, there is another firm called “MSS”, I believe, that produce the old Mamod design. A very good Garden Rail Exhibition is held at the Exeter Cattle Market on a Saturday in October, which caters for ‘0’ gauge and Gauge 1 as well as narrow gauge, with good support from Traders, that is well worth a visit.

.....before TME

By Brian Groves

Prior to emigrating from the East Midlands almost 5 years ago, I gave up flying radio control model aircraft – my favourite being the Sopwith Biplane – having already lost a number of machines due to either inexperience or battery failure. It occurred to me that perhaps steam locomotives were less liable to a total write-off scenario, and a failure might be a little less unfortunate, which led me to join the Northampton Society of Model Engineers.

Having searched the web for a nice locomotive,



“Puppeteer”

I saw a 5” gauge GWR Manor advertised on the “Steamdays” website and this turned out to be owned by the father of the owner of that particular company.



“Hinton Manor”



Passenger hauling

Bear in mind that my childhood involved numerous hours spent on Birmingham Snow Hill, watching in awe many a King or Castle departing from Platform 7 with a fourteen coach train loaded with passengers heading for the sunny climes of the South West.

Having agreed to purchase I travelled to the Preston area to meet the owner at his home address, with a workshop well concealed from prying eyes at the roadside, I was amazed to enter via his garage into a storage/workshop area that contained at least 7 locomotives, most of which were self-built. The Manor, he said, was not a self-build but purchased and run by him, having been much impressed by the quality of the engineering, but the time had now come to downsize.

On the first day at N.S.M.E., very much an LMS/LNER region, I was greeted by a chorus of “nice engine, pity about the colour”, but all meant in good taste.

I ran 7819 “Hinton Manor” for more than 2-3 years, it was always a great performer (apart from the less than co-operative injector) but came the time to relocate to East Devon to be near my son in Beer, the decision was made to sell the locomotive in order to help fund the 10k removal costs, and it was immediately snapped up by another club member. With hindsight, this was the wrong decision and I very much miss this popular locomotive and its authentic appropriate Western beat, but with my age it was no longer easy to reach the footplate over a tender almost 2 feet in length. Sadly, I now learn that it very rarely sees the light of day as the new owner (not a small person) prefers his more recent, very large, American wild west version.

Having later purchased my 5” gauge “Speedy”, things have not gone well in terms of trouble free running, but hopefully having had the support of a skilful T.M.E. member, “Speedy” may soon return to full working order and be seen at Vivary during the summer.



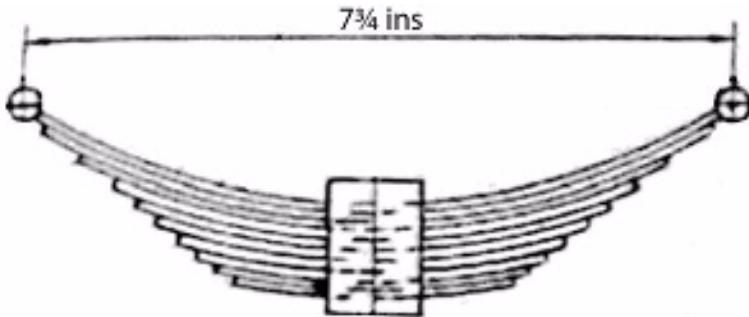
Brian and the “Speedy”.

Bryan Groves (no longer a grockle, now a blow-in)

Making leaf springs

By Andy Cooke

I had never previously had cause to make any springs as all my miniature road vehicles are un sprung. Now building a narrow gauge railway engine I was faced with the problem of the leaf springs which are a prominent feature of the model. These springs are fairly substantial being one inch wide and $7\frac{3}{4}$ inches long (see drawing)



The required spring

There are ten leaves per spring, each 16 swg thick, four springs in total and I have to admit I found the prospect of making these rather daunting. After searching through all the model engineering catalogues I could find on line I concluded that I was not going to acquire any suitable spring steel from these suppliers, all they could offer was far too small. One saving grace was that I found data regarding hardening and tempering in Doug Hewson's catalogue.



The real thing

How was I to obtain the correct size of spring steel? Again scouring the internet I found a specialist supplier in Sheffield. I placed an order for what I wanted only to be told there was a minimum order quantity – so if anyone needs some 16 swg spring steel one inch wide I have some spare! This was supplied in an annealed state in two coils.



The prototype.

The solid circular ends made me scratch my head, how was I to attach them? Silver solder was out due to the heat process later, likewise bronze welding. In the end I resorted to a mig welder and stuck them on that way, this seemed to do the trick and with a little fettling even looked reasonable.

Although I have not one single good word to say about the drawings in general (I am informed the $7\frac{3}{4}$ in dimension should be $6\frac{3}{4}$ in but I am not altering things now!), there was a benefit in this instance in

that the length of each leaf was detailed. I found the spring steel easy to cut with a bench shear which saved an awful lot of hacksawing. Not trusting the drawings I made up the first spring, the centre buckle being of mild steel. I used my little fly press to achieve the correct radii, moving the steel a little at a time and keeping an eye on the curve. With a little practice this became quite easy.

Having assembled the first spring and being fairly satisfied with its appearance I proceeded to construct the other three. This having been accomplished I fitted them to the rolling chassis. The springs seemed quite springy in their raw state, returning time and again to the correct profile with gentle weight applied to the chassis. I hoped I would get away without the heat treatment until the steel boiler was placed on the model – the whole engine sat down rather spectacularly! Advice was needed! The benefit in being a member of a club such as ours is that advice is readily available. I learned I should harden by quenching in oil and temper in water. I obtained sufficient cooking oil (no - not from the kitchen) and a galvanised bucket to put it in. I then thought “I wonder if this oil will catch fire?” – a stupid question, of course it did. In anticipation of this event I created a lid to snuff out any flames and what a good job I did this! Using a blowtorch to get the springs red hot I dropped them one at a time into the bucket – a conflagration every time, the workshop smelled like a chippy!

This left me with four black springs, hardened right out. My information said temper to 385°C. How on earth was I going to achieve this with a blowtorch? Fortunately Andy Webb came to my rescue letting me use his oven and pyrometer at his engineering works. My grateful thanks to Andy for this. As at present the pudding proof remains with the eating but everything seems about right, I have not tried the boiler again as I can't lift it but the springs are a lot sturdier.

Making coil springs

By Steve Gosling

For my current petrol engine project, I need some valve springs. I did find a supplier on line but would get caught out by the minimum order charge of £50 which seemed a bit steep so I decided to make them. Fortunately, Father gave me a Hemingway spring winder kit for Christmas so I have made that up.



The completed tool.

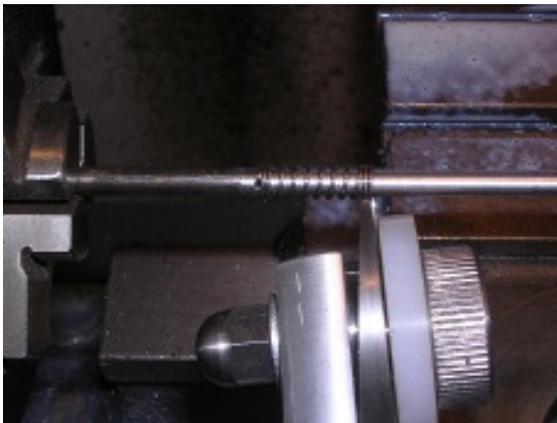
It consists of a knurled handle with a wire tensioning arrangement and a plate of variable thickness in order to set and maintain a constant pitch as the spring is wound. The drawings are accurate and pretty good with a couple of missing dimensions but nothing serious. The only bit I hated doing was the knurling as it is so hard on the lathe and I am not very good at it. Fortunately, the bulk of it was in aluminium and I got away with it.

The pinch plate is tapered and can be indexed to set the pitch of the spring. I followed the drawings and made up an arbour with the end machined at an angle. The plate was bolted onto the end and just turned. All very satisfactory.



The pinch plate

Time for a trial with the lathe set at lowest speed and me gripping the tool tightly.



The tool in use

It does need practice to set the tension and get the mandrel diameter right but I had a few practice goes before making up the valve springs themselves. It is nice to be able to get a couple of tight coils at the ends to grind flat.



The finished product

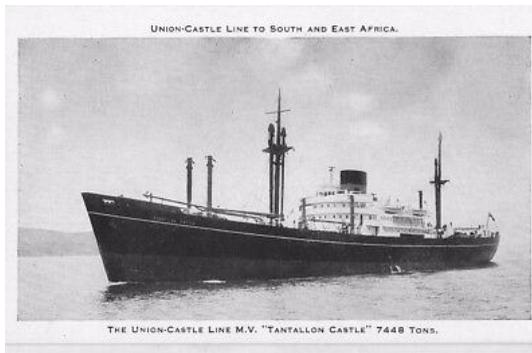
Those springs represent quite an investment of time and effort but I have reached the conclusion that making tools and jigs is never time wasted and they are much more satisfying to use than a lash-up. The tool can go in the drawer now, ready for the next time!

Of Ships and Things By Fireman M.N Retired

After an uneventful trip home we docked at Southampton on the seventeenth of June, I paid off with Forty-nine pounds eighteen shillings and two pence and a travel warrant to London.

As Mum and Dad were going off on a long holiday there was no rush to go home and Southampton seemed a nice sort of place so I thought I would stay at the seaman's mission for a few days and have a look around. After two days I ran into the chap I shared a cabin with on the "Ivernia", he said you might as well come and stay with me, it turned out he lived with his sister, so I took up his offer and got to see a fair bit of the town, mostly the pubs. After a week George said the "Ivernia" was signing on a crew for the next voyage and he was going, was I coming?

I said I wasn't too fussed and I would go and stay at the mission for a few days, George said stop on here if you like and Brenda will feed you. I found out it was his flat and his sister looked after it while he was away. I stayed on for two more weeks and by then all my pay-off money was gone so I went off to the station and exchanged my travel warrant for a ticket to London.



MV "Talaton Castle"

I got into Waterloo around midday and made my way to the shipping office. One of Union Castle lines smaller cargo ships had just docked and wanted a fireman to tend the donkey boiler and generator twelve hour days six till six so I took it, once again I was fixed up with a job and somewhere to sleep and even better I got an advance on my pay so I was in funds as well.

Letters to the editor

7 Rackclose Gardens,
Chard,
Somerset,
TA20 1RG

Dear editor

I feel that we all owe David Hartland an enormous THANK YOU for all the work he has put into preparing the Planning Application, Drawings and dealing with the legal matters. My whole hearted thanks also go to the Committee and everyone else who has an input into the commencement of this project.

I can assure you that from my own experience of moving a club from one venue to another, it is hard enough without all the problems that have beset this club over the last few years. It is not only proof of what strength of character David Hartland has shown but also his stamina and the belief in the club. The Club itself has survived 75 years and is still in good shape and that is thanks to you the members giving support to our Chairmen, and Committees over the years to enable them to manage the Club with the transitions from Club to Limited Company by Guarantee, and lately a Charitable Trust.

I look forward to seeing you all at The West Buckland Miniature Railway and steam Traction Engine show Ground (this is not the real title, but why not?)

Yours sincerely

Tim Griffiths

Events Programme

Tuesday 18th June	Barbecue at New Site 16.00 to 22.00
Sunday 23rd June	Vivary Public Running, 14.00 to 17.00 set up from 12.30
Tuesday 2nd July	TBA.
Sunday 7th July	Vivary Public Running, 14.00 to 17.00 set up from 12.30
Tuesday 9th July	Informal running evening at Vivary 18.00 to 21.00
Sunday 14th July	Vivary Public Running, 14.00 to 17.00 set up from 12.30
Tuesday 16th July	Visit to be Shute Railway, details to be confirmed.
Sunday 21st July	Vivary Public Running, 14.00 to 17.00 set up from 12.30
Tuesday 6th August	Visit to be arranged
Sunday 11th August	Vivary Public Running, 14.00 to 17.00 set up from 12.30
Tuesday 13th August	Informal running evening at Vivary 18.00 to 21.00
Tuesday 20th August	Visit to be arranged

Sunday 25th August	Vivary Public Running, 14.00 to 17.00 set up from 12.30
Tuesday 3rd Sept	“Bits and Pieces” bring along items of interest to the meeting. 19.30 Stoke St Mary
Sunday 8th Sept	Vivary Public Running, 14.00 to 17.00 set up from 12.30
Tuesday 10th Sept	Informal running evening at Vivary 1800 to 2100
Tuesday 17th Sept	TBA.
Thursday 19th Sept	Brean steamers visit to Vivary. TME members invited to attend. 09.30 to 15.30
Sunday 22nd Sept	Vivary Public Running, 14.00 to 17.00 set up from 12.30
29th Sept	CLUBLEC locomotive Efficiency Competition, Vivary Track. Entries to David Hartland. 12.00 to 17.00
Tuesday 1st Oct	TBA.
Sunday 6th Oct	Vivary Public Running, set up from 12.30 14.00 to 17.00
Tuesday 15th Oct	TBA.
Sunday 20th Oct	Vivary Public Running, set up from 12.30 14.00 to 17.00

Tuesday 5th Nov	Annual Auction, with Mark Davis at Stoke St Mary
Tuesday 19th Nov	Slides and chat by Peter Triggs
Tuesday 3rd Dec	TBA.
Sunday 8th Dec	Santa Special Steaming at Vivary. Set up from 11.00. running 12.00 to 15.00
Tuesday 17th Dec	“Mince Pies and Natter” Evening at

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

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 and Members.

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



The first working party at the new site, history in the making!



Maurice and Mark Hartnell and David Hartland doing some of the preparatory work and our first building.