The Oily Rag!

The new editor ready and waiting

The Taunton Model Engineers' magazine

Spring 2022
Issue No 147

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From the Editor

Well here it is, my last edition of “The Oily Rag”. Without having to twist his arm Robert Oldfield will be taking over for the Summer edition. I am sure he will make a first rate editor and hope you will provide him with the copy he needs.

I think it is reasonable that the Spring issue should report on happenings during Spring but this issue looked as though it would not be published before the nights started to draw in. Recently however some more copy has arrived, unfortunately some of it very sad. The rest of this edition is made up from bits which have been in store for some time and others which have been recycled

Ray Rolt has been a regular contributor over the years and his article on steam motors will appeal to those interested in smaller models. David Hartland continues his series on the West Buckland track work, which is well worth reading.

I would like to thank all those who have contributed articles over the last ten years. and look forward to seeing the new look “ Oily Rag”.

John

Chairman’s Notes

By David Hartland

I must start on a sad note to report the passing of Julie Harvey-Smith. She was a very valued member of the Club, a regular volunteer at Vivary and a good source of enthusiasm to all who knew her. She will be missed. We all offer our condolences to Jon.

We also learn that Tom Dominey has died. He was a long-standing member of the Club and older members will remember his interesting presentations and projects.

Work at West Buckland continues apace. We hosted two Friends Days at the site in June and it is fair to say that these were a real success. We had sent out invitations to all those who had helped us reach where we are now and most were able to come; without exception everyone expressed delight and amazement as to just how much we have achieved as a bunch of volunteers. The site looked splendid and we all had a good time. Harry Howe ran at ground level on the 5in gauge, while Jerry Mills had his traction engine running. On the 7¼in there was the Club Hymek and also Chris Orchard with his Hunslet in steam. Many thanks to all who helped at these two days, but I must mention especially Maureen Chester and Barry Baxter who served the guests with refreshments to add to the welcome. It is rare, surely, that the Club has served guests at tables with **tablecloths**.

We have some key events coming up this summer, including more Fun Runs at both Vivary and West Buckland; in the autumn there is the Somerset County Show, where we will be running a Ground level portable track, and the coach trip to the Midlands Exhibition in October. Keep an eye on the programme at the end of this magazine, and of course the website for any updates. One thing is coming soon, and that is the completion of the perimeter track. Expect a dramatic and meaningful celebration of the event as to exactly when, well this depends on how many of you come along to help on Thursdays and Sunday mornings!

Finally, this is the last issue to be put together by John Pickering as he hands over the reins to a new Editor. We need to thank John for his efforts over ten years for keeping up such a high standard of publication.

We can remember that twice the magazine has been awarded the Best Club Magazine by Engineering in Miniature a fact that speaks for itself. Thank You, John, from us all.

Obituary For Julie Harvey Smith

By Jon Freeman

Julie Anne Harvey-Smith died peacefully at home, age 63, on 14th June 2022 in the company of her husband Jon Freeman and niece Lottie Smith. She had been diagnosed with a rare blood cancer one year before. One of a kind, Julie was loved by all who knew her.

Julie was a Vivary Park regular from 2009 until the pandemic shutdown, the first female TME member to qualify as “Driver” for public running. When not driving “Polly” or “The Wedge” she helped with other duties and was particularly keen to offer help and encouragement to junior members.

On moving to the West Country in 2000, Julie and Jon started working as volunteers on the West Somerset Railway. After a little training Julie was soon using lathes, machining parts for restoration of West Country class “Braunton”.

In model engineering Julie had more of an influential role. A thinker “outside the box” on many subjects, Julie saw little reason for building all the same designs as everyone else. As Jon’s first electric loco evolved, seeing it wasn’t going to be the “Deltic” she always wanted, it was Julie who first suggested “The Wedge”

Julie driving ‘Polly’, Vivary Park, October 2011

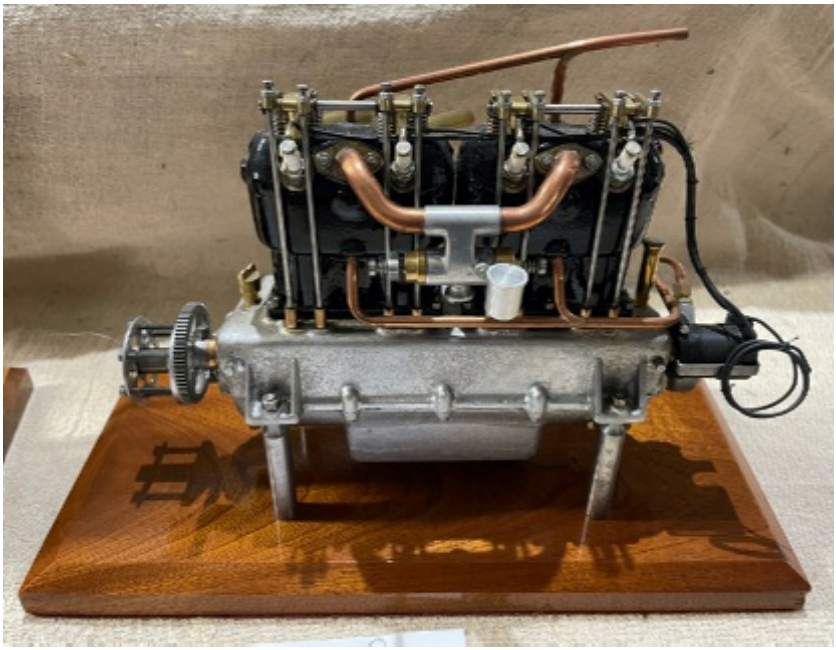
design style. “After all, it’s taller at the back than the front”, she observed! The transparent sides and coloured mirror roof designs are hers, excellent work Julie !

Julie was loving, passionate, a fearless campaigner for many causes including animal welfare, the environment, affordable housing, and for fair treatment of refugees and asylum seekers. In 2015 Julie stood for Parliament for the Green Party in the unwinnable Bridgwater and West Somerset constituency. Julie and her small team campaigned long and hard to achieve a heroic fifth place out of five, doubling the previous general election Green vote, and very nearly saving her deposit.

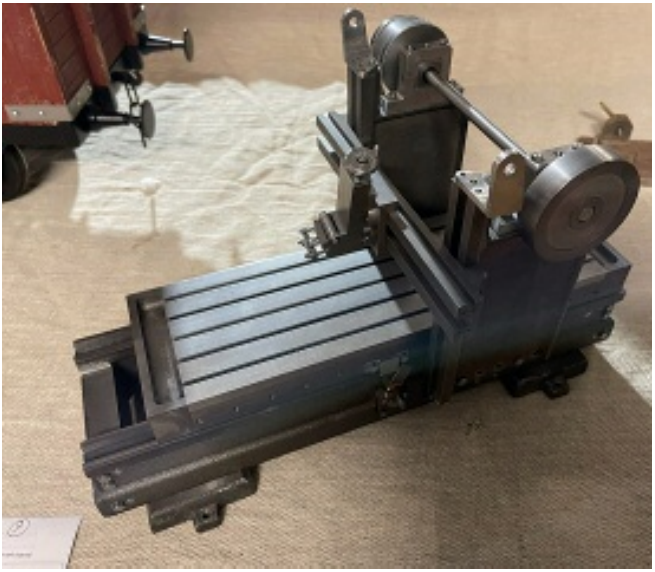
Trophy Night 2022

By David Hartland

Trophy Night this year was on 17th May and 24 members came along to display their work over the last three years. There were 14 entries, with a wide range of models and tooling, and a good sense of camaraderie in spite of the fierce competition.
Prizes were awarded as follows:

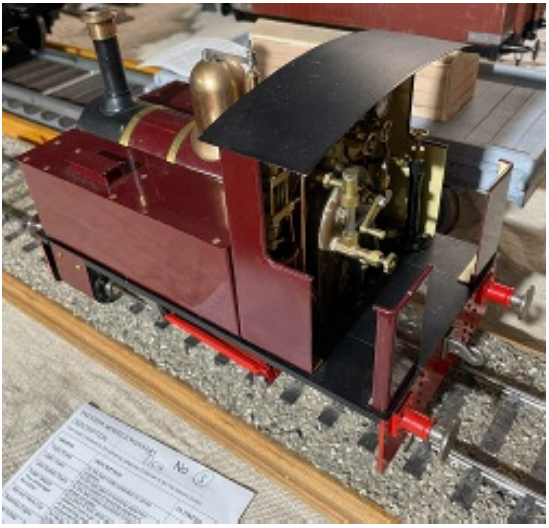


The Champion Stationary engine prize went to Steve Gosling for his model of a Mercedes engine for a German Airship.



The Workshop equipment prize went to Chris Orchard for his fine model of a planing machine.

Harry Howe won the “Bits and Pieces” award for his 5in gauge locomotive boiler.



The Jack Gardener Prize went to the narrow gauge version of “Tich” built by John Pickering

Mark Sweet won the “Pour Encourager les Autres” class and took the Foden Tankard with his 5in gauge tank wagon which was also voted Overall Model of the Year

On a high

By Doctor Spin

In May the Club paid a return visit to Colin Mear Engineering at Combe St Nicholas, near Chard. The Company started in the 1980s making spare parts for tobacco machinery but has progressed into automatic machine design and manufacture for a range of other products & market sectors. We were shown around by Ian Marks and his colleague Tim Mitcham. The company has a well-presented factory, with machine shops, welding bays, paint spray booths and all the other departments which are necessary to support the manufacture of the products. In the machine areas we saw a large machine set up for packing specific tablets into a range of plastic boxes, and all the machinery presented used stainless with high polish to hospital standards; meanwhile further along there was a pair of robots picking up chicken slices and placing into plastic punnets.

Each contract for a special purpose machine very often starts with a central idea that sells the product to the customer. For instance, we saw a project to mechanise the insertion of cable ties into plastic tree guards. Anyone who has ever used a cable tie will know how tricky it can be to get it right, imaging designing a machine to do this several times every few seconds.

Conveyors feature regularly in the machines, and we saw a very neat way of inverting boxes as they progress along the conveyor, using a 3D printed plastic profiled tunnel in four pieces. The plastic has been laced with carbon to provide strength and lubrication to the passing cardboard sections.

The “high” point of the evening was probably seeing a special machine which packs cannabis “splifs” or “joints” into plastic boxes. (This is for a customer in Canada where cannabis has recently been made legal). The machine takes the incoming little packages filled with the cannabis made of 2 thou thick paper, picks them up, orientates them and places six in a plastic tray for insertion into a cardboard outer box.

Ian and Tim were thanked for a fascinating evening.

Visit to The Littledown Railway.

By Phil Mortimer

On Saturday, the 25th June 2022, members of Taunton Model Engineers were invited to visit Littledown Railway which is owned and operated by Bournemouth & District Model Engineering Society situated in the grounds of Littledown Leisure Centre. Altogether six members braved the arduous journey with the different speed limits and speed cameras on Wessex Way bringing with them four steam locomotives, Andrew Prentice with his Simplex, Harry Howe with his Tender Simplex, Chris Orchard and his Rob Roy and Phil Mortimer with his Britannia. Unfortunately, two members could not come at the last minute with their locomotives. The track is approximately 1800 feet long and that day the track was for the sole use by our club members running in a clockwise direction. They alternate the running direction every month.

The first member arrived just after 9.30am closely followed by the rest of the members.

There were quite a few of the Bournemouth members on site to make sure that we did not want for anything. Tea and/or coffee was provided as soon as we arrived and all day long. Soon the locos were on the track and because Saturday is not one of their scheduled running days it was soon evident that people saw or heard the trains running and they would like rides. They were accommodated. I am not sure how many rides were given but it kept the public happy.

At approximately 1.30pm lunch was served which consisted of a B-B-Q followed by a choice of sponge cakes and again with tea or coffee. Much enjoyed by everyone. There was a lull in driving while lunch was served and then rides were still required so the trains obliged.

The trains slowly stopped running and the last one finished about 3.00pm. It was the time to pack up, say our thanks and farewells and start the journey home to where ever one lived.

The weather was sunny just about all of the time and there were only a few drops of rain just as every thing was being packed away. Just for information, if any one wants to see their website, search using Littledown Railway or B&DSME and not BDSME. If you use BDSME you might receive a surprise.

Thanks to Chris Bracey for the photographs of the day.

Pistons in two parts

By John Pickering

Don't worry you have not missed part one. May be I am not as good a machinist as I like to think or may be being a founder member of the Institute of Over Engineering, I am a bit too particular but I have never been entirely satisfied with the small "O" ring pistons I have made in the past. Some of them are still in service with the original rings after 20 years but I was still not entirely happy.

The way LBSC describes to make pistons where they are made oversize, fitted to the piston rod and trued on the rod to finished size works fine where graphite yarn packing is used and the groove shape and surface finish are not important. But in my experience you have to be very careful to finish a more critical "O" ring groove in a small piston on a delicate rod with the piston held by said rod if the job is not going to be ruined by chatter.

If an "O" ring is going to work well the groove has to be dimensionally accurate. An oversize groove will leak, an undersize one will give excessive friction, rough surfaces will cause leaks and for maximum life the faces of the groove have to have a mirror finish. I decided to experiment with a built up piston.

The piston to be made had an OD. of 7/8" which meant a 3/32" "O" ring would be used. Our requirements are a bit unusual and Tubal Cain recommends different groove dimensions from the standard SAE figures to reduce friction. For 3/32" nominal rings with a 0.103" cord he recommends a width of 0.125" and a depth of 0.098". The piston was to be 3/8" wide so the stock was first faced then a 1/4" length was turned down to a good fit in the bore to make the back section. The first 0.125" was reduced in radius by 0.098". A 4mm hole for the piston rod was drilled and reamed and the completed back part of the piston parted off to length.

A slightly oversize disc with the 4mm already reamed hole in it from the previous operation was next parted off. This was to become the front part of the piston. It was silver soldered onto the piece of 4mm stainless steel rod which was to make the piston rod, with the required length of rod projecting through one side and the rest of the stock projecting the other side.

The assembly was put into the lathe held by the stock and faced and finished to fit the bore. It was then removed and the piston and rod cut off the stock. The assembly was returned to the lathe and gripped by the rod, the front face was then finished to thickness. My 3 jaw is a bit worn so all the machining on the rod was done in a small 4 jaw after centring with a clock gauge. The job was completed with 3 holes on a PCD of 12mm. for screws to hold the two sections together. The ones in the back section were tapped 6BA those in the front were opened out to 2.8mm for clearance and countersunk.

The resulting piston has smooth groove walls and floor, is dimensionally accurate. It has no measurable run out on the front silver soldered part and under 0.001" on the back section. But the best part of the story is just how easy it was to do and how little time it all took!

A tale of three petrol cans.

By David Hartland

We use quite a lot of fuel at West Buckland: diesel, 2-stroke and unleaded petrol. To hold this fuel we have collected together a number of plastic cans from various sources, which I try to keep them refilled before we run out. This is particularly important for the diesel where the dumper truck and diggers are using fuel at prodigious rates. Sometimes other members take the empty cans away and return them full, which is a generous measure much appreciated. All the containers are on one shelf in No.1 container, all properly labelled (see photo).

A couple of weeks ago we ran out of petrol and looking at the shelf I could see that three unleaded cans were missing. I asked around, and someone said that they thought that someone else had taken some cans for filling up. Great the question was who and when would they be back? I asked around. Everyone I asked knew that someone had taken them, but no one could remember who. I searched the site in case they had been left outside no sign.

The next week the cans were still missing and things were getting desperate. The concrete mixer was running low, there was no petrol left for strimming and the grass tractors were at a standstill. Once again I asked around, had anyone seen a petrol can? Surely someone must know. This was getting to be a mystery on the scale of the legendary Lost Chipping Hammer of Creech St Michael.

After the working party I went home and looked up the price of new petrol cans. The best price seemed to be from Mole Valley Farmers, and I was due to visit the depot the next day. We could wait no longer - I would buy three new cans. Hang the expense.

That evening I ventured into my garage to retrieve some building materials. The place was in such a state I thought I would spend a few minutes tidying up. I moved some timber and some plastic sheet, lifted a board, and found.....three empty petrol cans.

Cocks and Cowboys

By “Simpleton”.

In this country LBSC's "Tich" is often recommended to beginners as a first locomotive. In the USA William Morewood's "Raritan" is considered by some to fill the same niche. LBSC often stated that his locomotives were not models but just small engines. Despite this his designs usually used miniature simplified versions of fullsize practice and rarely ideas which work well if small but would be totally unsuitable for use on a fullsize engine. This means even when parts do not show and appearance is unimportant his designs are sometimes quite intricate and rather delicate. A typical example is the Stroudley regulator in the small boilered "Tich". William Morewood on the other hand did exactly what LBSC claimed to do and "design a locomotive for the gauge of the track". As a result his design has a lot of ideas which are very useful particularly for smaller models. Anyone looking for a simple design for a first loco and who would like something a bit different from the normal pug shunter should take a look at the "Raritan".

The time honoured method to make small plug cocks as used for cylinder drains will be familair to most old hands. Use the compound rest to taper turn the plugs and then at the same setting turn a taper on a piece of silver steel from which to make the "D" bit which is used to produce the tapered hole in the bodies. Not a desperately complicated piece of work but totally unnecessary.

The "Raritan" drain cocks have bodies with parallel holes, drilled and reamed 1/8". The plugs are also parallel and turned to give a sliding fit in the bodies, the space between the plug and the body fills with steam oil. Even when mixed with water the film strength of the oil is such that the steam pressure can only move it very slowly. Even if the pressure manages to displace a tiny amount there is plenty more oily gunge at the bottom of the cylinders to take it's place!

The normal commercial small plug cock supplied for cylinder drains has a 3/16" x 40 tpi thread. When screwed into the cylinders you can guarantee they will face in the wrong direction. If you have an infinite supply of copper shim washers this is not a problem but the required size is usually not in the tin. Turning the cock that last few degrees risks stripping the thread. The thin stainless steel arms will not take a thread and they are often not all that securely fixed to the plugs.

I needed some drain plugs for a project a while back. In a draw there was a collection of commercial plug cocks some complete and others in pieces.

Some new and some obviously second hand. I thought it would be quicker to put something together from the bits. Having wasted a few hours I gave up and started from scratch.

The drain cocks do not show on this loco so the body shape was unimportant. A bit of 1/4" hex brass was found in the scrap box and the required 3/16" x 40 thread cut on one end. It was then screwed into one of the cylinders and the face facing in the right direction was marked. It was then unscrewed, drilled and reamed through the marked face. The plugs were turned to fit and arms made from 1/16" brass were then silver soldered on. The first cock was completed by fitting the plug and securing it in place at the correct angle with its screw and a couple of washers. It was then returned to the lathe and drilled through with a 1mm drill. The plug was removed and the body parted off. The process was then repeated to make the other three. Very quick and simple.

A more shapely body would not have involved much more time or effort if the drain cocks were more prominent.

Kozo Hiraoka’s “Raritan”

Why "Cocks and cowboys"? Well we have covered the cocks. The "Raritan" is based on the Baldwin 2-4-0s of the 1870s. One of which

J.W.Bowker

"J.W. Bowker" from the "Virginia and Truckee Railroad" is preserved in the California State Railroad Museum and is most peoples idea of a real wild West cowboy engine!

West Buckland Trackwork Part 2:

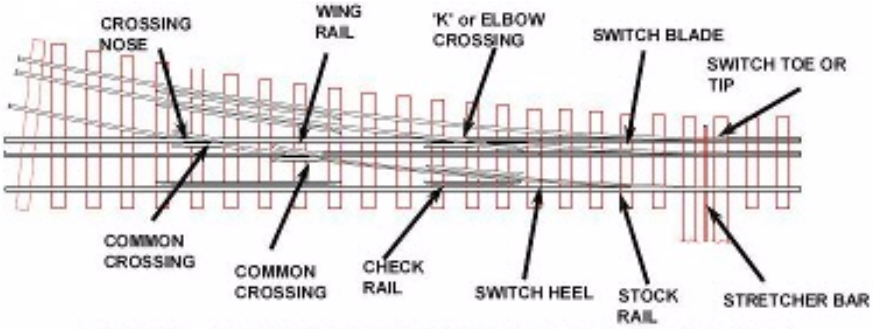
By David Hartland

How the Frog Gained its Wings.

Before I describe the design of the turnouts at West Buckland we do need to go over some basic nomenclature. Like so many things in railway engineering, there is more than one name for each item, and this is compounded by differences across the Atlantic, where the Americans have their own names for almost everything.

The items we are talking about come under the general description of pointwork, or more accurately switch and crossing work, because the track is made up of these two sub assemblies. The most common assembly is often called a set of points, or just points, or in America a Switch, but the correct term is a TURNOUT. Turnouts are made from a series of crossings and switch assemblies.

The switch assemblies divert the passing wheels from one direction to another, while the crossings allow the diverted wheels to cross over the original route. Have a look at the attached drawing, which shows all the major features. Each common crossing has two wing rails and a nose, which may be built up from two splice rails or made, as at West Buckland, of one solid portion of steel. (In America, crossings are known as frogs or frog assemblies, and this term has found its way into model railway and tramway overhead design in this country, but is not used for proper railways. For proper railways, in Britain, a frog is the little green thing that jumps along the ballast as trains pass by).



RIGHT HAND TURNOUT ASSEMBLY

Switch assemblies are comprised of pairs of switch rails and stock rails, the switch rail being the moving blade, where the pivot is known as the heel, and the sharp end is the toe or tip. The blades are linked by a stretcher bar (which in model railways is known as a tiebar). The crossings and switches are linked by an assortment of short rails which go under the general name of closure rails. Finally there are the check rails which are short pieces of rail or rolled steel which ensure that passing wheels are guided correctly through the crossings, by limiting the wheel movement from behind the flange.

A normal railway turnout would have one common crossing and two switch assemblies, but our turnouts at West Buckland have the extra complication of the mixed gauge, and this means that each turnout has two common crossings, three switch blades and a further assembly known as a ˜K" or obtuse crossing. On the Great Western these were known as Elbow crossings and this name seems to me to make the most sense, going along with the other descriptive body parts, so Elbow Crossing it is.

The diagram should make all this clear. This shows a right hand turnout, and the left hand is a mirror image of this. With the mixed gauge, however, the 5in rail can be to the left or to the right of the formation, so in reality there are four possible types of turnout which we have designated as Types 1 - 4 at West Buckland. The drawing shows a Type 1.

There are further possible complications in full size design practice, such as moving noses and moving elbows, but all these names take a bit of getting used to and by now most of you will have turned the page anyway. The rest can have a lie down and next time I will go on to describe the detail of our designs at West Buckland.

Steam motors for models

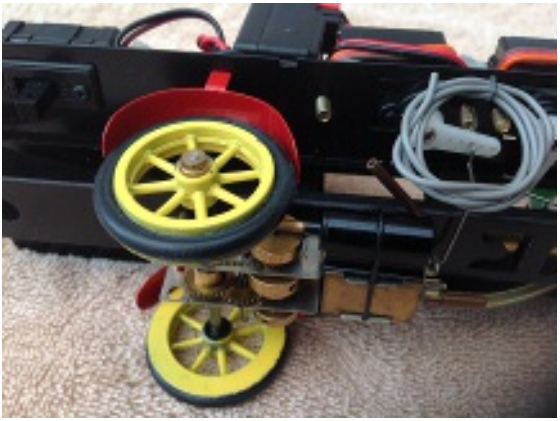
by Ray Rolt

My first encounter with these small machines was with an interesting small German Steam Lorry being advertised by Forest Classics of Coleford in Gloucester. This firm has always been a good source of models in general, with a selection of live steam examples.

This was marketed as Dampf - LKW / steam lorry, mit Frensteuerung / Radio - Control . This is a very well designed compact model with gas firing. By fitting it with full length overall body, with a Foden type open cab, all the batteries and servos are concealed. It is controlled by 2 channel radio which gives steering, both stop and start and direction. control. The steam motor is under the chassis with gear drive to the back axle, and consists of two double- acting, oscillating cylinders, which discharges the exhaust underneath, rather than via the chimney. An ‘0’ ring effectively keeps the cylinders in contact with the port faces.

The boiler is a simple "pot boiler" which appears to be silver soldered and is fired by a specially adapted small butane gas "pencil torch" It is not fitted with a "safety valve", but as the working pressure is low and the boiler is strong, the spring loaded "semi rotary" valve would act as a safety valve, All of this can be seen in the illustrations.

Later the steam motor was marketed separately and one was purchased to power a body kit I have bought but never started!



When my wife died, having been closely involved with the “West Somerset Railway”,

I decided to volunteer in the "Swindon Shed" at Williton and work on helping restore "Braunton" for mainline running from Barry scrapyard condition. This took 12 years to complete and I continued to work there until the "Covid 19" Pandemic disrupted this.

Soon after my start at Wiliton an appeal from John Ayres to "TME" members for a lift there from anyone passing Crowcombe Station, resulted in me offering him a lift. One of the first times I did this, I demonstrated the steam lorry running along the platform! This was very impressive, but limited compared with running a model steam loco on a continuous circuit, hence the purchase of the steam motor.

The "Aberdare 2-6-0

It must be over 30 years that I started this. Another steam motor came onto the market, the maker of which I cannot recall, and both Bill Wilson and I bought one. Bill was a member of the "Central Southern Group", the Group referred to in my article about Fred Eggleton and was one of the main "steam groups" of the "Gauge "0" Guild". We met monthly at Mike Goodwin"s house on Wednesdays evenings. We both intended to use it in an "0" gauge steam loco.

Bill was the tall man with dark, curly hair who used to run Bowman steam locos along with others running early commercial live steam locos on a separate circuit at the annual "Exeter Garden Rail Exhibition", held each September at the Cattle Market, I never heard any more about how he got on with the "steam motor" and, sadly, I heard from his wife that he had died last September. As nothing was ever mentioned about it, I assume that he may have had similar problems to myself.

Fred Eggleton very kindly gave me one of his "spare boilers" and a tender chassis for use on the loco. Because of the width of the "steam motor". I decided to build an “Aberdare”,

an outside framed 2-6-0 which was superseded by the well known outside cylinder GWR "mogul". To accommodate the steam motor the centre pair of driving wheels were omitted. As can be seen from the illustrations, the end result made an attractive loco that many liked. A standard commercial "ceramic" gas burner was fitted.

For some reason, I could not get the "motor" to run. Thinking that the pistons were too tight in the bore, I tried running the motor on compressed air with plenty of lubrication, but this did not seem to help. I wish now that I had asked Bill how he was getting on with his "motor", as the monthly running at the meetings would normally produce the latest loco for showing to everyone. In my case, I just put it on one side and concentrated on a new idea! After being on the shelf for years, I have decided to have another look at it! The logical thing would be trying another "motor".

Colin Binnie, was well known in "16 mm Circles" for his injection moulded narrow gauge plastic wagon kits, marketed by one of his sons under the name of "Binnie Engineering". They developed what I consider one of the best steam motors.

This was made in brass and bronze, with stainless steel rods, either with combined "semi-rotary" control valve, or separate for mounting elsewhere using linking pipes. One of its excellent features was the use of an electric motor wih a pinion, meshed with the drive pinion. This was set up using the motor to pump light oil for several hours to "lap in" the pistons and bores! My wife and I used to go to his annual "open day" regularly when she was alive, and I bought several of Colin"s steam motors, for future use!! These are two cylinder double acting oscillators with the cylinders located and held against the port blocks by spring steel wire clips. Unfortunately, Colin"s wife died about two years ago, and Colin died soon after.

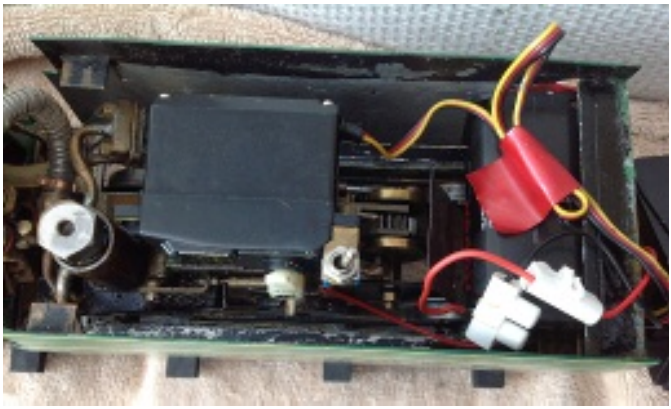
The "Bulleid Pacific"

As mentioned in previous articles, there was a firm called "MTK" that made inexpensive bodyline kits with a moulded plastic loco body kit and a full set of nicely detailed white metal castings to complete the rest of the kit. I bought a kit for an original "Bullied Pacific", with the body built in thin gauge zinc plated steel sheet to replace the plastic one, and incorporating all the white metal castings.

This was fitted with a "Mamod" traction engine boiler in an inner firebox. In the space ahead of this is the vertical gas cylinder of a commercial ceramic gas burner, with access via a removable section in the top of the casing behind the smoke box for filling and the control valve operation. A "Binnie" steam motor is mounted in the front of the tender, fed by a silicone rubber tube in a spring sheath, via an in-line displacement lubricator.

The tender runs on two pairs of "Mamod" driving wheels coupled by offset coupling rods behind the dummy outside cast frames. As it is a 3 cylinder loco, I have cheated about synchronising the exhaust beats in relation to the driving wheels!

On top of the steam motor is mounted the servo, which operates the control valve. The receiver is mounted on top of the rear of the tender, disguised as the vacuum tanks, with the "AA" batteries underneath! There is the "on/off" switch on the coal bunker. The exhaust from the "steam motor" returns to the loco, via a silicone rubber tube, to a valve where the two "injectors" should be. To clear any condensation, the exhaust is heated to give a visual soft exhaust at the chimney.



Believe it or not it has run very well for several years, being the only "Bulleid Pacific" that never slips at the driving wheels! Then I decided to replace the boiler with a "Mike Chaney" replacement boiler for the "Mamod", complete with a water gauge and pressure gauge and wish I hadn't! I fear that it could be a case of trying to get a "quart into a pint bottle" due to space restrictions in the tender!

Taunton Model Engineers Programme 2022

August

Tuesday 2nd	Barbecue at West Bucklnad
Sunday 7th	Public running at Vivary Park from 2.00 pm. Please be there from 12am to set up. This is subject to Flower show restrictions.
Tuesday 9th	Fun run at Vivary Also subject to Flower Show restrictions
Tuesday 16th	Informal meeting at West Buckland and working party from 6.30pm.
Saturday 20th	Club running at West Buckland from 2 pm. With a for visit by The Great Western Society
Saturday 20th	Portable track running at The Dalwood Country Fair 1.30 pm to 5.30 pm
Sunday 21st	Public running at Vivary Park from 2.00 pm. Please be there from 12am to set up.
Sunday 28th	Public running at Vivary Park from 2.00 pm. Please be there from 12am to set up.

September

Sunday 4th	Public running at Vivary Park from 2.00 pm. Please be there from 12 am to set up.

Tuesday 6th	Preparation and viewing for the auction at West Buckland at 7.30 pm
Saturday 10th	Auction at West Buckland. Site opens at 9.00 am. Auction from 11.00 am.
Tuesday 13th	Club Running at Vivary track from 6 pm.
Thursday 15th	Visit of Brean Steamers (subject to confirmation)
Saturday 17th Sunday 18th	Portable track running at The Somerset County Show
Sunday 18th	Public running at Vivary Park from 2.00 pm. Please be there from 12am to set up.
Tuesday 20th	"Bits and Pieces" at West Buckland at 7.30 pm.

October

Sunday 2nd	Public running at Vivary Park from 2.00 pm. Please be there from 12am to set up.
Tuesday 4th	"The East Somerset Railway" by Nick Waton, Stoke St Mary 7.30 pm.
Saturday 15th	Coach trip to Midlands Model Engineering Exhibition.
Sunday 16th	Public running at Vivary Park from 2.00 pm. Please be there from 12 am to set up.

Tuesday 18th	To be confirmed
Saturday 22nd Sunday 23rd	Publicity stand at Railex Model Railway Exhibition. Details to be announced.

November

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

December

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

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

Taunton Model Engineers
a Charitable Company
Registered Charity Number 1178760

Enamel pin fix badge
£5

Patch sew on badge
£7

Club Badges

Available from Tim Griffiths. Also available garment embroidery service

Work on the reused concrete sleeper section of the elevated track

Building up the ground level under the elevated track. A steel beam section in the foreground.