

THE SARUM MODEL TRACTION ENGINE CLUB

Affiliated to the Southern Federation of Model Engineering Societies.

Newsletter number 25. March 2013

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. (First six months only)

- 16th, 17th March** **Model Engineering and Hobbies Exhibition.** At the Michael Herbert Hall, South Street, Wilton. 10.00am-5.00pm. Further details contact Pete Parrish, club stand details contact Martyn Jones.
- 24th March** **Spring Steam Up and Boiler Test Day** at the club house, Andover.
- 19th April.** **Club AGM,** venue Idmiston and Porton Village Hall, 7pm for 7.30pm start.
- 4th, 5th 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)
- 21th 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 the January Newsletter)

May 1959, Highcliff Festival (Bank Holiday Monday)

As arranged Bob Bailey picked me up early on the Monday morning, at this time Bob was driving a big Ford V8 Pilot car, he had his wife, son and daughter and her boy friend on board but there was still room for me. We drove to Highcliff un-sheeted the Prince and cleaned her as usual, Bob steamed her and oiled up then after all the work was done we had the rest of the day to ourselves. Again I do not remember much about the afternoon, I am sure we must have taken part in the parade and after there were the usual games and competitions with engines in the arena to amuse the crowd. I remember we entered the balloons on a stick race, this consisted of two lines of four stakes equal distance apart, tied to the tops of each stake was an inflated balloon on the end of about 12 inches (30cm) of string. Two engines lined up at the end of each line, they were given a wooden rod of about 6 foot 6 inches (2 metres) long to burst the balloons as they drove up the line, then round the end and back to the start, first back was of course the winner.

It was a knockout competition the winner of each run staying to compete with a new engine until all of the entries were knocked out leaving one winner.

As you can imagine trying to burst a balloon against a stake while it was blowing around on the end of a piece of string is not easy, especially leaning out of the cab of an engine with a 2 metre rod. When we were given our rod I noticed that they were what I call surveyors ranging rods, these were about 2 metres long, 3cm. in diameter and painted in red and white alternative lengths of about 25cm on one end was a purpose made tip of steel or cast iron about 15cm. long and tapered from the width of the rod

down to a 5mm. tip, the wooden rod was tapered and fitted into the metal end and located with a couple of screws similar to a brush head. The course for this competition was four fairly stout poles placed in a line about 25 metres apart, tied to the top of each pole on the end of a quite long piece of string was an inflated balloon. There were two lines of these poles across the arena a safe distance apart and parallel with each other, the two competing engines lined up on the start line about 25 metres from the first pole, when the flag was dropped they had to drive forward up the line of poles bursting the balloons as they went with the rod provided, after the last balloon burst one had to go round the last pole and drive down to the start, first back was the winner of that heat and they lined up on the start again and as soon as the balloons were replaced and another engine lined up on the other lane the same happened, this was repeated until all the engines entered were knocked out except one who was the overall winner.

When we lined up on the start line there were five of us on the footplate of the Prince, that may sound a lot but there is a lot of room on the footplate of a scenic Burrell. I was sat on the steering seat Bob was in the driving position, behind Bob were his daughter and her boy friend they were going to burst the balloons and in charge of the rod, Bob's son who was quite young at the time was stood in the corner beside my seat. As you can probably picture trying to burst a balloon against a post with a rod with a 5mm. tip, which is not exactly sharp, while the balloon is bobbing around in the breeze on the end of a piece of string was not going to be easy. I was sat on the steering seat thinking about this when the idea came to me, the tip of the rod was metal and most Burrell fireboxes have sliding doors, I leaned forward to the handle and opened the doors just enough for the tapered tip of rod to go in about halfway. I got the youngsters attention and indicated what I had in mind they quickly put in the metal tip of the rod and held it waiting for the start. As soon as the flag dropped Bob had the Prince going forward the youngsters had the rod out of from the doors and over the side, as we came up to the first pole they reached forward towards the balloon as soon as the tip touched it burst, Bob did not hesitate he opened the regulator a little more and we went on up the line at quite a pace bursting the balloons as we came to them, I steered round the end and we came back down the outside to the finish, the other crew on the other engine were still having trouble bursting the third balloon. We lined up again on the start, the balloons were replaced and another engine lined up opposite us, the flag dropped and off we went, the rod went out to the first balloon but it did not burst readily Bob had to hesitate the balloon burst eventually we started again had trouble again with the next balloon and the last two which resulted in us losing the heat so we were out. I can only assume the tip was not hot enough for the second run, it was either not far enough in through the fire doors or not in there long enough before we started the second run. There is an old saying which I think sums it up, "cheats never prosper". We were not to upset about it we had a good laugh, we did not bother with any other competitions that day we parked up put the belt on and the bulbs around the canopy and generated for the rest of the afternoon. When the show ended we put the Prince to bed sheeted her up and came home. (next month Chilcomb and Appleford rallies).

Don't forget the AGM. Next month 19th April Club AGM, venue Idmiston and Porton Village Hall, 7 pm for 7.30pm start. A chance to have your say, bring any new ideas or volunteer for any of the committee positions and to pay your subscriptions.

Vintage Spirit Magazine "Tales from the Workshop", Club members Simon Seago and family feature in the March edition with their Marshall Portable Engine that they acquired in December 2010. Ethan Seago takes up the story on the disassembly, start of the restoration and the rebuild to date and his quest to uncover the engine's past as the portable was purchased minus its makers plate. To date Ethan has confirmed that the portable is a 7nhp long box Argentinian and it was probably built between 1911 and 1915, one stroke of luck so far for Ethan is that he has managed to locate and purchase the original governor for the engine that was missing. The magazine article is supported with various photographs of the portable being worked on and very informative text, well worth a read.

Model Engineering and Hobbies Exhibition

Don't forget the Model Engineering and Hobbies Exhibition on the 16th and 17th March 2013 (10am – 5pm) at the Michael Herbert Hall, South Street, Wilton, Wilts, organised Pete and Anne Parrish. There are many new exhibitors and models booked to attend the exhibition, refreshments are available and there is a public car park close to the hall.



Steve and Jackie Anderson recently collected the boiler for their 4" Burrell from "Steam Traction World", no time has been wasted in assembling some of the major components to make it into a rolling chassis. The part built engine will be on show at the forth coming Model Engineering and Hobbies Exhibition on the 16th and 17th March at Wilton.

Reminder that the Spring Steam Up and Boiler Test Day is at the club house, Andover, on 24th March, from 10.00am.

"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.

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 (Martyn Jones)

Book ... "Fowler Steam Road Vehicles (catalogues and working instructions)" edited and introduced by W J Hughes. Published in 1970, book is complete with dust jacket and in excellent condition. £20.00 (Martyn Jones)

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 (Martyn Jones)



Ride on trailer with storage suitable for 3" or 4" scale engine, professionally manufactured steel chassis, pneumatic tyres, all woodwork varnished and in excellent condition, open to sensible offers.
Paul Cosens (tel. 01722 324784)

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