

THE SARUM MODEL TRACTION ENGINE CLUB

Affiliated to the Southern Federation of Model Engineering Societies.

Newsletter number 32. October 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.

12th 13th October **Steam up and Road Run**, Derek Marder's Yard, Jubilee Farm, Andover.
On the 12th visiting full size engines and miniatures in steam in the yard from 10.00am and on the 13th full size engine road run and miniature steam run to Wyke Down Inn. All welcome, please park in the field opposite the yard.

6th December **Christmas Meeting**, venue Idmiston and Porton Village Hall. 7pm
for 7.30pm start. Christmas fair and raffle prizes most welcome.

Sherborne Steam and Waterwheel Centre has given an open invitation to anyone who would like to take a miniature engine to their open day on the 6th October. Contact details and further information can be found on their web site www.sswc.co.uk.

Salisbury Carnival on the 25th October, eight full size engines entered for the procession which starts at 7.00pm sharp, assembly and judging takes place between 5.00 and 6.00pm.
Further details please contact Pete Parrish.

The Wessex Country Fair 7th September Our membership was at full stretch on the 7th September with requests for our attendance at the Model Railway Exhibition held over the weekend of the 7th and 8th September taking place in the village hall at Woodgreen and the Wessex Country Fair being held at Wilton House. The request to attend the country fair was quite short notice and we had very little information on what it was about or what else was going to be there, five members local to Wilton agreed to attend and put on an in steam static display complete with gazebo and club display board. The event was held in the opulent grounds of Wilton House next to the River Nadder, on arrival the site was a hive of activity with numerous tents and marquees being hurriedly erected by the various exhibitors and traders ready for the gates to open at 10.30am.
Once directed to our location we set ourselves up and unloaded the engines, Pete Parrish 4" Burrell, Steve Anderson 4" Burrell, John Berry 2" Fowler Superba class ploughing engine, Martyn Jones 4½" Burrell and Brian Wiltshire with two 1½" scale engines for the gazebo display. We were in good company as arriving either side of us were four full size engines, a threshing drum (on the belt for most of the day), a half size steam wagon and a couple of open crank stationary engines.
This was the first country fair of this type held in the grounds with the aim of raising money for the Salisbury Hospice charities, other attractions included a few classic cars, a dog agility display, live music, large food and produce hall, licensed bar, horse and cart arena display and many of the usual arts and craft type stalls. There was a steady flow of spectators all day and as usual a lot of interest in our club and many comparisons were made between the scale models and the full size engines as we were all displayed side by side.

One of the many questions that made me smile from two well heeled ladies was, “ Why are all the hands on the front of the engines set at different times?”, they were looking at the smoke box door locking levers thinking they were the hands on a clock face, bless’em. The club has received a formal letter of thanks from the organisers for supporting their event and they are proposing to hold a similar fair next year, this time with more local advertising in the press and local radio.



Early morning with the line up taking shape.



Threshing drum was running most of the day.

A Life Time Passion for Steam, by Mike Penny.

After the Appleford rally we went to a few smaller events, the first one was close to home just up the road at the Larkhill Army Camp, I think this was the open day they had every year to show off the tanks and big guns etc to the general public. We took the prince of Wales and the Garrett tractor up from the yard I think the Prince was parked in a prominent position generating with all her lamps in and lit from end to end, Bob was taking care of her I was driving the Garrett and Bob's mate Ted was steering, again I cannot remember the day very clearly but I believe we were to give rides on the a trailer behind the Garrett, at one point during the morning Ted and I were taking the Garrett along one of the small roads on the outskirts of the camp, we may have been going to pick up the trailer I cannot be sure, unfortunately there was quite a deep pot hole in the road and neither of us saw it, the off side front wheel dropped in with a loud bone shaking crash then a loud hiss of escaping steam. Up on the off side of the block was a steam pipe which fed the water lifter down on the belly tank, just away from the block was a valve fitted into the steam line with circular bolted flanges, the shock of the wheel hitting the pot hole had made one of the gaskets between the flanges blow out, of course it had to be the joint nearest the block had it been the other side of the valve we could have turned the valve off and carried on, we did not need to use the water lifter, all we could do was pull off the road onto the grass, rake out the fire, fill the boiler with water and leave the engine to cool where it stood. After the event ended we would have taken the Prince back to the yard and Bob would have repaired the Garret latter the next week.

The next event I remember was down in Somerset at Nunney close to Frome. This was not a big event more like a village fete, we had been asked to support the event and have a tug of war with some tractors belonging to a local farmer, the Prince was taken down during the week before I had no part in this and was picked up on the Saturday morning and taken down in the van by Bob. On the way down Bob told me there were some tubes leaking again so after un-sheeting it was off with the ashpan, out with the fire bars then Bob got under stood up in the fire box and expanded the tubes that were leaking, I was cleaning while Bob was doing this, he put back the bars and ashpan then lit up, by the time we were in steam the cleaning and oiling up were finished and we were ready for the rest of the day.

At about this time the word was got to us that the farmer had seen the size of the Prince and he was not going to let his tractors take part in a tug of war, so we put the belt on and the lamps in and generated all afternoon, took the belt off and the lamps out wiped the engine down sheeted up then came home.



The Prince of Wales (1922 Burrell 3887) at Nunney Fete, note the ash pan and fire bars removed to access the leaking boiler tubes in the fire box.

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.