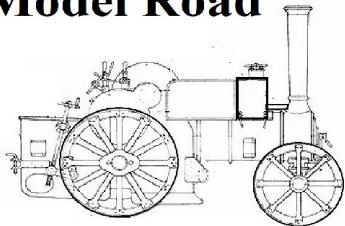


East of England Model Road



Steamers Club

NEWS LETTER NUMBER ONE SPRING 2021

EDITORIAL

Dear Members, welcome to the latest club on the block. The EEMRSC is one of only a tiny number of model engineering clubs in the UK that dedicate themselves to model road steam. Our club is in its infancy, but we have an encouraging start. We have had acceptance from the Northern Association of Model Engineers (N.A.M.E.) and are registered to test boilers up to 1100 bar litres. Currently the club is ran on a friendly but informal basis, as its small

size allows, but volunteers for administration jobs are always welcome, and our AGM will be held next March or April where members have the chance to get elected or propose people to join the organising committee. At the moment we are running with a minimal staff with the majority of the tasks being shared between our Club Secretary Malc, and our chief Boiler inspector, James. We are constantly looking for new members, so don't be afraid to spread the word. These are still very uncertain times with Covid19 claiming many shows for this year already. Many big names such as Dorset, Strumpshaw and Weeting have had to pull the plug for 2021. Some of our members have had private steam parties and get together. If you have any photos or stories of your steam ups or engines, you can email them to eemrclub@hotmail.com. Hope you enjoy our very first quarterly news letter.

James (acting editor)

WHITSUN STEAM UP

By James Rivett

With Strumpshaw having been called off, I had arranged to have a private steam party at my good friends, The Peggs family near Mildenhall. I have been working on their 4" scale DCC road loco that they purchased last Summer. I arrived and unloaded my Portable engine, and helped Becky get her family's Burrell out of its shed. I also took my dynamo and lights. The Saturday night we had my portable working the lights. The dynamo is a cheap 24 volt DC permanent magnet motor, and the lights are what is known as Smart Bulbs, and are of the LED type. I have little understanding of how they work, but inside is circuitry that allows the bulbs to work on AC or DC on anything from 12 to 24 volts, regardless of polarity. Even with 12 bulbs plugged in, the load was around 2 Amps, so only a light load. If plug in just one of my 12v 40W bulbs the load is over 3amps. We steamed until after 11pm when we decided to call it a night. With a 1.5" diameter pulley on the dynamo, with a 4" engine with a 16" flywheel running at around 200 RPM the dynamo puts out a healthy 15 volts.

We had some issues with the Burrell injector Saturday, so Sunday I stripped this down for my friends, and cleaned it all out. This wasn't as easy as it could have been because of how the builder had constructed the engine, and for some reason, seemed to have used instant gasket and PTFE tape every where, big no no's on steam engines if you don't want issues with your injectors, clacks and pumps. Once off the engine, was soon put right. When put back together, and filled with water, a fire was lit in the Burrell, and the injector tested. All was well, and The Sunday evening we had the Burrell generating. We had hung the lights off my hosts gazebo, and with a nice wood fire on the go, a pleasant evening was had by all, and you could be easily forgiven for feeling it was a evening at a rally. Lets hope they soon start again.

My portable engine is a 4" scale model of a 3NHP portable engine made by Coulson & Wear in 1870. These small portable engines were known as Estate Portables, they were easily mobile, weight just a few tons, and were often found working stationary farm machinery such as mills and chaff cutters, and saw benches sawing logs up for fire wood. They were displaced in the early 1900's by the open crank Petrol Paraffin stationary engine. For the technical measurements of my engine, I used a set of drawings for a 2" scale 6nhp Ransomes scaled up were necessary. I was lucky to be able to get a balanced flywheel off Ebay that was originally fitted to a 1920's International Harvester Co. stationary engine, and the pulley was also a ebay purchase with real age. The only other castings were the governor base, and the crankshaft which I machined, and was supplied by Live Steam Models, and is one of their 4" scale Ruston SD tractor cranks. Everything else is made by fabrication or machined from steel blanks, with use of laser cutting for some blanks. Coulson and Wear were formed around 1860 by John Coulson and Richard Wear. The company was short lived, and in 1878 went into liquidation. The Rock iron Works was then taken over by another company that ended up being part of the famous Blackstone's company, who were famous for their oil engines and farm machinery. There is only one other Coulson and Wear engine in existence, a 4" scale model of a 8nhp traction engine also from around 1870, built by David Coulson in the 1990's. To those used to the normal design of traction engines, David's looks back to front, and shows the evolution of the traction engine, with the early engines being based on the portable layout with the crank at the front and the cylinder at the back.

My Friends Burrell is one of Steam Traction World's 4" scale Burrell DCC road loco's. For those who don't know the origins of this engine, Their model is based on Burrell works number 2789, better known as "The President". was Built to the early 3 speed fully sprung design, with single drive gearing (meaning the differential inside the winch drum rather than the more thought of location on the 2nd shaft as associated with later engines). She is a 8nhp contractors engine (a extra large horse power engine, and NOT 10 horse power as is often stated by the owners today). Originally supplied new in 1905 as a Showmans engine to G. Kemp to power his bioscope ride, by the The Burrell Hiring Company. In 1906, having failed to maintain his Hire Purchase payments, the engine was taken back by Burrells, and it was converted to road loco spec (on steel strakes) and supplied to George Coudwell. Who undertook some road haulage (mostly Sugar Beet and Potatoes), but she was mostly used as a Heavy threshing engine in the Fens, with Coudwell's boasting to have the biggest engines, and largest threshing machines available on the home market. Sadly the engine as presented today reflects little of how the engine truly worked up until 1940, and since being sold by Bressingham Steam museum in 2006 (to fund their



attempt to restore Royal Scot), many old timers feel the current owners have ignored the Agricultural past of this restored road loco. In 1940 it passed to Darby's of Sutton Cambridgeshire who also used it on agricultural contract work, before passing to Alan Bloom of Bressingham Hall in the 1960'S.

With their model of 2789, the Pegg's family are keeping the Presidents belt working past living, being keen to put their engine to work on the belt driving saws, generators and threshers, as well as doing some road haulage. The engine is called Jack, which was Richard



Pegg's fathers nickname (his real name was John). John was a footplate man based at March (31B) MPD. He drove Flying Scotsman when owned by Bill McAlpine, and even in his 70's wasn't afraid to take a turn on the firing shovel. He was a true man of steam! Both John and Richard were volunteers at Bressingham in its heyday so both knew President well as it ended its working days as preserved by Alan Bloom.

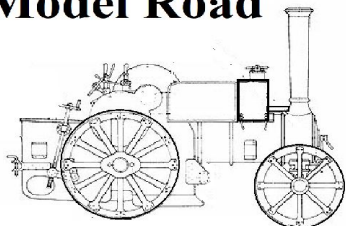
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EVENTS (SUBJECT TO COVID19 RESTRICTIONS)

<u>DATE</u>	<u>EVENT NAME</u>	<u>LOCATION</u>	<u>CONTACT</u>
June 10 th	Family Funfest	Ferry Meadows	Malc4083@hotmail.com
Aug 22 nd	Emergency Services Day	Ferry Meadows	Malc4083@hotmail.com
Sept 11 th & 12 th	Game & Country Fair	Sandringham	F. Earl 01485 540 312
Sept 18 th & 19 th	Grand Henham Steam Rally	Southwold	info@henhamsteamrally.com
Sept 25 th & 26 th	Kettering Vintage Rally & Steam Fayre		M Spittler 01536 500 164

East of England Model Road



Steamers Club

NEWS LETTER NUMBER TWO

WINTER 2021/22

EDITORIAL

Dear Members, welcome to the latest newsletter for the new club on the block. We are just one of a tiny number of model engineering clubs that dedicate themselves to model road steam. Our club is in its infancy, and sadly due to Covid many of the shows we have wanted to attend have been cancelled, but at the shows we have attended there has been encouraging sounds from potential new members.

We have had a slight change to our membership structure, with the committee calling a vote on

changing the constitution. 80% of the members took part, voting unanimously to change the date of the Annual General Meeting from May to November, and the membership renewal now falling on the first of January. This is to make life easier for membership renewals and accounting details. This means that that membership is now due, with full membership remaining £30 per year. Currently the club is ran on a friendly but informal basis, as its small size allows, but volunteers for administration jobs are always welcome, and our AGM will be held in November where members have the chance to get elected or propose people to join the organising committee. At the moment we are running with a minimal staff with the majority of the tasks being shared between our Club Secretary Malc, and our chief Boiler inspector, James. We are constantly looking for new members, so don't be afraid to spread the word.

I would like to apologise for not producing a newsletter in September, but I am only covering the news letter editing until a full time editor(s) can be found. If you have any photos or stories of your steam ups or engines, you can email them to eemrsclub@hotmail.com. Hope you enjoy our very first quarterly news letter. I hope all our members are staying safe and well, and have had great Christmas and many wishes for a happy new year.

James (acting editor)

SANDRINGHAM GAME & COUNTRY FAYRE

By James Rivett

With our other shows cancelled. The first show for many was the Game and Country Fayre, organized by Living Heritage Ltd, and held at Sandringham Park. It was the first public event for our Boiler inspectors model portable engine "Hilary", and the very first time there was two Coulson and Wear engines at any show since the company went into liquidation in 1878. Coulson & Wear were based at The Rock iron Works Stamford. The other Coulson and Wear engine was the only C&W traction engine in existence, built by David Coulson in the 1990's. Both engines were 4" scale. Dave's is based on a 8nhp traction engine from the mid 1860's and is call "A Enigma". It has the same sort of layout as the Portable (except the water pump is on the flywheel side to make room for the gear selector). Both engines are not only models, but serve as a demonstration to the products from this Lincolnshire company that has now been defunct for 144 years. Since this show, Hilary has acquired a ornate cast iron chimney top as per the sales engraving that was used to build the model. These early engines had cast iron chimneys (as opposed to the later practice of steel sheet rolled), and this top really helps to add the allusion that "Hilary's" chimney is cast. Being the only 4" scale portable many have seen, Hilary attracted plenty of attention.



Another first outing was Steven Bush's 1924 Fowler compound engine, works number 16270, which started off as a DH1 12 ton steam roller. Steve purchased the engine a few years ago in need of major boiler work, and carried out the conversion to a very high standard, using original Fowler drawings as a guide. The dynamo is also worthy of note. It is not from the common type from Mather & Platt, but a very beautiful one built in Norwich in 1927 by Lawrence Scott. The company is still in existence at the same site, at the Gothic Works, Kerrison Road, Norwich, Near the railway swing bridge and Crown Point maintenance depot. The engine has been named Rosemary after his wife, and is a credit to his hard work and dedication. Steve has also entered into the model world, currently owning a 4" Garrett traction engine and a 4" scale Wallis Simplicity steam roller (the one with the sloping boiler). He is well known for his steam milk float "Ernie" which uses a Merryweather steam fire pump boiler and a engine designed by David King, who assisted Steve in making it. Ernie is currently off the road needing boiler work. Rosemary (Steve's engine, not his wife) proved very popular Saturday evening, generating electricity and all lit up, along side the Easton Family's half size Burrell scenic showman engine crewed by Scott Bunting, and Ben Eastons mechanical fair organ playing songs for amusement of exhibitors and traders, many of which brought their deck chairs down and sat for a few hours listening to the sights and sounds.



Other engines worth noting were a wonderful 3" Scale Fowler R3 showmans, that wasn't your normal Plastow type model, but a very good scale Model of Fowler works number 15657 better known after her starring roll of the 1962 movie of the same name "The Iron Maiden". Her owners acquired the model mid 2021, and Sandringham was one of the first shows out.



There was 4 full size engines on display, and two half size (6" scale), about fifteen 4" scale engines, including traction engines, steam lorries, and portables, and three or four 3" scale engines. There was also a good display of stationary engines and classic tractors, and for the first time for several years a set of Victorian Gallopers (a Carousel using American terminology). The weather remained kind to the show all weekend, and by 10am on the Sunday, the main car parks were full.

KETTERING STEAM & VINTAGE RALLY

The Weekend of the 25th and 26th of September saw the return of the Kettering Steam & Vintage Rally, to the village of Cranford, Northamptonshire. It was well attended by exhibits of all classes, and the weather held out for the show. The show was sadly over shadowed by the foolish act of panic buying of fuel of many members of the British Public. There was one or two engines making their first public appearances, and many who were out for the first time since 2019. Like just about all other shows in 2020, the Kettering rally had been cancelled. How many people would have guess when we said good bye, see you next Spring at this show in September 2019, it would be two years before we would see them again. There was several full size examples from the Makers of Allchin, these included the extremely rare former Northamptonshire County Council steam roller, works number 1131 of 1899, and was subject to its own episode of the National Lottery Peoples Millions in 2010, Alan Eaton's four shaft 6nhp engine works number 1549 of 1912 named "Rebel" which was getting into the Christmas spirit early (or late – depending how you look at it), and M & K Sroxtons unusual 7nhp 3 shaft engine, "Billy Allchin" works number 2146 of 1922. There was several unique full size engines on display, including Fowler DD single cylinder piston valve Ploughing Engine 13910, "My Delight" of 1914, and Aveling and Porter Narrow, single speed, inside flywheel patching and pathway steam roller works number 4877 "Pollyanna" of 1901.

There was the usual large displays of vintage and classic cars, motor cycles, tractors, military and

commercial vehicles and stationary engines, and a good number of traders. Our boiler inspectors Portable “Hilary” attracted lots of attention, and was working a Manufrance flour mill. Another exhibit that attracted lots off attention was Ian and Sharon Newman's 4” scale Showman's Livingvan, displayed with his 4” scale Burrell DCC road loco in the livery of Newman & Plumb.



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Editorial eemrsclub@hotmail.com

EVENTS *(SUBJECT TO COVID19 RESTRICTIONS)*

<u>DATE</u>	<u>EVENT NAME</u>	<u>LOCATION</u>	<u>CONTACT</u>
June 3 rd , 4 th and 5 th	Game & Country Fair	Burghley House, Stamford Lincs	F. Earl 01485 540 312
Sept 10 th & 11 th	Game & Country Fair	Sandringham	F. Earl 01485 540 312

Please let us know of any dates of shows you plan to attend.

YOUR SUBSCRIPTIONS ARE
NOW DUE FOR RENEWAL



NEWS LETTER NUMBER THREE SPRING 2022

EDITORIAL

Dear Members, welcome to the latest newsletter for one of the newest clubs on the block. As you know, we are just one of a tiny number of model engineering clubs that dedicate themselves to model road steam. After two years of a lack of shows due to covid, 2022 has seen plans start in earnest, with rally invites coming in thick and fast, and boiler testing has started with several of our members of our club having had their boilers tested for the up coming season. You may have noticed we have a new logo. Our old one, whilst nice and simple, did not scale down very well. I think you will agree our new one is nice and eye catching. I would like to take the chance to welcome two new members, Richard Peggs from near Mildenhall who's

family is now on the 5th generation of steam users, and who's father was a footplateman from the old March shed, and are the owners of a lovely 4" Burrell DCC road loco, and Dean Whitwell from near Holbeach who has built a stunning model of a STW Burrell SCC called Holly Rose. Dean is the steam section organiser for the Holbeach Town & Country Fayre. If you have any photos or stories of your steam ups or engines, you can email them to eemrscub@hotmail.com. I hope you all have a busy season and the weather is kind to you.

James (acting editor)



Photo Left: New member Dean Whitwell's 4" scale Burrell Single Crank Compound two speed road loco undergoing its boiler test in April. Some leg pulling was done due to the extreme length of Deans extension chimney. It was suggested that he should become a steeplejack.

Photo Credit, Malc Culpin.

EEMRSC Spring Quiz Questions

This month we have a quiz, the **prize being 2 small union Jack flags on wooden sticks** to fit on your engine, those wishing to take part can email their answers to the email above before the **30th of July**. Answers, and the winner (who gets the most number of correct answers) will published in our Summer quarter newsletter.

1. What model engineering company supplies castings 6" Burrell senic showmans road loco and 6" scale Fowler B6 road loco?
2. H. R. Plastow range includes modes from Burrell , Fowler and what other road steam company?
3. Steam Traction World are well known for their model traction engine kits, taking over from Model Works International, but which company (who went bankrupt in 2001) can STW trace its routes back to, who's first road steam kit was a 4" scale Ruston SD tractor?
4. The full size engine that STW road loco is based on spent most of its preservation life in what Norfolk steam museum?

5. What was the unusual Scale of the Marshall traction engine, the late David King build for the late Dick Joice, of Anglia Television's "Bygones" fame?
6. The AusKin steam car that David King built was based on what small pre-war car chassis?
7. What Pontefract based model engineering company's name is the Latin for King?
8. What make of steam wagon is this company best known for producing castings for?
9. What type of speed control governor shares its name with a town in Yorkshire?
10. Who built a steam cart in the Norfolk Village of Marsham?
11. Which French man invented the live steam injector in 1858?
12. What was the make of the steam Roller used in the Titfield Thunderbolt?
13. What rally was the final show used in the film "The Iron Maiden"?
14. What was on the canopy boards of the grey showmans engine in the above film?
15. Which Peterborough manufacturer merged with Aveling Porter to set up a new company in Grantham in 1934?
16. In what Cambridge town did the company Fyson build their engines?
17. How many known models is there from the Stamford company "Coulson & Wear"?
18. Adrian Nutting offers castings from two Norfolk makes of engines (Burrell and Dodman), but what is the Suffolk based make he also offers castings for?
19. What is different about the drive gearing on most Burrell engines post 1910 compared to that used by most other makes?
20. What was the name given to the traction engines of Wallis & Stevens that had two slide valves per cylinder and had governors that worked the valve gear cut off.
21. On a three speed Fowler road loco, where is the 3rd speed (top gear) normally located?
22. What type of horse power are British traction engine rated in?
23. What Bolton Steeplejack had a love for all things steam?
24. His Famous steam roller was named Betsy after his mother, but before his first divorce, carried a different name. What did he first name his steam roller after restoration?
25. Nicolas-Joseph Cugnot invented the first steam gun carriage in 1769. This three wheeled steam vehicle did not use a crank shaft to transmit power to the driving wheel. How was power converted from reciprocating to rotational motion?
26. What is different on the rear wheels of engines made by Fowells of St Ives?
27. What is the charge for driving a coal fired steam vehicle through the London Low Emission Zone?
28. What do compound engines from Foster, Fowler, Marshall, and Tasker all have in common?
29. Before 1903, if your steam engine weighed more than 3 tons, what did you need to be able to drive on the road?
30. Terry Baxter used to run Double B designs, making boiler injectors, water lifters, and engine castings. What was the road loco he (and now HPM-Steam) was best known for doing?

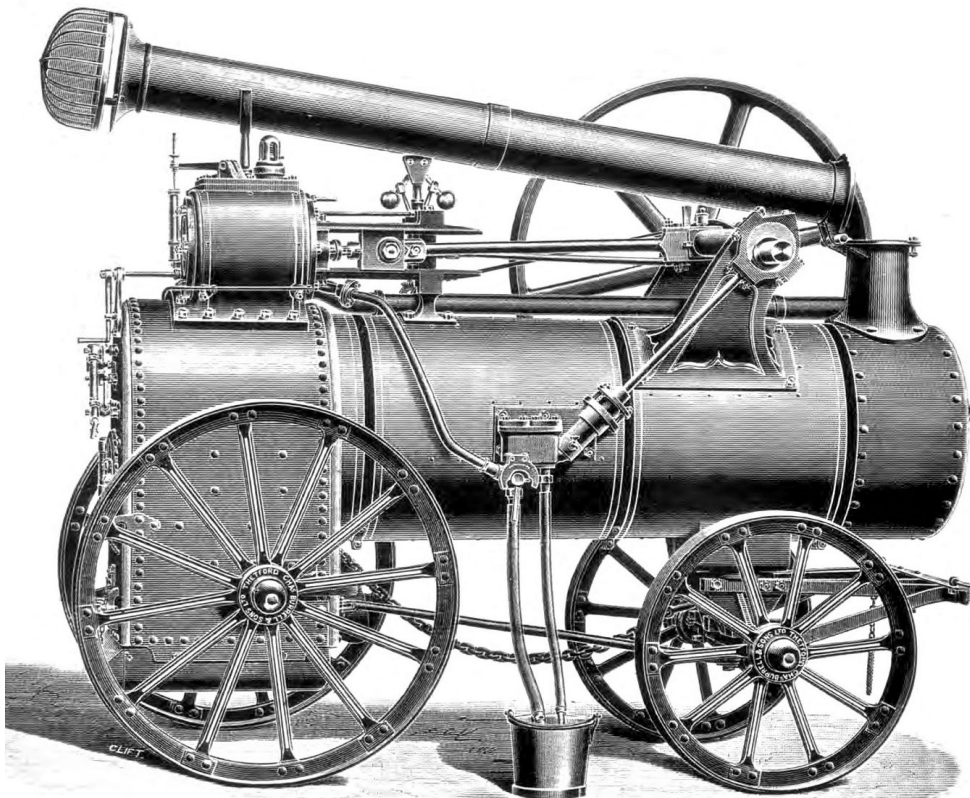
MEMBERS MODELS FEATURE

Hopefully a new regular feature for our quarterly newsletters will be a section dedicated to members models and projects. If you would like to see your engine, model, or project featured here, forward some photos and details to eemrsclub@hotmail.com This month we take a look at James Rivett's 3" Burrell portable project.

3 inch scale Burrell Portable project

As some of you may recall, in our first newsletter we showed you the details behind our Boiler inspectors 4" Scale Coulson & Wear portable steam engine. His love for portables started back in the mid 1990's when he started helping to look after 6nhp Brown and May works number 4561 of 1890, which at the time was owned by Russ Tate of Acle. He looked after her until 2003 when the firebox failed. He nearly purchased this before buying his 4" Burrell engine as a near complete engine in 2008. The other Portable he spent some time looking after was Duncan Marston's Ramsomes 4nhp 27268 of 1917.

Always one for the unusual, he is working on another portable engine, this time a Burrell design in 3" scale. There are just 3 Burrell portables in preservation. 10nhp SCC works number 2363 of 1901 owned by Bressingham steam museum near Diss and is the only Burrell portable that currently lives in the UK, works number 1445 of 1889 (details are vague but it is believed to be a 12nhp undertype living in Australia) and a 8NHP single, works number 1475 of 1890 that after being preserved in the UK, now lives in New Zealand, sadly being sold and exported in the early 2000's.



The project was kick started in 2020 with the purchase of a part started 3" Plastow Burrell. It had castings/forgings for a cylinder, boiler, smoke box, chimney and cranks shaft and little else. It was due to the large cost of gears and rubbering wheels, and the later purchase of another project that lead to James to decide to complete this engine as another portable, having received many positive comments about his 4" scale Coulson and Wear portable. Unlike the C&W, the Burrell portable will not be unique as there has been a few 3" and 4" models of

both single and single crank compound designs to have been made over the years, but it will still have the distinguished label of being a very rare model engine.

To date the boiler is ready for its shell test, the flywheel is finished, the cylinder block is just awaiting the stud holes drilling, and gland cadges machined in, the crank is nearly finished, the front wheels, perch bracket, smoke box and governors all completed, with only the casting that holds the governors and slipper bars, crankshaft brackets and water pump to be fabricated or cast, and the back wheels have been started. Many smaller fittings have been sourced or made. The model will deviate from the full size in only a few areas. This being the fitting of Ramsbottom type safety valves rather than the Salter type, as per later examples, and will have a mechanical lubricator in addition to the displacement type for ease of looking after. It will also have a hand pump fitted to comply with the requirement of having two independent boiler feed systems, as most portables only ever had a crankshaft pump as the only feed system.

This will be James's first engine that is not painted green, that's if you don't include the full size stationary steam engine he built while he was at college, that was made from the remains of a Suffolk Iron Foundry lawn mower engine. It is anticipated that the model will be painted as per the full size pictured, it is planned to paint it Crimson Lake. The full size returned to the UK in 2019 which allowed several photos to be taken for future reference and study. Other details being taken from Ronald H Clarks wonderful book "Steam Engine Manufacturers of Norfolk", which has several drawings and technical details. Drawings and castings used for this model are taken from Plastow's 3" Burrell traction engine, which shares several features. Most of the castings have come from the Bridport Foundry.

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Editorial		eemrsclub@hotmail.com

EVENTS

DATE	EVENT NAME	LOCATION	CONTACT
JUNE			
3 rd , 4 th and 5 th	Game & Country Fair	Burghley House, Stamford Lincs	F. Earl 01485 540 312
18 th & 19 th	Town and Country Fayre	Holbeach Lincs	Dean Whitwell drwhitwell@aol.com
JULY			
2 nd & 3 rd	Steam & Fire engine show	Ramsey Rural life museum	Carolyn Lee caz1983@hotmail.com
SEPTEMBER			
10 th & 11 th	Game & Country Fair	Sandringham Park Norfolk	F. Earl 01485 540 312
24 th & 25 th	Kettering Steam and Vintage Rally	Cranford Northamptonshire	michael@ketteringvintagerally.co.uk

The club is hoping to organise a steam up and get-together later this year, possibly in August. If you are interested or have any suggestions for dates please let us know. Also if anyone is interested in a possible road run in October we would be interested to hear from you. Also if you have any wanted or for sale items you would like to us to print in the newsletter for free, please email them to the editor.



NEWS LETTER NUMBER FOUR

SUMMER 2022



EDITORIAL

Dear Members, I trust you are all still fit and well and that the heat hasn't melted you. The rallies are coming and going thick and fast, indeed most will be over in six weeks time. Where has this year flown to? One of our Club members had a spell in Hospital in early June, being allowed home just in time for the wonderful Holbeach Town & Country fayre. Sybil would like to thank all those who gave wishes of a speedy recovery. With good quality coal becoming harder to come by, a couple of club Members have had a couple of weekends wood sawing to supply their engines with firewood to steam up on, namely from damaged and redundant pallets. The corners are used on either full size engines or house fires and the thinner bits cut to 6 to 8 inch lengths and split to about 1.5" thick. These pallets would have either ended up in landfill or on a bonfire so it is better they are put to good use steaming engines. If you have any photos or stories of your steam ups or engines, you can email them to eemrsclub@hotmail.com. I hope you enjoy the remainder of this years rally season.

(Photo wood sawing at Burnt Fen, July 2022, R. L. Peggs.)

James (acting editor)

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RALLY ROUND UP

Strumpshaw was the first public outing for the Peggs family's Burrell DCC road loco "Jack". After being absent for 3 years, the 2022 rally was held over 4 days of the Jubilee bank holiday. There was a bumper turn out of full size and model steam, but sadly a lot of model engine owners left Saturday evening cursing upset to the organiser, as except for a short duration of drizzle, the day was dry. This same weekend there was a small turn out of model engines at Burghley House, for their game & country fair. A few weeks later was the Holbeach Town & Country Fayre. Club member Dean Whitwell organizes the steam section at this show, and got a nice turn out of models. The Friday was very hot with temperatures well over 30 degrees Celsius, the Saturday started off and damp but didn't detract from the show. There were Burrells, Rustons, Garretts, and Fosters, with a 3" Marshall and a lovely model of a Scammell Scarab lorry. Sybil Rivett was exhibiting her families 4" Coulson & Wear 3nhp Portable working a nice little Manufrance flour mill which attracted lots

of attention. Dean Whitwell, who not only did a lovely job organising the steam section, but was exhibiting his 4" Burrell SCC "Holly Rose" that he built from a STW kit. Weeting steam rally was very dry and extremely dusty, even more than normal. The hot weather played havoc with the planned EATES paved route 66 road run that was supposed to have taken place the week after, but due to the drought like conditions the UK suffered in July, this had to be cancelled. Despite there being several non attendees, it was still a bumper turn out for the show, which like many, had not been held since 2019 because of the pandemic. There were the usual working displays, and musical entertainments.

*(RIGHT
Richard Peggs on his 4" scale Burrell
DCC road loco "Jack" at
Strumpshaw rally, photo supplied by
R L Peggs)*



*(LEFT John Hydes 4"
Garrett "Tiger" immaculately
turned out as always, at the
Holbeach Town and Country
Fayre,
Photo by J C Rivett)*

*(RIGHT, Dean Whitwells Burrell
DCC "Holly Rose" at Weeting
Rally, with the family on board.
Photo by G Chrimes)*



EEMRSC Spring Quiz Questions

Last time we gave you the Questions for our quiz, the price for the winner who submitted the most correct answers was a pair of small union Jack Flags on Wooden sticks.

1. **What model engineering company supplies castings 6” Burrell senic showmans road loco and 6” scale Fowler B6 road loco?** **LIVE STEAM MODELS**
2. **H. R. Plastow range includes modes from Burrell , Fowler and what other road steam company?** **WALLIS AND STEEVENS – namely their Simplicity Steam roller**
3. **Which company can STW trace its routes back to, who's first road steam kit was a 4” scale Ruston SD tractor?** **WINSON ENGINEERING**
4. **The full size engine that STW road loco is based on spent most of its preservation life in what Norfolk steam museum?** **BRESSINGHAM STEAM MUSEUM**
5. **What was the unusual Scale of the Marshall traction engine, David King built for Dick Joice, of “Bygones” fame?** **5” TO ONE FOOT SCALE**
(it was the largest flywheel David King could fit in his lathe to machine)
6. **The AusKin steam car that David King built was based on what small pre-war car chassis?** **AUSTIN SEVEN**
7. **What Pontefract based model engineering company's name is the Latin for King?** **John REX Model Engineers**
8. **What make of steam wagon are they best known for producing castings for?** **FODEN**
9. **What type of speed control governor shares its name with a town in Yorkshire?** **PICKERING**
10. **Who built a steam cart in the Norfolk Village of Marsham?** **S. G SOAME (it is is now kept at the Forncett Industrial Steam Museum).**
11. **Which French man invented the live steam injector in 1858?** **HENRI GIFFARD,**
(developed to supply feed water to the boiler of his steam powered flying machine).
12. **What was the make of the steam Roller used in the Titfield Thunderbolt?** **AVELING AND PORTER R10 (W/No. 5590 of 1904)**
13. **What rally was the final show used in the “The Iron Maiden”?** **WOBERN ABBEY**
14. **What was on the canopy boards of the grey showman's engine in the above film?** **ENGLAND EXPECTS (an abbreviation of Nelsons famous signal)**
15. **Which Peterborough manufacturer merged with Aveling Porter to set up a new company in Grantham in 1934?** **BARFORD & PERKINS (became Aveling & Barford)**
16. **In what Cambridge town did the company Fyson build their engines?** **SOHAM**
17. **How many known models is there from the Stamford company “Coulson & Wear”?** **TWO (S Rivett's 4” 3nhp Portable & D Coulson's 4” 10nhp Traction engine)**
18. **Adrian Nutting offers castings from two Norfolk makes of engines (Burrell and Dodman), but what is the Suffolk based make he also offers castings for?** **GARRETT**
19. **What is different about the drive gearing on most Burrell engines post 1910 compared to that used by most other makes?** **DOUBLE GEARED DRIVE (Both wheels independently powered from the differential mounted on the intermediate shaft)**

20. What was the name given to engines of Wallis & Steevens that had two slide valves per cylinder and had governors that worked the valve gear cut off. **EXPANSION**
21. On a three speed Fowler road loco, where is the 3rd speed (top gear) normally located? **INSIDE THE BELL OF THE FLYWHEEL**
22. What type of horse power are British traction engine rated in? **NOMINAL (NHP)**
23. What Bolton Steeplejack had a love for all things steam? **FRED DIBNAH**
24. His steam roller was named Betsy after his mother, but before his first divorce, carried a different name. What did he first name his steam roller after restoration? **ALISON**
25. Cugnot invented the first steam gun carriage in 1769. This three wheeled Vehicle did not use a crank shaft to transmit power to the driving wheel. How was power converted from reciprocating to rotational motion? **RACK GEAR AND RATCHETS**
26. What is different on the rear wheels of engines made by Fowells of St Ives? **THE WHEEL STRAKES SLOPE THE OPPOSITE WAY THAT IS NORMAL**
27. What is the charge for driving a coal fired steam vehicle through the London Low Emission Zone? **£ NIL (they are exempt as are vintage vehicles)**
28. What do compound engines from Foster, Fowler, Marshall, and Tasker all have in common? **THEIR SLIDE VALVES ARE ON TOP OF THE CYLINDER BLOCK**
29. Before 1903, if your steam engine weighed more than 3 tons, what did you need to be able to drive on the road? **A MAN WALKING IN FRONT WITH A RED FLAG**
30. Terry Baxter used to run Double B designs, making boiler injectors, water lifters, and engine castings. What was the road loco he (and now HPM-Steam) was best known for doing? **MACLAREN**

EVENTS

<u>DATE</u>	<u>EVENT NAME</u>	<u>LOCATION</u>	<u>CONTACT</u>
SEPTEMBER			
10 th & 11 th	Game & Country Fair	Sandringham Park Norfolk	F. Earl 01485 540 312
24 th & 25 th	Kettering Steam and Vintage Rally	Cranford Northamptonshire	michael@ketteringvintagerally.co.uk



*(LEFT 4" scale Scammell Scarab seen at the Holbeach Town & Country Fayre
Photo by J C Rivett)*

**EAST OF ENGLAND MODEL ROAD
STEAMERS CLUB SPONSORED BY:-**



Rally Time.

By J C Rivett 2022

Rally time has arrived, our enforced hibernation we have survived.

We've got our gate pass, and we have to polish all our brass.

We need to sweep all the fire tubes, and fill up the oil pots with the correct lubes.

We have paint to clean, and at the show we'll be part of the team,

We need to sort out our tools, cos if we breakdown we don't want to look like fools,

There'll be whistles to blow, trundling around the ring as we go.

As we await the raising of steam, in the engines, black, blue, red and green,

the smell of Bacon & Eggs fill the air, until we get enough steam to engage a gear.

Our friends we look forward to having a natter, catching up with all the gossip and chatter.

There'll be gallopers to ride, and helter skelter to slide.

We'll have to shovel the coal, through the door of the fire hole

smoke and steam wafts into the air, as the music drifts from the fair,

tractors and cars by the engines are dwarfed, this once empty field into a show has morphed.

There's Machines for threshing, while our nostalgia gets a refreshing

The blade through the log comes sawing, whilst the artist the scene he is drawing.

dynamos a humming, powering the lights and organs, with their beats a drumming.

Stationary engines popping away, people in the beer tent being led astray.

Prizes for winners of the race who is the slowest and those who's brass is the most glowest.

In the morning Raking out the cinders and ash, at night the striker the hammer does bash.

Round and round goes the Ferris wheel, coming off the waltzers that horrible giddy feel.

Enough fish and chips to feed an army, magnificent heavy horses shown by people who are hardy.

Spectators by the thousand flood through the gate, in their diary for months, has been this date.

weeks of waiting leads to suspension, how we wish the weekend could have an extension.

Its been a wonderful bash, just a shame its gone by as quick as a flash.

The show seems to end so very fast, no matter how many days its actually does last.

But never or less, people get loaded up, and by end of the show the place is a mess.

queues of exhibitors waiting to leave, tired from a fantastic show I'd like to believe.

The show has been so much fun, may the wait not be too long, before its time for the the next one.





NEWS LETTER NUMBER FIVE
AUTUMN 2022



EDITORIAL

Dear Members, I am sorry this newsletter is a little late (it should have been with you at least 2 weeks ago) but I've had problems with my printer, and delays have been experienced due to Royal Mail postal workers strikes. I hope you enjoyed the show season. Where has this year flown to? It seems only last week we were starting the season, getting engines ready for the boiler tests. As you might recall from our previous newsletter, our Club member Sybil Rivett had a spell in Hospital in early June. Feeling much better than she did, at the Sandringham Game and Country fair in October, she was observed to be busy cleaning the brass on her name sake, a Burrell convertible engine, which is part of the Rivett Family steam collection. With the season behind us, a few members have been having end of year steam ups before putting their pride and joys away for the winter. Your editor was one of these, who took his Burrell to his good friends, the Peggs Family, where a days wood sawing was undertaken, not for the steam engine this time, but for winter fuel for the house. We have two new members who have joined ready for the 2023 season, These are Mr Ian Newman, who Currently has a Burrell DCC road loco called Devils Delight, in Newman & Plumb Livery, complete with traction trailer, living van and water cart, and in the past was known for his Burrell SCC Agricultural "At Last", and Jonathan Cary who has a beautiful 6" Foden C type wagon in Great Western Railway livery and a lovely 6" Savage little Sampson steam tractor. If you have any photos or stories of your steam ups or engines, you can email to eemrsclub@hotmail.com. I hope you enjoy the remainder of this year, and unless we meet before, I'd like to wish you a Very Merry Christmas and a extremely Happy New Year, from all of us here at the East of England Model Road steamers club.

Just a little reminder, unless you have already paid, your 2023 subscriptions are due from 1st of January. Your membership renewal form (should you require one) is enclosed with this News Letter.

James (acting editor)

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2022 Rally Season – Finale

Well the summer was very hot and very dry. The Peggs family attended the Little Ellingham Working Weekend, near Attleborough in August with their Burrell double crank compound road loco “Jack”, still in its first season out and about. The event was well attended by steam exhibits, and there was plenty for people to see, with ploughing and threshing and wood sawing. Unfortunately it was just too hot for the horses and these were unable to attend.



Rebecca Peggs on her families Burrell DCC road loco Jack at Little Ellingham in August.

September was marked by a change in the weather. The first full week saw heavy downpours and our boiler inspectors garden was under 4 inches of water on the Thursday. Tragically this was the day that her Majesty Queen Elizabeth II died, which meant the Sandringham Game and Country fair that should have taken place that weekend was postponed until Mid October. The Haddenham Steam Rally & Heavy Horse Show went ahead with a tribute to her late Majesty. The show was attended by several of our club members, and well attended by both exhibitors and spectators.



Ian Newman driving his Burrell DCC at the Haddenham steam rally.

The last weekend of September several members attended the Kettering Steam and Vintage Rally, at Cranford in Northamptonshire. Dean Whitwell was there with his nice looking Burrell SCC “Holly Rose” that he constructed from a STW kit and named after his daughter. Ian Newman was there with his Burrell DCC road loco “Devils Delight”. Saturday Evening this could be seen with our clubs boiler inspector at the helm, towing his Burrell dead (steered by Ian), with Ian's traction wagon and living van behind. James's Burrell has NEVER been so fast before on its own wheels!



The Rivett family's Burrell convertible traction engine and Coulson & Wear Portable at Kettering

Kettering has a couple of rather steep hills that enable model engine crews to try out their engines strength, and these were taken in top gear with the road train, with a bit of double high to give it a boost. The Rivett Family were in attendance with two of the engines from their collection, The Burrell convertible was powering a Manufrance flour mill, and the Coulson and Wear portable was running a Stuart centrifugal water pump, and supplying steam for a small stationary engine, that is fitted with self governing expansive valve gear. Where most engines governors use a throttling valve to control the steam flow to effect the engines speeds, this engine automatically adjusts the cut off on the slide valve, the faster the engine goes the shorter the stroke gets on the slide valve to the point where the cut off point is so short, the steam creates little power at the piston, until the speed drops and the cut off is automatically lengthened. This in turn was powering a little fret saw.

The Sandringham Game & Country fair finally took place in Mid October. The show was VERY well attended by model steam engines, which some unusual models being in attendance. Its move away from its normal date allowed for engines that would otherwise have been at the Haddenham rally to attend, but sadly also meant that others who have been attending were busy at the Midland Model Engineering exhibition. The Rivett family were there with their Burrell convertible and Coulson and Wear portable. Saturday evening James put the Burrell on a



nice dynamo that he has made from a set of castings, inserting a 24 volt permanent magnet in to act as a generator for the electricity. There was 15 "smart" LED bulbs (rated at 12 to 24 volts dc at the equivalent of 15 watt), which was drawing just 2 AMPS! Surely this is the way forward with people with showmans engines who want a easy life but also to generate and illuminate the light bulbs. During the show days, steam was being taken off to run a Kenning Brothers mill engine, that has been named "Elizabeth Regina" in honour to our late Queen. Dean Whitwell was also attending with his Burrell. John Hyde had his Garrett Tiger, Immaculate as ever, and Rosemary Bush had her recently acquired Tasker 6" scale steam tractor. The Harvey family were in attendance with their two engines, both 4" scale Burrells, a Single Cylinder, and a Single Crank Compound, which unusual for engines of that scale and type, are fitted with canopy's.



Left to right, The Rivett Family's Burrell convertible, Dean Whilwell on his Burrell SCC, and on the far right, the Rivett Family's Coulson and Wear portable engine belted up to a flour mill.



Left, Rosemary Bush on her 6" scale Tasker Steam Tractor "Joan" at the Sandringham Game & Country Fair

***EAST OF ENGLAND MODEL ROAD
STEAMERS CLUB SPONSORED BY:-***



**MEMBERSHIP RENEWALS
DUE 1ST JANUARY**

**NEXT NEWS LETTER
FEB 2023**



NEWS LETTER

NUMBER SIX

SPRING 2023



EDITORIAL

Dear Members, I am sorry there was no news letter published in February, but work constraints did not allow me time. I was busy working on Club member Ian Newman's Burrell DCC "Devils Delight", It has been given a major rebuild which has seen a comprehensive list of work carried out. Since its return he has been busy improving the paintwork, and attended the rather soft under foot, Stradsett park rally. I would like to welcome David Bush to our club, He has a lovely 4.5" Foden steam wagon he has recently acquired and is building a 4" Garrett traction engine. His Mother Mary and Stepfather Steve have a few engines between them, including a 6" Tasker steam tractor, a steam powered milk float and a full size Fowler showmans engine.

I trust everyone has had a good winter, making plenty of progress on their projects. Boiler testing has been well under way, with 7 of our members have already had their engines all tested and made ready for the forthcoming rally season, with shows starting imminently. Club member Dean Whitwell is one of the organisers at the Holbeach Town & Country show on the 17th & 19th June, and organises a lovely selection of steam engines, big and small. Please show your support for this show, either as a spectator or an exhibitor. The Organising team are working really hard to get this show back on its feet after several years of either bad weather or covid restrictions, and overcoming hurdles such as the difficult supply of the coal.

At our Annual General Meeting held on the 23rd of April, The Rivett family had their Burrell convertible and Coulson & Wear portable engines in ste am and Malc had his electric powered steam lorry and Fowler showmans displayed. Club member Jonathan Cary has volunteered to help wherever he can with the publishing of the clubs newsletter editor, so this should be the last newsletter I put together for our members. Remember to keep sending Jonathan items for publishing, whether its be something as small as a event date or advert, or something bigger like a news item or general interest piece. The newsletter is only as good as its contributors. Included in this edition is the minutes from the AGM for those of you who were unable to attend. The club would like to thank Malc and Sue Culpin for hosting us for our AGM and making the members who turned up welcome and supplying hot drinks and refreshments.

James (retiring acting editor?)

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General Enquires		eemrsclub@hotmail.com



Photo- From where it all started, Steam at Thorney Toll 2020, A private steam party during the year of lock down to cater for friends needs for a steam show when there was none. It was at one of these gatherings that Malc and James decided to form our club. In the foreground Malc Culpins 3" Fowler (sans canopy) being kept an eye on by his late dog "Benji", with the Rivett Familys 4" Coulson & Wear portable in the middle, with their 4" Burrell "Sybil" in the back ground.

REPORT ON THE EAST OF ENGLAND MODEL ROAD STEAMERS CLUB ANNUAL GENERAL MEETING SUNDAY 23RD OF APRIL 2023

Honorary Chairman's Report – Sybil Rivett

Because of the way things stood in March 2022, a formal AGM was felt unnecessary, as at that time the club had been in existence for less than 12 months, and as it took several weeks to sort the banking and insurance matters out, did not become official until part way through 2021. Business was conducted between those who were current members via an online platform, and it was decided to continue in the same way as in 2021. Our club is slightly different from most, as the Chairman is a honorary position currently held by our current oldest member, but in reality the day to day duties of Chairman are shared between Malc Culpin and James Rivett, but when required a chairman can elected ad hoc for the meeting in question.

2022 saw the membership rise from 4 to 9, of which 7 members own engines, and between them there are 12 engines of various scales and types, either in steaming condition or under construction. We hope the membership will still grow, whilst the club is able to remain a friendly with a laid back structure as it is currently ran. Because of the small size and personal nature of our club, we do not currently have a organizing committee, but we have a small band of dedicated members who handle the day to day running of the club, namely Malc and Sue Culpin, and James Rivett, but new help is always welcome and a full time editor and web master would be greatly appreciated.

Chief Boiler Inspectors Report – James Rivett

There is currently 9 engines that have had their boilers tested by our club inspectors. 4 are Burrells (Two Double Crank Compound 3 speed, a Single Crank Compound 2 speed, road locos and a single cylinder convertible general purpose traction engine. Three are Fodens, one Fowler showman engine and a Coulson & Wear portable engine. Most of these boilers were first steamed within the last 5 years, with 3 exceptions. So far there has been nothing to cause alarm or concern. Members are reminded that whilst purely voluntary, donations towards the boiler inspectors fuel costs to test your engine are greatly appreciated. Please remember to make sure your firebox and smoke box tube plates are clean and soot and ash free, and have your washout and fusible plugs removed and boiler washed out.

If any member needs boiler treatment or steam cylinder oil, this is available from Rivett engineering, Boiler treatment is Multitreat TC and is suitable for use in both steel and copper boilers, and is priced at £16 per litre. Cylinder oil is the equivalent to Morris 680T, and is the best quality cylinder oil for most purposes and priced at £7.50 a litre. Rivett engineering is also able to offer oiler specially formulated oil for gears such as on traction engines. It is sticky and non fling, helps prevent wear and reduce noise of all materials (not suitable for bearing lubrication) and is priced at £5 a litre. For further details, see James or email rivettsteam@hotmail.com.

For my sins, I have been doing the clubs newsletters since we decided to produce one in 2021. Regardless of who does this roll, a newsletter can only be as good as the material supplied. It doesn't matter how small or big it is, even if it's just a hand full of show dates, every little counts, and helps to make something of worthwhile reading. That said I would like to apologize for not producing a newsletter for February 2023 as I have been so busy with work that I just have not had time to sit down and compose one. If you feel able to take on the role of editor or web master, please feel free to volunteer.

Financial Report – Malc Culpin

Our financial year runs in conjunction with the membership period, namely 1st January to 31st of December. In 2022 the membership doubled, This saw the available surplus funds in 12 months go from £1.20p to £134.90p. This will be kept in the bank for when needed in the future. Despite a very healthy year in 2022, unless new members are attracted for the 2023 season, 2023 will show a significantly lower income than that of 2022 due to the joining of two members towards the end of 2022 which means their membership is carried over for 2023, however we already have one new member joined in the first quarter of 2023, The club can only succeed if it continues to grow and attract new members. Remember to invite your friends. Flyers and leaflets can be picked up off James or Malc, or printed off our website www.eemrsclub.vpweb.com

Costs on such things as the news letters and the club website are very kindly sponsored by Rivett Engineering, meaning the funds that would otherwise need to be spent on such things, can be reinvested into the club. For 2022 the Northern Association of Model Engineering Societies (the parent group to which we are affiliated to) decided to offer free membership to its current affiliated groups, and hence on the balance sheet, in the income side you will see a £5 refund from them. This was for one year only, and the club has already paid its membership for 2023. We are further helped by the fact that our chief boiler inspector (James Rivett) supplies all his own testing equipment, and is on par with that you will find from any commercial boiler inspector, and much more than many model engineering clubs can offer, meaning the club hasn't had to purchase expensive equipment for its boiler testing.

Because of the healthy current bank balance, it is proposed that membership fees remain at £30 for 2024 season, assuming that the 2023 insurance fees (due in May) remain in the same reasonable area as 2022. A copy of the accounts is attached.

East of England Model Road Steamers Club		YEAR TWO	
<u>Financial Accounts membership year ending 01/01/23</u>			
<u>Membership Income</u>	amount	<u>Expenditure</u>	amount
Membership fee M Culpin	£30.00	Insurance	£128.80
Membership fee S Culpin	£30.00	N.A.M.E. Membership	£5.00
Membership Fee S Rivett	£30.00	Membership Cards	£7.52
membership fee J Rivett	£30.00	WebSite	£47.00
Membership Fee M Wingate	£30.00	NEWS LETTER PUBLICATION	£27.98
membership Fee R PEGGS	£30.00		
Membership fee Dean Whitwell	£30.00		
Membership fee Jonathan Cary	£30.00		
Membership fee Ian Newman	£30.00		
Income from membership	£270.00	total expenditure	£216.30
DONATIONS			
SPONSORSHIP RIVETT ENGINEERING	£75.00	Profit/loss	+ £133.70
REFUND FROM N.A.M.E.	£5.00		
Income from Donations	£80.00	AT BANK 1ST JANUARY 2022	£1.20
TOTAL INCOME	£350.00	AVAILABLE FUNDS	£134.90

Election of officers.

It was proposed that the officers who has served the club for 2022 remain in the same positions for 2023.

Honorary Chairman :-	Sybil Rivett
Club Secretary and Treasurer:-	Malc Culpin
Chief Boiler Inspector:-	James Rivett.

Jonathan Cary volunteered to help with the editing and publishing of the clubs newsletter.

Any Other Business

Sue Culpin is going to sort out a banner for the club that can be displayed at shows to advertise it. Jonathan Cary has also asked for one for the shows he attends. The printing and laminating of posters was also discussed.

With the AGM business concluded, the meeting was closed at 2pm.



Above:- Rally time is upon us again. A photo-shopped photo showing the Peggs family Burrell "Jack" on its way to a steam rally, possibly one of those mentioned on the sign post.

IF YOU HAVE NOT RENEWED YOUR MEMBERSHIP FOR 2023, THIS WILL BE YOUR LAST NEWSLETTER!

(Unless you first joined as a member after September 2022)

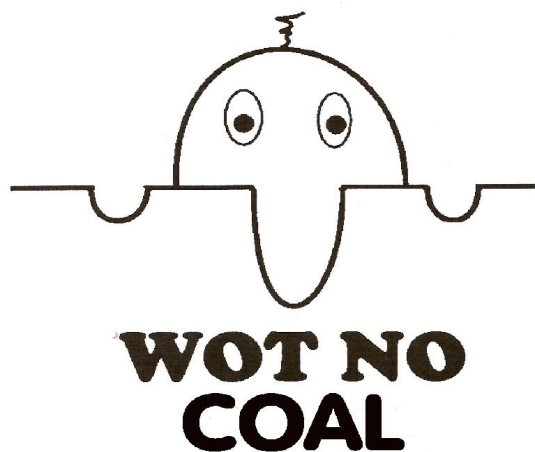
EVENTS

(Please send us your show dates)

<u>DATE</u>	<u>SHOW & LOCATION</u>	<u>CONTACT</u>
27 th , 28 th , 29 th May	Strumpshaw Steam Rally	www.strumpshawsteammuseum.co.uk
28 th & 29 th May	Burghley Game & Country Fair (Stamford – Lincolnshire)	F Earl 01485 540 312
10 th & 11 th June	Cambridge Town & Country Fair	hello@charlieowenevents.co.uk
17 th & 18 th June	Holbeach Town & Country Show	Dean Whitwell 07796886009
9 th & 10 th Sept	Sandringham Game & Country Fair	F Earl 01485 540 312
23 rd & 24 th Sept	Kettering Steam & Vintage Rally	M Spitteller 01536 500 164



Above:- The Rivett Family's 4" scale threshing machine, making its first ever public appearance in Lincolnshire, powered by their 4" Scale Burrell convertible engine, Seen at the 2022 Holbeach Town & Country show, which this year is on a new site and will be held on the 17th and 18th June.



Any one else beginning to find decent coal supplies hard to come by thanks to the English governments short sightedness in making coal the scapegoat for global warming despite it being a minority carbon contributor to the UK emissions?

Despite a few shows insisting that the only coal available is smokeless ovals (which are not suitable in the editors opinion for use in a locomotive boilers unless just sitting still on the peg) Several companies such as Day Bro's (daybros.co.uk), Ridge fuels (ridgefuels.co.uk), Coal Hut (coalhut.com), and J. H. Hutts & Son's (huttscoalmerchants.co.uk) claim to have good stocks of traditional coal suitable for steam engines.



NEWS LETTER

NUMBER SEVEN

SUMMER 2023

SPONSORED BY



EDITORIAL

Hello, I joined our club in 2022, and agreed to assist in the editorial at the AGM in April. Tis is my first editorial, assisted by James. I dont know how many of you are also NTET members. I joined in 1997 and did 2 courses and a weekend learning about valve setting at Michael Davis's farm on one of his Fowler ploughing engines. I had the chance to go back there in May as an advanced student. I was hoping to take my 6" Foden along but sadly this didn't happen. However I did have more time to spend on other peoples engines and learn something though. I had a few hours on Richard Hesbrook's Colonial Foden traction engine and Jon Richards Wallis and Steevens Advanced roller. The latter is quite a sophisticated machine, and is reasonably fast and comfortable on the road. In this months edition there is 6 full pages of miniature engines but only one attendance myself unfortunately. After purchase, I discovered my Foden had a non working lubricator, a common problem apparently with STW builds. Removing the high pressure cylinder cover exposed a bit of a mess, fortunately no problem on the (brand new) bore! It is Now being fitted with a Foster one from Live Steam Models, so this should hopefully solve the issue. My 6" Foden is a true compound engine, constructed from a STW kit and painted in GWR livery. My other engine is also a Foden, in this case a 4" double high version made by John Rex, and these can be seen in the photo to the right.



Wishing you Good Steaming.

Jonathan Cary.

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CLUB NEWS

Due to a change in service policy and charging structure by vistaprint, the club has changed web providers. Our new website can be found at www.eemrclub.co.uk. Our boiler inspector has made a test platform for setting up Steam Traction World 4" Burrell safety valves. It may fit other 4" Burrells to. Contact James if you would like to borrow this, or want him to set your valves up. So far in 2023, we have attracted two new members. David Bush joined in the spring and we would like to welcome Dan Storey to our club, who owns a 3" Allchin traction engine.

RALLY ROUND UP

By James Rivett

Rally season is well and truly in full swing, the weather has been a bit mixed from being very hot at some shows and cold and wet at others. A few of our members attended the National Vintage Tractor & Engine rally at Stradsett park. The show was the first weekend out for Ian Newman's Burrell DCC road loco "Devils Delight" after its winter rebuild and overhaul. The ground was rather soft and after more rain during the weekend the show had to be cancelled on the Bank Holiday Monday.

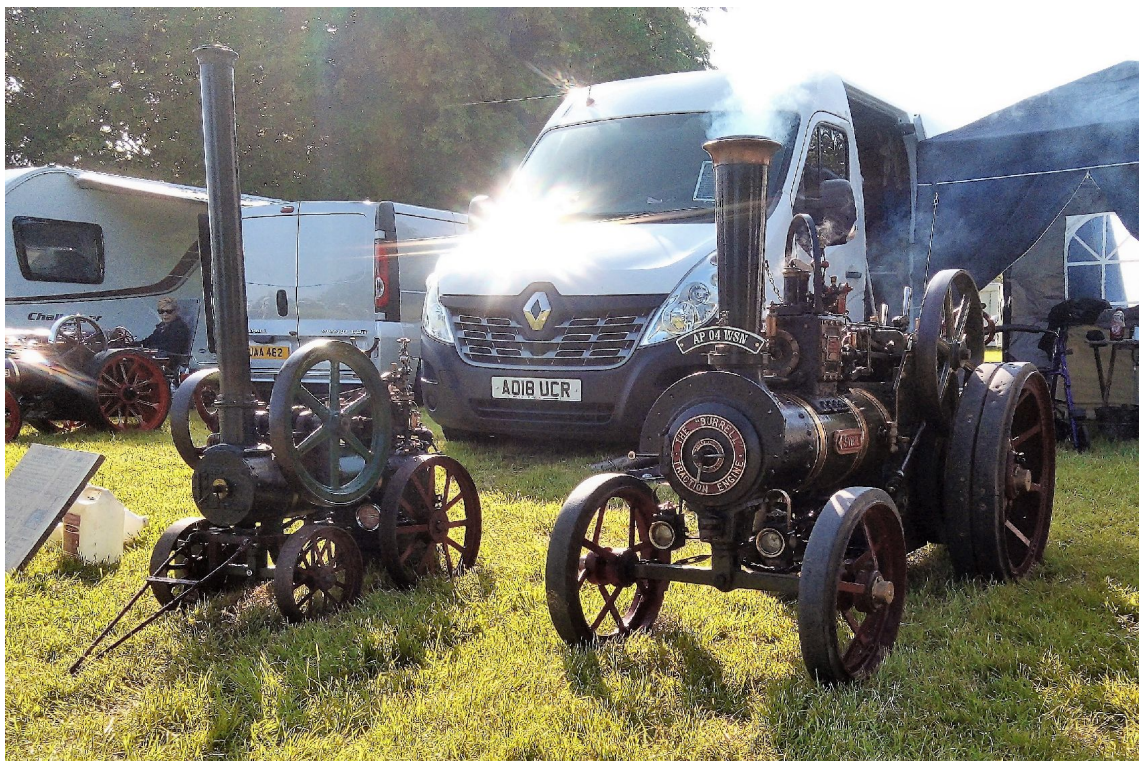
Right, Dean Whitwells 4" Burrell SCC "Holly Rose" at the Stradsett Park Rally, Early May Bank Holiday.



Three of our members attended the record breaking show at Strumpshaw Steam Museum over the late may bank holiday. It is estimated that over 20,000 people attended over the 3 days of the show. David Bush was in attendance with his 4.5" Foden steam lorry, and his Family were also there with their full size Fowler Showmans Engine "Rosemary" and 6" Tasker engine. The Peggs family were attending with their 4" Burrell DCC road loco "Jack" while also looking after the Wyeld Family's 1909 Ruston Proctor engine, works number 34987. One of the days, the Wyeld's other engine (a 1913 Foden road loco "Monarch") was steaming very lazy, so club member Richard Peggs used the Ruston to tow the Foden around the arena. Dean Whitwell also attended with his Burrell SCC "Holly Rose" and took part on one of the evening road runs.

The same weekend as Strumpshaw several models attended Living Heritage Event's Burghley Game & Country fair, at Burghley House and park, Near Stamford. Around 10 model engines were on display. The Rivett family attended with their 4" Burrell convertible that was powering their Manufrance flour mill.

Below, the same weekend at Burghley House, The Rivett family attended with their Burrell convertible engine and their Coulson and Wear Portable engine.



Their 4" Coulson & Wear portable engine was also in steam, and was something of a home coming as the full size Coulson & Wear engines were made at the Rock Iron Works in Stamford before the company was liquidated in 1878. Both displays got quite a lot of attention and the show was very well attended by the public. Other notable engines on display included Roger Kightleys 4" Burrell dcc road loco "Kathleen", which is very unusual in that she is still on strakes and not on rubbers, and has some true Burrell features such as the water pump clack, that the similar Kit built engines do not exhibit. Jon Hyde was there with his 4" Garrett "Tiger" that was very well turned out as ever, this was joined by another 4" Garrett, who's flywheel was so polished that the rim shone like a mirror. There was also a Savage set of Gallopers at the show with the lovely back drop of the Elizabethan "Burghley House". The event is held in the very large parkland famous for the horse trials, and features some beautiful trees, bridges and lakes. At this show the models were supplied with CPL's "WildFire" ovals. It has been found by breaking the nuggets in half or quarters, and mixing with some normal house coal, the models steam quite well on it, but when worked hard, such as hill climbing or under load on the belt, then the steam pressure was harder to maintain.

In early June, Ian Newman and the Rivett family attended the Cambridge Town & Country Fair, held on Parker's Piece Park in the middle of Cambridge, which was subjected to very hot weather all weekend. So hot was it, that even your clubs chief boiler inspector was seen sans flat cap and donning a pair of shorts. It was a toss up who consumed more water, himself or his family's portable engine. The Rivett Family had their Coulson & Wear Portable working their Manufrance flour mill. This was the first time this engine had attended this event and attracted a lot of interest and many questions, as did the flour mill. Some steam was being used to supply power to a Kenning Bro's Mill engine, that has been named "Elizabeth Regina" in memory of the late Queen. Ian was giving rides raising funds for the Children's Cancer (C2) ward for Addenbrooks hospital. They were joined by Ray Cowles, with his 4" Burrell DCC "Perseverance", The Haylock's were there with their full size Burrell SCC "Duchess" as were the Allen Family with their pair of Aveling & Porter steam rollers and collection of commercial vehicles. There was also another full size Aveling & Porter roller, who's valve rod packing was so slack that it was doing a impression of a birdie as it drove along. A few eyebrows were raised, when it arrived in the dark Friday evening with no lamps!



Left: Roger Kightly's lovely 4" Burrell road loco "Kathleen" at the Burghley Game & Country Fair.

Below, Ian Newman on his Burrell DCC "Devils Delight" and his fabulous road train at the Cambridge Town & Country fair on Parkers Piece Park.



The following weekend was the Holbeach Town & Country Fayre. The steam section of this wonderful show was organised by our very own club member, Dean Whitwell, who's wife Teresa is the chairperson of the organising committee. This years show seemed to have a much grander feel than that of the previous years show, aided by having a new event site. Although well attended by hundreds of exhibitors, it did feel very quiet in regards of attending public, but the returns on the gate showed that around 3000 people had purchased tickets, either on the day or via pre-sales. On the Saturday there was a fantastic display by the Royal Air Forces Battle of Britain Memorial Flights, Avro Lancaster B Mk1 PA473. These aircraft were made famous by the Dambusters, but this example did not enter service until after the war in 1945 and was first deployed to south east Asia. The Sunday was also graced with a Battle of Britan aircraft, this time Supermarine Mk5b Spitfire AB910. As well as these two fantastic aircraft, there was a very large display of vintage tractors, and classic commercial vehicles, joined by displays of stationary engines and classic cars. In a large marquee was a amazing display of radio controlled models, ranging from cars and trucks to bulldozers and earth movers. It was the biggest turn out of steam exhibits ever at this show. There

was 7 full size engine, of notable mention are Aveling & Porter LC6 overhead valve compound No. 4561, road locomotive “Jimmy” built in 1900 owned by Andrew Goakes. His brother David had his Aveling R10 roller in steam at the show. Peter Waling had his full size new build Foster 3 ton steam tractor, looking very smart in its lined black paint and canopy. It is in good company, as his son Andrew owns Foster Wellington Showman's Tractor “Lord of the Isles” which was also on display. Burrell DCC engine works number 4019 “Britannia of 1925 owned by Jo Wallis was one of three full size engines that roaded to the show under their own steam. The others being 1919 Wallis & Steevens 6nhp Expansion engine “Wildfire” and Martin Pratts 1922 E Type Aveling roller.



Above, Dean Whitwells newly aquired steam roller and a 4” Burrell Senic showmans under repair.

Below, David Bush's 4.5” Foden Steam Wagon “Sam” at the Weeting Steam Rally.



There was 5 engines on display owned by club members, these being Ian Newman's lovely engine and road train, The Rivett Family's Burrell convertible engine and their Coulson & Wear portable engine, and Dean Whitwell had his Burrell SCC 2 speed road loco which was joined by his recently acquired 4" Burrell single cylinder steam roller. This latter engine, although complete, has not been built to a very high standard and Dean hopes to rebuild the roller over the winter. Dean managed to get a good supply of Columbian coal for the model engines. It was noted how the Rivett family's engines steamed very freely on a VERY thin fire using this coal and if fired little and often excessive smoke is avoided. Sadly a storm closed in around 3pm on the Sunday which signalled a early close a otherwise great show.

A few weeks later was the Weeting Steam Rally, where 3 of our club members were exhibiting. The weekend turned out to be rather damp, with the highest UK July gusts of wind recorded on the Saturday, but fortunately the "Brandon" sandy soil prevented the ground turning to slime as was seen at other shows that same weekend. It was in complete contrast to 2022 when the East Anglian Traction Engine Society had to cancel their much delayed route 66 road run do to the extreme fire risk from the prolonged dry hot weather. The show trialled a slightly different site layout for 2023. There was a large turn out of full and model size engines, and as always at Weeting there was a fantastic working area, displaying steam powered ploughing, threshing, wood sawing, road mending and a standard gauge railway. For the Peggs family, it was touch and go if their engine would be there in steam, after some needed mechanical repairs came to light a couple of weekends before the show, and this work was only completed on the afternoon before they were due to go to the Rally. To help out, your chief boiler inspector, after carrying out the repairs, even did a bit of brass cleaning on "Jack". Some alleged it was because he was not paying for the polish, but I will leave you to make your mind up about that one haha.

Right, The Peggs Family's always excellently turned out Burrell DCC Road Loco "Jack" fresh from repairs awaiting loading for the Weeting Rally.



EVENTS

<u>DATE</u>	<u>SHOW & LOCATION</u>	<u>CONTACT</u>
12 th & 13 th Aug	Little Ellingham Working Weekend Miniature steam engine rally	Bressingham Steam Museum
26 th - 28 th Aug	Portable engine rally, Bressingham.	J Wheeler 07929648369
9 th & 10 th Sept	Sandringham Game & Country Fair Haddenham Steam Rally	F Earl 01485 540 312 www.haddenhamsteamrally.co.uk
17 th Sept	Prickwillow model end day.	www.prickwillowmuseum.com/event-days.html
17 th & 18 th Sept	The Grand Henham Steam Rally	www.henhamsteamrally.com
23 rd & 24 th Sept	Kettering Steam & Vintage Rally	M Spitteller 01536 500 164