



NEWSLETTER August 2018

FORTHCOMING EVENTS

- **Workshop Morning:** Tuesday 21st August 10-12 noon
- **Club Meeting:** Wednesday 5th September 'The Design And Build Of 'The Merlin' Economy Aircraft' a talk by Ivan Shaw
- **Workshop Morning:** Tuesday 18th September 10-12 noon.
- **Visit to Parkol Marine Shipyard (Whitby)** plus lunch option: Thursday 27th September – 10.00am

i) CLUB MEETING: Wednesday 1st August. 'Bring And Buy' Auction.

Before the auction started, there were some announcements by the Chairman (further details added by the editor) :

- **GDPR:** The processing of the data forms submitted by members is now nearly complete.
- **The Ryedale Show** (Tuesday 31st July)

The Ryedale show is a key deployment for the railway, not least because it is one of the biggest one day shows in the country. For the PEEMS members attending, it was an excellent day, and everyone had a good time with ideal weather conditions. The railway was in almost constant use during the day, and this is reflected in the takings, which were above average for this show. This means that the income here, and at the Malton Show allows the railway to cover its costs into next year.

A special thanks goes to Mike Sayers for the food and drink provided throughout the day. PEEMS would also like to thank David Proctor for the generous and very welcome ice-cream contribution.

The future of the railway has been discussed at club meetings and in committee. The fundamental problem is the staffing of these events, with a lack of members willing to help. This has meant that the number of annual railway deployments has had to be reduced to a minimum which negatively influences the railway finances.

At Ryedale, enough members attended to make operations viable, nonetheless it was disappointing that 40% of the volunteers that previously said they would attend didn't. This meant that those who did turn out did not have much time off to enjoy the rest of the show. Looking back at the newsletter for 2017, there was the same issue with the small number of volunteers for this big event.

• Workshop

As announced in the previous newsletter, the workshop will be opened on Tuesdays and Thursdays, with the proviso that George Gibbs, as workshop manager, is informed beforehand. The new ceiling has been fitted in the machine shop. Tony will be doing some work fitting the inverter and new motor on the lathe.

• Outings

Whitby Shipyard Visit (Parkol Marine) on Thursday 27th September. The names of people who are interested in going to this will be taken at the next club meeting.

• PEEMS 'Uniform'

Those members who have e-mail should have received the order form for sweat shirts, polo shirts and fleeces. They also received an invitation to bring the order form and a cheque to the evening's meeting, so the order can be sent to the company near Filey who modify the garments to include the PEEMS logo.

• Mini 'Bring and Brag'

Usually members bring completed models or 'works in progress' to show at the club meeting. Maybe because of the excitement about the impending auction, this didn't happen this month.

Our Chairman David Proctor however, brought along some plans for a triple expansion steam engine (TESE). He wanted to build an authentic working model, and not an ornament. Colin Bainbridge had suggested the TESE to him and this struck a chord because in the past he had been a marine engineer, although he had never sailed a TESE. He did know about them though. The model by O.B. Bolton was detailed in 'Model Engineer' around three decades ago. Once the engine has been built, it will be driven by air and then by steam.

David had a couple of questions:

- a) What kind of boiler would be needed? Would it be a normal "Scotch Marine Boiler" or a big "Vertical". The strokes are all $1\frac{1}{4}$ ", the high pressure bore is $\frac{7}{8}$ ", the intermediate pressure bore is $1\frac{1}{4}$ ", and the low pressure bore is $1\frac{3}{4}$ ". The engine should develop 100 rpm.

The consensus on the night was that a sizeable boiler would be required generating 30 psi plus. Internal water tubes or a centre flue boiler with cross tubes, using butane or mixed fuel, is the most likely way forward. A "Scotch" boiler would also be consistent with the full scale boiler used for this type of engine, and this is important for authentic modelling. Mike Sayers suggested a 'bible' by K.N. Harris 'Model Boilers and Boilermaking' (1974).

- b) Self-Starting: David had seen YouTube videos of these types of engines working, and the next question was could an engine like this 'self-start' from any position of the crank? Some of the YouTube videos show someone 'flicking' the flywheel, but that is not consistent with how the full scale version is started.

Watch this space for further developments!

ii) "BRING and BUY" AUCTION

This was a lively auction with, in some cases, 'fierce' bidding. There was an interesting selection of items running from measuring kit (micrometers, DTIs, steel rules, and ammeters) through to tools (V blocks, spanner sets, G clamps and wood gougers) through to the exotic such as a racing pigeon timing device (which could record up to 12 pigeons at a time). A very good evening which resulted in a lathe attachment bought for the workshop, and the proceeds from some items donated to club funds.



iii) PEEMS Visit To 'The Flower Of May Scarborough Fair Collection and Transport Museum' July 19th.

On Thursday 19th July, PEEMS members and partners (at least seventeen individuals) visited the transport museum at the 'Flower Of May' holiday park near Scarborough.

Before the visit to the museum, several couples had an excellent fish and chip lunch at 'Mother Hubbard's' in Westborough, Scarborough. Definitely recommended!

The museum was a revelation, and is a significant collection of vintage vehicles, fairground rides and fairground organs, all on display in a bespoke exhibition building. The write up in this newsletter does not have the space to give the collection justice, and to really appreciate what is on show, a visit is essential!

The holiday park owner, Graham Atkinson has a passion for collecting vintage vehicles and started his collection in the 1980s with his first steam engine and mechanical organ, and this has grown to be a unique collection.

At the beginning of the visit, there was a chance to take a ride on the 'Tidman Golden Galloping Horses' roundabout. This roundabout was originally built in 1893, and has had several owners before being acquired by the 'Scarborough Fair Collection'. Some people took that chance:



The interesting fact about this collection was that there were many scale models amongst the full scale vehicles. The first section contained a motor cycle collection:



The motor cycles included a Triumph which was built in 1913, and also bikes by manufacturers such as Douglas, Velocette and Royal Enfield from the 1930s to 1960s.



The police bike LKO 272 is a 1949 Velocette 'LE' MK1 'Kent Police'. This was originally fitted with a water cooled 150cc engine. It was soon changed to a 200cc engine. The bike is fitted with a lever for hand starting. It has a three speed hand gear change and shaft drive. This is one of the original 'Noddy Bikes' used by police forces across the UK from 1949 until the mid-sixties. The actor Nick Berry rode one in the early 'Heartbeat' TV programme.

There was a large car collection, including a number representing the Morris Motor Group. The display showed how Morris managed to reduce costs in order to become the UK's biggest manufacturer in 1925 with 54,000 vehicles sold.



The two seats of the Morris 'Eight' shown above, allow the folding of both the canopy and the windscreen to give drivers 'the wind in their hair' experience. The Lanchester Ten is also seen above. The manufacturers of this model also designed one of the first petrol drive, four wheeled cars in Britain in 1895.



The Morris Cowley was packed into boxes when war broke out and reassembled years later.



'Molly' 1912 Flanders 20 : This remarkable car was sold new by John Shelby Hardware, a Studebaker wagon dealer in Lebanon Indiana. It was his first ever car sale. At some later date, and with just 500 miles on it, the Flanders was traded in at a Chevrolet dealership also owned by John Shelby. As this was the first car he sold he decided to keep it and put it on the top floor of the hardware store. Eventually, a grandson inherited the car. The years passed and Earl Potts stepped in to save the Flanders. He sold it on to another Indiana resident at which point in 1973, it was restored to its current condition, and a brass plaque to that effect is fixed to the bulkhead.

Through the 'Old Boy's Network', Mr Dick Parrett imported the car for a friend Peter Harrington in 1991, with just 3700 miles covered. In 1999 the car was registered with just 5150 miles on the clock. The Flanders has been affectionately dubbed 'Molly' and still only has 6700 miles on it from new. All the accessories are in place, the lighting system is as new, and the acetylene generator is stated to have never been used.

EP1167 (1911) The Stanley Steam Car (10HP)

The Stanley (nicknamed Stanley Steamer) was a steam powered automobile produced by the Stanley Motor Carriage Company. In 1906, the Stanley Rocket set the world land speed record for a steam car at 127.7 mph at Daytona, driven by Fred Marriott. This record was only broken in 2009 by the British when the record became 139.8 mph at Edwards Airforce Base.

The steamer enjoyed a vogue in the early 1900s, before being overtaken by the internal combustion engine. Twins Francis and Frelan Stanley founded the company after selling their dry plate photographic business to Eastman Kodak. They produced their first car in 1897. During 1898 and 1899, they produced and sold over 200 cars, more than any other US car maker.



The car was imported from America as a chassis, and 'English Coachbuilders' from Gateshead made the body. The rest of the car is mostly original and carries full documentation. The water tank holds 25 gallons and can do one mile to the gallon. The pilot flame is petrol or Hexane lit. The main burner runs from kerosene and can do 15 miles to the gallon. The car is light and responsive and can do a respectable 50 mph.



There is also a large collection of commercial vehicles including traction engines and tractors. Here we were joined by one of the guides Keith Kitching. Keith has the distinction of not only authoring two books 'My Life In Transport ~ In The Office, On The Buses and Driving Coaches' and 'Scott's Greys Darlington', but in conjunction with his wife Christine, owning a 1952 K8 Plaxton Venturer 14 Seat Coach registration number RHN 548.

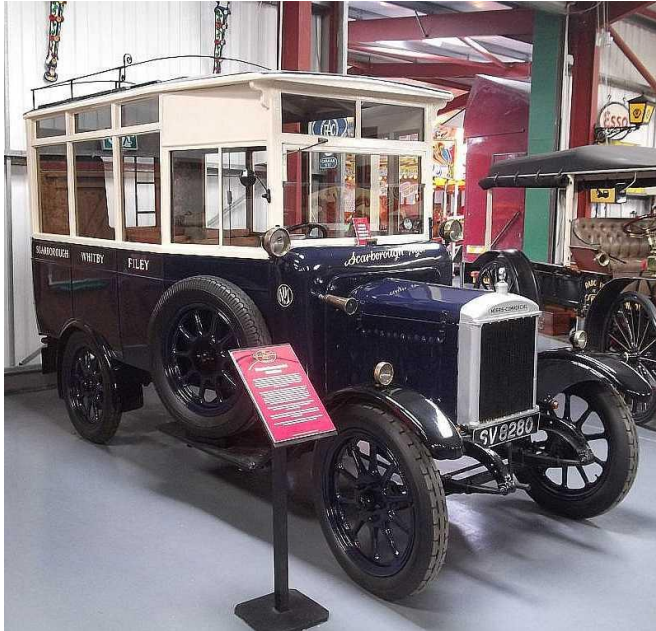


The coach was originally used for express service trips from Darlington to Blackpool, on the quieter 'off season' days when a larger coach was not needed. It was also used for duplicate services. In 1984 the coach was saved from the scrap yard by enthusiasts and in 1985 was restored to its original 1952 Scott's Greys livery. The Kitchings bought the coach in 2005. They have named it 'Maid Marion' after the original owner Marion Hunter of Scott's Greys. This is only one of two Scott's Greys coaches to have survived into preservation.

Keith told us that many of the commercial vehicles displayed had been saved from the scrapyards before restoration.



The 1919 Albion delivery lorry Chassis Number 1902/1 was built in Glasgow. This 'Pratts' delivery lorry started life with a 32 HP engine and was built to The War Department's military specification for WW1. Due to the sheer volume of work during WW1, this particular chassis did not leave the factory until 1919, was allocated as a civilian vehicle and finished up as a delivery truck. This was bought by the Anglo-American Oil Company Ltd, which traded as 'Pratts Spirit'. One hundred years ago, light oil for lamps and heaters would be delivered in bottles or cans. As well as garages with hand operated pumps, petrol was also bought in two gallon cans at the chemist shops. The chances are that 'Pratts Spirit' would be name on both the cans and the wagons which delivered them. A few years ago, the wagon was restored to the livery of the first owner and was bought in 2018 to be an exhibit in the Scarborough Fair collection.



Morris Commercial Hotel Bus: A mid 1920s Morris nine seater hotel bus on a one ton chassis. Known to have been used in the 1950s by a hotel in the New Forest. Previous provenance unknown. Unused for some years and then refurbished and registered for use several years ago. Basically, this is a Morris Oxford side valve engine (1800cc) and running gear. There are no original documents but it is registered as 1926.

The engine has done few miles since installation in the last few years. It was apparently an unused crated engine found at a store clearance. It certainly feels and drives well with excellent oil pressure and compression. The cylinder head is original. The gearbox is OK on all three forward gears and reverse. It has a dynastart starter, which is a combined dynamo and magneto ignition. The rear brakes are OK ~ no front brakes were fitted! The petrol is gravity fed from the tank on the bulkhead. The chassis is sound and the steering OK. There is some vertical movement in the kingpins, but not enough to fail the MOT in 2005. There is no speedo so total mileage is unknown and the only instruments are an oil pressure gauge and a 12 volt ammeter.

In 2008 this bus appeared in the film 'Brideshead Revisited'.

The Scarborough Fair Collection contains historic fairground rides such as dodgems and a ghost train, but the vehicles such as traction engines and haulage vehicles were also of interest.



'The Moonraker 1935' Scammell Showman's Tractor.

This vehicle, chassis number 2063, was supplied new to 'The Crow Carrying Company', as a twelve ton articulated tractor unit for use with a tanker trailer. It was fitted with a Scammell petrol engine and a chain driven gearbox. The original buff logbook shows 12th May 1935 as the original issue date with the registration CHK 652. In 1946 it was sold with another similar Scammell, built in 1937 for the famous showman Robert Edwards Snr. Robert Edwards Jnr was given the task of converting both vehicles into replicas which matched as closely as possible to Scammell's very popular 'Showtrac' model which was in production at the time. During the winter of 1949/50, many components were purchased from Scammell. Also purchased was a 375Kw, 110 Volt DC Mawdsley dynamo, and steel frames, flywheels and clutches for both vehicles.

Genuine Scammell 'Showtracs' had a water cooler fitted to the gearbox to stop them seizing. However, the replicas were fitted with gearboxes which had larger heavy duty cogs.



Star of the 1962 British comedy film 'The Iron Maiden', The Scarborough Fair Collection is home of the actual Showman's engine featured in the film. Built in 1920 as a road locomotive and originally named 'The Kitchener', it was renamed for the film and has been preserved since 1952. She sits alongside other steam engines: Princess Maude, Excelsior (which helped in WW2), Chief and Endurance.



There was also a tractor collection and many scale models and miniature railway exhibits :



After an exciting day out, we returned to Brian and May Stephenson's house for beautiful sea views, tea and cakes. Many thanks to Ted Fletcher for organising this trip and to Brian and May Stephenson for their hospitality.

Contact:

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