

THE SARUM MODEL TRACTION ENGINE CLUB

Affiliated to the Southern Federation of Model Engineering Societies.

Newsletter number 28. June 2013

www.sarummodeltractionengineclub.co.uk

Welcome to the Sarum Model Traction Engine Club newsletter.

Your Committee members are:

Pete Parrish

Charlie Warne

Roger Melton

John Findley

Martyn Jones

Forth Coming Events.

21st July.

Durrington Village Show and Classic Vehicle Gathering.

Coal and water supplied. Details. Martyn Jones 01980 653385.

3rd,4th August.

Club 2 day steam up and road runs, overnight camping etc, non club members welcome with engines at the club house, Andover. Further details from Peter Parrish, tel. 01980 610346, (coal and water supplied).

25th August.

Wallop Vintage Gathering and Car Boot Sale at the Over Wallop Sports Field, Salisbury Lane. 10.00am-4.00pm. Sarum Club has been invited to attend. Entry forms from club secretary.

26th August.

Newton Tony Steam Up and Road Run (Bank Holiday Monday, Newton Tony Village Feté) Coal and water supplied, details Pete Parrish.

Club members have been invited to enter the Wessex Midsummer Vintage Gathering 2013 held on the 15/16th June near Semington on the A361 between Trowbridge and Devizes. Entry forms and details from Eric Gay tel. 01225 754374.

Date for the Diary 14th July, "Brown and May" Day, Devizes, Wiltshire. Brown and May Ltd was a well known firm in its day, whose works were the North Wilts Foundry, Devizes. Surviving portable engines can be found predominantly in Australia and New Zealand, several have been rescued and restored in England. Few road vehicles survive but the only two in this country 1912 Showman's Traction Engine "General Buller" and 1909 Steam Tractor along with several portables will be in steam at The Trailer Centre, Devizes .

Don't forget to send your entry form in for the **Wallop Vintage Gathering and Car Boot Sale**, The organisers are supplying coal for the engines and entry forms are available from the show secretary Mr Tony Macey (tel. 01264 781571) or our club secretary.

Club membership subscriptions are now over due, please forward your cheque to the value of £7.00 to the treasurer Mr Charlie Warne, Burnlea Cottage, High Street, Fordingbridge, SP6 2AU, or to the secretary Mr Martyn Jones, 6 Westfield Close, Durrington, SP4 8BY.

A Life Time Passion for Steam, by Mike Penny. (continued from the May Newsletter)

Once back on the main road we headed towards Didcot, Mr Barber had left us before we got there, we went on past Harwell and not long after found a stream running alongside the road Bob decided to top up the tanks again, the stream was quite a bit lower than the road I went down the bank with the coal shovel and the lifter pipe was handed down to me. The stream was only about six inches deep but flowing quite fast, using the coal shovel I scraped a flat area on the bed of the stream, let the water clear then placed the shovel on the gravel bottom with the handle down stream, put the strainer on the end of the pipe down on the shovel and my foot on top to keep it in place, the steam was turned on and our tanks were soon full of clean water, the shovel was under the strainer to stop grit off the stream bed being sucked up into the tanks. This stream was not far from the Atomic Research Establishment at Harwell, I wondered afterwards just how clean the water we picked up may or may not have been. We coiled the lifter pipe back onto it's carrier strapped it in place then climbed aboard and carried on towards Sutton Courtenay, we were into the early evening by this time and the sun was beginning to go down and the last few miles on into Appleford along quiet country lanes was the most pleasant part of our journey. In those days Appleford had two pubs, probably still has I have never been back since that visit, The Black Horse and The Carpenter's Arms were on either side of a quite large village green, we pulled in onto the middle of the green at 9.00pm thirteen hours after leaving Chilcomb. We put the lamps in all round the canopy, travelling with them in was not a good idea as the vibration would damage them, after putting the belt on we started generating leaving Bob on the footplate, Ted and I went into one of the pubs for a needed drink and some food, after a while I came out and took over from Bob so that he could get some refreshment. We generated on till almost midnight lighting up the green and its surrounding houses, there were lots of people about enjoying the warm summer evening, a drink in the pubs and a friendly chat and extra warmth round the engine. Eventually the crowd started to drift away to bed, Bob shut down the Prince, Filled the boiler with water and pushed the fire forward against the tube plate, with the ashpan shut tight and the hat on the chimney we uncoupled the van then piled in and drove to the rally field to find somewhere to sleep. A tent soon appeared in our lights the side facing us looked twenty or so feet wide with an opening in the middle, Bob said "this will do us" and parked along side just past the entrance, some one opened the tent we got out a tarpaulin from the back of the van and all our pillows and blankets and went into the tent, we had a torch with us and to our surprise the back of the tent was only six or maybe eight feet from the front we were to tired to worry about this we spread out our tarpaulin and were soon bedded down and asleep.
(Next month The Appleford Rally. 1959)

Memories of a Sentinel

My father worked for Glossops in their yard which was two or three minutes walk from our home on the council estate at the edge of Mitcham Common. I remember there were engines in the yard that never worked while Glossops owned them. They were chassis cabs S4s and S6s, probably about a dozen in all. Next door to Glossops was Thames Tar Products (TTP) who had a DG6 Sentinel with a drop side body and a tank on the back for supplying tack coat for asphalt laying. This was a posh one, bright blue with proper doors and winding windows and even electric lamps.

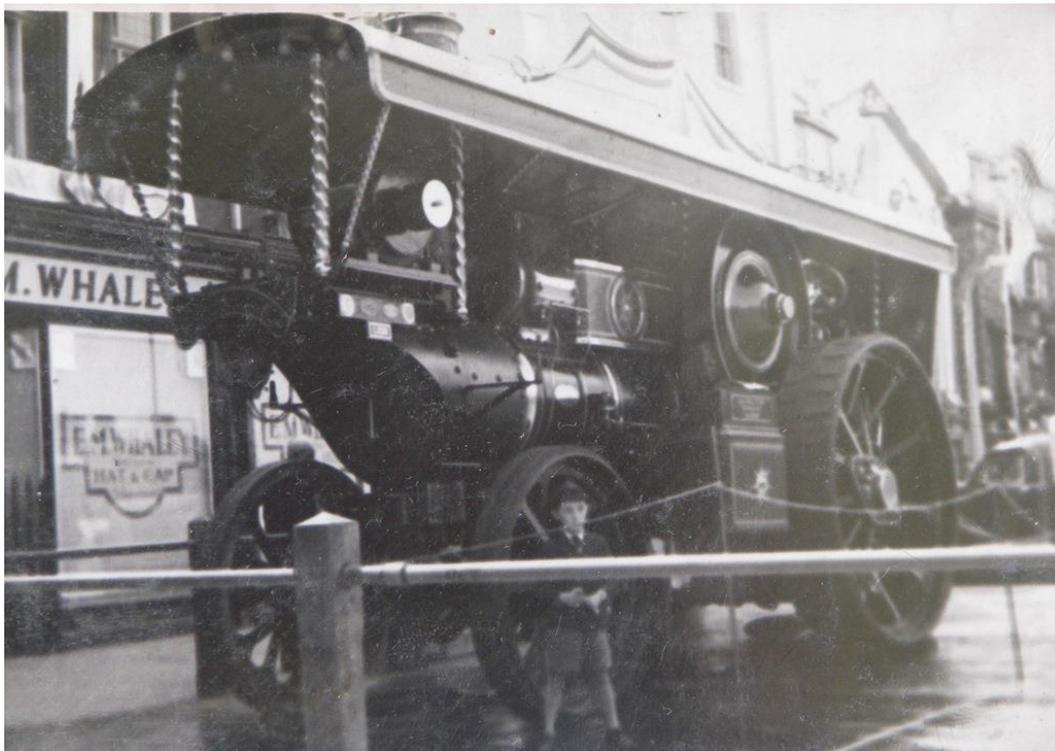
Dad drove a Sentinel DG4 tarsprayer tanker which was called Queenie after my mum. The tar in the tank was kept to a working temperature by steam coils inside the tank and pumped through the spray bar by a Worthington steam pump. Ashpans on these tarsprayers were deep and any pipes that dropped water were guided into them so that they were kept full of water to catch ashes from the fire bars because any hot ash falling onto the road surface they were spraying would be dangerous because the tar at spraying temperature is very volatile.

A lot of his working time was spent dressing airfield runways in Norfolk and Suffolk. I think they spent about three weeks away at a time. When it was an American airbase the engines were a real novelty to the airmen so he would give them rides around the perimeter track in return for cigarettes etc. When he was working from home he would go out at six in the morning, light the fire then come back indoors, sit in the kitchen with the door slightly open and the stair window slightly open, and drink tea. When she blew steam he'd say "Queenie's calling" and he was off. I can remember waiting for him to come back to the yard in the evenings when I would sit in the driving seat while he dropped the fire and with the steam that was left he would pump water into the boiler for the morning while his mate got the coal. When I was about ten or eleven years old, about 1946 or 47, when he was working in Great Massingham in Norfolk on the airfield, Mum, me, and my sisters went up by train and stayed with him in the big working/living van for two or three weeks and I went to work with him every day on the engine.

He would let me put coal in the fire and sometimes when it was parked I would sit in the driver's seat and work the injector to put water in the boiler. The van had a centre door and bunk beds at each end, a kitchen range and a table and chairs. There was another Sentinel in a railway siding where the tar used to arrive in railway tanks and then that Sentinel would put steam into the tanks so that they could pump the hot tar out into dad's lorry tank. He used to pick up coal there from the railway trucks. We came home from this holiday in the back of a Glossop's tipper with the working crew. There was a canvas cover on hoops in the back with bench seats underneath that we sat on. No health and safety then!

Another time I went with him in a DG4 tipper and I sat on the coal box. We were towing a Commer tanker to a paint shop. On the way home we went to a yard and were loaded with coal and I then sat in the back of the tipper on the coal because the driver of the Commer was now in the cab with dad and his mate. Somewhere the main road divided and we were taking the right hand fork when I noticed the cab was tilting over to the left. Then I noticed a loose front wheel going across a wide footpath to where traffic was parked at a set of lights. The wheel ran into a little MG sports car at these lights and mullered the little passenger door. The tipper carried on around the corner and came to a stop. It kept its course because the trackrod end was caught in the tramlines in the centre pickup rail which was just at its end where it switched from underground current to overhead. The lorry was moved by a London transport wrecker, they jacked it up and fitted a pair of rollers under the axle and towed it out of the way. He couldn't drop the fire because it was a wood block road. Usually if a vehicle broke down on a job it was fixed on site and they would sometimes even dig a hole in the ground so as to drop and replace Sentinel boiler tubes. This time we made our way home by public transport and I probably left a coal dust trail all the way!

By Steve Aldred



Fowler B6 Super Lion "The Lion" in Salisbury market place for the Queen's Coronation 2nd June 1953 at around 7.30am, a young Pete Parrish standing in front of the engine while his father is lighting up.

For Sale and Wanted

Small Bench Pillar Drill, (Draper 5 Speed Hobby Drill) 13mm cap. 600-2600 rpm, spindle travel 50mm, 230v single phase, As new £40 .

Book.... " Steam in the Village" by R A Whitehead. Published in 1977, book is complete with dust jacket and in very good condition. £15.00

Large quantity of "Old Glory" and "Vintage Spirit" magazines, FREE ! (Martyn Jones 01980 653385)

For Sale and Wanted cont...

Nine car factory issued publicity photographs from Vauxhall, Ford and Rootes all black and white and circa. early sixties. Including Rapier saloon and convertible, Vauxhall VX4/90, Cresta and Velox, Ford Zephyr, Zodiac and Classic. £1 each. (Martyn Jones 01980 653385)

Book... "Burrell Showman's Road Locomotives" by Michael Lane. Very good condition but no dust cover. £45.00

Book... "Road Locomotives and Tractors" by Eric Sawford, very good condition with dust cover. £15.00

Book... "The Electric Scenic Railway" by Scrivens and Smith, very good condition, thick paperback book. £30.00.

Book... "Steam Traction Engines in Camera" by Crawley, small tear in back of dust cover. £10.00

Book... "The Traction Engine Archives" by Richard Willcox, mint condition. £35.00

(Pete Parrish 01980 610346)

76 copies of the "Fairground Mercury Magazine". £40.00. (Pete Parrish 01980 610346)



For Sale, 4" Garrett traction engine recent boiler test, sound reliable engine, sensible offers around £13,000. further details, contact Ken Brown, tel. 07900024312

For Sale, Cast iron fire grate suitable for a 4 to 4½" engine, size 6½" x 7" x ¾" with tapered fire bars, (could be trimmed to fit smaller fire box). Donation to club funds. Details John Gardner 02380 783079

"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.