

THE SARUM MODEL TRACTION ENGINE CLUB

Affiliated to the Southern Federation of Model Engineering Societies.

Newsletter number 35. February 2014

www.sarummodeltractionengineclub.co.uk

Welcome to the Sarum Model Traction Engine Club newsletter.

Your Committee members are:

Pete Parrish, Chairperson
Charlie Warne, Treasurer
Roger Melton, Committee member
John Findley, Committee/webmaster
Martyn Jones, Secretary/Newsletter editor

Forth Coming Events.

- 1st March.** Film Night, venue Idmiston and Porton Village Hall. 6pm for 6.30pm start. (Open to the public, small admission charge, refreshments plus small raffle, more details next month).
- 23rd March.** Spring Steam Up and Boiler Test Day at the club house, Andover.
- 25th April.** Club AGM, venue Idmiston and Porton Village Hal, 7pm for 7.30pm start.
- 3rd-4th May.** Annual exhibition and model steam rally at Woodgreen, Nr Fordingbridge. Coal and water supplied plus light refreshment. Camping will be available, details from Charlie Warne 01725 512805 (note two day event this year).
- 20th July.** Durrington Village Show and Classic Vehicle Gathering. Coal and water supplied. Details. Martyn Jones 01980 653385.

A Life Time Passion for Steam, by Mike Penny. (continued from January 2014)

The next event was at Cranborne and the only thing I remember about this is that we took both engines and I was driving the Garrett, what happened on the day, how the engines got there and then back again I just do not remember. After the Prince was back in the yard following the Cranborne rally it was decided that she should be re-tubed, we had experienced trouble several times during the summer and as she was to be driven up to a rally at Crystal Palace in London this would be a good time to do it and hopefully prevent any problems during that outing.

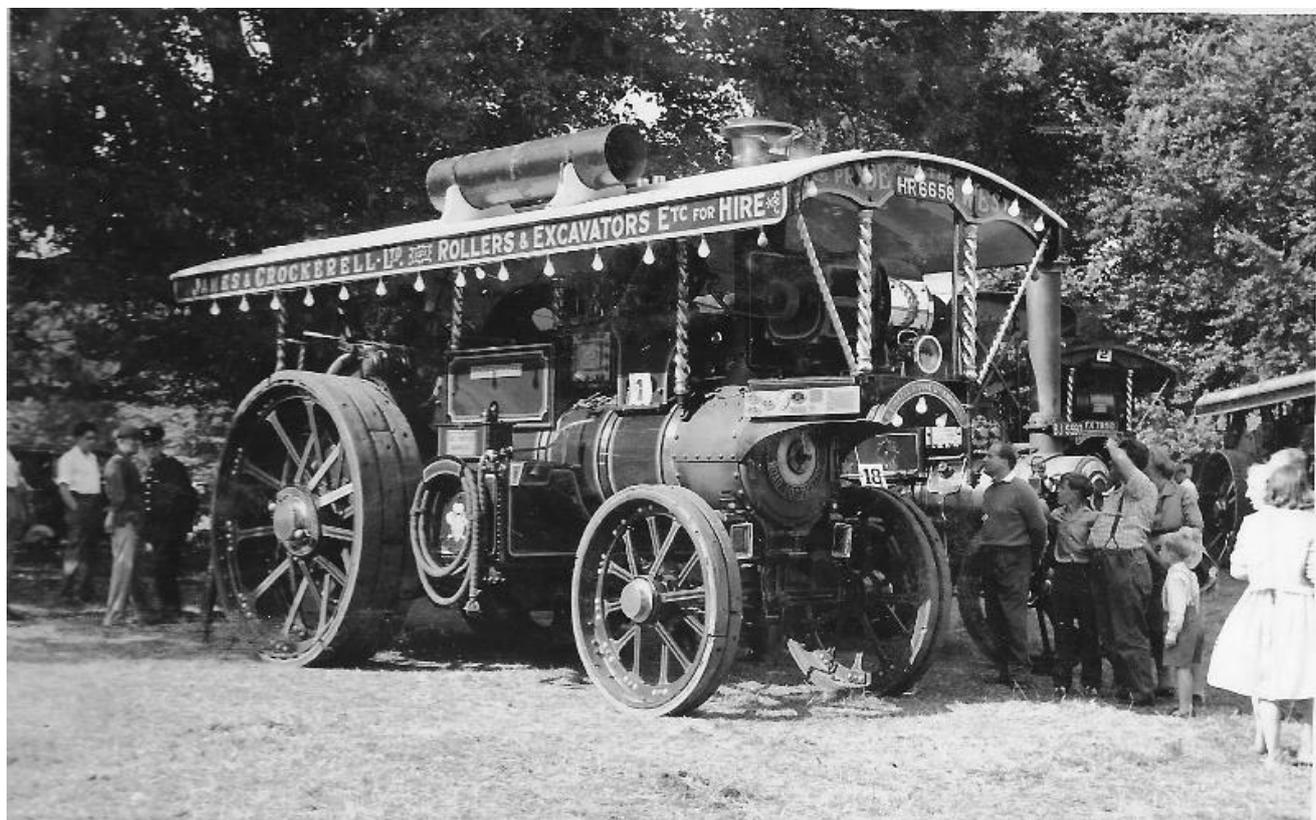
I was asked to help and turned up at the yard at 8.00am on the day I was told, Bob was already there busy, the prince was in the steam shed ash pan off and fire bars out and Bob was already removing tubes, I think his mate Ted, who had been to several rallies with us was also there, I am sure there were three of us. Outside the steam shed door was a heap of tubes cut to length and a small portable forge, this was hand blown with a fan, I was told to light the fire and then heat the first four inches or so of the ends of the tubes to cherry red then put them on the ground to cool, of course I only did one end at a time and laid the tubes side by side in a line to cool, after I finished one end of all the tubes I did the other end starting with the first one I had put on the ground and working through until they were all done.

(cont.)

After all the tubes were annealed my next job was to expand one end of each tube a small amount because the holes in the smoke box tube plate were a little bigger than the fire box end, also outside the door with the forge was a large heavy wooden bench with a big plumbers pipe vice bolted on one end, I was given a certain size tube expander a tapered mandrill to go through the centre and a can of oil, I had to put each tube in the vice put in the expander and roll the end out until all the mandrill was through the expander and the end was as big as it could be made.

Bob was in the fire box and Ted was sliding the tubes through the smoke box to him they were apparently a fairly snug fit both ends a little tighter at the smoke box end, but a few taps with a hammer and wooden block eased them into the right position then Bob was able to expand the fire box end to a tight fit with out the tube turning as the rollers started to push the tube out to fit the hole. By the time I finished expanding one end of all the tubes the other two had most of them in place, Bob still had to expand all the ends in the smoke box but I had finished all I had to do and it was after five o'clock so I tidied up where I had been working put on my coat got my bike and dinner bag and said I was off.

It was at this point I was told I would not be needed on the trip to Crystal Palace but I could always come up on the train and go to the rally if I wanted to, well I was quite surprised at this and not too happy, I said as calmly as I could that I would not be coming up on the train and in future do not ask me to help with the engine as I would not be interested, with that I said goodbye got on my bike and rode home. Well my final words certainly stirred things up because during the evening someone came to see me and said there would be room for me to join the engine and ride up to London, I suggested this was too short of notice and said no but next day someone else came to see me at work and suggested if I was ready by a certain time, I would be picked up by car and driven to join the engine out on the road where ever they had got to, well there was no way I was going to change my mind so I did not go and did not climb up on an engine again for over twenty years. That was the end of my first experience with road steam after that I did quite a lot of vintage motorcycling was introduced to miniature steam and eventually got back to full size road locomotives, but those are stories for another time. Maybe!

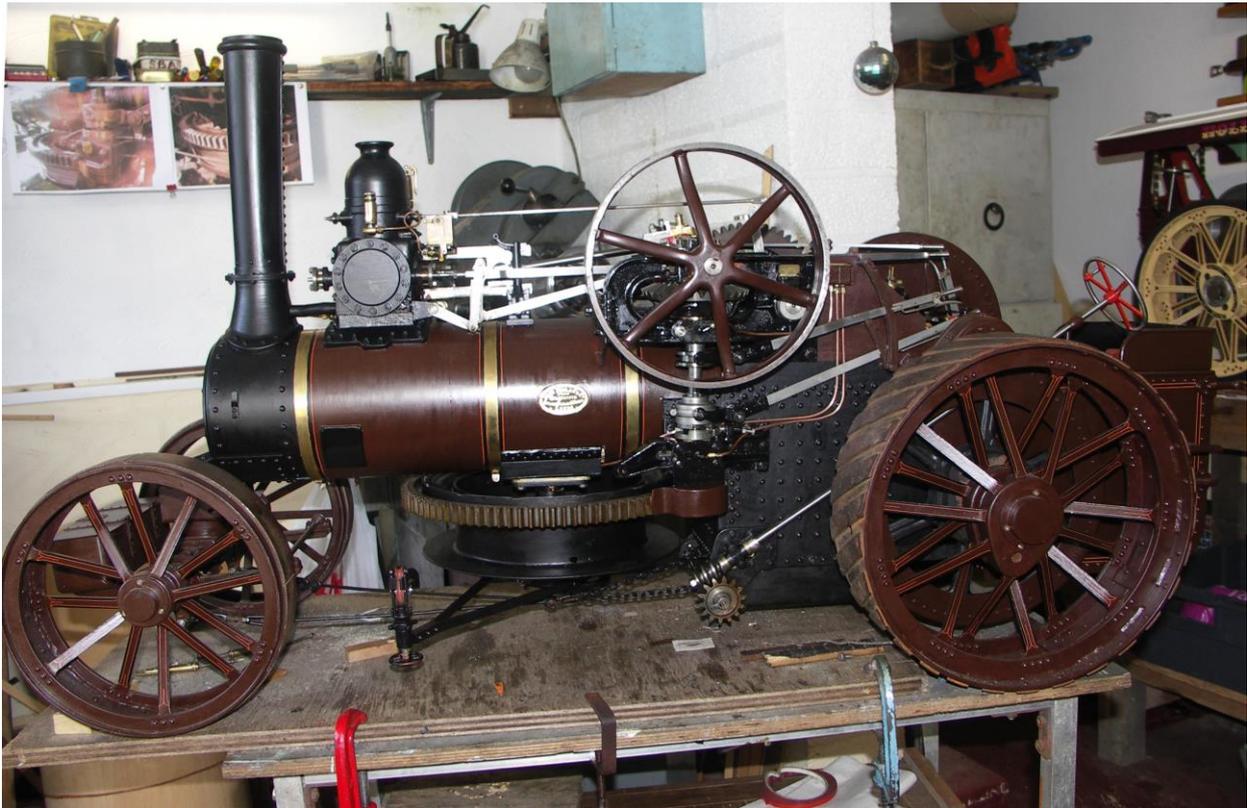


Burrell Scenic Showman's Road Locomotive (no. 3887) "The Prince of Wales" at the Cranborne Rally 1959.

Proposed new two day event for 2014 to be held at Salisbury Rugby Club.

Early January the committee held it's first meeting with the rugby club and agreed a date for this event as the 1st (setting up day) 2nd and 3rd August, provisional discussions centred on what type of event, what charity to support, refreshments, overnight camping and evening entertainment (Saturday night) for exhibitors and invited clubs and associations. Our contact within the rugby club now has to meet with their events organising committee and the Salisbury Council who own the ground and facilities with our provisional proposals before further discussions can proceed. As soon as there is any feed back from the other parties further updates will be made available through the newsletter, e-mail or post depending on the urgency.

(Next meeting with the rugby club 13th February.)



The latest engine to emerge from Pete Parrish's workshop is this 2" scale Fowler ploughing engine, more details of the engine and the many problems encountered during the build will be covered in a future newsletter.

For Sale and Wanted

Please send details to the editor.

"Just The Ticket Engineering Supplies", Roger Melton (club member) can supply from stock tools and materials for the model engineer and the light engineering industry. Typical stock includes drills, reamers, taps and dies, various lathe and milling cutters, BA nuts, bolts and washers, rivets, paints, steel/brass stock and much more. Catalogues are available so please give him a call on 01980 610058.

Please send/email/ phone your adverts to the editor.

End.