

The Oily Rag!

Summer 2012. Issue No 110.



Photograph Gerry

The joys of the open road!

Ian Mitchell with his 4" Foster agricultural Engine on the road to Creech. Full story page 14.

The Taunton Model Engineers'

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From the Editor

As you know Tony Gosling has decided to step down as the editor of the "Oily Rag". He took the "Oily Rag" from a simple newsletter to one of the best club magazines in the country. One of Tony's great strengths is he seems to know everyone not only in the club but in model engineering circles in general, this puts him in a very good position to obtain interesting material which was then well put together. The new editor is relatively new to serious model engineering, is mildly dyslexic and cannot spell. So without your support things could take a serious downturn. Tony was very good at persuading people to contribute to the magazine. I intend to earn "arm twisting" from the master but will be much more dependant on club members to provide interesting articles without prompting.

I am sure you will find something of interest in this issue. "Chuffer" has contributed an interesting article on the Kr eigslok. Mr. MDF. tells us about being shopped for a heavy overhaul and Mike Pinkney tells us about his garden railway. Many of us think about building a garden railway, few get around to it and to the best of my knowledge no one else in the TME. has a 10.25" gauge railway at home. Mike has promised to contribute more articles as the work proceeds and I for one look forward to hearing more.

It is very difficult to get members of the TME to pick up a pen. So as your new editor I think it falls to me to put forward some outrageous views and suggestions in the hope that "Troubled of Taunton" or "Bewildered of Bridgwater" will respond.

At the exhibition there were a significant number of smaller engines which we rarely see in steam. On a sunny summer Sunday at Vivary it would be difficult to accommodate a locomotive which could not haul a train load of fair paying passengers. What we need is a

"tiddler track" an elevated track around 50 yards long would do for a start. Somewhere quiet to run smaller engines, also a place where new engines and new drivers could be put through their paces. If you think this would be a blatant waste of club funds or is what you have always dreamed of, you know what to do!

John Pickering

Chairman's Notes

By Gerry Willis

By the time you read this we shall be well into summer with the public running season "going full steam"! We had the "Emergency Services" running day on the 22nd April at Vivary which raised £200.00, not as much as last year partly due to the rain but still a good figure. Many thanks to all who helped.

The Exhibition is now behind us and I would like to thank everyone who helped to make it a good show although the attendance on the door was the lowest we have ever had. This brings into doubt whether we shall put on another one, if we do then someone will have to take it over as I have promised my wife that having been involved with it for the last 12 years it was time for me to step down. I therefore require feedback from you the members ASAP as to whether we continue to run another exhibition. The mechanism is in place and the venue has everything that we want – however, if we cannot attract the traders then it will not be worthwhile. We seem to lose at least one trader each year due to less and less visitors coming through the door and are now down to five although one of those will probably not return again. So can you please consider the following options.

1. We cancel all further exhibitions
 2. We put all further exhibition on hold for the foreseeable future.
 3. We continue the exhibition next year.
- Only you, the membership can have the final decision.

Creech Parish Council have published their proposed plans for the playing field which were presented to the committee by their vice chairman. These include a hard court for games and play equipment for all ages. Hopefully this should be up and running by this time next year and should help to increase our passenger numbers.

We are now into our outside activities and hopefully the weather should improve enough to enjoy them. There is one alteration to our planned programme and that is the visit to the East Somerset Railway at Shepton Mallet on the 21st August which has had to be cancelled due to circumstances outside of their control.

Work continues at Creech, the new finished unloading ramp is a lot better for members unloading their loco's. There is always work on going and extra hands would be very welcome.

We have now got into the routine of having a club outing every year which is well supported, if you have any ideas for next year's visit then please let me know.

News from Creech

By Andy Cooke

The new loading ramp has now been completed with the section beyond the traverser laid and joined to the running line. It is intended to design and build an improved method of getting locomotives onto

and off the ramp but until this has been done the previous one is being used. e-

The Carriage Shed has been tied and the first run has taken place, on a very miserable day with a very low passenger attendance. The two days of the exhibition saw trains running for our visitors, but the numbers attending were down on the previous occasion. The Thursday gang have been busy re-aligning the track on the outward run adjacent to the circle at the bottom. As a road vehicle enthusiast I rely upon othersto explain technicalities of railway tracks so I quote the following from someone who does know. n-

"Most of the track requires some realignment. In areas like the cutting this involves minor changes to the track and ballast but there are three areas where more significant changes would improve running. t-

- (1) Where the main line meets the old loop.
- (2) Where the main line rejoins the old loop.
- (3) This section through the wire fence. n-

An attempt to improve the first of these has not been entirely successful. The double "S" bend has been replaced with a straight section which it is generally accepted has improved running. The shape and condition of the embankment prevented the new straight from being laid in the ideal position and as a compromise it was decided to lay it about two feet closer to the centre of the old loop and adjust the radius to compensate. This involved reducing the radius on the key section, which bypasses the station and allows continuous running, from 40' to 39' and of the section which bypasses the main line from 40' to 38'. These changes were to be achieved by bending the existing tracks so as to retain an even radius. The high stiffness of the track prevented this. On the short section at transition curve was introduced, the radius of which is well below 40' and is the cause of n-

the problem. When and if the rain ever stops, the embankment is to be rebuilt and the track re-laid as originally intended with the new straight meeting the old loop at a tangent and with the loop radius returned to 40'."

Schemes for the other major realignments are to be put before the committee."

John Pickering

Report from Vivary Park

By David Spicer

The overwinter track work has been completed on time and on budget (Just like the Olympics!) Our running sessions, so far, have been well attended both by locomotives and members making them very pleasant occasions. A good revenue start to the year.

Many thanks to all.

The Tickers—(Horological Sub Group)

By David Spicer

As you know I was not at the Exhibition as my duties with the British Horological Institute were required. Graham Barford kept the clock flag flying aided by Chris Orchard. The Harrison clock is proceeding with 18 months to its appearance at the Royal Observatory Greenwich.

The Class 50 UK

By "Chuffer"



During a conversation with a group of youngish railway enthusiasts about the North British Austerities that I had worked on during my Railway career, our discussion turned towards the German Austerities, or Kriegslocomotiven. It was quite surprising to me to hear that they thought that the class 50 UK was built to the British loading gauge for use after the Nazi hoard had invaded the UK. This is not correct and let me try to put the record straight.

The class 50 2-10-0 locomotives of the Reichsbahn was introduced in 1938 as a very simple 2 cylinder locomotive with a 15 ton axle load. The biggest problem faced by the Germans was that their locomotive building capacity had been reduced, mainly because of the great depression, from more than 20 builders to less than 10 at the time of the outbreak of the second world war. For the massive production planned by the Germans, the design had to be simplified still further until the new design, the class 52 could be finalised.

In 1942, the class 50 was simplified as far as possible with castings replaced with fabrications and most nonferrous materials were substituted with other materials where such substitutions could be made. This revised class was designated class 50UK, or Übergangs-Kreislökmotiven, roughly translated as transitional war locomotives. These engines were produced up until 1942 when the class 52 came into full production. They were produced in large numbers in Belgium, France and Austria as well as Germany itself. f.

Regarding the class 52, the class most people consider to be the true 'Kreislök', the total constructed has been quoted by the DB museum in Nuremberg at a figure in excess of 8000 locomotives. These were built in all the occupied countries such as Poland and Czechoslovakia, as well as German satellite states such as Romania and Hungary. The Austrian engines were the most interesting from the engineering point of view as they were produced with Brotan boilers and condensing tenders for use on the eastern front.

Another 'Kreislök' produced in large numbers was the class 42. These were basically the same general dimensions as the class 52 but the axle load was increased to 17 tons. Some 3000 of this class were built. The class 44 three cylinder 2-10-0 was also produced during the war but in now where near the large numbers of the class 50 and class 52.

Here are a few dimensions. The classes 50, 50UK and 52 class all had two 23 1/2" x 26" cylinders, 55" diameter driving/coupled wheels, 15 ton axle load, 42 sq/ft grate area and 227 lb boiler pressure. The total loco weight was Class 50, 85 1/2 tons, Class 50UK 85 tons, Class 52, 83 1/2 tons. The Class 42 differed slightly inasmuch as the cylinders were increased by 1 inch to 24 1/2", the grate was enlarged to 51 sq/ft, the axle load increased to 17 1/2 tons and all up weight increased to 95 tons..

Award of Life Membership

John Selby

The Citation given by the Chairman at the AGM

I have one further presentation to make this evening and it is considered to be our Club's equivalent of the "BAFTA Lifetime Achievement Award". It is the award of a Life Membership of our Club in recognition of past services and commitment to us.

This has been rarely awarded but the Committee considers that the Recipient, tonight, has done so much for our Club over so many years that he has really earned it - and we believe that it is richly deserved. We are pleased to recognise that commitment to us.

This Recipient has been a member of our Club for about forty years and he is a past Chairman. He has been well known at all of our many Exhibitions, working quietly in a corner of the Exhibition Hall, cutting out locomotive frames and talking and explaining to our visitors what he is doing and about the rudiments of locomotive construction.

But going back more than thirty years, when we first had access to Vivary Park for the building of the first phase of our raised track there, it was this member whomade all the moulds for the casting of the concrete piers and pillars - and then completely on his own at his home, he cast every one of the pillars and piers for the Railway. It was his routine to cast one every day until they were all made. During construction, it was he who was present every Sunday morning, helping to erect the concrete parts and welding the track - although to the best of my knowledge, he has never ever driven a train there!

When Creech came along, he was a regular Thursday Gang member, doing a great deal of the blockwork around the site and in particular assisting Gordon Hartnell with the construction of the Carriage Shed. And if this was not enough, he then took on the construction of the Ticket Office and built this almost entirely on his own.

He has been a dedicated member of our Club and I am delighted that we award Fireman (M.N.) Ret'd. better known as John Selby with a Life Membership of Taunton Model Engineers in recognition and with our thanks to him.

Gerry Willis



Trials and tribulations of a new machine

By Andy Cooke

When our worthy editor gently asks you to write an article for this magazine, it is quite difficult to decline, especially with one arm twisted behind your back and a foot on your neck! (Figuratively of course.)

Well, where do I start and will anyone be at all interested? Probably not but blame the Editor not me.



At the Midlands ME exhibition in 2010 I placed an order for a turret milling machine. This was to be a retirement present to myself though I still haven't retired. VAT was due to go up in January 2011 and inflation looked at the time to be on the increase. I had only recently at that time recovered from a cardiac bypass so I thought "what the hell you can't take it with you!"

Shortly after this I looked at the floor where it was intended to go and oh dear, not a pretty sight. The concrete was breaking up and it had always been dusty in this spot. I sought advice from a neighbour who runs a flooring and carpet business and also happens to be a fellow drinker at our local. No problem! The following Saturday I had a lovely floor covered in an industrial levelling compound which had set like granite. This cost me a pint of Guinness but I considered this expenditure to be well worth while!

Having placed the order I started to anticipate the delivery information from the company. I waited and waited until I was informed there was a problem at the manufacturer in the Far East and availability was an unknown quantity. This situation persisted for several months, much to my frustration. Finally I learned when talking to the company at the Midlands MEE exhibition in 2011 that the machines were now being sourced from a different manufacturer and that delivery was anticipated in "three months or so". I was also informed that the wait would be worth while as this particular machine now comes fitted with a power up and down feed on the quill.

The worry then set in, had I done the right thing? Would it fit in my workshop and leave me enough space? (Although I had of course measured everything about three times). How would the delivery driver get a heavy machine over the slight ramp I have into the workshop (a domestic garage, needless to say without a car in it)?

With much excitement I received a communication from the supplier asking about location and conditions of installation - "Were there steps and any narrow doorway setc?" I answered these questions and shortly after this, a delivery date was confirmed. This was to be a Friday about a week or so before Christmas 2011. Well, I have an unfortunate history of deliveries, from whoever or whatever -

the lorry always seem to breakdown. This did not happen in this case but it did meet with an accident en route, although the machine was stated to be unaffected, this precluded the delivery. Thus delivery was arranged for the following week.

Fortunately this date coincided with my son Christopher's day off. When asked by members "How do you move heavy stuff?" I have said many times "Oh I use a Christopher, it's much easier that way, he is much bigger than me". Anyway the lorry arrived with just the driver to handle the unloading and there sat the machine on wooden blocks in the back. Isn't it strange how things look much bigger when you see them in an enclosed environment? The lorry had a tail lift and Chris and the driver, with the use of a pallet truck, manoeuvred the machine onto the lift. I keep a steel plate for the purpose of getting it over the slight ridge into the garage and this proved very useful once again. The two guys heaved the thing into the garage with little problem while I did the running on their behalf. It was fortunate that the head had been rotated by ninety degrees or it would not have cleared the up and over door.

There it is, as they say in history. I am very pleased with the machine which seems of good quality and very rigid, large by model engineering standards but small by industrial ones. It is very much like a slightly smaller Bridgeport with a 36 inch table, powered x-feed and powered up and down feed on the quill. Power units are available for the y-feed and the knee but I decided not to run to the expense of these. The specification is slightly different from that when ordered but this is to the good – the motor is now three horse power instead of two as originally specified and as stated earlier now with a powered quill. The motor is three phase with a built in inverter which gives infinitely variable speeds – this is a feature I like very much for the first time since I started in the hobby I am now able to run cutters at the correct speed. The whole thing operates from a domestic electricity supply.

I can say I would have no hesitation in dealing with this particular supplier in the future and would be happy to recommend them.

Finally, thanks to the "Sales and Wants" section of this magazine on the website I have sold my old milling machine and now have a little more space.

Three for the Road!

By Andy Cooke

All in all there were ten steam road vehicles running over the weekend but not necessarily the same ones each of the days but ten nevertheless each day.

My one meagre bag of coal, brought from Creech in the belief that this would suffice was so gone. Fortunately Simon volunteered to fetch some more and the coal that he brought was in fact rather better than my choice.

We had a first for any of our exhibitions on the Sunday. Two fathers and sons teams, John and Ian Mitchell and Derek and Richard Kellaway decided that they would make the journey to Creech on their engines, as all concerned were road-registered and entirely legal. Unfortunately I could not accompany them with mine as it is not road legal and though it would make the journey given sufficient supplies of water, I believed that it was really too small to be amongst traffic on the road.

Following a photocall in the morning, the three engines set off with

I am driving a 4-inch Foster, John driving a 4-inch Fowler, both sensibly wearing high-viz vests and then Derek and Richards sitting on the back of a rather large 4-inch McLaren road loco with a trailer carrying extra coal and a flashing amber beacon.

I am told the journey took approximately twenty-five minutes each way and that they expressed surprise on how busy the lane near our site was. Rumour has it that the convoy passed a speed camera van at Bathpool and if true, that would have given the persons inside something different to think off for a change!

At Creech the crew sparked their engines and had a ride on the railway. They were surprised how extensive the railway now is.





I think it is a pity that they did not return by the other route which would have taken them through the new estate and the village itself and that may have drawn even more attention. However, hindsight is a wonderful thing!

Perhaps this roadrun may have set a precedent - who knows?



Photographs Gerry Willis

A pictorial record of the TME Exhibition 2012



Two of Barney Evans' locomotives, "Octavian" and "Princess of Wales" immaculate as ever.



Gordon Roberts' "Sweet William" is making rapid progress.



A "Tich" was one of the smaller locomotives on display.



Photographs by Don Hancock.



The Chairman and Treasurer flank the display of the work of the late Fred Dodden, which was a feature of this year's exhibition. Inset Fred drives his King at IMLEC in 1986.



Restoration of a Railway

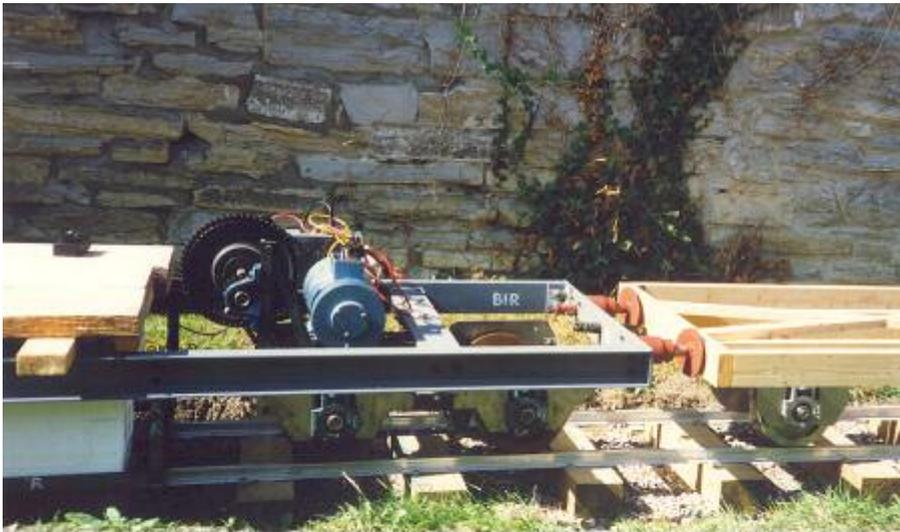
By Mike Pinkney

To begin - a confession. In the company of engineers I always feel a complete fraud. Having had little experience or training in the subject; I can only sit back in awe and admire the fine works of model engineering that you the reader produces. However, where we have something in common is our love of railways and "playing trains" which is the reason why some twenty years ago or so, I decided to build my own ground level railway.

So many decisions had to be made; arguably the most important

one, apart from cost – what gauge to go for? For reasons which have become somewhat cloudy over the years; 10¼” was selected as the gauge of choice. For me, having rolling stock to sit in, rather than on, was an important factor. This decision to build a line of a fairly rare gauge, by someone with little engineering skills, may possibly strike the polite amongst you as being a trifle brave but foolhardy might be more apt. At first the building of some sort of freelance electric loco seemed to be a good initial step forward. This was to be run on a short piece of track to be laid down to the side and rear of our property. I thought that this would be simple to make and be more of a match for my abilities. So the die was cast – renew the hacksaw blade, pass the shovel, time now for digging, levelling and sweating!

Over the first few years progress on the line was slow but steady. The track layout grew to include a station with reversing loop and my electric loco, think iron bedstead with buffers and bogies,



Electric loco motor bogie

actually ran quite successfully, although the upper body work was never completed – well not yet! It had a 24vdc 1HP motor mounted on one power bogie, driving both its axles via a chain and sprocket system of gearing. Power to the motor was supplied by two 12v batteries connected in series. These, described as “suitable for traction”, were located midway between the two bogies, carried in a cradle suspended from the loco's main frame. The motor's forward and reverse speed was controlled using a simple 60A. controller which included electronic braking. Additionally, a mechanical foot brake was available, activated by applying the sole of one's foot to the ground, the left or right foot being a matter of choice for the driver. But all this was not quite enough, I still hanker after a steam loco and so eventually, after much consultation, Tony Crowhurst was commissioned to build a 10¼” gauge Tinkerbell class loco. His workshop occupies an enviable position at the far end of Hythe station on the RH&D railway. There is even a spur off the turntable leading directly into his workshop.



10¼” gauge Tinkerbell class loco “IZZY” stands at platform 1

So what is being restored? Well basically everything, because much to my embarrassment, the use and maintenance of the railway has been neglected over recent years, mainly due to lack of time. However, retirement now looms large and with it comes a renaissance of activity on the railway. Work has begun on re-building some embankments that have subsided, caused by the effects of weather and the prolific activity of four resident families of bunnies. My loco, not steamed for several years, requires stripping down for a thorough boiler examination and hydraulic test, whilst my electric loco, bits and pieces of which now prop up the garage wall, requires completely rebuilding.

Just a few things to be getting on with then!

NOTES FROM THE NORTH THEN AND NOW.

By Mr. MDF.

Since penning my last contribution to "The Oily Rag" things have moved apace for me.

For some time I had been waiting for a decision about my knee joints, the surgeon being somewhat undecided owing to the received health problems. However, a letter arrived from the Queens Medical Centre (Q.M.C.) Nottingham inviting me to attend for a re-operation and discussion in late February and a date for operation early March. Alas, K, except the early March date clashed with an annual pilgrimage with elders on to the "Narrow Gauge North Exhibition" in Leeds. A phone call to the Q.M.C. and my operation was altered to the end of March and so everything fine and dandy as

thesayinggoes.

I was duly conveyed to the exhibition, the only downside being Valerie and daughter-in-law went shopping in Nottingham during our jaunt to the North and the bank balances suffered accordingly. l-

Having survived that blow to the family fortune, March the 28th arrived the due date for my Op. I had to be there by 7.30am and so Valerie delivered me at about 7.00am at the Main Entrance and I slowly made my way to the designated ward getting there a little ahead of schedule. r-

From then on it was all systems go, my Op. lasted about 2 1/2 hours may be a fraction longer and because I had an epidural injection I was awake all the time but of course as screen was up and so I could not see the action. However, so much hacking and bashing about I might have been at the village blacksmiths. Eventually the anaesthetist told me they had nearly done and then the surgeon popped his head round the screen to say all done and it had gone very well. e- l!

About 1.00pm I was back on the ward and my recovery has been progressing steadily ever since.

One funny little aside before my Op. a doctor, an Indian gentleman, came to see me, I being gowned up and waiting to be trundled down to the theatre, to ask me what I was there for, he wanted my name, date of birth etc. when he was satisfied as to who I was and the medical course of action I was to receive, he produced a large water proof felt tip pen and wrote upon my lower left leg in large unmissable letters, T.K.R. and drew an M.O.D. War Dept. style broad arrow pointing up to my knee, no danger of any cock-up here! Oh T.K.R. means Total Knee Replacement! Job done the Indian sign writing has gone after much washing and rubbing. s-

Eventhehospital'sbesteffortshavingyououtofbedthenextday
andwalking,albeitwiththeadofaZimmerframe,recovery isnot
instant.AfterIhadsatisfiedthephysioswithregardstomymobility
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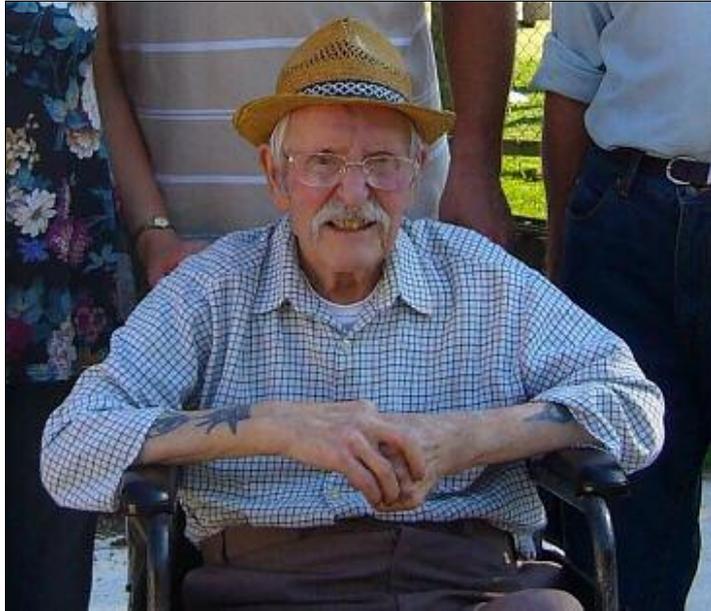
Consider the above compared to the present day - I could say that all workshops boast electricity for both power and lighting without fear of contradiction, few if any model engineers would prefer treadle to power for machinedriving although hand power is on rare occasions to be preferred (some screw cutting operations for instance). Workshop heating by electricity in its various forms is almost universal one or two may have central heating but as smelly paraffins to be "perish the thought".

One thing the model engineer of eighty odd years past did not suffer was the strobe effect of modern fluorescent lighting ---, But up to date paraffin lamps - treadling away, --- No thank you.

I will leave you with your thoughts on how things have improved, or have they? I knew an old model engineer in my youth - if you have access to pre-war Model Engineers you will often find his name - Fred Smith - he was one of the Engineers at Langton Colliery on the Notts-Derby border and his specialities were stationary engines - his workshop was "interesting" to say the least, he had three or four lathes of various sizes all very old Victorian I would guess and I particularly recall one about 6" or 7" centre height driven off the overhead line - shaft in his workshop, but also treadle powered if required. Knock off the overhead drive and slip on the belt from the foot motor. There was no screw cutting as such, the saddle and tailstock were secured in position by large bow handles beneath the bed similar to a wood turning lathe and if a screw thread was required - well it was struck by a hand held chaser and worked to size - one advantage of treadle power - slow and easy.

There are many more items of more than passing interest in these cold volumes of model engineers, but I am getting writer's scamp and may be you are feeling "brassed off" with my reminiscing of times past although about by wonky knees -- sorry if you thought it was a wonky head!!

Obituary Fred Dodden – 1921 – 2012



It is with sadness that we must record the passing of one of our Founders and Life Members, Fred Dodden who passed away on the 26th February at the age of 91 years.

Fred was born in Wellington and lived there all of his life – apart from his service during the Second World War.

Fred started work at the age of 14 at the Fox Brothers Woollen Mill where he worked in the Spinning Department. He later worked as a motor engineer at Clarks Motors, Rockwell Green and finally in various departments at Price Brothers, later to become Relyon.

When in his teens, he joined the Army Cadet Force and whilst with them, he became a keen boxer. His war service, in the Somerset Light Infantry, took him into Europe and the Middle East travelling by Troop Ship around Africa. He fought at the battle for Monte Casino.

His first model engineering project was a Tich, which was followed by a County, a Princess Marina, a Butch, a King, a Springbok, a Pansy and finally a Beam Engine. All of his models were of top quality and ran beautifully.

Fred, with his late wife Meda, was a keen Ballroom Dancer and he also enjoyed winemaking.

With Fred's passing, I have lost a dear friend. He was always willing to give help and advice and I know that many other club members have benefited from his experience.

Ian Grinter.

Letters to the Editor

Dear Mr. Editor,

My son recently wanted some 20mm x 10mm slots milled in a dozen stainless steel brackets. The best method appeared to be to drill a 10mm hole at each end of the slot and to mill out the centre with a slot drill.

The job was accomplished successfully with the help of "Silkut Liquid 1000" accompanied by clouds of smoke — both the drill and slot drills survived in good condition.

The following day, I found the chuck on the drill and miller coated in rust which proved very difficult to remove — does anyone know why?

Aquarius

Letters to the Editor (Con'td)

Dear Editor

At the end of a recent walking vacation on Exmoor, my wife Debra and I needed to stay for two nights at a town close enough (but not too close) to Heathrow and Taunton looked to be a good choice. After a little bit of googling, it appeared that we could spend the Saturday at your annual Model Exhibition, then depart early Sunday for Heathrow and onto Canada.

Always trying to plan ahead, surreptitiously adding some model making supplies into the general vacation expenditure fund seemed like a good idea, so the show organiser, Gerry Willis, was contacted to see what trade stands might be present. With Gerry's help, a lot of copper/bronze bits and pieces for some locomotive boilers were ordered from Geoff at GSSupplies, for pickup during the exhibition.

Saturday saw Debra and I taking the number 21 A bus to the exhibition; we knew we were at the right place, not only because of a lot of the directions signs on the roads, but because Gerry had printed a "Welcome to John and Debra Stewart" poster and had placed it by the front door!

I must say that both Debra and I were really pleased to attend this excellent exhibition. It was a pleasure to talk to those we did, and wished we had delayed our return to Canada to allow us to attend on the Sunday.

One always asks "what was the best item on display?" - what a difficult question to answer! A better question would be "what surprised you the most?" For Debra it was the Geometric Chuck, as she had spent countless hours playing with a "Spirograph" when younger. A close second was the traction engine belted to a working hay bailer - Debra spent many hours slinging bales of hay in her formative years so it brought back memories.

For me? As hard as it is for even me to understand, the little A depth hand shaper was it. Maybe because it brought back many memories of reading "LBSC" and *Model Engineer* articles from the '40s and '50s; maybe it was because I owned a larger shaper (AAMCO 7") once. It was for sale, and if I had more room in the suitcase, it might have made it back to Canada.

There were other surprises, as each table seemed to hold much of interest. I had read, but never had seen, the Robin Dyer "Spencer" locomotive series, and one was on display. I liked the 3 1/2 "Gauge Tichon" on a table, then behind you a 7 1/4 "Gauge" version. As a Tichon owner/operator, I have a soft spot for these locomotives. I really appreciated the models that were in progress as one can see behind the scenes bits normally hidden from view once completed. The variety of finished locomotives was, as the kids say over here, - mind bending.

I spent much time admiring the workshop tooling on display; the George Thomas rolls are on my list to build, so it was nice to see a few examples to get a feel for the construction.

The traction engines were also of interest. I had seen one or two bouncing along on grass fields in The Netherlands years ago, but they seemed to come alive on the paved area between the buildings. All the drivers had permanent ear to ear grins, and for good reason. I cannot understand why one of our club members is finishing a Case Steam Tractor, and look forward to seeing the inaugural run here in Canada in a few weeks.

Thanks go to Geoff Staite and the famous Helen Verrall for taking the time to prepare the order of bits and pieces for my planned summer boiler making activities. Everything made it back to Canada just fine, although the Customs Agent wondered why I had "Copper and Bronze material" in the suitcase - obviously not a model engineer!

To top our Saturday off, Gerry & Linda (Willis), and Monica & Andy (Cooke) took us out to a little country pub for an evening of great food and enjoyable conversation.

De and I would like to thank everyone involved in putting this exhibition together. With such interest and effort as shown by the organisers and volunteers, the hobby is much better for it.

John A. Stewart, Ottawa, Canada.

Dear Editor

Another TME Exhibition has passed with a successful outcome. The number through the door may not have been, yet again, all we would have wished for but that is no fault of the organisation, the quality of the items on display, or indeed the traders attending.

It is so easy for most of us to just turn up on the day or the Friday before without exhibits, expecting to find everything planned and set out ready. Please spare a thought for those who have given their time over many months to make it happen. I refer of course to our chairman, Gerry, and his small team of helpers in the planning and preparation of this event. I believe our Club owes them a great thank you for their efforts and time spent, time which may have been difficult to afford. I feel I can say this as I have had very little or no input either to the planning or preparation. In addition the team who worked up a sweat manoeuvring tables and carrying chairs, both at the beginning and end of the show also deserves a vote of thanks.

I do know there have been setbacks on the way and also on the Saturday of the Exhibition, all of which have been surmounted. I would like to thank the traders also, without whom I am sure the numbers of visitors attending would be much lower.

All in all a successful weekend and a credit to the club and the organisers.

Andy Cooke

Creech Events 2012

2012

Monday 4th June Bank Holiday Public Running
Sunday 10th June Public Running
Sunday 24th June Public Running
Sunday 8th July Public Running g
Tuesday 17th July — 1900hrs Club BBQ and Running
Sunday 22nd July Public Running
Sunday 12th August Public Running
Tuesday 21st August — 1900hrs An Evening at Creech
Monday 27th August Bank Holiday Public Running
Sunday 9th September Public Running
Sunday 23rd September Public Running
Sunday 14th October Public Running
Sunday 28th October Public Running
Sunday 23rd December — 12noon Santa Special Running

Public Running — weather permitting — will take place between 2pm and 5pm.

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The Society is very grateful for their sponsorship.

Vivary Park Running Days

Trains will run between 2p.m. and 5p.m.

2012

Sunday 3rd June (Queen's Diamond Jubilee) - 11a.m. - 4p.m.

Sunday 17th June

Sunday 1st July

Sunday 15th July

Flower Show - Fri 3rd & Sat 4th August — 11a.m. to 6p.m.

Sunday 5th August

Sunday 19th August

Sunday 26th August

Sunday 2nd September

Sunday 16th September

Sunday 7th October

Sunday 21st October

Sunday 16th December Santa Special

12 noon to 3p.m.

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

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Meetings Programme

2012

Tues 5th June Visit Newberry Rail
Tues 19th June Visit Shute Railway
Tues 3rd July Club evening at Vivary Park
Tues 17th July Club BBQ & running at Creech
Tues 7th August Visit Isle Abbots Railway
Tues 21st August An evening at Creech
Tues 4th Sept
Tues 18th Sep
Tues 2nd Oct Bits and Pieces — working in progress
Tues 16th Oct Nylons for engineers. Ray Yeo.
Tues 6th November Club Auction
Tues 20th November
Tues 4th December Scenic Railways of the S.W. Peter Triggs
Tues 18th December Mince Pies and Natter

**Meetings will be held at the Village Hall, Stoke St. Mary,
Taunton, commencing at 7.30 p.m. unless otherwise indicated.**

Working Parties at Creech meet on site on Thursdays & Sundays
from 9.30 a.m..

Working Parties at Vivary Park on occasion are by advice from
Phil Mortimer — if you would like to become involved with these,
then contact him — details inside the Front Cover.

More pictures from the 2012 Exhibition.



Andy Webb's King.



Don Hancock's Hymek.



Roy Father's Alchin.



Tony Newberry's 2800 awaits passengers at Creech.