

# The Oily Rag!

Autumn 2017 Issue No 131



**The Creech St Michael Parish Council's idea of a planning gain**



**The Taunton Model Engineers' magazine**

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## From the Editor

Well it is over! We no longer have a track in Creech St. Michael.

Before I joined the society an enormous amount of work had gone into the track, which already had a station, carriage shed and the run down to the old loop and back.

When I joined the TME I immediately became involved with laying the track. On my first Thursday Steve Gosling laid out the curve leaving the small loop and we started to lay the track towards the beginning of the cutting. I was the first to drive a 5" gauge loco around the full track and was still involved when the last bits from the carriage shed were removed.

So my last walk around the track was a very sad occasion. My contribution to the Creech track was by no means the largest and I know how keenly many members feel the loss of the site, but we have to move on.



Not surprisingly some of this issue concerns "the retreat" But there have been good times this season. Two club visits have been great successes and there are reports on both in this issue. Fireman MN. Continues his travels and a marked lack of copy means you will have to put up with some more of my ramblings.

Happier times, the first 5"  
gauge train. 14-10-2010

I hope and expect the next issue will strike a more cheerful note.

John

# Chairman's Notes

By David Hartland

We have left Creech. A short sentence, but a whole lot of effort by members to clear out from the site and store everything away safely. I would like to thank everyone for their help, at whatever level, in this massive task.



The end of an era.

We have some compensation money not enough to pay for all the work we have put in over the years, but something to start us on the way to our new site.

Since January, we have looked at over 20 sites which come close to our needs but not close enough. Soon, surely, we will find that perfect site where we can construct a raised track, a ground level track and have room for traction engine running and a Clubhouse. Watch this space.

Once again we have had a series of interesting summer visits and now look forward to our winter programme. In this connection I must note with regret the resignation of Bill Edmondson from the committee. Bill had contributed hugely to the Club's activities, not all of it obvious, and he was the centrepiece of our programme organisation (as well as finding us storage for all the Creech materials!). We are looking for a new committee member who might take on this task, or part of it. He or she will have a great deal of help and encouragement for sure!

Best wishes in all your model engineering activities.

## News from Creech

By Tim Griffiths

The site at Creech Saint Michael Recreation Ground is now cleared of everything we are able to take with us. It is with regret that the sheds remain standing, but this may not be the end of the saga!

Clearing the sheds and lifting the track has seen a great effort by many of you and I thank you for all your assistance. Storage at the "Pig Sties" has proved to be greater than initially expected and they have devoured more of our equipment than originally anticipated. The lifting of the track went faster than we expected, this turn of events took a lot of pressure off David Hartland and the rest of us who were keeping a weather eye on the proceedings.

Movement of the rolling stock and "Noel Whiting" the Club 7¼" gauge locomotive to Martin Rickitt's home at Isle Abbots went very smoothly with stowage to Martin's approval. The Hymek is on the tracks in one of Martin's sheds, next to his engine and is available for use by club members by appointment.

This is a most generous offer by Martin.

By Thursday 7th September nearly all the track had been lifted, with the majority of it taken and stored at the “Pig Sties”. The turntable was lifted and all the track approaches removed. The traverser has been moved along with the turntable to its temporary home, guess where —— in the “Pig Sties”.



A derelict railway line

The Site now looks very much like many branch lines did in the wake of Dr, Beeching. A sad sight, but let's look to the future. I do believe we have a future, and with the sort of enthusiasm that has been shown over the last few months I believe it to be a bright future, looking forward can only be better than doing what we have had to do over the last few months!

# News from Vivary

By Diana

With the loss of Creech and the threat of parking charges on a Sunday at Vivary, it has been cheering to welcome some new regular helpers at the track and ticket sales have been reasonably good, although slightly down on previous years as some regular members of the public have been under the impression that the Vivary track was also closing. In compensation, there always seems to be plenty of new customers who are delighted to find a railway by the playground and they are always pleasantly surprised at the cost of the rides.

Our three new junior members, Charlie, Rowan and Zach are happy to help out and it is so good to have youngsters who are keen and interested in the Club.

The Tuesday evening sessions were very well attended and at the last one, I was able to run my Charlatan after Roy finished working on the teething problems from our first attempt. Alas, we need the dentist again, as the loco ground to a shuddering halt halfway round the track when the coupling came adrift. We will get it working for next year!

It was very nice to welcome the "Brean Steamers" again on 21st September but the weather was not so welcoming and only two visitors braved the track with their diesel electric locos. They did, however, enjoy plenty of apple cakes and rock cakes, sheltering in the hut with a cuppa kindly made by Phil.

In comparison, the weather was lovely for CLUBLEC and we were delighted to see both Peter and John Clark there. After the competition both Ian and Andrew offered to stay on to give rides afterwards and we sold 155 tickets and had to call "last train" three times!

The weather was also good for the last running, with many members turning up to help and chat and we were extremely busy all day, selling 264 tickets, which was a great way to finish the season.

I'm begging again! Following the success of last year's Santa Special, please would our drivers and helpers again make the occasion more festive by wearing something Christmassy? You may remember that Julie and I provided and wrapped! small gifts for every child. We had some left from last year and I have added to these and there are plenty for all the children as well as the sweets that we always hand out. We hope this will not only encourage more people but that they will give more generously to the charity

## ClubLEC. 2017.

By Dr. Spin.

Once again an exciting competition was held at Vivary Park on Sunday 8th October.

First on the draw was Mark Sweet with his 5in gauge GWR pannier tank. He was off to a good start and had a steady run, completing each lap at about 59 to 60 seconds very consistently. His load was five adults and he completed 10,631 ft

Next was Peter Clark, with his father John in attendance. "Cuthbert" is an old stager at Vivary,



of the well-known Butch design. Peter took just three adults and a dog. With his small wheels flying around he completed 12,825 ft



Laurie Maycock receives the ClubLEC trophy from our chairman.

Third was Ian Grinter with his Royal Scot, a previous Clublec winner. The Scot is known to be consuming more coal than Ian would have liked, and to make matters worse, the reversing handle came off during the run, fortunately with the valve gear in a sensible position. Ten adults and a dog were hauled for 15 laps.

Next was Andrew Prentice with his Simplex. A rapid start with four passengers saw seven exciting laps before an injector failed and he had to retire. Finally, it was agreed that Mark Sweet's pannier would have a second go. The fire had been dropped and the boiler cooled down, when Laurie Maycock started from scratch and took to the regulator with six adults and the dog and flew around the track completing 18½ laps which is probably a record for the Clublec

competition. The maximum speed was exactly 8mph and the average on the whole run was a frightening 7.4 miles per hour. The combination of a good load, steady and fast speed and competent handling of the engine gave Laurie the competition for the day. Well done!

David Hartland presented the trophy at the end of the afternoon and we all went away happy!

See you all next year.

### **The Results.**

<b>Driver</b>	M.Sweet
<b>Locomotive</b>	GWR Pannier
<b>Load hauled</b>	1428 lb
<b>Distance travelled</b>	10,631 ft
<b>Coal consumed</b>	1.78 lb
<b>Score</b>	<b><u>8.5</u></b>

<b>Driver</b>	P.Clark
<b>Locomotive</b>	Butch
<b>Load hauled</b>	1002 lb
<b>Distance travelled</b>	12825 ft
<b>Coal consumed</b>	1.59 lb
<b>Score</b>	<b><u>8.1</u></b>

<b>Driver</b>	I. Grinter
<b>Locomotive</b>	Royal Scot
<b>Load hauled</b>	2297 lb
<b>Distance travelled</b>	10125 ft
<b>Coal consumed</b>	2.31 lb
<b>Score</b>	<b><u>10.1</u></b>

<b>Driver</b>	A.Prentice
<b>Locomotive</b>	Simplex
<b>Load hauled</b>	1304 lb
<b>Distance travelled</b>	4725 retired

<b>Driver</b>	L.Maycock
<b>Locomotive</b>	GWR Pannier
<b>Load hauled</b>	1472 lb
<b>Distance travelled</b>	13163 ft
<b>Coal consumed</b>	1.53 lb
<b>Score</b>	<u><b>12.7</b></u>

## Gopher goes to Didcot

### “The Gopher”

Not having visited the Didcot Railway Centre and Museum, home of the Great Western Society, before nor having any nostalgic feelings or memories of the Great Western to re-awaken; it did seem when contemplating a whole day's visit, that time might have been difficult to fill. How wrong could a Gopher have been!

We've arrived, that is our merry band of TMEs, and made our way through Didcot Station and onwards to the entrance of the Railway Centre. It doesn't take many moments to realise that this is a large site. It takes a good five minutes to walk from the entrance, just to reach the main visitor buildings and facilities.

Wandering at will around the whole site, one is able to touch, feel and breathe the railway – yes and smell it too. Anyone with an appetite for things railway has a feast of railwayana awaiting them.

There is so much to see and take in here, that a Gopher struggles to know quite where to start; so here goes.

We're more fortunate than most, as our visit is hosted by long time Great Western Society Member, Drew Fermor. He is project manager for the restoration of 4079 "Pendennis Castle" and is author of the Haynes Manual on the Castle Class locos.



Our guide Drew Fermor.

Drew cuts an iconic figure, as he guides us around the key locations



A Churchward small prairie.

of the site: his breadth of knowledge on Great Western Railway Engineering history and practice is a mine of information.

The site is divided into four main areas of interest. The Loco Shed and Restoration Shop, The Signalling area, The Carriage Shed and one other which will be left until last. Our tour starts with a look inside the Loco Shed and Restoration Shop. As you might have expected there is a large number of locos here. The Great Western Society website has a list of all the locos kept, along with information as to their current status of preservation.



The TME. Party in the workshop

This is engineering on a grand scale; the restoration time scales running into years, performed by dedicated volunteers. This is very apparent as we walk around coming across an individual or group, maybe one painting the end of a truck, another, armed with an angle grinder, is cutting a new part out of a piece of steel plate or

someone sanding and cleaning off rust from a loco tender which had seen better days.

Our lunch break over we proceed to the Signalling area. This is centred around the fully functioning old Radstock North signal box. This is your quintessential signal box complete with climbing rose



Radstock North signal box.

and the sun is out, providing a photo opportunity not to be missed. Inside, with its colourful lever frame and large crossing gates wheel, it is in immaculate condition much probably as it was when in use back in Radstock.

It evokes memories of a rural railway location, the silence only being broken by the occasional 'ting' of an attention bell code. Of course that is the one thing that is missing here, as the box is locked off for the daily running needs of the Railway Centre. It forms the hub of the signalling project which began in 1975. Since then it has grown into a comprehensive display of Great Western Railway signalling practice.



After leaving the signal box we wend our way to the nearby station and board a train for a short journey back in time.

When the train stops we alight on the standard gauge platform in the transfer shed.

Those of us, who regard Brunel as one of their engineering heroes, will delight in the broad gauge recreation to be found here.

Mixed gauge track work made from genuine bridge rail, replica locos 'Fire Fly' and 'Iron Duke' plus a rake of carriages are on display along with signalling contemporaneous with this early history of the Great Western.

It is a thrill to experience sitting in a wide open third



Inside the signal box.



Mixed gauge track outside the transfer shed

class carriage. A Gopher can only wonder what it would have been like to travel in these wheeled lidless boxes through the cold and rain of a winter's day!



David talks on “Firefly” while Andy prays.

The broad gauge era has been brought back to life, an experience not to be missed.

A short walk brings us to a large traverser which fronts our next port of call, the carriage shed complex. Our host leads us down into the depths of this cavernous dimly lit building, packed with coaches representative of the many decades of Great Western History. The air is dry here, there is a timelessness about this place, a quiet stillness that makes one feel that time itself has stopped.



The carriage shed



Occasionally, as we carefully make our way around, out of the gloom pops the skeletal form of a carriage side, evidence of the painstaking work required when rebuilding coach tumblehome. Emerging back into the daylight we wend our way back across the site in the direction of the visitor centre and the coach home. Our time spent visiting the Centre has gone in a flash!



A new body takes shape.

Finally our thanks must go to, Tony Gosling for organising such an excellent trip for us, to our current chairman David Hartland, for his talk from the footplate of 'Firefly', when he shared with us his experiences whilst helping to create the Centre's Broad Gauge display and last but not least to Drew for his most enjoyable and informative hosting of our visit.

## MYSTERY AT CREECH

By Andy Cooke

Is there a rupture in space and time in the carriage shed or is there a black hole?

One Sunday morning a couple of years ago Mike Johns and I were working in the carriage shed. I do not remember exactly what we were working upon, it was probably the base for the carriage hoist or one of the steaming bays. Mike was preparing steel and I was welding. Everything was proceeding quite normally until about

11.30. I went to chip the slag from a weld and the chipping hammer which I had been using all morning was nowhere to be seen.

I asked Mike what he had done with the chipping hammer, he denied touching it saying that I was the only one using it. Now, I am quite used to things disappearing in my own workshop and they usually turn up when I put everything away! However, we both searched for the aforementioned hammer with no result.

By this time it was pub o'clock so we gave up on the attempt to find the offending article and went to the local hostelry intending to continue the search the following Sunday. This day duly arrived and the first task was a thorough search of the shed. This was carried out to no avail. We decided the hammer had disappeared into a pile of long lengths of steel beneath the bench and it was too much trouble to move everything as it would turn up eventually.



Fast forward to the present time. The carriage shed has been emptied and guess what? No chipping hammer anywhere. There were just the two of us on site that day, I do not have it and neither does Mike. All work was within the shed so the possibility of leaving it at the lineside does not apply. The mystery is where did it go?

The phantom  
chipping hammer of  
old Creech town

If there is a rupture in the space-time continuum or a black hole then that would explain the mystery. In any case if there should be such a thing, it is my sincere wish that the entire Parish Council of Creech, together with their clerk, would disappear into it never to be seen or heard from again.

# Summer at the Steam Shows.

By Tim Griffiths

Many of our Members take their miniature traction engines to various Transport and Steam Shows, then never tell us of their experiences. I am also guilty of this as I take my MGB along to many of the same shows. So this year I have decided to give you an insight into what goes on outside this Club.

I did not get to many of the shows this year due increased family commitments, however I did get to Abbey Hill, on a wet afternoon. Dave Wood was there but movement of many vehicles was restricted due to the wet ground. Later I missed Isleport but Andy Cooke went along and I understand had a good time as usual. Sorry no photos.



Simon tends to Dave's Burrell while Andy looks after his McLaren.

Norton Fitzwarren came along a blowy couple of days, but dry. A

good few Club members came along to see the show and see a potential new location for the Taunton Model Engineers. On the ground was a portable 7 1/4" gauge track, at one stage the loco was driven by John Williams, relieved from his duties as motorcycle steward. Across the field there was also a raised multi gauge track of 5", 3 1/2" and I suspect 2 1/2". Not much was seen running on this.

Andy Cooke and Dave Wood were both there with their traction engines, I do have some photos of these. I hope you enjoy them.

My main reason for being there is the old cars, namely the Ford Sidevalve vehicles, The Ford Sidevalve Owners Club had quite a good showing this year, with two medium commercials, known as E83W, one a van body as supplied, and the other a pick-up truck, then there was the 100E Prefect, complimented by 300E Escort, this is basically a van with side windows and rear seat fitted and better internal trim.



Tim's passion Ford side valves.

At the end of the day it was good to see so many TME members attend for whatever reason, it helps what can be a very long day especially if the weather is not so good, as then everyone repairs to the Beer Tent. Looking forward to seeing more of you next year at more of the shows and possibly at our own Miniature steam Gala on whatever site we may land on.

# Manning and Wardle Woes

By John Pickering

The 5" gauge model of the GNSR class K locomotive with castings and drawings supplied by a well known supplier of model engineering requisites has been a favourite of mine for some time. A couple of years ago I contacted the firm to ask a few questions about the design. The conversation took an unexpected turn when I was told that other model engineers had turned the design down claiming the drawings were littered with errors. I was subsequently sent a set of drawings to check and comment on. There were a couple of areas where the design strayed some way from the prototype. This was a 4-4-0 with outside cylinders and inside Stephenson's link motion, the model uses launch links as opposed to the locomotive links and a more modern layout with intermediate valve spindles on a stretcher as opposed to the suspension links on the original. But with the exception of a bodge on the bogie to decrease the minimum radius the loco could traverse and a few other minor oddities the design appeared to have no more errors than you expect to find on any model engineering drawings.

When another loco designed by the same designer came up on Ebay as a full set of castings and drawings I decided to put in a low bid on the off chance I might win. There was some logic in considering the design, the Manning and Wardle

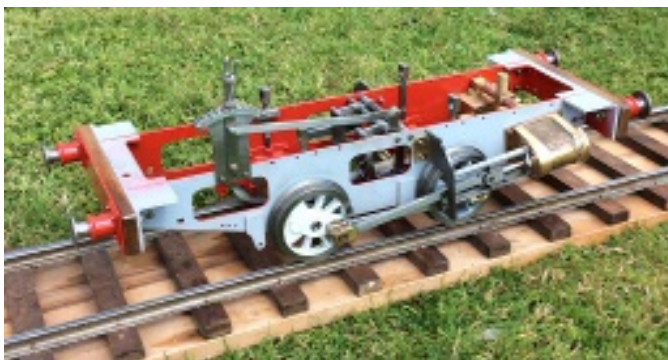


Class H no 1518

class H. was a very small loco and in 5 " gauge would not take much room in the boot of the car with all the other baggage and would allow me to visit a few more other clubs.

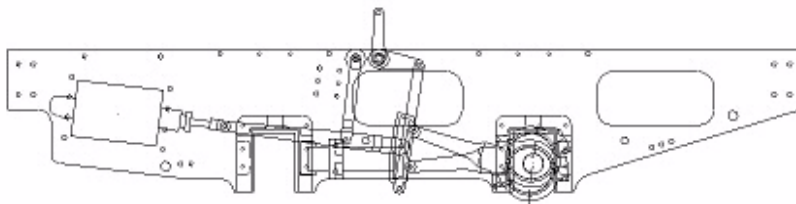
I was rather surprised to win the auction and the drawings and castings duly arrived a few days later. It turned out that a student had won an engineering competition and the bits were the prize, but he had never got around to doing anything with them so his mother had put them on Ebay. Since the class K seemed a reasonable solid design I decided to go straight ahead with the build straight off the drawings. I should have realised early on that this was not wise. I have never come across a loco where the brake spindle is in compression with the brakes on. A bit of research showed how the error had occurred, the brake rig rather reminded me of the Morecombe and wise gag "all the right notes but not necessarily in the right order". A redesign followed based on photos from the net of a preserved engine in Australlia which looked very close to the one in the photos I now had of the prototype. So the first "gotcha" was sorted without cutting metal. Another error I should have spotted and it now stands out like a sore thumb, was that the lifting arms faced backwards rather than forwards.

The build of the chassis went well until I started to machine the



cylinders. When cutting the ports on one the cutter suddenly dropped into a void. Cutting the adjacent port produced the same result. There was clearly a substantial hole inside the part of the cylinder which projects inside the frame. Cutting a port on the other cylinder produced the same effect although this time the hole did not appear to be so large. I took a hack saw to the worst cylinder and cut through the projection to see what could be done. The solution was to cut both cylinders off level with the inside face of the frames and to fit separate port blocks. So the second "gotcha" did not take too long to fix.

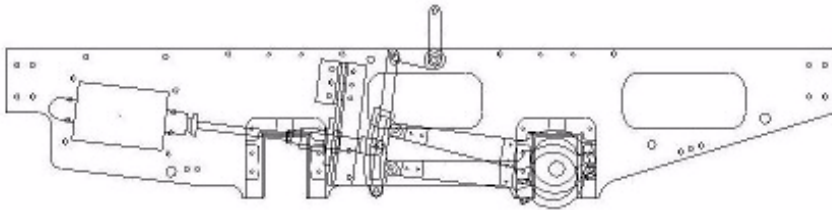
I now continued the build with the valve gear components, again straight off the drawings. When assembled I could not get it to work. The lead was all over the place and with the best adjustment it ran backwards with the reversing lever forward. The reluctant penny now dropped, the valve gear had been designed for crossed rods. So I set it up for crossed rods understanding that the lead would now reduce as I notched up. I was able to get a reasonable setup in full gear forward, some compromises would have allowed it to run in full gear reverse but not only did the lead reduce as I notched up but the valve migrated off centre. Time to draw it all out on the computer. The valve gear was as below and except for using crossed rods was similar to many early locomotives but the detail design had several errors including the wrong link radius which accounted for the valve moving off centre in mid gear.



The valve gear from the drawings

About this time I came across a completed example on a club visit to the Swansea club. No one could get it to run more than a few yards before running out of steam. I was told it had a "good beat" and it was thought the boiler was not up to the job. I thought it more likely the valve gear was to blame and all the steam was simply going up the chimney! I also came across a plan view of the class H prototype on the net which confirmed what I had started to suspect. the Manning and Wardle works where very close to the Hunslet works and there was a lot of cross fertilisation of ideas as a result of which their products had a lot in common. The valve gear on the internet plan looked just like that on "Louisa" and nothing like that on the plans. This "gotcha" was going to take longer to fix. At this point my enthusiasm for the project evaporated and the bits ended up in a couple of boxes with the stripped chassis rather forlornly hanging on a hook on the end of a rack.

Recently I decided it was a shame to waste all that work and have taken the project forward a bit. The valve gear was redesigned to look more like the prototype and hopefully to work rather better than before! the result is as below



The revised valvegear

I used as many of the original components in the redesign as possible. This was not going to give an optimum design but would save time.



I initially tried to use the original link which by coincidence was almost correct for the revised layout but could not get the new frame stretcher far enough forward so two new links were made.

It would have been nice to replace the launch links with a locomotive type which would have been prototypical but clearance under the ash pan is limited so there was not really enough room for the larger eccentrics. The eccentric rods were originally in a piece with the straps. These were cut off and a step milled to take new ones which now matched the link radius. The weigh shaft was relocated and the reach rod shortened. The internal components of the pump will fit into a new body which will bolt onto the new stretcher in due course.

The valve gear now sets up easily. The eccentrics were set "line for line" in full gear forward and reverse. In mid gear the ports just do not open. One notch either side and the ports open a crack at both



The chassis partially assembled with the revised valve gear  
Note the "operation scars".

ends of the piston travel just before the dead centre, very pleasing!.

The next problem was the steam manifold. The drawings detailed the exhaust but not the inlet manifold. I had drilled and tapped the bosses on the steam chest covers as per the drawing but could not see a way of getting the manifold in between. So elbows were made which fitted onto the lower edge of the steam chests, these gave enough space for the manifold. The loco now ticks over nicely on compressed air.

The next job is the boiler. I have learnt my lesson and will proceed with great caution!

## The Midlands Model Engineering Exhibition 2017

**By Tim Griffiths**

Friday 20th October, my how this month has gone, outside the White lodge, 08.30hrs waiting for the bus to arrive were 23 members of the Taunton Model Engineers and some friends from other clubs, eager as ever to go and spend their pocket money at the Midlands Model Engineering Exhibition. Eager and fidgety as ever they climbed on the bus when it came, soon to be seated keen to chat to the person next to them, and off we all went.

Three hours later we were at our destination and the mob left the bus and hit the Exhibition Hall. Not to be seen again for another hour or so when some gathered for lunch?

The Club Stands were full of excellent models of all sorts, stationary engines, traction engines, but most of all railway engines, both steam and diesel, wagons and coaches.

In isolation was the display of turbine engines and the dynamic display every so often of the gas turbine. It is amazing how quickly this gets up to speed.

The wheelwrights were there in their usual corner, this I find fascinating that they use the same methods for miniature ( scale ) wheels as they would for 12 inches to the foot. A singular aircraft was to be seen, a splendid model and air worthy. My memory not ever having been good I cannot recall which aircraft it was, a fighter with a propeller is the best I can do. (Hawker Sea Fury ed.). Along with this on the Competition Stand was what was described to me as "Robin" Mk II, there are photos of this!



The petrol Hydraulic loco which caught Tim's attention.

And yes it does give food for thought.

Further along there was a traction engine even Andy Cooke would have trouble with, carved from wooden parts and assembled to great effect, alongside a French Horn equally well done. Some may say is not model engineering but then what is model engineering, where does it start and where does it end?



A wood turner's traction engine and French horn

Further on was to be seen live steam in one the smaller gauges, the skills to get this sort of model running are much the same as in the larger scale of 5" and 7¼" gauge models. With radio controls the garden sized railways offer a lot of scope for model engineers, or model railway enthusiasts.



One of the gauge 1 locomotives on display

To complete my foray into the railway world the 2½" gauge society had their stand with some very old examples of LBSC's models including the original "Ayesha" which some would claim marked the start of our hobby. It is interesting that this gauge is accepted as

model engineering since it is at the cross over point between the two disciplines, railway modelling and model engineering .At the other end of the range the 10 ¼" gauge society had a magnificent Great Central Railway loco on view just inside the entrance, another example of superb model engineering that can only be admired.



The magnificent GCR 4-4-0  
in 10¼" gauge

A Model Engineering Exhibition would not be complete without the usual goody stalls, measuring tools, cutting tools, grinding tools, turning tools, and all those things that grip the work piece, and super glue! Lots to see and buy if you are so inclined.

There were of course displays of turning and milling. Outside in the cool

air, we had the opportunity to see traction engines and the odd steam lorry wandering around, a 5" gauge portable track for the diehards that had to have a ride, whatever the weather. The Fairground Organ was giving us very pleasant sounds to eat our lunches by.

The weather stayed fair for us and even the midlands chill wind was not that this year, so around half past three we were all back on the bus and full of what we had bought and how this was to be explained to the other half, we were on our way back to Taunton, another successful trip thanks to Tony Gosling, Many thanks for an enjoyable day, much must be made of these days out to keep the camaraderie within the Club.

Let's look forward to next year.

# Of Ships and Things

By Fireman M.N. Retired

When I said that lifeboats are big beasts that is because they are built to carry up to one hundred people and they are very deep so that when loaded there is still a fair amount of freeboard and they are not awash. With just ten of us the boat was riding high and so as a consequence the oars were at a very steep angle and so with your arms raised you couldn't get a good pull on them. With hindsight we would have been better using them as paddles. That's enough excuses we were beaten and that's that.

We had a night ashore at "Delmonico's" and watched the white supremos doing their zoo impressions (not a pretty sight), then back on board where there was work to be done.

After loading a cargo of fruit and the mail for most of Europe we were off only stopping at Zanzibar to take on some cloves for Italy. We took on oil (bunkers) at Aden and then up the Red Sea to the Suez Canal. The digging gang were still at it, but I don't suppose they had a deadline to work to.

All ships seem to have the same routine, the last two days of the voyage is spent cleaning painting and polishing the bright work so that when you dock it looks a real treat for the superintendents' inspection.

The "Rhodesia" was no exception and we got stuck in. We hit a snag. One feature of steam ships is the steam pipes, with their white lagging, they look a real picture.



The "Rhodesia Castle"

The snag was we had run out of white wash to paint them and some of them were really grubby. The engine room store keeper had a flash of inspiration, off he went to the galley and came back with a load of flour, this was mixed with water and the resulting white slurry was used to paint the pipes with and as it dried out it looked fine. By the next day, what a mess! The heat of the pipes had cooked the mixture like pastry and the whole lot had turned brown. If it weren't for the hot oil smell I would have said the engine room smelled more like a bakery.

We docked on the twenty fifth of November and paid off.

I thought that I would go home for a few days. When I got home Mum said the usual thing, you look good, when are you going back? It turned out that she was planning a big family do! For Christmas, about two dozen or more and it would be nice if I could be there. As I had been away for the last four Christmases I said that I would stay around.

# Meetings Programme

## 2017

<b>Tuesday November 21st</b>	<b>Quiz Night Dick Whittington</b>
<b>Tuesday December 5th</b>	<b>Slide Show and Talk Peter Triggs</b>
<b>Sunday December 10th</b>	<b>Vivary Public Running (Santa Special Charity Trains) 12.00hrs to 15.00hrs</b>
<b>Tuesday December 19th</b>	<b>Mince Pies and Natter</b>

## 2018

<b>Tuesday January 2nd</b>	<b>Colin Mear Engineering (CME) Chard - Ian Marks</b>
<b>Tuesday January 16th</b>	<b>Lynton &amp; Barnstable Railway Ian Cowling</b>
<b>Tuesday April 3rd</b>	<b>TME Annual General Meeting</b>
<b>Tuesday May 15th</b>	<b>Trophy Night</b>

**All Stoke St Mary indoor meetings start at 7.30pm**



## Sales and wants

Robert Oldfield has for some time been organising the manufacture and supply of TME branded clothing for members.

Items available are:

Fleeces (c £27)

Sweatshirts (c £18)

Polo Shirts (c £15)

all embroidered with the TME logo. Colours: dark navy blue or royal blue. Sizes: from S to XXL, plus ladies sizes More details on the Club's website: <http://www.tauntonme.org.uk/clothing.html>

Please contact Robert for more details and to place an order: phone 07973 845413 or e-mail [robert@lyme-regis.net](mailto:robert@lyme-regis.net)

## Subscriptions

**Ordinary Membership is £30 with a further £5 for spouse or partner. Family membership £35 Junior Membership £5  
Subscriptions are due on 1st January**

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

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

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The magnificent  
“Iron Duke” at Didcot



34 The Thursday gang pose for the camera during the “retreat”.