

# THE SARUM MODEL TRACTION ENGINE CLUB

Affiliated to the Southern Federation of Model Engineering Societies.

Newsletter number 21. October 2012

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

Welcome to the Sarum Model Traction Engine Club newsletter.

## Forth Coming Events.

2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> November. Model Engineering Exhibition, Sandown Park, Esher, Surrey  
more info at [www.modelengineersshow.co.uk](http://www.modelengineersshow.co.uk)

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



Tim Mayhew from Wilton with his 1909 Burrell 6nhp general purpose engine number 3126 entering the Berwick St John show site on the Saturday morning.

## From the Chairman.

The event at Middle Wallop was a very successful do for the club, with a very good turnout. I hope next year we can do even better with an increased number of club members present..

I had an unforeseen problem of a boiler tube failing, this is the second tube to go in 14 years of steaming. Even so I was able to maintain 60psi all day but used many gallons of water.

The following week I decided to remove the troublesome tube. This is not for the faint hearted! Luckily I have a pit in my garage so putting the engine over the pit makes it much easier. Making up a puller and the help from Martyn Jones we took a few hours of sweat and muscle to extract it.

After it was removed I reamed out the front tube plate 1/32" larger than the fire box end so the next time it may be a bit easier. Most model engineers and commercial boiler makers do NOT make the front end holes that little bit larger to make life easier to remove the tube.

A full sized engine tube plates are at least 1/4" to 3/8" larger than the fire box end. Next day new tube was annealed at both ends to soften and then allowed to cool. At this stage I washed out the boiler, removed the fusible plug and checked and cleaned it and then replaced it. New tube fitted and expanded in the fire box first and then in front tube plate.

Boiler refilled with water and fire bars refitted plus ash pan. Fire lit and slowly raised steam. No leaks and engine was loaded up and taken to Berwick St John and steamed both days with no problems at all.

Thanks to Martyn for his help and John Towel who called in, with my back problem they were both a great help. Over the next few years I've only got another 14 tubes to replace!!!



A Pause for thought! The last 6 inches of the boiler tube to pull through the front tube plate were the most time consuming.

### **Thanks.**

I would like to extend my thanks to Pete Parrish for all the invaluable help and advice he's given me since purchasing my 4" Burrell. Right from the start he came to Hungerford with me to see it in steam. I have had several niggling little problems since and Pete has spent a lot of his time assisting and advising me for which I am extremely grateful. We wouldn't have completed the road run without it!

(Wyke Down Run, 14 October. Many thanks Pete, Steve Anderson

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

#### **First Rally 1959.**

The 1959 rally season opened in early May with the Andover Rally at Finkley Farm. I know I was there with the "Prince of Wales", but how the engine got there and what happened during the rally once again I regret to admit I do not remember. What I do remember is that the engine was roaded back to Durrington on the Monday after the event. Bob Bailey went up early to steam the "Prince" at Finkley and Mr Barber (the engine owner) followed on later. My dad and I were working on a job at Weyhill, and it had been arranged with on the previous Saturday that Mr Barber would pick me up on the way to

Finkley, not to help drive the engine back but I was to drive Mr Barber's car with a young lady on board and follow the "Prince" part of the way back to the yard, the young lady was to film the engine on the road using an early cine camera, not one of the modern cam-corders one would use today. Mr Barber picked me up in Weyhill and we went on to Finkley, after a few instructions on how to drive the car, it was an automatic Bentley, I had never ridden in a car like that before let alone drive one, I was instructed to go into Andover and park outside Wessex Motors the young lady would join me there, we would then drive and find the engine on the A303 on its way back. After waiting in Andover about fifteen minutes some one came out of Wessex Motors and inquired if I was waiting for a young lady, they had had a phone call saying she had been delayed and could I pick her up outside the main gate of Andover Aerodrome. Off I went again and found her waiting, we went down the A303 and soon found the "Prince", following instructions I drove close behind, along side when the road was clear or drove on ahead and parked, the lady had the window down and hung out to get the shots she wanted. After a while we came to a pub on the right hand side before we got back to Weyhill I think it was called The Bell, we pulled in there and as enough filming had been done I was taken back to where I was working. I seem to remember it was almost lunch time and later on heard the "Prince" go by to finish her journey back to Durrington, we could not see her as we were quite a way back off the main road. What no one knew at the time but no doubt found out later, was that I only had a provisional licence and did not pass my driving test until two months later.



Mike Penny on the steering seat of the "Prince" at the Andover Rally 1959 held at Finkley Farm.

### **Berwick St John Country Fayre. (September 15/16).**

Our club was very well represented at the country fayre with several members exhibiting their engines over the weekend, they were Steve Frigot and Steve Aldred with their 4" Fosters, Andy Rogers, Pete Parrish and Martyn Jones with their 4" Burrells, Tony Taylor with his Steam Wagon, John Gardner with his 3" Burrell and John Towle brought his latest rebuild project in the form of a twin cylinder steam

launch engine. Supporting the engine drivers with many cups of tea and coffee and engine watching when required were John and Mary Towle and Steve and Jackie Anderson.

The show had an excellent display of scale miniature steam ranging from Karl Burdon's 4" Burrell Showmans "Simplicity" to a 6" scale Tasker "Little Giant" owned by Paul Baxter, it was a shame that the miniature steam section was tucked away at the bottom of the show site and very few members of the attending public ventured down to view the engines.

The fayre as usual was very well supported with many displays and craft demonstrations including steam and tractor ploughing, steam powered wood sawing and threshing, classic cars and motorcycles, commercials, military vehicles and stationary engines, the craft, flower and food marquees were also very busy. If you were looking for a bargain the trade stalls and auto-jumble area was the place to visit where there was every thing on offer from a five barred gate to a fur coat.

It has been estimated that over 15,000 people visited this bi-annual event and admission is free but a donation to the events chosen charity is requested, this year the chosen charity was the Salisbury District Hospital Stars Appeal, to date the amount raised has not been confirmed but early indication is that it well exceeds previous amounts raised by the fayre.



Saturday. Sarum club line up left to right, Tony's Steam Wagon, Burrells of Andy, Pete and Martyn, and Fosters of Steve F and Steve A.

(Answer to last months identity question, your chairman Pete Parrish)