

# THE SARUM MODEL TRACTION ENGINE CLUB

Affiliated to the Southern Federation of Model Engineering Societies.

Newsletter number 33. November 2013

[www.sarummodeltractionengineclub.co.uk](http://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.

**13<sup>th</sup> December**      **Christmas Meeting**, venue Idmiston and Porton Village Hall. 7pm for 7.30pm start. Christmas fair and raffle prizes most welcome.

**15<sup>th</sup> December**      Derek Marder's Christmas Mince Pie Day and Steam Up. Jubilee Farm, Ox Drove, Andover, SP11 6ND 10.30am.

**13<sup>th</sup> December 2013. Christmas Meeting.** Due to circumstances beyond our control the hall booking clerk put our request in her diary incorrectly so please note the revised date, venue Idmiston and Porton Village Hall. 7pm for 7.30pm start. Please try and attend this end of year event, any raffle prizes and refreshments gratefully received on the night. Provisional format for the evening will be the usual noggin and natter, picture show, refreshments and raffle. A provisional basic calendar for next year will be available to view and once it has been confirmed a copy will be published in the newsletter. Please accept our apologies for any inconvenience this may have caused.

**The second Friday of December** is the annual Victorian Christmas Extravaganza held in Hungerford, Berks, local shops in the main street are decorated with a Victorian theme and many of their staff wear period or festive costume. During the evening the main street is closed off to through traffic for the grand parade and the street is lined with side shows/stalls and a small fun fair, several steam engines usually attend and park up in the street for the evening including the Burrell 6nhp Showman's "Philadelphia" and Burrell 5nhp "Progress".

**Please note that there will not be a December newsletter**, but please still forward your submissions to the editor as usual, these will appear in the January 2014 edition. Go on, make a new years resolution, write something for the newsletter.

**Salisbury Carnival.** (25<sup>th</sup> October). A brave Steve Aldred and his wife Pat led the Salisbury Illuminated Carnival procession through the city on Friday evening driving his 4" Foster and trailer, followed by Steve Hirst with his 7" Fowler Wagon. Six full size traction engines followed of which one was driven by your chairman Pete Parrish his first time on road for many years. Congratulations must also go to Steve Aldred as he was presented with the "Best Steam Entry" award by the Mayor of Salisbury, Steve's wife commenting, "I don't know if it was because we were the only miniature apart from a lorry, or because he charmed all the lady judges!"



Wallis & Stevens (7102) of 1909 at the Salisbury Carnival being driven by Pete Parrish

### **Trials of a Savage Nature...**by Roger Melton

My second engine, a 4" scale single cylinder Savage light tractor, was delivered to me in Autumn 2010 by builder Cyril Finch of Tiverton and I resisted playing with it in order to keep it pristine for the 2011 Wilton Show, where it duly appeared. A lack of time meant that it was the Whitsun weekend that year before it got steam, when I took it to Wales for the Fairbourne Railway's "Little to Large" weekend and was duly lit up on two days over the weekend and though it proved a challenge to get it into steam, once it was at working pressure it seemed to steam and run well, with a crisp bark and a surprising turn of speed in the higher of its two gears, although as it was running in I didn't take it too far. Once home it was put away for a while and then made an appearance at Derek Marder's pre-Christmas event where it was found to have suffered from a split pipe on the water pump feed to the boiler. With the injector not as reliable as might be wished for there wasn't a lot it could do and it was parked and the fire left to die out.

The following March it was submitted for boiler testing, but no pressure could be achieved and water was running out through the cylinder bore. At this point I developed fears of a cracked block, and it was duly dispatched back to Tiverton for investigation. Fortunately, when Cyril removed the block he found a casting void. As this wasn't apparent when he fitted the block originally it is suspected that it was there but filled with casting debris that washed away in the first few steaming, leaving a passage that allowed live steam to travel directly to exhaust. Cyril duly cleaned up the void and plugged it, returning the repaired engine to me in Autumn 2012, but it wasn't till the late summer event at Wood Green this year that I got round to doing anything with it. I took it down for a boiler test but Pete wasn't able to do one on the day, and he suggested steaming it, which I duly did. With the aid of a borrowed electric fan it came to the boil quite quickly and seemed to hold working pressure with no problem, indicating that the plugging was successful.

Because I hadn't been expecting to actually run it I hadn't brought my driving truck (it is too light an engine at just 5cwt or so to sit on the bunker) but Pete drove it, walking alongside, out of the field and into the line-up at the front of the hall where it spent the afternoon.

So, after three years or so it looks as though it's back in good shape and once it has had its hydraulic test next year it should be seen more often. I love my Fowler, but it can be hard work at times! The Savage was bought with the intention of using it to give my wife and kids something a bit less intimidating and powerful to learn on, but I can see that they may have lost it to me! With a much smaller boiler and firebox than the Fowler it will probably need more careful handling of the fire and should be an interesting challenge to keep on top of.

### A Life Time Passion for Steam, by Mike Penny.

Towards the end of the summer of 1959 the big event we attended was Downton Carnival, this was held on the August bank holiday Monday as it was called then and was the first Monday in August, in later years it was moved to the end of the month and we now know it as the late summer holiday usually on the last Monday in August. Our two engines Prince of Wales and the Garrett tractor were taken over to Downton the week before, I was picked up as usual on the Monday morning early by Bob and we drove to Downton, the engines were parked in Wick Lane which was where the carnival procession formed up. We un-sheeted both engines, steamed, cleaned and oiled up ready for the start after lunch, I think Bob's mate Ted was with us, I drove the Garrett and Ted steered and Mr Barber arrived in time to drive the prince and Bob steered. The route was out of Wick Lane right along the main road to where the traffic lights are now, then left up through the Borough over the river up past the Tannery then left down Barford Lane to the recreation ground, this was where all the floats etc finished, there was a large area roped off in the centre of the field for parades and the events during the afternoon, around the outer edge of the field were various stalls and up one end a small fair. We were not the only engines in the carnival there were quite a large number of others mostly local, making it an impressive procession up through the village. Once again I have to admit I cannot remember much detail about the afternoon except for one thing which I do not think I will ever forget. One of the events in the arena with the engines was a ladies

steering competition, the usual format engines competing in pairs along two lines of barrels spaced out so the engines could zig zag in and out of them, go around the last one and come straight back up the outside to the start the winner competing against a fresh engine each time until all those taking part had been into the arena and there was an overall winner. Some one in our gang volunteered myself and the Garrett in this event I never had any say in the matter, when it was my turn I drive the Garrett into the arena and lined up at the start, the ladies were volunteers picked out of the spectators around the arena, one was brought over to me and helped up onto the foot plate, I explained what we were going to do and she seemed a bit nervous quite natural for the first time upon an engine. The flag dropped and we were off we went quite slowly with a little help the lady soon seemed to get the hang of steering in and out of the drums so as we came through between the last two barrels ready to go round at the end and back up to the start I squatted down on my heels to look at the water glass, when I stood up I found that the lady had not steered round the last drum and we were heading straight for the crowd stood around the arena, I closed the regulator grabbed the steering wheel and wound hard so we swung away from the crowd and back on line to go up the outside of the drums to the finish, needless to say we lost that round and were out of the competition, I for one was quite pleased about this, one experience like I had just had was enough. I put the Garrett close to the Prince of Wales who was generating with all her lamps lit, left the Garrett ticking over for the rest of the afternoon then when everything was finished for the day we put the engines to bed and went home.....to be continued in the January newsletter.



The Prince of Wales at Wick Lane Downton being prepared for the carnival.

**The committee** of the Sarum Model Traction Engine Club would like to wish all of its members, their family and friends a very happy Christmas and New Year, and look forward to seeing you in 2014.

**Congratulations** to Derek Marder for being elected as the president of The Road Locomotive Society.

**For Sale and Wanted**

Four VHS Videos.. Farming with Steam, Threshers and Threshing, Traction Engines at Work and Steam Traction Rally, all £1.00 each . (Martyn Jones 01980 653385)

Book...The Design and Construction of Flying Model Aircraft by D A Russell, printed 1943, cover a little torn, 250 pages. £5.00. (Martyn Jones 01980 653385)

**“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.