

The Oily Rag!



Steve Gosling's new launch engine, see page 20

The Taunton Model Engineers'
magazine

Summer 2021
Issue No 145

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From the Editor

This issue marks the start of my tenth year as editor of “The Oily Rag”, I give due notice that I do not intend to start an eleventh. I also think it is time for someone else with new fresh ideas to take over. Approaches to members I thought likely to take over have led nowhere. May be I have tried the wrong people and you would like to give editing a try. I have found the job often frustrating, for some reason or other it usually takes far longer than expected and if you are not careful you can end up writing half the damn thing yourself. That said it can be very rewarding.

May be the era of magazines like “The Oily Rag” is over with more clubs turning to the internet for communication. This issue has an introduction to our “Facebook” page by Ian Marks. It contains a report of our first event involving the local community, a visit from the primary school. A happy and very worthwhile event but at the other extreme an obituary by Robert Oldfield for Francis Lock whose death was a very sad event. He will be much missed as a friend and a valued member of the TME.

Getting down to model engineering, there is an article on a troublesome “cowboy” locomotive, two on improvements in the workshop, a Stuart Turner compound launch engine come to life and a nostalgic article on a model engineer who worked in gauge 0. As ever the magazine closes with the reminiscences of fireman MN.

Situations vacant.

The editorship of esteemed magazine “The Oily Rag”. No experience needed just enthusiasm and a good circle of friends and acquaintances who will contribute copy. Apply to the editor, details inside the front cover.

Chairman's Notes

By David Hartland

The summer is passing rapidly, and what do we have to show for it? Well, quite a lot. We have returned to Vivary, with three evenings of club running. Public running is still difficult and for the moment all that is planned is the Santa Steamings on 12th and 19th December. At West Buckland, progress continues to be dramatic with large turnouts at the working parties on Thursdays and Sundays and the recent two week-long efforts on the workshop yard area and the main storm drains to the Clubhouse were most productive. Thanks to everyone involved on site for your magnificent efforts.

The most important development, however, is that we have restarted indoor meetings. We are gathering at West Buckland while the weather is reasonable, but we will return to Stoke St Mary in the depths of the winter. Refer to the programme at the back of this issue for more detail, but the virus still makes it very difficult to book speakers in advance so the meeting content may well be a surprise on the night! Hopefully over the winter we will be able to make progress on the building so that it is more of a clubhouse and less of a workshop, but this depends on each one of you helping with the fundraising – we have reached the point in the project where we are running out of money. It would be a great shame if the dramatic efforts by those on site have to be reigned back in because of a shortage of funds. Please do your bit and as before, if you have any ideas for raising money or obtaining donations of materials, please let the committee know.

Our club had its very first meeting on 26th October 1946 with 16 members listening to a talk by Mr Ken Grinter on Railway Signalling.

We have not been able to celebrate our 75th birthday this year, but we fully intend that next year we will have a belated birthday party of some magnitude to mark this anniversary. Watch this space!

Out of the mouths of babes

By West Buckland Primary School.

In July, the West Buckland Primary School visited our site and the Club put on a number of demonstrations of the work going on, arranged in five areas: Surveying, Excavation and Drainage, Track Laying, Locomotives, and Traction Engines. We recently received a lovely letter of thanks, including four letters from the children. Here are the children's comments:



It is a green open space as a visitor amenity and it volunteers extra to complete and situated 5 minutes from M5

Alan Dew driving a digger.

J26. The school got to go to a miture railway in the making. The trip was a smashing moment with a Indian train which took 22 years to build and an annoying traction engine that had a crazy siren and a staff that was 5 meters tall in full extentin and a JCB digger that mddy a ditch and even a strange telescope that got put on a triangle that worked with the staff.

The railway is ckenektid to the sleepers wise a speshl thing called a chair. We sore a tracton engine ans we sore the siner they use



A vision of the future?

code to make the siner. They 4 acres field being convented to make miniature railway and clubhouse

Before you do enthing you have to dig a hoysl. And then you put muddy stones on the bottom. Then you put dry stones on the top. A use then you start to bild a the track. Then you put choobs in to suck up all the water. There is a 5 meeter stic to mesher howe big or small it is. A rail way is over 1000 meters long.

The tractoin Engen took 10 years to build. They are planning on making it into a path and make it level. A track is 1000 years. A part opf the track is called a sleeper. There is a camra that surveyer magnin showed you the sise of a sort of long ruler. They started in 2021 and are hoping to finish it by the end of the year. To connect the track yo need any called a chair.

Francis Lock 1955 - 2021.

Obituary by Robert Oldfield.

On the chilly morning of May 29th. 2021, one-hundred-and-fifty residents lined the streets of Charmouth, silent and heads bowed, ready to pay their last respects to the man who had cared for them and treated their illnesses for nearly three decades.



That man was Francis Guy Lock, who died earlier that month at the tragically young age of 65, after a short final illness.

Francis was a pharmacist by profession. Having trained at university, he worked for a certain High Street chemist until acquiring his own business which he built-up from virtually nothing, enhancing his skills with understanding and empathy.

His customers knew him as their chemist and pharmacist. His family and friends saw his other skills and accomplishments, which were many and varied. Committee member and fund-raiser for TME, first-rate model and experimental engineer, skilled wood-worker, engine driver, electronics expert, animal lover, lay preacher and supporter of his local church, devoted husband, father and grandfather.

But that's just a list.

The real Francis was altogether more caring, compassionate and enigmatic, with a sharp mind and a ready wit. If you needed help of any kind, he was there. Deliver a prescription to a housebound customer on the way to TME? - no problem. Shift a heavy milling machine? - Francis again. Short-handed at an event? - you've guessed it.



His human customers at his pharmacy in Charmouth loved him. So did his three gentle whippets. A passer by would instantly recognise his house as that of a caring person by the dog bowl at the gate, and the Union Jack at the broom-handle. Or flag-pole as it was known, once Francis had worked his magic.

Francis was one of the best true friends I've ever had. He instinctively knew when to talk and when to listen. When to joke and when to offer sage advice. And all in that quiet, measured, light-hearted way that was his hallmark.

Two things you probably didn't know - he used to be a Morris Dancer. And he loved music of all sorts from early choral music to Punk Rock - well nobody's perfect.

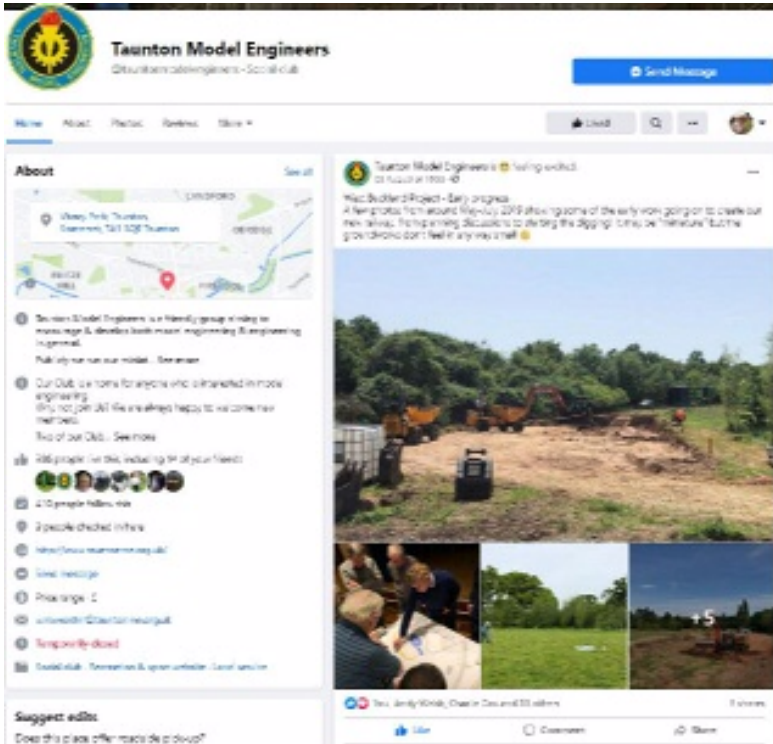
So - and may it be many years in the future - should you push open the doors of that Great Workshop in the Sky, the man with the sunny Panama hat and even sunnier disposition will be Francis Lock.

Our thoughts are with his wife, Rosemary, daughters Charity and Amelia together with his adoring grandchildren.

The future?

By Ian Marks

Whether you love it, hate it or just aren't bothered, social media is all around us. Most of us are quite happy just spending free time in the workshop, some also like to share what they've been busy working on. As with everything social media can have its place for this. TME has had a public Facebook page for a number of years, we're now starting to use this more for publicising just the public side of the club, including gradually bringing people up to date with progress at West Buckland. By doing this with small regular updates we plan to build the audience that take an interest in what we get up to. This also gives us an opportunity to introduce any fundraising activities to a wider audience when we get to this point.



Of course, there are plenty of club activities that are just that, club activities and not something we want to put in the public domain, at least not prior to them happening! With this in mind and in addition to the usual ways we communicate we've started a private member only Facebook group. In time we can use this as an additional area for listing club events, as an area to discuss anything that may be of interest to other members; to ask questions & look for support or show latest projects etc. a space for information and activities that we don't wish to share directly with the wider world!

Naturally this isn't something that everyone will be interested in, but for those that prefer an "on-line" approach and if you already have an account look us up and feel free to share the public content, especially when we get to publicising any fund-raising activities.

Search for “Taunton Model Engineers” for the public page (<https://www.facebook.com/tauntonmodelengineers>) Search for “TME Members” for the private club group and feel free to contribute. Perhaps we can generate the basis for future Oily Rag articles here too! (<https://www.facebook.com/groups/tmemembers>)

WASHINGTON

By Phil Mortimer

Once my 5” Britannia had been completed and successfully run, unpainted of course, it was time to start on my wife’s choice of locomotive which was a 5” gauge 4-4-0 American wood burning engine. This one was designed by David Piddington of AJ Reeves. It took nearly as long to build as the Britannia because of a house move which resulted in a new workshop, and all the domestic chores that go with retirement and running the Britannia.



It was duly completed but not painted because that would be done after all the teething problems were sorted. I did not want two locomotives that had to be polished after every running session. It never was a good runner and every time it was taken to a track it would not run for the complete session. It would always have too much steam coming out of the chimney and the fire was being pulled into the smoke box which was not very big.



When the boiler certificate had run out it was completely stripped down for a good clean, inspect all the parts to see if there was anything obvious that was causing the problems.

On inspecting the slide valves and seats it appeared that the seats were not perfectly flat. When the seat, with the cylinder upside down, was put on a surface plate there was a very slight rocking motion, fore and aft, which implied the seat was not completely flat.

Using 800 grit, then 1000 grit and finally 1200 grit emery paper on the surface plate the high spots were eliminated on both valve seats. Just to be on the safe side I also ran the valves over the emery paper to make sure they were completely flat.

It is now in the process of being rebuilt after having numerous coats of paint applied as can be seen in the photographs. When will it run again? Next season I hope and hopefully without any problems but only time will tell.

Need a Lift?

By Master Bodger (Rtd)

Now I've retired it's time to get all those projects done that have been put on the back burner.

I inherited some rolling stock a few years ago for seven and a quarter inch gauge, with a view to constructing a garden railway. The carriages initially sat on the concrete floor of the garage, but it was always my intention to stack them somehow. I had a rough idea in my head so bought some steel and a winch from Clarke Tools. And there it sat on the workshop floor. Having to step over the lengths of steel for longer than I care to remember, I decided it was the first job to get done.

I thought I would build it on a fork lift design, so had purchased some 100mm x 50mm parallel flange channel for both the mast and the carriage, and 50mm x 50mm and 25mm x 25mm box section for pretty much everything else.

Now, I am no design engineer. I work on the principle, “if it looks right, it probably is”, so if you decide to copy this in any way, you do so at your own risk.

The longest railway carriage I had was 2.4m long, so I reckoned the distance between the forks needed to be at least half that, and set about cutting up steel to suit, with forks projecting approximately 500mm. Now it was time to call in a favour from my brother and get it all welded up, and I was really happy with the final result.

I had previously bought some 30mm nylon ball bearing race bearings to provide the guidance system which needed three on each corner of the mast carriage. The holes for the bearings were jig drilled to ensure the whole thing ran snug and parallel up the mast.

A support beam was provided across the mast head consisting of 50 x 50mm box section with 75mm x 6mm steel plates either side to strengthen and support the winch.



I have no direct connection to the proposed new railway, so the stock needs to be transported to the track. Back to Clarkes Tools to buy some heavy duty castors and mount on a removable trolley reinforced with 25 x 50mm box section.



It's at this stage I wondered what the combined weight of the fork carriage, the transport trolley and the heaviest railway carriage I have would be. I decided to weigh each component separately, so I waited for the wife to do an essential shopping trip and escorted the bathroom scales to the garage to carry out the necessary calculations, before returning scales undamaged and wife non the wiser.

Thankfully the total was only 147kg, and the winch is rated at 250kg so even allowing for some friction and drag I felt it should be OK. Last thing was to build some racking, and thought timber would be easier for this with just some 25 x 25mm box section for the rails.



I now have more space in the garage to keep other rubbish, and after a couple of days stepping over imaginary steel on the workshop floor, I now have more room there as well.

What they call a "win win" I think.

Going digital

By Another Bodger (Rtd)

It did not take long after buying my milling machine, an "Axminster xxxxx " to realise that using the handwheel dials to achieve anything approaching accuracy was impossible. I am still not over sure what the calibration is, probably CAUs* The problem was over come by using clock gauges on the three axes. On the X axis this was straight forward. I had fitted a power feed which had micro switch stops. A mount was made which slid in the dove tail slot on the front of the table so that the clock gauge stylus contacted the bracket which held the switches. On the Y axis it was a bit more complex and the mount slid on a bar fitted to one of the bolts which fixed the machine to the cabinet and the stylus pressed on the saddle. On the Y axis the rather crude depth stop was removed, the clock was mounted on the top lug on the head casting and and the stylus pressed on an adjustable stop on the quill. This worked well when the travels were small but resetting between cuts, where the travel exceeded the throw of the gauges, was awkward, time consuming and sometimes a source of errors. In the end I decided that a DRO was worth the cost and the time and effort it was going to take to fit.

The kits are available from several suppliers on Ebay. Before ordering the lengths of the scales have to be determined and a decision taken as to what system to install. Fitting a scale to the Y axis looked difficult and the clock gauge worked reasonably well on this axis, so I went for a 2D package. Measuring the travel on the X axis was not a problem but I did not spot that the Y axis forward travel was being restricted not by the end stop but by a bent carriage stop which meant the scale I bought turned out to be a few millimeters too short.

The kit came with the display unit, the two scales and an assortment of general purpose brackets.

I started the installation with the bracket to hold the display unit, this was straight forward and made it look like progress was being made. I next tackled the X axis. Most people find this the simplest to fit and it was certainly the case on my machine. The slide fits on the back of the table with the sensor on the saddle. The first thing to check is that with the saddle at its closest to the pillar there is clearance. On

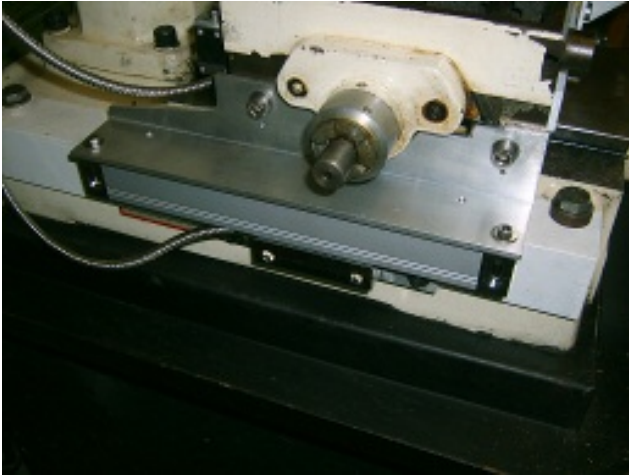
this machine there is sometimes a stop is needed to prevent damage to the scale. The universal brackets were not universal enough, They were modified to mount the scale onto the table and bespoke bits made to mount the sensor. It is important that the scale is aligned to the table this was set



up using one of the displaced clock gauges. There is a facility on the display unit to null out errors but life is a lot easier if the scale starts in the right place.

Fitting the scale on the Y axis was going to be more difficult. On the X axis the table length is greater than the travel so the scale simply bolts onto the face of the castings. On the Y axis the travel exceeds the table width and there is nothing obvious to fix it to. The original intention had been to fit it on the right hand end where the original handwheel is still in place but looking at the parts it became clear that it would get in the way when traversing manually and likely to be damaged.

The power feed was removed temporarily from the left hand end of the table to see if fitting on this end was more practical. The drive gear was significantly smaller than the handwheel which gave more space to fit the scale and when in place it would be protected by the power feed. So it was decided to use this end.



The sensor would be fixed to the machine base casting. The casting is rough and there are no machined vertical or horizontal surfaces accessible, however there are two spot faced points for the bolts which fix the casting to the cabinet. A length of 2" angle was fitted between these two points. With the bolt head at the front raised by the thickness of the angle it only just cleared the underside of the carriage at the extreme forward end of its travel I took advantage of this to fit a stop to reduce the travel by 8mm to correct for the error in scale length.

The scale was going to have to mount onto the projecting ends of the carriage casting. These are only rough machined but turned out to be square with the carriage face which made things easier but the scale could not be fitted to them directly. A length of

aluminium 50mm x 6mm equal angle was bought to make a suitable bracket. The bracket projects towards the back of the machine, it had to be cut away to clear the X axis leadscrew bearing casting and also so as not to trap the X axis sensor cable. All of the mounting holes for the sensors and the scales were either oversize or slotted to allow plenty of freedom to move them when setting up the scales.



The kit came with instructions for use but nothing to help with installation. Fortunately there are "You Tube" videos showing the installation on various machines which help. Although there was nothing directly applicable to my machine. The instructions do cover setup which was straight forward. Normally the mill sees some use during each week. Since the installation was completed all the jobs have involved small pieces where the advantages of the DRO do not really show, but even on these the DRO has made life easier.

Why did I not do this years ago?

Another Stuart Engine

By
Steve Gosling

Many, if not most model engineers have, at some time built a stationary engine based on the castings and drawings supplied by the famous Stuart Turner company, at one time of Henley on Thames and I am no exception. It has just taken me a very long time to do it!

When I was a student in 1984, I joined the Portsmouth Model Engineers. At one meeting, a model boat man brought in an unopened boxed set of castings for the Stuart launch engine which he had planned to build and put into a boat. After five years on his shelf, he had reached the conclusion that he would be better off with an electric motor and decided to move them on. As I had always liked the look of the engine, I thought it a good opportunity and gave him £40- for them. Father then stored them for me until 1995 when I moved them into my own first workshop.

Twenty-five years later, they were still on the shelf when Covid struck and I suddenly found that I had a few more workshop hours available. An opportunity had presented itself! I took the box down and blew the dust off, an action I immediately regretted as it was pretty thick. On opening the box, the drawings and packing list were there along with all of the castings and materials beautifully blister packed. As far as I could make out, the castings had been poured in 1978 although the drawings originally dated from 1955. I was going to work with a bit of model engineering history.



The engine is a vertical twin-cylinder compound with Stephenson's link valve gear and stands about 5" high. It is not a model of anything in particular but of a generic style of the type used in steam launches around the turn of the century. The drawings are quite clear and most of the components are unexceptional although a couple did provide some interesting challenges.

The cylinder block had very little spare material but was very accurate and a super piece of iron. I followed this with the bed plate and bearing caps. The caps were turned, bolted to a piece of bar which had been sectioned across the centre line. Once they were completed and bolted to the bed-plate





I had to put the hole through for the main crank bearings. I bolted the assembly up to the vertical slide on the Myford and centred the first hole. For this job, I had purchased a long series centre drill so I drilled the first hole to the diameter of the drill and fed it through to do the second one.

Similarly, I drilled the second hole through and used the centre drill on the third one finally reaming through the lot in one go. It all worked very well but I was fortunate in that the centre drill was just long enough to reach the third bearing.

The cylinder covers were interesting as no chucking piece was provided. I had to make up a brass collet for each one. As you can see in the photos, this was just a piece of brass rod turned with a shoulder on it to sit back against the face of the chuck and bored to hold the cover. I slotted the sides of the brass almost to the bottom so that when I tightened the chuck jaws, it would spring in and grip the cover. It worked well.

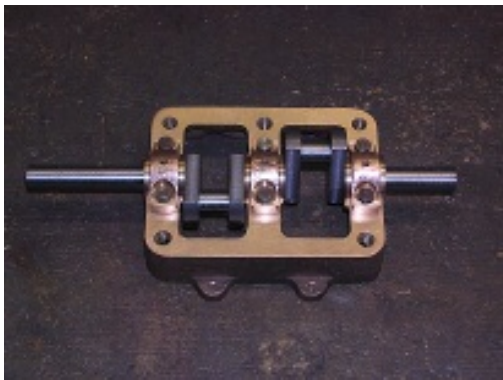


One part which had always concerned me was the transfer pipe between the cylinders. On full-sized engines, this always has two very sharp bends and I wanted to recreate this feature. When they are not tight enough, they just look wrong.

Fortunately, as I have recounted here before, I have made a mandrel pipe bender and, with some new tooling, this did the job nicely. The hardest bit was getting the bends in the right place as there is no room for adjustment!



The last major new challenge for me was to make a crankshaft. This was provided in the kit as two blocks silver soldered onto a piece of rod with no spare length. I centred the ends and skimmed the rod to diameter before roughing out the cranks in the mill. I then made two blocks of steel with all of the crank centres marked on them and bored them through the actual shaft diameter. These, I Loctited onto the ends of the shaft before turning the journals themselves.



For that job, I used a tipped parting tool with a new tip and took very small cuts. It worked well and after removing the blocks with a bit of heat, the whole shaft dropped nicely into its bearings. I was very pleased, especially as the shaft had remained straight!

I have assembled the engine and, although a bit stiff, it runs OK. It is now mounted on a piece of mahogany and is back on the shelf, collecting dust once again.

“A TRIBUTE TO FRED EGGLETON”

By Ray Rolt

I first met Fred when I was still at school. I have always had an interest in trains and was given a “Hornby Dublo” OO “Duchesse Of Atholl” three rail electric train set when I passed my 11 Plus Exam. There was no model railway club in Taunton at the time, so when it was advertised that one was being formed, I applied to join. The club was formed and meetings were held in the Railway Workers Club, adjacent to the Station.

To me the highlight of the meetings was when a length of 0 Gauge track was laid on the floor for the length of the room and a live steam light engine was run up and down the length of it, with someone at both ends to reverse it using the slip eccentric valve gear. This loco had been built by Fred and was meths fired, being a model of the early GWR outside cylinder mogul.

Fred lived at Wiveliscombe and worked as a motor mechanic in Jones's garage. Though he had access to the usual range of machine tools, he insisted on making everything by hand. If he needed to turn up things like pistons, a hand drill was mounted in a vice, and using a steady, turned up using a hand tool!

He built two examples of the GWR Mogul, one with the original open cab and the other with the later side windowed cab, a Southern N class Mogul and a Stanier Mogul. They were to a standard design, having fabricated slide valve cylinders, assembled using soft solder, and slip eccentric valve gear, with cosmetic outside valve gear where necessary and representation of the piston valve external casing. This guaranteed a consistent performance. They were all fitted with a Smithies type boiler all were meths fired using wick type burners.

The Taunton Model Railway Society was wound up, due to friction between two of its members. I lost contact with Fred and apparently he sold off all but his first loco. He had two daughters and was helping with bringing them up. By the time they were grown up, things had changed a lot. The Gauge 0 Guild had been formed and one of the local members, Doug Moorcroft, was arranging exhibitions in the old Corfield Hall and other venues. John Kingdon, from Minehead, built his own portable layout and arranged private meetings on an invitation basis. I had met up with Fred in the meantime, and as he had an invitation to join this group to provide a live steam presence, when he died I was invited to take his place. In due course, when John died, the group became an open group as part of the Gauge 0 Guild. It meets in the West Monkton Village Hall at Monkton Heathfield four times a year.

When Fred started building live steam locos again, he duplicated the locos he had sold and had just built a GWR Manor class 4-6-0.



When he died. As I was concerned that his collection of locos would be disposed of piecemeal, I phoned his wife about them and was pleased to learn that the family had decided to keep them, and the tinsplate coaches he had built to go with them. The Heathfield Group, like the other G.O.G. groups, is a very sociable group with wives and partners free to come along as well and develop friendships with each other.

I had his locos in rotation and steamed them at the meetings as a tribute to Fred with his wife in attendance and meeting everyone. I have since been given his original loco by the family. He was a very generous person and gave me surplus items such as the boiler and tender frames used on my GWR Aberdare 2-6-0. which I



will now describe to highlight his standard boiler features.

He even made me a pair of his standard cylinders to use, which I had not used at the time of his death due to the development of my Mamod loco.



If we look at the backhead illustration, this is standard for all his locos, with the manifold set low with the steam pipe leaving the boiler at maximum

water level. By opening the right hand valve on the manifold when getting up steam, this allowed any surplus water to escape and reduce priming. The needle valve on the left end of the manifold was the regulator, with the steam pipe taken inside the firebox and boiler casing to dry the steam before it entered the cylinders. The removable plug on the back of the manifold allowed the use of a bicycle pump to set the valves and test the loco on compressed air. A hinged flap on top of the firebox casing allows topping up of the boiler via a non return valve using a pump.

To raise steam, an impeller fan was put in the chimney, as with coal fired locos, to induce an air flow to the burner wicks. The meths is contained in a tank in the main tender body, with a control valve to control flow, with a chicken feed control of the air into the main tank to control the level in the feed tank to the burner wicks.

To accommodate the over scale size needed, Fred worked to a nominal scale of 8mm / foot, being very careful to keep the

proportions correct overall.

Thanks to Fred, I grew up with a strong bias towards 0 gauge live steam. Though I joined the Taunton Model Railway Group as they set up their clubroom as an extension of the goods shed at Bishops Lydeard station, at the time that the West Somerset Railway Preservation Group was being set up to reopen the Minehead line, my older brother was a member, I left them soon afterwards. I joined the Gauge 0 Group and have been a member ever since. I discovered that the Central Southern Group were one of the main groups with an interest in live steam and my wife and I for many



years regularly attended the monthly meetings organised by Mike Goodwin on Wednesday evenings. Though there was stud contact on most of his extensive, continuous layout, live steam was run on these particular evenings.

It was a very sociable group, with wives and partners socialising in the large kitchen! The layout was in a large prefabricated poultry house and mugs of tea were brought over on trays as a break during

OF SHIPS AND THINGS

BY FIREMAN MN RETIRED

Three weeks had gone by in a flash but then for most of the time I was in bed without a care in the world. Now that I was up and about I was starting to get edgy, so a trip to the docks was on the cards to see what was about. Now a little digression.

This was late 1960 and the Japanese were still dominating world trade and needed huge amounts of steel. One way to solve this problem was to buy ships due for scrapping. The next was to pay a premium for shredded scrap steel which was loaded onto these ships which then sailed to Osaka in Japan. A shrewd move which ensured a plentiful supply of material. When I got to the shipping office there were three such ships looking to sign on crews to man them for the one way trip.

The only snag was that owing to the age and state of these ships there was no certainty as to how long the trip would take and they were up in Liverpool, with no guarantee when they would be sailing. Also when it eventually came time to pay off you would either be flown home or found a job on another ship going to God knows where at the discretion of the shipping company. With so much uncertainty I have to say I was not that desperate for a job!

I may not have been desperate for a job but I still wanted to be off, so another trip to Victoria Docks. Royal Mail Line had just taken delivery of three new twenty thousand ton liners from Harland and Wolff. They were to replace the old "Highland boats" which were being retired after thirty two year's service.

The "Arlanza" had docked two days earlier at the end of her maiden voyage. I signed on as a greaser to sail on the thirteenth of December.

Sales and wants



The club has had a number of wheel and track gauges cut by Model Engineers Laser for 7.25" and 5" gauge. The projections on the lower edge are to check the gauge. The top edge is cut to the correct wheel profile. The gauges are made of 16swg stainless steel and engraved as in the diagram. The price for the first batch is £7.50 all proceeds to club funds. If you would like one of these useful tools contact the editor.

Taunton Model Engineers Programme 2021/2022

Note that Vivary public running is still to be confirmed. Look out for separate announcements.

OCTOBER

Tuesday 19th Meeting at West Buckland at 7.30pm
CLUB AUCTION with Mark Davis.

NOVEMBER

Tuesday 2nd Informal Meeting at Stoke St Mary Village Hall
7.30pm

Tuesday 16th Meeting at Stoke St Mary Village Hall 7.30pm
Talk by David Hartland

DECEMBER

Tuesday 7th Meeting at Stoke St Mary Village Hall 7.30pm
TRANSPORT MISCELLANY IN SLIDES
Peter Triggs

Sunday 12th An Extra Santa Special running at Vivary Park
from 12.00. Please be there from 11.00 to set up.

Sunday 19th Santa Special running at Vivary Park from 12.00.
Please be there from 11.00 to set up.

Tuesday 21st Mince Pies and Natter evening at Stoke St Mary
Village Hall 7.30pm.

JANUARY 2022

Tuesday 4th Informal meeting at Stoke St Mary Village Hall
7.30pm.

Tuesday 18th Meeting at Stoke St Mary Village Hall 7.30pm.
TBA

FEBRUARY 2022

- Tuesday 1st Informal Meeting at Stoke St Mary 7.30pm.
- Tuesday 15th Meeting at Stoke St Mary Village Hall 7.30pm.
TBA

MARCH 2022

- Tuesday 1st Informal Meeting at Stoke St Mary 7.30pm.
- Tuesday 15th Meeting at Stoke St Mary Village Hall 7.30pm.
TBA

APRIL 2022

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

MAY 2022

- Sunday 1st Public running at Vivary Park from 2.00pm.
Please be there from 1.00pm to set up.
- Tuesday 3rd Informal Meeting at West Buckland 7.30pm.

- Sunday 15th Public running at Vivary Park from 2.00pm.
Please be there from 1.00pm to set up.
- Tuesday 17th Meeting at West Buckland 7.30pm.
TROPHY NIGHT. Bring along those projects,
completed or not, for judging by your colleagues.
There are lots of trophies to be won!

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

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Setting the last ex BR sleeper in the yard retaining wall



Track laying at West Buckland