

# The Oily Rag!



Summer 2013 Issue No 114.

**The K4 running on the trip to Swansea  
Full report inside.**

**The Taunton Model Engineers'  
magazine**

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## From the Editor

Despite a record breaking cold spring there has been quite a lot of activity among TME members and much of this issue of the “Oily Rag” is made up of reports from various events. We also have a touch of nostalgia.

The club Hymek is making steady, if slow, progress and we have a report on the first stage in building the body. In the last issue there were reports of the deaths of several everallong standing members. Two eulogies have been submitted for publication and since they cover very interesting lives I have included them as received.

We need to build good relations with the community at Creech. The “Family Fun Day” on 13th July is an ideal chance to publicise our activities. Please come along and give your support. The portable track will be set up so there will be somewhere for the smaller engines to perform and traction engines are welcome.

The Creech site is becoming overgrown, so a “Garden Party” is to be held on 6th August, please come along and help. The portable track will be running at the Creech flowers show on 7th September, locos and helpers welcome.

John

## Chairman's notes

Thank you for electing me as your Chairman (again!) at the last TME AGM. Andy Webb in his last notes in the Spring issue ‘Oily Rag’ had indicated that he would be stepping down and I think I should express your and my thanks to Andy for taking over the chair at short notice when Gerry Willis resigned.

I am sure you will agree that this steady hand kept TME on the straight and narrow in the intervening period.

So where are we after my 2 year absence? The unfortunate decision had to be made to cease holding our regular exhibitions (sadly missed by many) owing to the lack of a volunteer as Exhibition Manager although member support has always been good. This has meant a significant reduction in our annual income hence the need to increase subscriptions from next year. Whilst not making good the difference it will help and with the increase in passenger numbers now being enjoyed at Creech plus maintenance of traffic levels at Vivary some alternative income is becoming available.

However increased activity means increased wear, tear, repairs and maintenance. Both railways need replacement materials at times and as you will see in 'Notes from Creech' our key locomotive is out of action just at the time we want to increase the number of riding vehicles. Provision is dependent on volunteers coming forward to take on some of the work and the finance to enable purchase of materials needed. Any help you can give will be welcome.

Meantime we have been approached informally to support a new exhibition in 2014 which is likely to be held in Exeter. It is intended to 'take up where we left off' being sponsored by another club but following the format we had established. Your Committee's view is that we should be involved but we await the formal confirmation and details. You have been warned!

## News from Creech

By Mike Johns

Owing to the inclement weather early this year most activity has been concentrated in the workshop where the vehicle hoist is now functioning.

It consists of a traverser which serves 3 tracks at floor level and which can be lifted to about 5 feet from the floor. It is intended to serve at least 2 'shelves' for storage of rail vehicles which are only used on occasion. The design has 'grown' as it was made and owes much to a certain gentleman known as Heath Robinson! Outside the Thursday gang's efforts have been concentrated on good housekeeping (grass cutting and painting) and track maintenance - improving alignments and levels where needed. They can always use more help as parts of our site are looking tired and in need of attention.

As Andy forecast in his last Chairman's Note the railway is proving more popular on running days now that the children's play area has been commissioned. So far the peak has been 208 passengers in one afternoon session. This is seeing some welcome addition to our funds but is also showing up how short of resources - locomotives and coaches - we are at times. This problem is now worse as our stalwart Petrol -hydraulic locomotive 'Robin' has failed owing to a drive problem. Andy Cooke and John Pickering have been investigating via the web the likely cause of failure and means of rectification. Meantime we are reliant on locomotives being brought to site on operating days .

The extra traffic has also demonstrated the need to increase the number of passenger vehicles and Mark Hartnell has already cut the timber for another three. However we only have 2 bogies on loan and there is a need to make at least 6 more to the TME design. At present we have neither the materials nor man power to undertake this work. To help out Mark has produced his own riding vehicle which is a mighty beast 10 feet long compared to the TME standard 8 feet.

Ideally we need to run 2 trains at a time to minimise the time our passengers have to wait. This can be managed with only 2

locomotives but three enable quick turn rounds and ease the pressure on the drivers. Each train needs to beat at least 2 riding vehicles but this leaves us with no spares in the event of problems arising, hence the need to increase the fleet.

A revised lease document has been agreed with the Parish Council working party and awaits agreement by full Council. We intend to jointly seek legal advice to confirm its suitability before it can be implemented.

## Report from Vivary Park

**By Diana Fathers**

David Spicer is busy with other commitments and he was pleased when I offered to do the reports from Vivary, so please forgive me for any inaccuracies – and don't expect anything remotely technical!

So far this year we have been blessed with dry, and occasionally even warm, weather, which has boosted not only the sales of tickets but also of new customers. I have been amazed at the number of timetables we have given out to first timers. The Easter running was greatly helped by both the sun and the Easter Egg hunt, which brought dozens of new comers, many of whom didn't even realise there was a railway at the rear of the park.

Well, on the Spring Bank Holiday Sunday running as someone had backed a truck into the track causing a substantial amount of damage, but the working team did a great job and were able to replace the damaged sections before the next running day. The first private evening running for trying out new locos (and drivers) was held on Tuesday 11 June and will continue on the

second Tuesday of the month for at least July and August (weather permitting). It was well attended by members and attracted quite a few bystanders. Some stayed all evening and even had a ride on Bob Wilkinson's K4; they also took time to talk so that they could bring their grandchildren. We were pleased to see Mark Sweet, Fred Dodden's grandson with his beautiful Princess Marina loco, built by Fred. We hope to see more drivers and locos at the next running.



Photo Diana Fathers

I won't beat the Flower Show running as we will beat the West Somerset Railway steam rally with our Fowler, but I'll try to keep up with the events and I'm sure the team at Vivary will keep me on the right tracks.

ep

## The Tickers (Horological Sub Group)

**By David Spicer**

The Harrison Clock project is progressing somewhat slowly as we are having much headscratching following variations from measured components and archived drawings, watch this space for another instalment next time!

# A journey to the north!

By Tony Gosling

Many Model Engineers believe when assessing the quality and quantity of exhibits at the various national model engineer exhibitions each year, the Northern Exhibition at Harrogate stands out as by far the best. A small band of intrepid travellers from our society have motored northwards in past years to see this excellent show and they have always agreed that the Harrogate show will take a lot of beating.

This year has been no different – three of our members set off from Taunton by car, picking up a Bristol member when we passed through Bristol and then another of our own Taunton members in Leicester when we reached what is roughly the halfway mark of our journey northward. Another Taunton member was already in Harrogate by the time we reached the exhibition.

The exhibition again this year was of the usual high standard and catered for every aspect of our hobby – all the usual things which model engineers would expect to see but also dozens of boats and aeroplanes which have been in short supply at other exhibitions. The photographs will give some indication of the variety and quality of the models. Trade stands were there again in abundance.

I would recommend a visit – perhaps you might like to ask your wife if she would like to go out for lunch to somewhere special – and when she asks “Where?” – slip in – “I thought that you might like to go to Harrogate for a change! Perhaps we could stay away for a couple of days.....”



**AmagnificentL.M.S.pacificanddetailsofit'scab.**



**A74cc7cylinderradial**



**ABurrellshowmansengine**



**Someoftheshipmodels**



**Feelinghungry?**

**AselectionofmodelsfromHarrogate.**

# West Somerset Railway Spring Gala

## Diana Fathers

The Gala was held over two bitterly cold weekends in March when all the intrepid volunteer sternered up as promised to run the portable track.

Dave Wood and John Pickering collected coal, shovel and watering can and set up the track at Williton. Phil Mortimer delivered the TME banner and a supply of fliers. Helpers over the two weekends were John Wilcock with his Sweet Pea, John Pickering with his Ruby, Jon Freeman and Julie Harvey Smith (TME's only lady driver) with their Polly, Dave Wood with his Polly and "general hands" Tim Griffiths, Michael Pinkney, Bill Edmondson and Roy and Diana Fathers with Chloe, their dog - ever hopeful of a ride on the train.



The track was set up parallel to the railway, close to the WSR museum shed and a few yards from the station. Rather than charge a set price it was agreed to ask for donations but, sadly, very few visitors came in the right direction!

On the second Sunday rain joined with the cold. John Pickering, not to waste the loco fire (which also helped to take off some of the chill) was shutting up and down the track with Diana and Chloe on the back when a family turned up off the full sized train that had just pulled in and the children were eager for a ride on a miniature one. A bit too eager in the case of the elder child. He jumped onto the running board, tipping the riding trolley over - and somersaulting Diana spectacularly onto the wet gravel before she had a chance to get off. The poor child was mortified but assured that no harm was done and, with no other customers waiting, they enjoyed several rides.

Despite the appalling weather and lack of customer service everyone enjoyed themselves and resolved to repeat the experiment next time.

## A day trip to Swansea

**By Tim Griffiths**

Earlier in the year a visit was arranged by Bill Edmonds to the track of the Swansea Society of Model Engineers. The visit took place on Saturday 27<sup>th</sup> April. It was a fine morning when eleven of us headed to Swansea, happily loaded with various 5 inch locomotives. At this point I must stress that my engine is nowhere near ready for use, nor much to my annoyance was my camera up to the task, for this is lapologise.

However on arrival there was a breakfast feast awaiting us. After about a three hour drive this was most welcome.

The Circuit that they have built is 1230 yards long and makes very good use of the relatively small space. The track can be considered as two concentric loops, an inner and an outer, which are joined to make a whole. We ran in what the club calls the "reverse" direction. In this direction, on leaving the station the inner loop passes over a bridge to become the outer loop. When the outer loop approaches the station area it is on a lower level and passes under the aforementioned bridge to become the inner loop. This gives considerable scope for driving skills, as there are gradients both up and down. Even more variety is given by two tunnels, the longer of which is on a curve. The track is elevated and as at Vivary has rails for 5" and 3.5" gauge engines. In the station the track is only raised enough so that the footrests of the coaches just clear the ground, this is to give stability should passengers stand on the foot rests when alighting.

The track has a comprehensive signalling system. Unfortunately this was suffering from damp, so those who did bring locomotives were free to drive than may otherwise have been allowed, but common sense prevailed and no disasters occurred.



A most striking part of the track is the pneumatically operated traverser for gaining access to the running track from the team ing bays. This obviously took some engineering, but was well thought out and worked extremely well. (The lift out section, which hgives accessto the car park, is in place in the picture. Ed)



### **Bill Edmonson and "Dougal".**

The expertise in the Swansea Club is extensive and proved to be helpful to one or two of our Members on the day. The Club House is very well appointed and their workshop, which is attached, is also very well equipped.

The weather stayed fine for us whilst at the track and the friendly atmosphere made this a day to remember. Everyone who came along was delighted with the refreshments that were on offer. A good day was had by all. A speech of thanks was made by Bill Edmonson, and was appreciated by the Swansea Members.

# “MACHINERY IN MY LIFE”

by Ray Rolt

No, not an emulation of “Landscape with Machines” by L.T.C. Rolt, but a reflection on the influence of ‘machines’, in many forms, on my life from the formative years to the present.

Hopefully this series may encourage others to think back on their own lives in a similar way and ‘put pen to paper’. In this way it will give an interesting insight into the way we grew up, a reflection on “social history” from the past.

## In the Beginning

I was born in Harpenden, in Hertfordshire and lived there until I was six, when my family moved to Taunton in 1944.

My father worked at the ‘Rothamsted Experimental Station’ in the Apiary, which was used for pollination research projects, the honey bee being important in this aspect. This establishment holds one of the largest collections of seed in the country. These are extinct varieties which can be revived in the future, should existing varieties become susceptible to disease or other problems.

As a result, his help was enlisted by Geoffrey de Havilland, who kept bees and lived just outside Harpenden on a farm. This reflected his interest in Entomology and hence the names of his aircraft. In recognition of his help, he gave my father a complete set of all the equipment necessary for preparing and mounting butterflies and moths for my older brother, Norman, and I to use!

Needless to say, this had a profound affect on both of us and we were enthusiastic champions of that superb machine, the "Mosquito", considering it to be one of the finest aircraft of World War 2! This Light Bomber/Reconnaissance aircraft, which has many accounts of its outstanding achievements in precision bombing recorded, was rated by the RAF as one of the safest bombers in service! This was due to its lightweight construction, being made of wood, which gave it a superior speed and altitude ability to that of any enemy aircraft. Because of this, it was able to fly reconnaissance missions without armaments, for greater speed, enabling it to outfly enemy fighters and make good its escape.

One day, when we were in St Albans shopping, a more direct encounter with a machine occurred! A modern looking lorry was approaching us at a fair speed. This was emitting smoke and steam and was relatively quiet in operation. It belonged to a local coal merchant so at least there was no problem with the wartime petrol shortage!

My memory of it was so clear that I was able to identify it as being a Sentinel 'S' Type with shaft drive to the rear wheels years later.

Probably the most important 'contact' in my early 'formative' years was at the annual "Staty Fair" held on the Common.

Harpden is divided into 'old' and 'new' Harpenden by a long grass Common, with the Luton - St Albans main road running the length of it. This wide straight road on at least one occasion during the war was used as a temporary 'runway'! A "Lancaster" bomber developed engine problems and made an emergency landing on it. Presumably traffic was very light at the time! After repairs were carried out it successfully took off again, this time with the road closed to traffic.

Presumably 'Showmen' had a "Statutory Right" to hold a 'Fair' on the Common once a year, hence its name. This was quite a big fair as it was enclosed within a temporary fence and a charge was made

for admission. An indication of its size can be conveyed by the fact that a 15" gauge miniature railway, in the form of a continuous oval just inside this fence, was temporarily laid. Two trains were in operation running in a clockwise direction, the track being doubled in the 'station' area, where one train loaded with passengers would depart after the other had come to a stand on the adjacent track.



### *Synolda*

This locomotive was originally built for the Sand Hutton Railway but spent much of its life on fairgrounds, was this the 4-4-2?

Though there must have been showmen's engines and steam roundabouts, the only thing that remains clear in my mind relates to the two miniature locomotives. Perhaps this was the defining moment in my life when the steam locomotive became a lifelong interest! They were a 4-4-2 and a 4-6-2 and my recollection remained so clear that in later years I was able to identify them as being of Greenly/Basset Lowke design, the 4-6-2 being one of only a few that were built. How it came into the hands of a 'Showman' when they were normally specially built for use on private 'estate railways' is intriguing!

This era of my life ended, as already stated, in 1944 when my father successfully applied for the post of "County Beekeeping Inspector for Somerset", resulting in our move to Taunton! As the result of this appointment, my close encounter with the steam locomotive developed, as many railwaymen appeared to keep bees! More about this later.

Though my father moved to Taunton within a few weeks, my brother and I spent the whole of our summer holiday on a farm with our mother, while my father tried to locate rented property.

This episode in my life will be covered in the next instalment, if our Editor gets a positive feedback from my youth members!

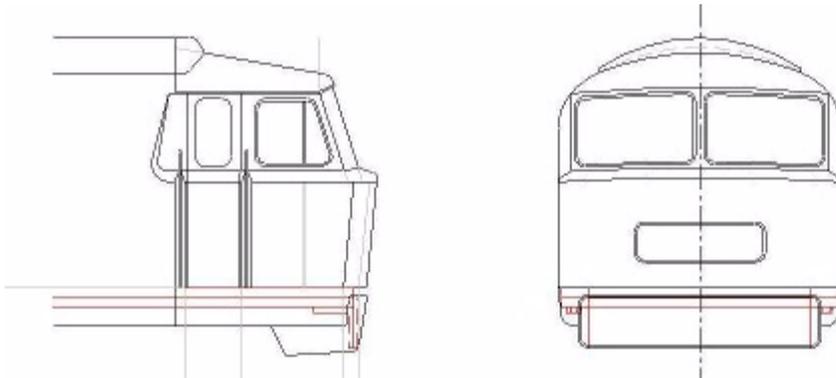
## Club locomotive update. June 2013

**By John Pickering**

Shortly after the last report on the progress with the club "Hymek" I received drawings of the sole plates from Steve Gosling. These were digitised and sent for laser cutting. The plates are 73.75" long and 13.75" wide and are cut from 12mm plate. Each locomotive has two sole plates sandwiched together, this not only provides a solid chassis but also a lot of weight to aid adhesion. The "sandwiches" have now been bolted together and painted ready for the final assembly.

I became involved with the project when I rather rashly said I would do the body design. My excuse is that the offer was made in a pub

after a couple of pints, if there was any logic involved it was that I wanted to experiment further with CAD and laser cutting. In addition to illustrations and photographs sent by Steve I bought a drawing from PDH Drawing Services. These gave me a good idea of the shape, which was useful since I have never seen a Hymek "in the flesh"!



Hymek cab

The decision was made to make the body lift off, for ease of maintenance. One or more of the doors in the body sides will be functional and will give access to the charger and any other components which have to be regularly checked or adjusted. So lifting the body off will not be part of normal operation. The prototype body wraps in under the chassis which meant the body would have to split into two. Fortunately there is a well defined joint line at just the right height. The body above this line will detach, the panels below will be permanently fixed to the chassis.

The Hymek is intended as a work horse rather than a fine scale model so some shortcuts were taken in the design to avoid compound curves. The cab design was completed last month and the DXF file sent for laser cutting. I decided to go for one set of parts first to iron out any problems.



**MFI.Hymek?**

The plates went together reasonably well but there were some errors and the fit on the tabs and slots was too tight in all cases. These will be corrected before the other sets are ordered.

The assembly was MIG welded together and some of the curves such as those around the base of the windscreen and at the front of the roof were "sculpted" with car body filler.

The DIY panel kit is shown in the first photograph. The other photograph shows it much as it is as the magazine goes to press.



**Cabin through**

The schedule now is to get the corrected files to the laser cutter by the end of the month with the body side and roof to follow during July.

Anyone who has seen my locomotive will know just how much I like painting. What we now need is one or more volunteers who like this side of the hobby and others who like making the twiddle bits to add the finishing touches. Remember this is a club project and it is not fair on the rest of you if a small clique have all the fun.

# OF SHIPS AND THINGS

By Fireman M.N. (Retired)

After getting paid off I went home but was back on board after two days. Working day shift with shore engineers but after a week the ship was to go into dry dock. As things turned out the "Melbourne Star" had just docked, so I had another job but more important somewhere to sleep.

On the 29th March I signed on for what was known as a "Home Trade" trip, this involved working the ship round to Avonmouth then across to Cardiff and then up to Liverpool and Glasgow, then back to London. This was to discharge meat cargo for those ports and also start loading for the next deep sea voyage.

We left London on the 29th April, the first port of call being Tenerife for fuel oil and then down the South Atlantic to St. Helena. Apart from unloading mail and general supplies the reason for stopping was to take on board about 25 men, who lived under canvas covers on the deck, these poor souls were taken to Ascension Island where they worked digging and bagging up "Guano" (birds muck for fertilizer). Then the gang who had been there for about a month were taken back to St. Helena.

Next stop Cape Town, this time I didn't part with a tooth but after a night on the town I woke up next morning with a rather strange tattoo.

Then across to Australia, I did forgo the pleasures of Melbourne. On then to New Zealand to finish loading and then home via the Panama Canal, getting home on the 2nd September.

September 10th the start of another "Home Trade" run. This time across the channel to Brest, to load potatoes for home,

there was a shortage so the good old French were cashing in. The thing I remember about Brest was the smashed up submarine pens, just as they were in 1945. There was an ongoing row as to how was going to pay the clear up cost, the Germans for building them orus for bombing them, with the dear old French doing what they are good at, sitting on the fence.

Next up to Dunkirk for some more potatoes, then onto Rotterdam and Antwerp to unload the last of the lamb and some barrel of tallow. Back to London for the 3rd October and I will go home for a couple of days.

## A few days in Norfolk

By Tony Gosling

It must be about thirty years ago that the late Don Witheridge built a 7¼" Gauge Railway around the edge of the Holiday Estate of bungalows that he owned in Hemsby, Norfolk, mainly for his own use as he was a miniature railway enthusiast.

The railway is about a half mile around – mainly double track, continuous and horseshoe shaped, trains run out from the “Central” station where the engine sheds, turntable and other facilities are relocated. There is another station on the line, “Laurel Green”, which is about halfway around the circuit and here is situated a refuge loop and a further carriage shed.



*Elidirat Parkland Central*

Over the years, Don very kindly shared his railway with other enthusiasts, mainly members of the 7¼" Gauge Society, to whom he let the holiday bungalows during the last week of May, with the invitation that they bring their own locomotive to run on the railway. It has always been a great occasion when these like-minded people get together to run an intensive service.



**A14XX good way from home!**

Members of T.M.E. have been regular attendees over the years with three members there again this year, bringing two locomotives.

This year, the opportunity was taken to also visit the Norwich Society, to see their tracks in Eaton Park, Norwich. They have both a 7¼" Gauge ground level track and a raised 5" and 3½" Gauge through the Park – their landlord is the local authority who very generously allow them wonderful facilities there, entirely rent free, their surplus profits, after running their railways, are donated to local charities. A very attractive arrangement!



**Is that a Phoenix Mike?**

The two railways cross and it is not possible for both railways to be in operation at the same time. Our Chairman had the opportunity to drive on the ground level track.

Another great week away in Norfolk and we shall look forward to another visit in 2014.

(Photos by the author)



## In Memoriam Vic Doswell

I have known Vic nearly 30 years since he came to Somerset in 1984 on retiring from British Railways. We met when he joined Taunton Model Engineers and we became friends with similar interests including motorcycling. We served together on the Taunton M.E.C. committee and he was a regular on public running and maintenance days. Latterly we had ten enjoyable trips together to a bike rally in Spain.

Who was Vic?

Student, Soldier, Travel Rep., Railway Signal Engineer,  
Motorcyclist, model Engineer.

Evacuated to Minehead early in the War he saw first hand the result of bombing in Exeter.

He was immensely proud of having served in Burma during WW2 with the 1st Battalion the Queen's Royal West Surrey Regiment, part of the 14th, the Forgotten Army.

On returning to England he completed his degree at Reading University and went to work in the travel business in Paris. Reminiscences given at model engineer meetings were hilarious.

As a Signal engineer on British Railways Western Region Vic's work at this time was the replacement of semaphore signalling between Paddington and Cardiff and every weekend and many nights the work would go on at some remote location. Even after he retired he continued with railway signalling and was a key member of the volunteer signalling team on the WSR as they set to work sorting out much of the railway's electric signalling circuits, bringing them up to professional standard and documenting the work. Once again he found himself working out on the line in all weathers. Vic was always happier working on his own. Jobs would proceed without his being chivied along - witness the work on the WS Relectric where he busily attended to making a whole set of electric lamps as replacement for oil lamps in the semaphore signals then went and wired them up on the line before anyone in authority knew what was happening. He never requested, nor expected, praise.

A keen motorcyclist making numerous trips around England & Europe, sometimes in company with others but mostly alone. In the 60s he travelled around Spain on a BMW 650. He would think nothing of doing the Stella Alpina in a long weekend, or riding to Fort William to compete in the six day trials.

He had a vast knowledge of firearms and was a regular at Bisley

shooting his black powder weapons. He enjoyed the film Zulu but complained that they used so many of the Martini Henry cartridge cases they became too expensive to shoot. He gave a black powder demonstration at the Model Engineers clubhouse which would have frightened the life out of any H&S officer.

A keen model engineer, he built 3 steam locomotive models, researched & built models of Brunel's Great Britain engines and Stringfellow's steam aeroplane engine.

With robust opinions on many things in life, in fact most things, he did not hesitate in expressing them, often writing letters to newspapers, politicians and anyone else he would think of about injustices seen or understood.

The term 'Politically Correct' was not in his vocabulary, he saw no reason to call a spade anything other than a spade. With Vic what you saw was what you got - no bad thing. Always the pragmatist. I once asked him why, considering his experiences in the war, he had bought a Mitsubishi van. He replied 'I thought that if they could build one of the best fighter aircraft in the second world war they ought to be able to build a decent van...'

A widely read man with books on his shelves ranging from the novels of Cornwall & O'Brian to Bradshaw's International Railway timetables. All the time I knew him he lived alone, when asked if he was ever lonely he waved an arm at the loaded bookshelves and said 'How could I possibly be lonely with all these...'

He was my friend and I shall miss him.

Mark Davis



## In Memoriam Don Martin

Don suffered from poliomyelitis when he was young, which left him with restricted vision in one eye and restricted elevating movement in one arm. However, this did not deter him from living life to the full. At the age of 17, he was selected to speed skate for Britain in the 1948 Olympics, but was unable to go, because, in those days everyone had to fund themselves.

When it was time for National Service, he opted to join the 1st Parachute Brigade and he was one of those who went into Aden, to get out the diplomats who were trapped there. He spent a large part of his time in the Army abroad, mainly in Egypt, Tripoli and Benghazi.

After leaving the Army he joined Cable and Wireless, also working for MI5. He was a development engineer for all of his time with Cable and Wireless. At one point, he made an underwater camera for the exploration of the Atlantic ridge, which he took out to South America, so as to find the best routes for the telecommunication cables to be laid.

He met Pam in a boatyard, whilst she was working on a boat. As Pam said, he had probably the best chat up line - "Let me sharpen your scraper and I can get you a heappaint". Well how on earth, could that fail? He also told her on their second date that he was marrying her. Apparently, he had decided this a year before, after seeing her rowing on the river. Just go to show he made good use of his goodeye! After a few weeks, they had bought a 52 foot ex Naval Pinnace and after 7 months they married. The marriage went on to produce 3 children, Christine, Phillip and David. David sadly passed away in 2000. Their family has expanded over the years and they now have 6 grandchildren and 4 great grandchildren - just as well they sold the boat!

Over the years, Don had always been involved in many different projects and at one time he bought and sold wine. This got him the name from his Policeman brother in law and Pam's sister of Arfur Daley. He was the Social Secretary for Cable and Wireless social club at Meadowbank, in Richmond, Surrey, where he organised many Dinners and monthly Dances. Don was also a keen bowls player, quite how he found time to play with work and wine, we'll never know.

He has always been a keen engineer and model engineer and, over the years, had made countless model steam engines. His most recent projects have been the building of two steam traction engines, which many of you will have seen. Sadly he was unable to fully complete them and they will be finished off and painted

by someone else.

Don was offered early retirement from Cable and Wireless, when he was 50, and soon after, he and Pam moved from West London, to Combe St. Nicholas, some 30 years ago, in 1983, joined by David, who was studying at Bristol University. He became much involved in the village and at one time, he was known as "Mr Fix It". He would always make stands and containers for Pam, for her flower arranging exhibits. Soon after moving here, as well as extending their bungalow, he joined Cannington Agricultural College, where he spent 3 or 4 years instructing the students on machines and machinery. During that time he bought an engraving machine, taught himself to engrave and set up their business, West Country Engraving, which when it started to flourish, caused him to stop working at Cannington and go full time at engraving. The business started in the mid 80's and was slowly wound down 4 or 5 years ago.

Over the years, Don had been a member of both Harlington and Guildford Model Engineers and once in the West Country, he became a long standing member of Taunton Model Engineers, enjoying both the evening meetings and Sunday runs in Vivary Park. He was also a long standing member of the West Somerset Railway Association.

He was a member of Ilminster, Wellington and Taunton Wine Circles, where, amongst other things, he was well known for his liqueurs, which he enjoyed making as well as drinking. He became Chairman and Vice President of the Somerset Association of Amateur Winemakers. He enjoyed the BBQs in the garden, everyone using the swimming pool and to celebrate his birthdays with a Jazz Band. At all times, he enjoyed life. However, with the onset of his illness, these last few years have been a struggle for him, especially not being able to do the things

been enjoyed.

A great friend, a brilliant engineer, a loving family man and one who would give you anything, if he had it. I have been honored to have known him as a friend.

Nick Nicholls

## **FORSALE**

The following items are from the estate of Don Martin. I am selling them on behalf of his wife, Pam. Sensible offers might be accepted, please contact me, Nick Nicholls. Telephone 01404891238 or mobile 07740675865

### **Machinery**

Alpine Complex Milling Machine c/w	
Autolock Chuck	£500.00
Axminster APTC 10" Table Saw	£120.00
Metal cutting, swivel base, bandsaw	£150.00
Linisher	£50.00
Old Power Hacksaw	£50.00
Old Pedestal Drill	£50.00
2 foot wide Guillotine	£100.00

### **Model engineering**

Part built Mountaineer, 31/2" gauge. Rolling chassis, coupling rods, part built cab, smoke box and door. £200.00 on order

PartbuiltMaidofKent,5" gauge.Rollingchassis/wbogie.Tender frames,machinedwheelsandaxles.Insidecylinderblock - bored, regulatorcasting,saddle,eccentricsandfullsetofdrawingsand instructionscopiedfromtheModelEngineer. £250.00ono

PartbuiltVirginia,31/2" gauge/wCDwithdrawingand instructionscopiedfromtheModelEngineer. £120.00ono

GWRHallclass,31/2" gauge.Castings,mainframesteel,smoke box,bogieandtenderwheels,tenderframesandfullsetof drawings. £150.00ono

Tich31/2" gauge.Framesteel,wheels,hornblocks,axlematerial. £50.00ono

Class5gauge1.LocoandTenderwheelcastingsandtenderaxle boxesandsprings. £75.00ono

31/2"gaugelocowhe elcastings £20.00ono

Ogauge.Locomotivewheelcastings,tenderaxleboxesandsprings. £25.00ono

21/2 "gauge2 -6-0locomotivewheelcastings £25.00ono

# Sales and Wants

## **FORSALE**

**“LOCOMOTION”** 4offWheelsfor7¼gauge model.

**“TITFIELDTHUNDERBOLT”** basedonLBSCDesignbutfor7¼ ” gauge.Frame material,FrameStretcherplate,SmokeboxFrontand Rearplatesetc.CylinderBlockmachined.Wheelsmachined.Photo etchedplatesbyAlanGettingsplussomedrawingsoforiginal Locomotive “Lion”.CopiesofLBSCarticles.

**BatteryElectricLocomotive7¼ ”gauge.** LotsofpartsforaBE Locomotiveincluding2brandnewSinclairC5Motors.Frames, BufferBeams,Wheels,Axleetc.BasedonYorkshireEngine Company0-4-0ShunterpreservedattheNationalRailway Museum.

**DeWintonVerticalBoilerLocomotive7 ¼”gauge** .Framesteel, BufferBeamsteel(curved)“Dart”cylindersmachinedandBoiler tubes(basedonMartinEvans8”dia.VerticalBoiler).

**ContactTony B. on01249651044 .**

**MobilityScooterTaxi3** newbatteriesfitted£350

**ContactJohnS.on0127867 1445**

## Subscriptions

**Ordinary Membership is £25 with a further £5 for spouse or partner.**

**Junior Membership — £5**

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

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The steaming bays at Swansea. The inner loop can just be seen, low down, to the right of the wire fence, the outer loop is on the top of the bank.



A fine model of an LNER A1/A3 Pacific photographed at Hemsby