

CRANKING

The Wessex Stationary Engine Club's Monthly Newsletter

October
2011

Thirty fourth year
of publication

www.wessex-sec.co.uk

From the Sump

Andrea Feeney wrote to me to say that a number of people had asked her about Martin. She tells me that he left to join his Regiment in mid June and is currently training in Germany. He will be deployed to Afghanistan on 1st November where he will be a mentor using his trade skills. This will then help when the Afghan army take over from late next year. He sends his regards to all and hopes to see you in May next year! I'm sure we all wish him a good deployment and that he returns safe & sound.

Last month's Obituary for Bob Hall was written by Brian Verrall and I apologise that his name was omitted from the byline. On screen it is present, but my printer had other ideas and it was lost in the printing.

The Internal Fire Museum had an excellent closing weekend with a really good attendance and raffle of an engine. Amongst many others, they ran the big Ruston 6VE which was most impressive even if number 3 injector was over fuelling. The equally large Allen triple started and ran with surprising ease. There is a good video link here showing many engines running.

<http://www.internalfire.com/index.php?loadf=1>

Writing this in the week before club night (31st), I notice that the closing weekend event at The Anson Museum (October 29/30th) will include a visit by the chap with a Napier Lion engine on a trailer. A between-the-wars aero engine, it is a "W" shaped broad arrow vee twelve averagely turning out 500bhp although racing engines turned out twice that! It is a spectacular engine to see and hear running and there are various links you can find on the Internet.

Our sale at the Cranmore Station Yard on Saturday 15th was very well attended by both buyers and sellers and the warm autumn weather must have winkled out a few! Peter Harris must get the award for furthest travelled trader, having brought a trailer load of engines from Brittany – yes, in France. He has other stuff to sell from his museum closing down sale & will be with us again in March.

Just a reminder that it is the Enstone Sale (OX7 4NP) on 12th Nov. The last time it has overflowed into the next field there was so many people selling things! A worthy successor to the Sodbury Sortouts at the Newbury show ground

Moving the Metal

For sale

Flat bed braked trailer with headboard. Low load bed 4ft 6ins wide by 8ft long. With ramps, winch & rear steadies. Nearly new 165x13 8 ply tyres & spare. Sufficient for Lister L type on a proper trolley! £200.

More details, phone Graham. 07843 583855. Trowbridge.

Lucas SR1 magneto. Good sparking condition. £55 ono
Phone Steve on 01749 670379

Allen Sythe Almost new cutter £90

Phone Frank on 01373 832678

Nissan "Cargo" vanette. 1996, 2.3 Deisel. 203k, Recent tyres, service, cambelt. MOT March. £800 ono.
I have various mags – give me a ring.

All the above - Eric Gay 01225 754374

International, M type, LT, 3HP, 1920, £450. Tel John: 01225 340432 or email wjohnfire@virginmedia.com.

Slate switching board by Nevill, 38" by 28". 6" brass cased instruments. In totally unmolested and unrestored condition. Photos available by e-mail. £400 ONO.

WW2 Lauson engine driving small compressor. Unusual little unit with underslung petrol tank and diaphragm pump. Restored. On steel frame ready to rally.

Both above. phone Kim Siddorn 0117 964 6818

WANTED

No. 52 Steel Detachable Chain as used on conveyors. Looking for 10 yards, but any quantity will do.

Phone Gerald Atherton - 01934 852670

Stuart Turner R2Y cylinder side plate with "STUART" cast into it.
Phone R. Champion 01275 892944

Vincent industrial engine powered compressor.

Pultra lathe or parts. 1510 Or 1710 considered.

ABC engine. Particularly 1915 250cc Firefly but anything considered. Good price paid for right engine!

Stuart Turner flat twin generator complete. Alternatively, I just need the (apparently!) special **Electro-Dynamic Corporation** dynamo. PLEASE look under your bench for one!

Both above, phone Kim Siddorn 0117 964 6818

PLEASE NOTE

- In future I'll run ads for TWO months. If you want to run it again, you'll have to phone me.
- I'm prepared to print a SMALL photo of your engine etc in this column IF I have space.
- The picture must be clear and contrasty.
- If you have given me an ad for publication and it didn't appear, Phone me – don't just leave it!

Articles, cartoons, photos etc are always very welcome – this is not a one-man band, but an expression of all our thoughts and experience. Submissions should be preferably typed or word-processed or even handwritten, (if brief), - it is the content we're after, not the grammar or spelling, so please don't feel your efforts will be ignored. The editor reserves the right to change, edit, augment or lessen your Deathless Prose and asks all to note that opinions expressed in this newsletter may or may not represent club policy

Phone - 0117 964 6818

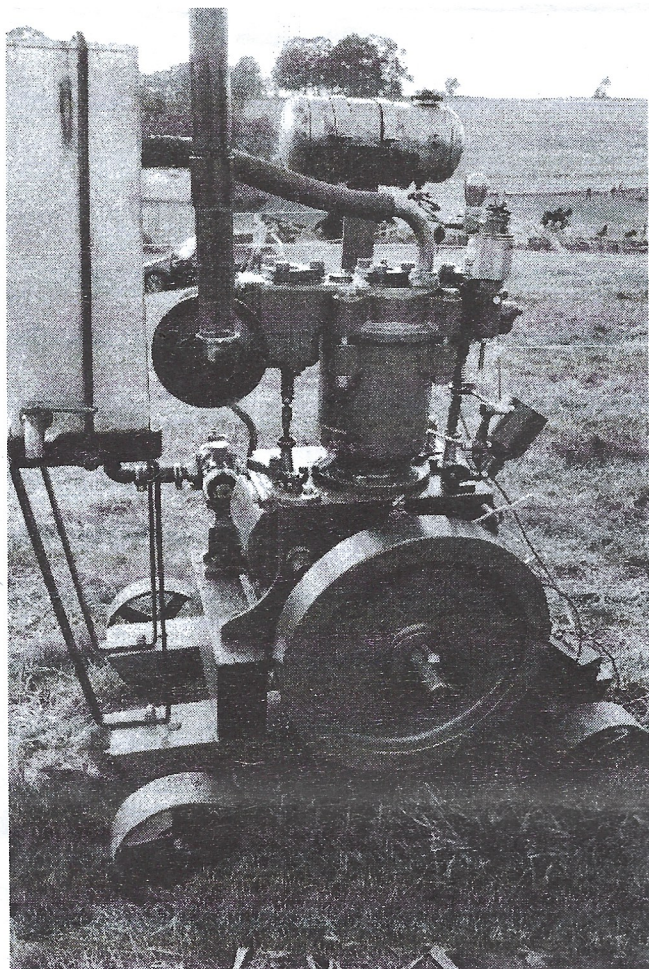
J. Kim Siddorn, 9, Durleigh Close, Bristol. BS13 7NQ or by e-mail to kim.siddorn@blueyonder.co.uk.

Featured Engine No. 57

A British Vacuum Cleaner Company engine

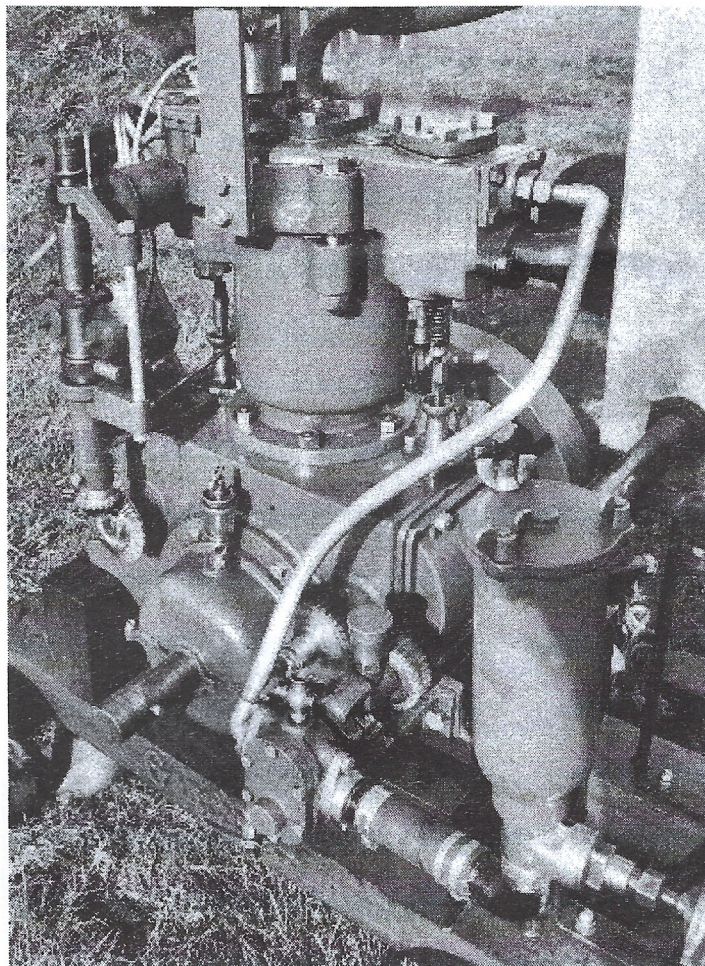
By Kim Siddorn

When you've done this for a few years, you don't get many surprises and the world is full of Lister D's, WXII's and the ubiquitous Amanco range. But when you do come across something unusual, they take on a fascination that makes you prowl around them as the churgle away in the sunshine like a lion cornering a Wildebeest! At the recent Robert's Open Day, I found this engine, painted a rather restful shade of Stuart Turner green (just a descriptive term you understand) and found that I was eyeing up a vacuum cleaner engine. Not many of them to the pound!

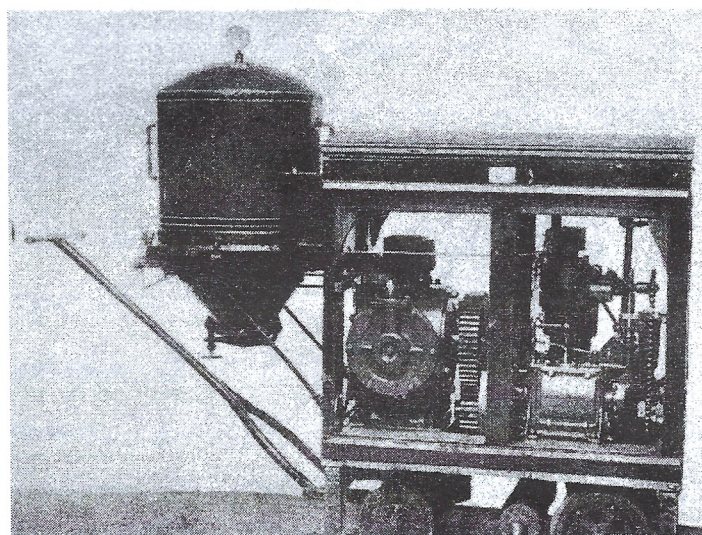


In 1901 Hubert Cecil Booth, a British engineer, invented the first successful vacuum cleaner. On 30 August he received a British patent for a vacuum cleaner that took the form of a large, horse-drawn, petrol-driven unit which was parked outside the building to be cleaned, with long hoses being fed through the windows. Until then vacuum cleaners blew the dust away, but Booth came up with the idea of sucking away dust, instead of blowing. Furthermore, Booth equipped his cleaner with a filter, which kept the dust in the machine. All modern vacuum cleaners are based on Booth's principle. The next year saw Booth found the British Vacuum Cleaner Co Ltd and by 1903, he was in a big enough way of business to float it as a public company. His products became very popular with the upper classes

and wealthy society ladies threw 'vacuum cleaner parties'. Guests sipped their tea and lifted their feet for Booth's uniformed attendants to vacuum the carpet. After giving a vacuum demonstration at the Royal Mint, Booth was stopped by the Police as he had forgotten to empty his filter bag on the premises. It contained a large quantity of gold dust. Nice try! The company went on to found the household name of Goblin cleaners.



Gaining the royal seal of approval, Booth's vacuum cleaner was used to clean the carpets of Westminster Abbey prior to Edward VII's coronation in 1901. Now that was good advertising!



What an interesting beast! Unfortunately, I couldn't find the owner.

Calendar of Events

Key. CN = Club Night. CU = Crankup

Nov 12th Saturday. Autumn Enstone Sale.

Nov 28th. CN Guest speaker Patrick Hassell. "Bristol Before Rolls-Royce"

Dec 4th Sunday. Antifreeze CU at Nunney Catch.

December no club night.

Dec 27th. Mince Pie CU at The Court Hotel

A full season of events is in preparation. There are one or two things to complete, but it will be an interesting year. All events are listed in good faith. You should always ascertain if an event is taking place before you go. If in doubt, ring Brian Baker on 01749 342671

Social news

By Earwig

Earwig tells me that the Skittle Night was very good with over 30 members and friends trying their skills on the alley.

Chairman's Report

by Brian Baker (printed as received)

I was unable to attend the meeting at the Court Hotel on Monday the 26th of September due to a family bereavement. Our Vice-Chairman Eric ran the meeting and raffle, and I had a report back that he carried out an excellent job, thank you very much Eric for stepping into the breach. The speaker for the evening was our editor Kim giving a slide show of pictures he took at this years Astle Park rally, also of Anson Museum that he visited the same day. This I am told was a excellent presentation which was appreciated by the members who attended as we do not get many engine related talks. The autumn sortout on Saturday 15th September at Cranmore Railway was blessed with exceptionally sunny weather for the time of year which certainly brought the crowds out. As I still had a lot of items for sale from when I cleared out my workshop I decided to load up the trailer and sell some of it. When Henry and myself arrived at around seven thirty there was already one other seller on site, soon the sellers and buyers started to arrive and in no time at all the site was really busy. Eric took on the task of organising people for gate duty, this went very well all the morning, I would like to thank Eric and the members involved for their contribution to the success of this event. Diana Davis volunteered to collect the stall money from the stall holders, thank you for helping me out Diane. All in all this is a very popular event each year, long may it continue, I remember starting the sortouts many years ago to raise funds to support the rally, now the rally generates a healthy contribution to club funds which ensures the club is more than solvent. The chap next to me arrived with a large trailer crammed full of engines that he had just brought from France, these had all been sold via the newsletter and were now awaiting the buyers to collect, by the end of the morning all the engines had been collected and a much richer traveller headed back to France, this proves the selling power of our newsletter. A lot of the people present attended the

café for breakfasts and sandwiches, the bacon sandwiches myself and Henry had were good value for money. By lunch time all the stalls had packed up and the site was once more empty. See you all again in the spring on March 3rd. I have just completed the programme for 2012, you are in for some treats, including a talk on "The Mary Rose", and a talk entitled "My life on the River Severn," Plus many more, the full programme will be printed soon.

Vice-Chairman's report

By Eric Gay

On Saturday 24th Sept that I got the phone call from Brian saying that he could not make the meeting on Monday evening and could I do the honours? Well, after about thirty years on the committee, I thought I could just about manage.

Now all you engine men that didn't make the meeting missed something special. Kim did us proud with his slides/photo's and it was first class, and all those at the meeting thought the same. I even had one of the club's lady members come up to me and say what a fantastic evening Kim put on. I wont bore you with the details, but the show covered the Astle Park 1000 engine rally and a visit to the Anson Museum.

"I would like a look round that" I thought and might just take the new van for a run. The evening ended with our usual raffle, and to all those kind club members that donated prizes, thank you very much.

Now I have to change the subject, The club has no secretary. Brian has asked repeatedly for someone one to take on this job without any takers. The end of the year is approaching and it will soon be our AGM again. The committee itself seems to be shrinking and we need members to step forward and help run the club before there isn't one!

The job of a committee member is not at all difficult. It meets once a month for a couple of hours, so if YOU feel that you could give the club just a little of your time please, please give me or any of the committee members a ring.

Now on to 2012, I have been offered a large site on the outskirts of Bradford-on-Avon, totally free of charge by one of our new club members. It is on flat land with good access next to a very nice pub in the Wiltshire countryside. The site is perfect for us to hold a Stationary Engine Weekend. For this event to take place I need your support. We have around three hundred members in the Wessex Stationary Engine Club, I know that you don't all have engines, but this opportunity is too good to miss, so I want you to give me a call as soon as possible if you want a new event! No calls – no show! The site is very central for many of our members.

An Ode

On our way to buy some Faggots, what did we see
A Wessex lady called Linda receiving help from the R A C
With car bonnet up and rear end protruding (!)

The Lady mechanic offered news that was soothing
"It's the battery that's knackered" was the fitter's reply
"Thank God it's not serious" said Linda, with a tear in her eye.
With new battery installed and the car up and running
The egg deliveries continued to customers forthcoming

Stockbridge Working Weekend

By Babs Vickery

Well, I'm sat in the caravan at 5.30 on Sunday September 11th, the end of another working weekend at Stockbridge. Keith, Ray and me have dismantled the ropes, little gates and stakes and cleared our section and you wouldn't think anybody had been here. The heavens have just opened, but we're almost done. Keith and Ray are off helping to clear the rest of the site. Not a bad weekend all in all, we had over 50 engines, a few down on the passes that were sent out, but that could have been due to the gloom and doom from the weather men during the previous week. It wasn't anywhere near as bad as they predicted...

The tractors put on a good display with the ploughing on both days, shame the heavy horses didn't turn up. The stalls that came were varied - ,though not as many as promised - their numbers swelled by car booters. The quad bikes did a sterling job for the kiddies, and if you got peckish there was a splendid fish and chip van and for a change a ploughman's lunch if you preferred. The beer tent did a roaring trade too, packed out in the evenings to listen to the music of a good band and chat, singalong or dance as the mood took you..

Thank you all for taking the trouble to support our club, the U.T.V.V.C. and our endeavours to raise funds for the Hants and Isle of White Air Ambulance. A special thank you to the stoical members of the Wessex SEC who will always turn out for the rally. Hope to see you all around the rally circuit next year and at the Stockbridge Working Weekend.

Still Out And About

By Robin Lambert

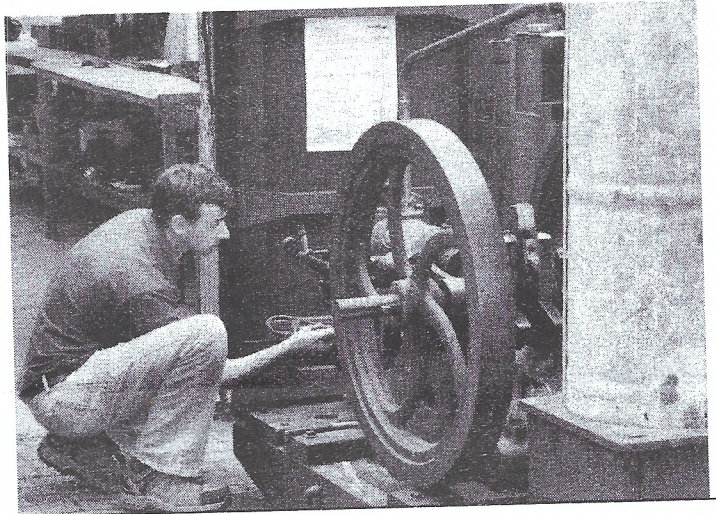
With the leaves beginning to fall it is that time of the year once again that our yearly excursions to events far and wide begin to come to an end. A quick flip back through the calendar brings back to mind our last three trips out , Saturday 3rd September was Derek Hardwicke's open day at **Rangeworthy** and this year's theme engine was machines made by Blackstone. Around twenty engines were invited along and made an impressive display, most models were here including two fine examples displayed by club members Ed and John Thorne . Derek's two large engine sheds made interesting viewing including the collection of several Bristol Wagon & Carriage Works "Victorias".

I always make a bee line for his "Might Comes Shed", which houses every thing that just "Might just come in handy" or once did many years ago, from old radios, tools, and vintage electrical appliances that today would be regarded as too unsafe to use. It's all here waiting to be re-discovered again as time has eradicated much of this from our memories.

A new exhibit here was Derek's model T Ford, in pick-up style its a real Laurel & Hardy job all original except for a brand new Ash Wooden floor on the rear end. He did ask me if I knew what all three foot pedals controlled and I got them all wrong, one was even for reverse!

Derek's son had built a small Lime Kiln that was fired with coal heating up limestone to turn it into the white powder that even today has so many uses.

Martin & Andrew Dry had their stall all set up with lots of Magneto and electrical spares for sale.



Andrew Dry tries to get some life out of an unco-operative engine!

I had a very nice day out here, lots to see and folk to chat to all made possible by our hosts Derek and his wife Margaret with a little help from their friends.

Saturday & Sunday 10th&11th September, Saw us at the **Meon Valley** S.E Clubs Annual two day rally held at Longstock near Stockbridge, this must be a very hard event to organise as each year it's held in a different field, no doubt this is down to how the landowner as to how he plans his crop rotation, which must be a bit of a headache for the organisers as where to site things. The S.E line was very neat and tidy with parking by your exhibits it even had triple roping with neat little wooden gates every 20 metres or so to save exhibitors climbing through the strands, It was nice to arrive on Friday and be ushered to our spot by Ray and Alan (or is it Keith) who I am sure had a little help from Barb. All the usual banter took place as per normal and things would not be the same without it.

A lot of Wessex members exhibit here bringing with them some nice machinery ranging from 6hp Ruston & Hornsbys 5hp Crossleys, smaller Internationals & Amanco's.

I think the stalls section was slightly down in numbers and reading Pat Knight's observation's in the S.E Magazine, he thinks this may be across the board. I hope not as it helps make an event and is popular with public and exhibitors alike.

There were lots of vintage cars , motor bikes, tractors many of whom put their machines to work in the ploughing area and once again as last year the very modern computerised rack saw bench was slicing up tree trunks like they were butter. Live steam engines large and small adorned the field which made a lovely setting as the sun went down over the rolling Hampshire Downs.

The weather turned nasty during Saturday night with gale force winds and driving rain and left

Sunday morning looking as if it could be a problem driving out of the field, but the sun came out and with the blustery wind things soon dried up and there no problem on leaving.

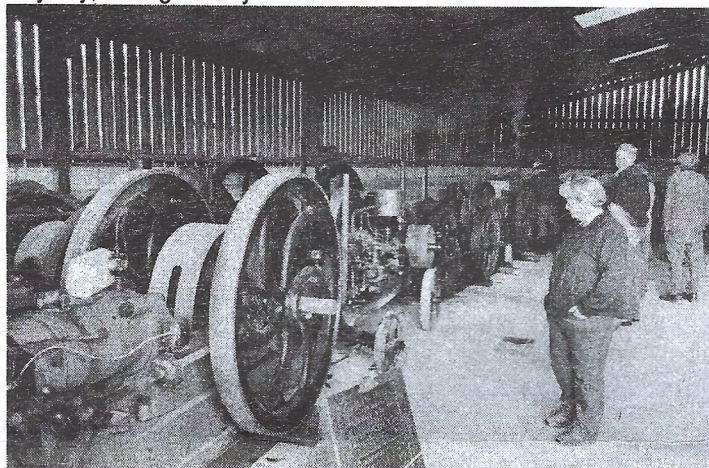
To sum up, a nice weekend spent at a nice show with nice people.

Robert's Open Day

By Kim Siddorn

Up around eight for a lazy day start as the event isn't billed as being open until 11am. HAH! I should have had more sense! These are stationary engine enthusiasts who – generally speaking – no one could ever accuse of being a lie abed lot! When I got there at just after 10 o'clock, the whole thing was set up and it was only with a little difficulty that I found a hole in the line up and reversed the BMW into it. My neighbours promptly asked if I could do with a hand to lug the 200 odd pounds of ABC unit out of the back and onto the grass – yes please! I'd also brought with me an electro mechanical computer dating to 1942 and part of a Sperry bomb sight & this I plonked on the table next to the rope.

The last time I'd had it out, it ran just fine for four hours so I was neither expecting nor was equipped for the ABC to be a complete pain in the elbow and start but not run. I'll not labour your brow with detail, but I tried all sorts of things gathering a crowd each time. And I'll tell you a thing – if you want to sit contentedly in your chair & watch your engine churgle away to itself all day, don't take Unusual Things to a well-attended event! Anyway, enough of my vicissitudes.



The event in deepest rural Gloucestershire was very well attended and there were a lot more there this year than there were last. Robert's collection of stationary engine seems to grow every year and there were many dusty, oily, whirling masses of iron in the yard, a huge barn and next to the wall in the events field. Taking a turn around the buildings would leave any restorer of old iron with a long, considering look on their face. There is enough work in hand here to last until the Second Coming – and it's not just engines! There are bygones of every description from signs to buckets and spanners to sythes.

Emerging blinking into the light, I found a number of interesting people with whom to pass the time of day and to mention but a few - Julie Douglas & her son Alex, John Rogers, Philip Thornton-Evison, Paul Evans and his mates from Internal Fire, Roland Craven and even Patrick Knight, the editor of SEM, whizzed by!

During the course of a busy and crowded day, I had an excellent cup o' tea and a bacon roll from the homely catering van, had an interesting chat with the stick man and another chap exhibiting a very wide range of tools, the criteria for the collection

seemed to be that they were unusual and interested him! There were a few people with stuff for sale and I found a fire engine for Grandson Jack, but there were not many traders around.

It was glorious autumn day and it seemed entirely appropriate that across the valley large horses were ploughing very creditable furrows of great straightness.

This was my second year at Robert's Open Day and my thanks to Robert for taking the time & trouble to organise such an interesting day out for so many.

The Great Dorset Steam Fair

By Eric Gay

Well, it was that time of year again. It seems to come round quicker each year, time to load the Bamford and its Mill for the trip down to Dorset to wur the wurzel bush do grow, upon the hill above Tarrant Hinton.

Monday the 29th August saw the Trowbridge Boys and Girls set off for our week in Dorset, Neal, wife Dawn and dad Brian, Pete & Sue along with chief engineer Tommy (aged 4). Well, you do have to have someone to take charge of engineering. Neal & dad took the latest acquisition, a Tellis drag saw (any one know how to set the governors - help please) complete with four or five tree trunks, that kept them busy for all the five days of the event, Pete brought along his 6hp Fairbanks Morse and I had old faithful with the mill.

For many many years Maureen & myself have stayed B&B on a farm near by. but not this year as prices have risen to close on £600 (that's enough to buy an engine!) so we'd decided that we would not go this year, until Pete said why not have my tent? 'er indoors needed a stiff drink to bring her round when that suggestion was made. That's the trouble with women, just too soft to rough it for a few days ;o)) So I went to Dorset and slept in a tent the first time in my life. You may be glad to know I made through the week - JUST.

This years Great Dorset Steam Fair was just that Great, with a lot of very well restored engines and some really rare engines exhibited. I will mention just a few that caught my eye. An 1897 Benz GC 4hp hot tube engine, something that one may never see again and it ran the five days like a well oiled clock. I was told that this was for sale for £50,000 I just ain't got the sort of money and anyway Maureen might have got a bit cross if I had come home with that. Another gas engine was the 1906 Deutz E3, again a hot tube ignition engine. Number 29, the Amanco 214 driving a root chopper and displayed by the Carter family from Poole. Number 35, a Fairbanks Morse owned by Pete Gear, this engine must have had its photograph taken more than any engine on show, it ran like a watch all week, and also had invitation from other show organisers to exhibit at their events. A very rare engine for this country was the 1938 Sears, Robuck & Co.R20 3hp. Number 70, a 1919 Empire 212 hp was again an engine not seen in great numbers in England. Number 59, a Stuart lighting plant owned by Philip Thornton-Evison.

Whilst on the subject of Stationary Engines, I'll tell you of two happenings that took place on Sunday. Pete started the Fairbanks that had run all week never missing a beat, but not on Sunday as the governor spring parted. Any other day and we would have set too with the spanners, but this was late morning and we end at 3 o'clock on Sunday. Anyway, I was left alone with the two engines the Fairbanks & the Bamford. Along came this chap and read Pete's sign board with the pictures of the restoration. He shook his head and turned to me & said "Why is

this engine not running?" I replied that "the governor spring was broken" & he responded that I "... could fix it with an elastic band!" I replied that "...it is not a compression spring, but a piece of spring steel in the shape of the letter U." "Well, you could get a new one made they have a blacksmith over there" Now he was getting right up my nose by now, for if it had been a repairable in a short time our chief engineer Tommy, me & Pete would have done so. My reply was "I will get pattern and you can go to the blacksmith get a new one made and then perhaps you would like to come back and fit it" The nice man left in quite a hurry I can tell you if Pete had been with his engine at this time I am sure that blood would have been spilt.

Now it was early afternoon when this Irish gentleman stopped and asked me why the belt on my engine and others were crossed, I tried to explain that the engine ran one way and the mill the other a very long pause then "Why don't you put the engine on the other side of the mill then? it will then drive it the right way". I tried my best to explain that it would make no difference; he walked away with the fingers of one hand turning one way the fingers of the other turning the other. I just hope he has got it worked out by now.

Now most of you know my love of steam, so I just had to get the old leg's to carry me up to the play pen and the Showman's engines in the fair ground. No.1, a Burrell 8nhp Scenic showman's engine. No.3938 Quo Vadis, now most of you will know that Quo Vadis (*Latin, "Wither Goest Thou?"* – Ed) did a great deal to get the GDSF up and running around 40 years ago when The Great Working of Steam Engines started at Stourpaine Bushes. It is the flagship of the GDSF and was taken all over the country by its owner to promote the show in those days. Built new to order in 1922, Wilsons, a showman of old London Town based at Peckham Rye used it for hauling and generating for their scenic railway. It was later sold to the Walls family, showmen of Peterfield in Hampshire who worked her till she was scrapped in 1948. The engine was saved from the cutting torch by E C Hine of Shaftsbury, Quo Vadis was then rebuilt and passed through several owners in preservation, and now resides with Robert Coles and Family in Shaftsbury, and long may she continue to delight us all at the GDSF and other rallies around the country.

Burrell 10nhp scenic showman's No. 4030 Dolphin the last Burrell showman's road locomotive to be built in Thetford. New to William S. Davis of Stoke on Trent in September 1925 to work his new Orton & Spooner Diving Dolphin scenic ride. The engine then passed in 1937 to John Shaw of Sheffield, renamed The Gov'nor. Then on to H.J. Wallis in Merseyside and another name change to Commando. In 1959 she was taken into preservation and her original name returned to her, in 2004 Dolphin was given a total rebuild and full repaint and is now in a magnificent condition owned by Mike Dreelan of Aberdeen.

Earl Beatty - what can one say regarding this fabulous engine, built in May 1921 at the cost of £3,500 and sold to Anderton & Rowland, West country showmen. On completion at Thetford she was steamed direct to Orton & Spooner at Burton-on-Trent and set to test run the new scenic railway that Anderton & Rowland had purchased. On 23rd July 1921 Earl Beatty left Burton-on-Trent at 4pm hauling several loads & arrived at Newton Abbot, Devon at 8pm 27th July after a journey of 240 miles.

The engine was painted at works in Verona red, lined black yellow and gilt with decorative brass fittings. Many of her steel fittings were nickel plated. The rear wheels were replaced in 1931 with wheels that took press-on Mackintosh rubber tyres. In

1932 Earl Beatty received its only major overhaul at Fowlers Works at Leeds. Along came WW2 and the fleet of engines owned by Anderton and Rowland were stored at Wiveliscombe Somersetshire and never saw war service, In 1940 the sale of the fleet took place. Engines at £50 less dynamo or with dynamo £150. Things are – well – a little different as they are worth thousands and thousands. Did you see that one sold for £550,000 recently? If you want to start a whip round, this old soul would be delighted!

Now the Earl passed through a few more hands until 2003 when she came to live in Shaftsbury and then she got the treatment, being totally restored to the fine engine she is today, I was lucky enough to be invited on to the engine not long after she had been restored, in the ownership of Mr. Robert Coles, along with Quo Vadis.

Number 66 Brown & May, built in 1912 at Devizes Wiltshire and will be 100 years old on the Monday at the start of the 2012 GDSF. Now with luck and a bit more work and negotiation, she just might be at Semington in 2013 it may mean we have to lever the club's purse open a little but that's in the future. As you may know, General Buller is the only Brown and May Showman's engine to exist. It has attended Hedington & Stockley in the past so why not Semington?

I had better not bore you much more with history of steam engines and the like. I will just say if ever you get the chance to take a close look at 'Joe Chamberland', the rebuilt Road Locomotive No.3166 of 1909 do so for she is one great engine, nearly all parts are new as she has been built by Bartlett Engineering Co. The engine was built in 1909 and supplied new to E J Barnes, Timber merchants of Swindon Wiltshire, it worked until the late 1940 when it was sent to the firm of Automowers of Norton St. Phillips, Trowbridge Wiltshire, where (Lord preserve us) it was converted to petrol! They removed the cylinder block and motion and replaced it with a ford V8 petrol engine, three speed cog box with reverse, the boiler became the radiator. I may not be too clever, but I could have told them that it wouldn't do five miles before the engine boiled! Poor old engine were then sold to Edwards of Swindon as scrap. they used it for a bit as a crane using a Scammell Showtrack power unit and crane rope. Parts were used on another engine, 'till only a few bits remained. The front axle, a rotted smoke box, two crane gears, the crankshaft and pearch bracket were traced and purchased. Patterns and castings were obtained and the rebuild progressed, it was March 26th 2011 that Joe Chamberland moved under her own power. They made a right proper job of it too and you can read the full story in Vintage Spirit Magazine.

Well that's just a bit of what is to see at Dorset, and by now I guess you'll have read about enough of it! They had 175,000 people through the paygate on Thursday alone, so you can see why it's called the Great Dorset Steam Fair. Roll on 2012!

