

The Oily Rag!



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1700 rivets all by hand! See page 22

The Taunton Model Engineers'
magazine

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From the Editor

Once again getting enough copy together for your magazine has been hard work. May be I am being unfair, may be most of the TME members contracted Covid 19 and are now building heavenly models in their celestial workshops! Fortunately some of the stalwarts have come to the rescue and there are pieces from others who thought “lockdown” was a good time to write about their activities. The rest has been begged, borrowed and stolen just to fill the pages

John

Chairman's Notes

By David Hartland

Like the rest of the world, our lives have been turned upside down in the last few weeks. And yet, as Model Engineers, if we cannot thrive in a shutdown situation, who could? We have our workshops as havens from the turbulent outside world, with all manner of unfinished projects lurking therein. I am sure you have all been active on those projects, giving us a rich source of material for the next Trophy Night...

...

It is a torrid time for the Club. We have missed the AGM, we will miss all our summer trips and of course, we have missed the annual Trophy Night which has run, more or less continuously, since 1953. The future of indoor meetings must be in doubt, at least in the short term, but we can look forward to activities resuming out in the open at our new site, if we follow the rules.

Work is underway on the building and the car park at West Buckland and before long I hope we can have an outdoor meeting there, perhaps to combine an AGM and Trophy competition as one large afternoon gathering.

My second appeal for funds for West Buckland has been answered with a series of very generous donations which will mean that we can take full advantage of the grants offered by Viridor, by paying our contribution. The stage is set for a rapid and exciting advance on the building construction, utilities connections, and the track for the railway. Thank you all for such generosity.

May I wish that you all take care, keep well, and keep your spirits up!

After the darkest of nights, the sun will rise on a new day.

News from West Buckland

by David Hartland

Regular working parties have of course ceased since the beginning of the emergency but some work has proceeded nevertheless as the rules have been relaxed. A small gang led by Maurice and Mark Hartnell has prepared the foundations of the building and the main steelwork is being manufactured and will be erected on site hopefully by the time you read this. There are then the dwarf walls to construct, the floor to cast and the roof and cladding to add later on in the summer. The chances are we can have a meeting in the

building before too long. This has all been possible from your donations that have allowed us to pay our proportion of the costs, without which Viridor would not have paid the grant.

Along with the building, our main priority on the site was to construct the car park. The area has now been levelled and covered with stone and will be packed down for use shortly. This will be a great improvement on the conditions experienced over the wet winter and those of you in the Red Wall Tyre group may be pleased to know that there will be no more of that sort of thing going on. While the building is being constructed, we are free to progress the water and electricity connections, which involve digging a trench right across the site and an adjacent field. This is not going to be a quick job but hopefully we can be connected to these two vital resources by the winter.

After my appeal a few weeks ago, I am delighted to report that the extra donations received have allowed us to pay our proportion of the track material costs and Viridor will pay the rest as a grant. This is over £60,000 and is really a fantastic step forward. There is a great deal of activity going on at the moment to finalise the details of the track and order the various materials for both the ground level and raised tracks. For both lines we have ordered recycled plastic sleepers. These will arrive as 1500 pieces 10ft long, and we have to cut these up and drill 6 holes in each piece for the rail attachments. A production line will be set up at West Buckland to undertake this and there are some items of equipment which would help us complete the job quickly; if anyone has a horizontal bandsaw and small pillar drill they could loan us for a few months this would help greatly. In addition we will need a small flypress for producing rail clips. We have committed to making the ground level line of mixed gauge, which means producing turnouts suitable for both 5in and 7 ¼ in gauge. These will need some machining of parts which could be done in a home workshop, and some welding which again could be done off-site.

The raised track will be supported on ex-main line concrete sleepers which will be arriving in June. There will be ongoing work then digging holes, concreting pads and setting up the concrete sleepers for the track base. We have a digger on site now to aid this work and we need to design and make a set of tongs for the digger to lift the sleepers, which each weigh 5 cwt.

For both the ground level and raised track, rail will need to be curved to suit the alignment, a rail bender is being constructed to be able to complete this.

The whole site needs checking for survey datums and confirming the alignment of the track, ready for another major excavation week, probably in August, where we will once again need a roster of dumper and digger drivers for the whole week. The intention will be to excavate the carriage shed area and complete the perimeter line ready for tracklaying to start in earnest.

The carriage shed we will construct ourselves. This will involve buying steel and cutting to length, welding and bolting together to form the frame and attaching cladding on the sides and roof. Drawings are underway for this.

The tracklaying exercise will be the most demanding and in many ways the most exciting. We envisage three separate gangs; two on the ground level and one on the raised track. Each will have a set of jigs and tools to complete their tasks and will progress around the site working from their own train or trolleys to be self-sufficient. This will start in the autumn and will continue, probably, all next year as we extend the trackwork to achieve the planned routes. There are lots of tools and gauges to make to support these three gangs.

The area of the station is being levelled and we will soon be able to

start construction of the platform itself, as well as installing water and electricity in the area of the station.

There are lots of trees to plant and really we could do with someone taking this on as a project in itself - to plan where trees go, how they will look when fully grown and generally understanding what they look like. If anyone would like to become our resident plantsman/woman then I would really like to hear from them.

To sum up, we have a massive task ahead and I have only been able to give an introduction in this short article. But there is scope for just about everyone to be involved. As soon as we can, we will restart regular Thursday working parties, and supplement these with Sundays to allow those who are working to have a chance to help the progress. If anyone has any specific queries, suggestions, or offers of help, I will be delighted to hear from you!

Vivary Park Report

By Diana Fathers and Phil Mortimer

All the trolleys have been fitted with new wheels and axles and they all now have sealed for life bearings fitted. All the trolleys have also been cleaned. One new side panel has been fitted to the track near the container. All this work was carried out before the lock down. The track will be inspected before public running starts but who knows when that will be

Phil

Sadly, I have nothing to report on Vivary, except that I miss it very much and hope it won't be too long before we're back. I've been

keeping myself from being idle by making greetings cards (something I've been doing for over 40 years – long before it became so popular). I tend to do mostly blank so that any greeting can be added. I usually sell these to raise funds for my local church and charge £1 each (taking no profit) but I should also like to make a bit more for the Club, so I shall bring some, along with the rock cakes, when we are eventually able to meet in the hope that we add a bit to the funds.

See you all anon...

Diana

Junior members corner

By Charlie Cox

Obviously during this very different time I could not start work on the drawings and frames for my mogul but during this time I have been concentrating on my drivers trolley.

Not much has happened but I have been doing some test to put the wheels at the height.as you can see in the photos you can see the temporary fixture. In my opinion how it looks at the moment looks a lot better than it did before.

Also during this time I have made my own bit of wooden track to transport my drivers trolley on so I don't need to cart the trolley on its own. The section of track makes life so much easier when trying to transport the trolley and when it's at Vivary it doesn't take up any space on the steaming bay track.



The driving trolley on its transport track.

Let's keep our heads held high for whenever we get to go back to Vivary and we can drive trains again. Hope you're all staying safe, keep well.

Just Tapping a hole

By Cedric Norman

Tapping a hole in metal is fairly straight forward, providing you use sufficient lubricant and the correct tapping drill size. Getting the thread square, now that is another story. I was taught as an apprentice to start the thread and then eye up the tap from two sides to make sure it is square, adjust if necessary and proceed through the hole. Easy!

So can you improve on this? When you are working on thinner plate material, you really want to get it right first time.



The prototype.

I have found that an odd piece of steel that I had lying about, drilled with a clearance hole for the tap is the answer. Place the tap in the block and these upon the work piece with the tap locating the in the hole to be tapped, apply some cutting fluid and carefully turn the tap to produce the thread. As you can see from the photo, the block has

several different size holes incorporated for different taps.

For subsequent tapping guides I placed a piece of 1" mild steel round bar in the 3-jaw chuck, faced, drilled the required tapping clearance hole and parted it off around 0.5" thick. Reversed this in the chuck and faced off square, as sometimes a parted off face has a taper. I then stamped on the size using numbered stamps, and hey-presto! you are ready to go. It takes all the guess work out of the process.

Another tip to avoid breaking taps, is to use the smallest tap wrench you can get to fit the tap, thus reducing the amount of pressure you exert.

Out on a bender.

By John Pickering

Well not at the moment, more locked in making a bender!



The plates were laser cut from 12mm. mild steel. The photo shows the parts as they arrived and in much the position they will be when the rest of the bits have been made and the whole thing assembled. Even without the rollers this is a heavy piece of kit. The intention is that it should be bench mounted but there is no reason why it could not be mounted on a suitable truck, if this turns out to be more convenient.

Petrol engine and alternator generator sets – Making them work nicely - An update

By Jon Freeman

Lockdown could not be allowed to interrupt the project to create a petrol engine and vehicle alternator generator set that works, and works nicely. Nothing too difficult in cobbling up the mechanics, but making it all work nicely, that's the challenge. The solution involves a new electronic 'black box', but fear not.



The early season was to have included a number of test runs of a loco with a variety of experimental power units. But first it was necessary to get out into the garden armed with brush cutters and determination to reinstate the long abandoned Idle Halt branch line. This achieved, some limited testing could begin.

Simple small-engine and alternator sets stall easily and often (as many have observed). Commercial Inverter Generators should behave better in this respect. A cheap one was found at “Screwfix” and tests began. Not being psychic, with no load the inverter generator engine revs are not screaming but still quite fast, being ready at all times to meet some unforeseeable demand. This turns out to be about a third of rated max power. Sudden heavy loading causes output shutdown without stalling the engine, light loads are powered without problems, and increasing load gradually allows the engine controller to keep up with what’s happening.

There are two videos on youtube which give a good feel for the benefits and shortcomings of the inverter generator setup

- (1) <https://youtu.be/YZXtSLwGISk> (or search youtube for “Loco Power from Inverter Generator”)
- (2) <https://youtu.be/C7ZwR2RUA0c> (or search youtube for “Brushless Brute Loco Radio Control Demo, by Jon Freeman”).

Concluding thoughts on inverter generator loco power systems – maybe a useful half-way-house. Not best efficiency due to engine revving in anticipation of future unknowns but seems stall-proof. Needs separate low voltage DC power converter to reduce mains voltage – which may be considered a bit too risky in any case. The ultimate outcome of all this work will be to demonstrate a loco powered by petrol engine, vehicle alternator (modified), and optionally also batteries, such that the whole behaves in a similar fashion to any diesel train on the big network. Cars, planes or trains (not steam), the sequence of events to start a journey are the same. With brakes applied, engine revs or thrust are raised from tickover, changing engine state to one where it is capable of meeting demands about to be made of it. Only then should brakes be released and power connected through the transmission causing acceleration away from a stand. This is how it all works in the real world, but when looking to design retro-fit kit to help locos work more nicely and reliably, this involves routing the driver’s hand controller signal via the ‘black box’. When the driver intends to pull away, his ‘demand’ signal first needs to raise engine revs – our new ‘black box’ can do this using a model control servo controlling engine throttle. Only once engine speed has raised sufficiently to meet anticipated demands should ‘demand’ be forwarded to motor controllers. None of this is too difficult, and work continues.

Serious oscillitus.

By Tim Burr.

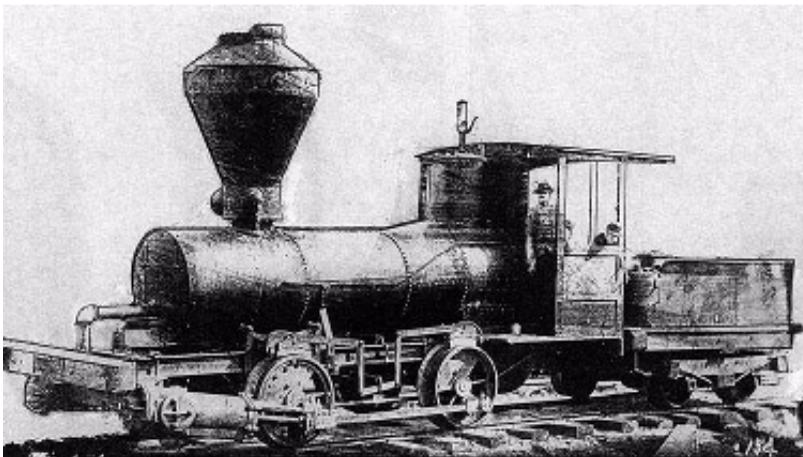
Most model engineers owned a toy steam engine as a child, probably made by Mamod. The general view as adults is that oscillating engines are only really suitable for toys and may be as "steam motors" in scenic model locomotives and to power model boats. But oscillating engines have been used in fullsize practice.

In the early days of steam at sea the boiler pressures were very low which resulted in very large heavy cylinders. For the stability of the ship it was best if these could be low down in the hull, which meant the crankshaft would have to be above, at a time when many ships used paddle wheels this was no disadvantage.



A typical Dewey Bros. locomotive

The oscillating engine is relatively compact, when compared with the conventional engine, this kept the overall height of the engine down and was a further point in their favour. Ships have to carry fuel for long voyages which means efficiency was more of a factor at sea than on land, so these engines frequently had a modified form of conventional valve gears, rather than using the oscillation of the cylinders as the sole means to control the flow of the steam.



An early Filer and Stowell locomotive with wide tread wheels to work on wooden track.

As steam pressures increased cylinders became smaller and their weight was less of a problem. Having the crankshaft in line with the propeller shaft became a more important factor. The higher pressures also meant the engines were smaller, so the less compact conventional layout, was not such a disadvantage and the oscillating cylinder engines died out.

However engines which did use the oscillation of the cylinders, in much the same way as your treasured Mamod, did exist in full-size practice and briefly even locomotives using oscillating cylinders were produced. Their advocates claiming they were superior to conventional "rod" locomotives in some applications. These were mainly built for industry and in particular in the United States for logging. If your railway ran between piles of lumber, some of which was only fit to burn, thermal efficiency was not a key issue. Logs were still generally transferred from where they were cut to the saw mills by being floated down the rivers. Thus the trains on the logging lines generally ran down hill loaded and the locos only really worked hard taking empties back up.

This meant much of the time the engine was in steam it was not doing any significant work and even the most efficient of steam engines still consumes fuel when not working. The advantage they had on logging lines was the very smooth delivery of power. Where tracks were lightly built and sometimes even made entirely of wood, this was a key advantage. Later the geared locomotives with even smoother delivery of power became the better choice and the oscillating steam loco disappeared. Although many "back woods" engineers built locos the companies most associated with oscillating cylinder locos are Dewey bros of Goldsboro, N.C. and Filer and Stowell of Millwaukee, Wisconsin



Jesse Livingstone's 0-4-0 Filer and Stowell in 7.5" gauge.

Jesse Livingstone regularly contributed to the "Live steam" magazine for many years and in 1998 wrote a series of articles on the construction of a model of a Filer and Stowell 0-4-0 in 7.5" gauge. Some of his work was gathered together by Village press and published in book form as "The shop wisdom of Jesse Livingstone".



A Filer and Stowell 0-6-0 owned by S. F . Mc Cary.

The book is out of print but the text is available as an E book. If you like the unusual this model very definitely fills the bill, but various comments in the text suggest its performance as built was not exceptional. However its performance was significantly improved by Brad Smith, who had dismantled a full-size Filer and Stowell hoisting engine for restoration and found out how prototypes kept the valve steam tight. His modifications are described in the book.

A typical service speed for the prototype was 12 mph, clearly a scale speed of around 1.5 mph is not acceptable for a model but this is never going to be an express. The speed of the originals would be seriously limited by the oscillating mass of the cylinders, here scaling down helps a lot. It may look odd but the cylinders could "waggle" a lot faster on a model. In Robert Maynard's book on the CliShay he gives its top speed as 7 mph which is considered embarrassingly slow by many in the USA. With the recommended

UK speed limit for passenger hauling of just 6 mph, may be some of the comments about the Filer and Stowell being better for small tracks and lower speeds are not such a problem over in England. The long admission means there should be no shortage of "low down grunt" and would the efficiency be so much of a problem?

There is no doubt that a locomotive fitted with a good valve gear, in good order and well driven would have a better efficiency. It is possible to design an

oscillating engine which does some expansive working. A very odd part built loco recently appeared on the internet which is an oscillating cylinder compound. But normally full-size oscillating engines worked with very



The compound, more information on the Station Road Steam web site.

long admissions. This means they continue to take steam after a conventional design would have cutoff and is one of the causes of their poor efficiency. But is this much worse than many of our models which are driven everywhere in full gear? Another cause is the relatively slow port opening at top dead centre. Here a good conventional design with long lap valves and plenty of lead will open the ports much more quickly. But this really only applies to valve gears like Walschearts and not always to some of the simpler but popular valve gears.

There is also a question on how much expansive work we can get out of a small engine. During expansive working some of the steam condenses and its latent heat is transferred to the gaseous part of the

charge slowing down the loss of temperature and pressure but eventually the pressure will drop to the exhaust pressure. If this occurs before the end of the stroke you will run into the negative loop of the indicator diagram and far from improving efficiency, the early cutoff will reduced it. For useful expansive working the charge at cutoff has to be as hot as possible and the losses to the environment during expansion have to be as small as possible. Model locos work with lower temperatures and pressures than in full-size practice, so there is a lot less energy in the charge at cutoff and the far larger surface area to volume ratio means heat is being lost more quickly to the surroundings. This may explain why at ClubLEC A few years ago, a saturated steam loco with Marshal valve gear did rather better than it should.

If we give up on expansive working, the simplicity of the oscillating engine may make up for the loss of efficiency. Particularly where you have a generous supplier of fuel!

Decades of Ignorance

by Dr. Spin.

I bought my first machine tool in early 1973. It was a Warco bench drill, one of the first they made, serial number 5344. This gave me a basic workshop capacity and it was only later that I purchased a lathe and much later still, a milling machine. Since then the Warco drill has served me well.

At a Club auction in the 1980's I purchased a smaller drill which had come from the workshop of Ken Duncan at Minehead which, once fitted with a motor, has become my normal drilling machine for holes under about 5/16". Above that it is back to the trusty Warco which can handle holes up to 1/2 inch with ease.

The table is 7 in square and this is a very handy size for my sort of work, but it has been pressed into undertaking much heavier jobs, notably the production of a batch of scaffolding made of 4 x 4 x ¼ steel angle for one of my house moves.

After all these years, two recent events have conspired to lead me to enlightenment about this trusted piece of equipment. The first was an incident where I was drilling a large hole in a piece of steel held in the vice and the vice moved on the table. This was not unheard of and has happened before (we have all done this at some time or other). So out with the G cramp, clamp the vice down, no more problems.



Checking with a square.

Then I had cause to drill a piece on a slight angle and decided to make use of the table tipping function. There is a small dowel under the table which once withdrawn allows the table to rotate on a machined face. After the drilling operation, I returned the table to the horizontal and thought well, after 47 years it is time to check whether this dowel does in fact set the table truly horizontal. A piece of silver steel in the chuck, and a large square on the table, (see photo) and yes, at first sight all seemed well, but I was not convinced and decided to put a clock gauge in the chuck and rotate the quill looking at the reading. This produced some most peculiar readings and it was only after thinking hard that I realised the clock



On the surface grinder note the pattern.

was recording an out-of-flat table. No wonder vices slipped a bit on occasions.

I removed the table and checked with a straightedge. Yes, domed in the middle by about 3 thou. The factory grinding marks were still visible so either the table had been ground way back in the 1970s on a poorly aligned machine, or the cast iron had warped since grinding. Once I had found the issue it was a relatively quick operation to set it up on my surface grinder using a big angle plate (a London Underground shoe gear support bracket) and regrind the surface. The photo shows the grinding in progress and shows clearly the area being ground gradually attacking the dome in the centre of the table before reaching a fully machined surface.

Now the drilling machine is a joy to use – no more slipping; if clamps are used they are so much firmer, and of course the drilled holes are more accurate. After 47 years!

A Short Cut to Building a Tender

by Steve Gosling

I have been pondering over building a new locomotive for some years but now that we have a new railway on the horizon, I have been spurred to get on with it!

Some years ago, I acquired a number of castings for a Henry Greenly designed, American style 4-8-4 in 7 ¼" gauge. The original locomotive was drawn and built in 1935 and survives in service at Burnaby in Canada where I have been fortunate to see it. I got the drawings out from time to time to have a look but had not actually made any progress. Now, I am not a particular enthusiast for American prototypes but when we went to the US for my brother's wedding, we took in the Museum of Transportation in St Louis where I saw the 1522, a Baldwin 4-8-2 of the St Louis and San Francisco RR. I immediately took a liking to it so I got my castings and drawings out and found that the wheels and cylinders were exactly right for it and the remainder of Greenly's design was a pretty close match. Well, the die was cast and that was the engine it would be!

I started investigating the American model engineering suppliers and found that one, Locoparts, offered kits to make up steel tender tanks. They have a range of four and one of these was only an inch over length. On a tender with a length of 54", this is insignificant so I ordered one, paid by credit card and it duly arrived without a problem. Included in the kit are all of the steel panels, cut to size including all the rivet holes, various small steel parts, filler neck castings, brass for beading, a generous supply of rivets and a set of

Clecos. Now Clecos were a new one on me but simply, they are a fastening device intended to hold panels whilst rivets are fitted. They have a spring-loaded plunger which, when compressed, allows the



The kit as it arrived.

Cleco to be pushed through the rivet hole in the panels. The plunger is then released and the plates are drawn together under the spring



The tank held together with Clecos.

tension. It takes only a moment to install and is so much faster than using nuts and bolts. Also, only one-sided access is required.

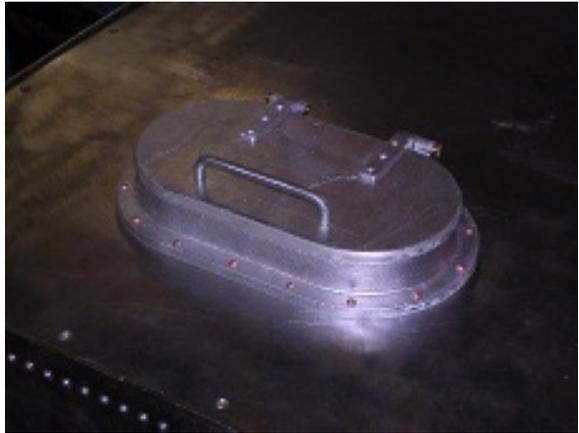


Part built showing internal baffles

They are a most marvellous invention and I am a complete convert!

Well, I had a week's holiday and looking for a short project, decided to assemble the tender tank. First, I put the whole thing together using just the Clecos to make sure that I understood where it all went and make sure that I had everything. Then it was a case of planning an assembly sequence and putting it together. The instructions are very good so I followed them and all went well. You could use an air hammer but, being mean, I opted for the ball-pein hammer for all 1700 rivets. Eventually, I used the ear defenders as it did ring after a while! I had to make up a couple of rivet snaps to get inside. One was a dimple in the side of a three-foot length of $\frac{1}{2}$ " x 4" steel bar which I clamped to the bench such that it overhung the edge. The other was a 16" length of $\frac{3}{8}$ " rod, dimpled in the end in order to affix the floor panel. This was mounted in a block of wood

and again clamped to the bench. By the time I had got to this stage I was finding handling the thing to be pretty hard because it was getting heavy and throwing it around to look at the job was getting a bit much! Once all the rivets were down, I made up the filler neck and riveted that on as well before going out in the garden to give the whole assembly a coat of primer.



The filler



No excuses now Steve!

That is the state it is in at the moment, visually complete but still needing to be sealed up. I am awaiting some water tank lining paint, normally specified for canal boats, and I am hoping that will do the trick.

Now I must make the rest of the engine to go with it!

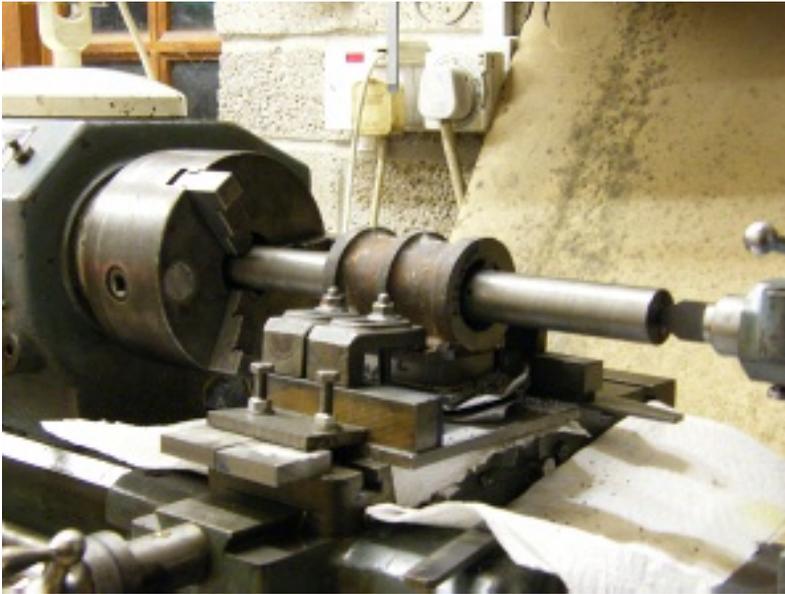
A boring tale

by Andy King

I am building a 5 inch gauge Highland Railway “Loch” class 4-4-0, to Neville Evans design which was serialised in the Model Engineer nearly 20 years ago. I am not a quick worker!

When I got to the point of boring the cylinders a problem arose: I had already purchased a set of piston rings designed for a 1.5 in diameter cylinder, but how to ensure that I ended up with a bore that is parallel and of the correct size? I did not possess a suitable micrometer to measure the bore directly, nor could I justify the purchase of one, thinking it would probably never be used again. I did have both digital and mechanical dial callipers, but I have never had much success measuring bores accurately with these instruments.

The answer to the measuring problem was to buy a set of telescopic bore gauges, a set of which covers a large range of hole sizes for less than £20. They must be entered in the hole with the top of the “T” in the vertical plane, (used horizontally, gravity may cause the “T” to be below the true diameter) and the stem nicely lined up with the lathe tailstock centre to get an accurate reading. Release the spring, allow the ends of the “T” to contact the bore and lock the



device. Remove from the bore and measure the result with the calliper or micrometer of choice.

At that time I did not possess a boring head, so using the milling machine was impracticable. My lathe is an elderly Boxford, a little worn near the headstock, but otherwise pretty good. I decided to clamp the cylinders to the cross slide and use a boring bar.

A 1 in bar would just pass through the cored hole in the iron casting, and I ground up a suitable cutter from a broken 6 mm carbide end mill. I remembered seeing a device in “Model Engineer” some years before. It consisted of a modified V block with a clamping stirrup and a dial indicator. (The dial indicator must be graduated in the units of your choice, whether metric or imperial). You modify a small V block by adding a block of suitable metal to one end, drilled to take the stem of a dial gauge and provide a clamp screw. I replaced the usual ball on the dial indicator with a BA bolt of the correct size, so the cutter has a flat surface to rest on.

To use it, clamp the V block to the boring bar with the plunger of the dial gauge in contact with the cutter. The clamp screw(s) can now be slackened off and the cutter gently pushed forwards with a small screwdriver. To my surprise, I found I could put on cuts as little as 1 or 2 thou with care.

My photo shows this being done with the boring bar held in a vice; if your boring bar is long enough you can do this without removing it from the lathe. The downside of a long bar is that the cuts must be



lighter to avoid chatter. I ended up with bores dead to size according to my measuring gear, very satisfying. And you can still use the V block for its original purpose.

For best accuracy, always clamp the V block in the same position on the bar. To use the bore gauges, you must of course remove the boring bar from the lathe. I used an old Pratt Burnerd 3 jaw chuck that came with the lathe, unfortunately only with the jaws illustrated but it holds true to within a couple of thou.

If I had not had such an accurate chuck I would turn the boring bar between centres. Whilst the cylinder is on the cross slide, the rear of the cylinder can be faced using a fly cutter bolted to the faceplate, ensuring that the end of the cylinder is truly perpendicular to the bore.

OF SHIPS AND THINGS

BY FIREMAN MN RETIRED

What a sight! It was certainly worth the early start and at that time of morning there were no tourists milling around to spoil things.

The falls are on the Zambezi River on the border between what was Northern and Southern Rhodesia and at this point is about one mile wide. There are three islands on the brink, which split the water into four falls, the centre two being the widest. The water drops down about four hundred feet to join up again and then carry on again like any well-behaved river should. The turbulence causes mist to form, which rises up like smoke, which in turn catches the sun's rays and forms a huge rainbow. One other thing is the noise, like continuous thunder.

Later that day we set off for home stopping again at Umtali where we stayed the night and were once more made a fuss of. Early start next morning for we still have about five hundred miles to go. We got back at sunset just in time for dinner.

Two days later Gwen said they had heard from the shipping agent that the Tantallon Castle was due in port and was I fit? So it looked as though the good life was over. Next morning I was to go to the hospital for a "check-up". When I arrived I was shown to a small

ward told to put on a gown and get on the bed, someone would be along to see me. About five minutes later the door opened and six or seven young student doctors and nurses came in, all of them armed with what to me was a weapon of some sort and they went to work like a swarm of locusts, no part of me was left untouched. At the end of it they wrote a report, it said he is fit and a real good sport, I then realised it was a set up job, and I had been had, but it was all good fun.

Ezzie came and picked me up later and said lets unwind (she knew what had happened). She drove off and we came to a small lake, which was part of a stream, which fed into the river Pungwe the river that ended up at the port. We pulled off the road and parked on a grassy bank in the shade of a clump of trees, then Ezzie opened the boot or should I say trunk, there was a couple of blankets to sit on and the cook had excelled herself with the picnic she had put together. After what we had put away it seemed the right thing to do was to nod off. When we rejoined the world Ezzie said a swim would freshen us up, skinny-dipping it was bliss. The last time I had done that I was nine years old and we boys would go for a swim in the Grand Union Canal.

When we got back the sun was just going down and in no time at all it was dark the way it was in the tropics. We drove round to the back of the house into another world. There were lights strung up in the trees, tables everywhere with lanterns on them and three fire-pits with all kinds of meat roasting and pots boiling. There were about fifty people black and white gathered around all drinking and clapping, many of them I had met over the last few weeks even my “medical team” from the morning, lovely people, all of them.

This get together had been laid on to say goodbye to me, then the penny dropped why I had been away all day.

Sales and Wants

Model engineers workshop for sale. Includes much stock and a range of smaller tools. Also some larger items including a Myford ML10 and a power hacksaw.

Contact Ian Grinter, telephone 01823 400681

Events Programme

This is a list of planned events, clearly not all will take place. We look forward to normal service being resumed. Those which are known to have been cancelled have been deleted.

- | | |
|--------------------|---|
| Tuesday 16th June | Club B.B.Q. at West Buckland. |
| Sunday 21st June | Public running at Vivary Park 14.00 to 17.00 |
| Sunday 5th July | Public running at Vivary Park 14.00 to 17.00
set up from 12.30 |
| Tuesday 21st July | Visit to Hinkley Point “C” station. To be confirmed. |
| Sunday 26th July | Public running at Vivary Park 14.00 to 17.00
set up from 12.30 |
| Tuesday 4th August | Visit to Newberry Rail, Hosted by Tony and Deana Newberry |
| Tuesday 11th Aug. | Vivary Park, informal club running 18.00 to 21.00 |

Sunday 16th Aug	Public running at Vivary Park 14.00 to 17.00 set up from 12.30
Sunday 30th Aug	Public running at Vivary Park 14.00 to 17.00 set up from 12.30
Sunday 6th Sept	Public running at Vivary Park 14.00 to 17.00 set up from 12.30
Tuesday 8th Sept.	Vivary Park, informal club running 18.00 to 21.00
Thursday 17th Sept	Brean Steamers visit to Vivary
Saturday 19th Sept.	Somerset County Show – TME attending
Sunday 20th Sept	Somerset County Show – TME attending
Sunday 27th Sept	Public running at Vivary Park 14.00 to 17.00 set up from 12.30
Sunday 4th October	Public running at Vivary Park 14.00 to 17.00 set up from 12.30
Saturday 17th Oct	Possible Midlands Exhibition trip
Sunday 18th Oct.	Public running at Vivary Park 14.00 to 17.00 set up from 12.30
Saturday 24th Oct	Railex show in Taunton (TME stand)
Sunday 25th Oct	Railex show in Taunton (TME stand)
Saturday 31st Oct	Halloween Night steaming at Vivary

Sunday 13th Dec. Vivary Santa Steaming

Tuesday 15th Dec. Mince Pies and Natter Evening

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

Subscriptions

Ordinary Membership is £30 with a further £5 for spouse or partner. Family membership £35 Junior Membership £5

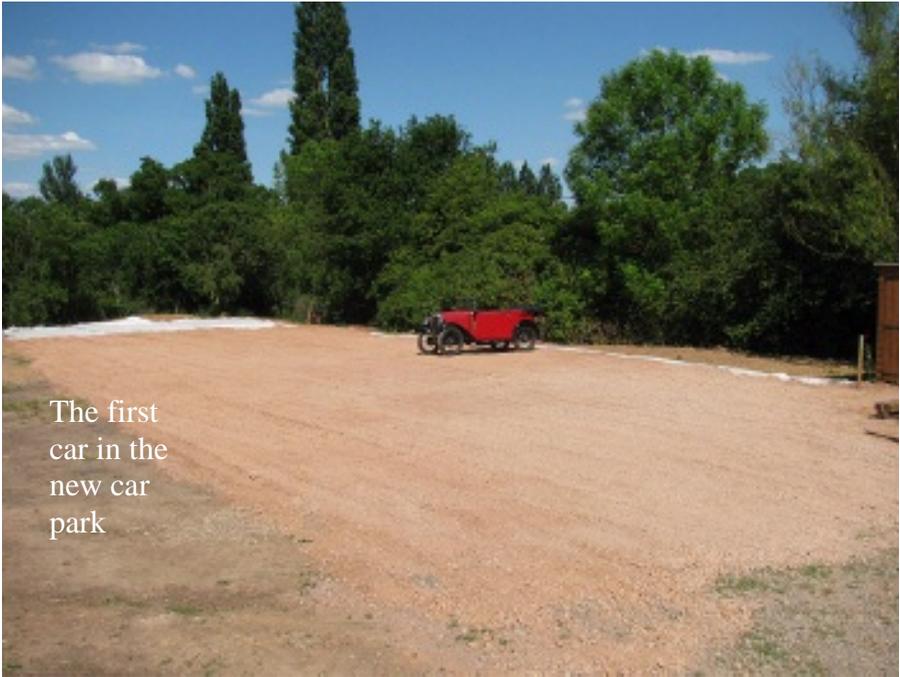
Subscriptions are due on 1st January

Please make sure any outstanding subscriptions are paid at or before the AGM.

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

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The first car in the new car park



Maurice and Mark at work on the club house footings.