

History in Harmony

UPDATE #72

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Welcome to the History in Harmony Update; Issue Number 72 – a hearty welcome to members new and existing on this email. Please feel free to contact me at the usual address boz@historyinharmony.com and if others would like to join, then let them know and I'll gladly send a copy out to them.

Just a few helpful tips for new readers on your way to understanding the reasons for the Update... To those who are new to the History in Harmony Update, the concept of this email is to connect the many different types of hobbies, preserved collections and history sections together in the world, as well as letting people know what might be happening elsewhere outside of your own sphere.

If you change your email address, just let me know; I do not change them automatically if you write from another address. I've found out that the Update is going to a few defunct addresses and I'm now asked why the Update doesn't get to some people. Now you know the answer and I'm still being asked why the Update doesn't get delivered to ex email addresses!

A BIT OF HOUSEKEEPING FIRST...

Latest News!

MODEL ENGINEERING EXHIBITION KARLSRUHE 2012

This year we **are not** running a coach from the UK to the model engineering exhibition. However we still want to go to the exhibition and are happy to make the arrangements in Germany for you, so we suggest that you make your own return travel arrangement with an operator who can afford to take the single bookings. We can then collect you if you advise us of your arrival and departure times and places and arrange return transfers to suit.

The Hotel Renaissance is situated in the middle of Karlsruhe within reach of the station so it can be done easily by rail.

The cost with hotel accommodation only on a B&B basis for four nights is £275 sharing a twin including excursions and entrances as per the original itinerary with transfers added to your invoice when you let us know what you require. The single room supplement is £110.

www.ryanair.com fly from London Stansted to Frankfurt Hahn, and their website is currently

showing prices as low as £10 each way for some fares. They also fly to Baden-Baden which is the closest airport to Karlsruhe with a departure late on Sunday or Monday evening. There is a rail connection to Karlsruhe.

www.lufthansa.com is showing flights to Frankfurt for around £100 for London Heathrow and Gatwick. There are many times to choose from.

Alternatively you can travel by rail and you can book on line with www.raileurope.com or www.eurostar.com where fares to Koln are showing at £100-return and to Karlsruhe at £150.

Eurolines, the overseas sister of National Express are also showing return journeys to Frankfurt at £55 per head. Or Karlsruhe at £60 per head. This does involve overnight travel but leaves from various points around London.

www.coach.nationalexpress.com

Or, if you want to speak to a travel agent about flights or trains, our local company will be very happy to help with any arrangements if you have special needs or do not have computer, then her name is Rachel Holland Pemble, and she is on 0871 664 7021 at Thomas Cook who have now successfully completed their merger with Co-op.

If you want to speak to us about your arrangements please telephone Martin Cook on 01732 452706 email: martinelizabeth.cook@btinternet.com or Linda at History in Harmony on 01980 621418 email: Linda@historyinharmony.com

Friday 13th January 2012

A visit for all to the Model Engineering show at the Messe Karlsruhe. There are many hundreds of all types of model engineering in different scales will be shown in action. Private participants, clubs and associations all present their steaming exhibits on the rails, on stands and on the water. With the broad range of products in the associated technical sales exhibition, all requests from model builders from the smallest screw to a complete model can be satisfied. The exhibition has now become the Mecca for all model shows with people coming from all over Europe as well many now from overseas. The building is a purpose built modern exhibition hall and is very spacious for all of the exhibits which fill the whole of it! Again, it will have the 7 ¼ track layout as well as the 5" main layout. Live-steam as well as electric and motor driven locomotion will haul plenty of wagons, carriages as well as some unusual rolling stock. A number of 45mm live steam and electric layouts and Traders will also be on there. It is one of those places where you rekindle old friendships as well as make new ones.

Saturday 14th January 2012

Another visit to the show for the modellers or for a complete change this year we hope to take a journey through the beautiful scenery of the Black Forest to Triberg where you can enjoy a typical Black Forest lunch at one of the local restaurants or visit the highest waterfall in Germany, visit the Schwarzwald Museum, or buy yourself a genuine Black Forest Clock. <http://visiting-germany.de/triberg.html> This excursion is weather dependent and requires that we can take the coach up into the mountains so in case of snow or ice this may be replaced with a museum elsewhere.

Sunday 15th January 2012

A full day at the show for those who wish. We are also proposing an optional morning excursion to the Auto & Technik Museum at Sinsheim. Transfers will begin after the show for those returning to the UK tonight.

Monday 16th January 2012

Travel home at your own leisure, transfers can be arranged to suit.

Further details and booking form from Martin Cook martinelizabeth.cook@btinternet.com or Linda linda@historyinharmony.com

MOOS - THANKS

More Housekeeping – this time thanks! Many thanks to the MOOS and all of the other people who joined the tour to make it one of the best ever! To those who missed it, I have to tell you this turned out to be a really great excursion with everyone taking a memory or five home with them; also with some really nifty work from Linda made this one, the Double Dutch, such a good tour so thanks to all who joined up and came. I've also been told that the Northern Tour worked well, and with the joining up at a couple of venues together worked well to have a good noggin and natter at the same time (hence the nifty work).

Sadly, for those who only come on the MOOS tour for the white knuckle ride across the Channel, this year it was like a Mill Pond for both groups! Sorry about that, but it seems that the only roughness was Sea France going into liquidation and the best they could do was to bring the police onto the dock area while we were passing through, just in case of a riot. More of this in the MOOS tour write up... later

History in Harmony Update

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End of Year 2011 Events

8th 11th December is the excellent recitals from the Kelders Family's Johnny Verbeeck Concert Organ and will be playing in King's Square, Gloucester, and will be showing Christmas themed Film Shows with the organ in syncopation with the film. Further details from Keith Shakespeare <http://www.shakespearesrally.com>

Also from Keith is another excellent CD from the hands, voice and skill of Dr Busker. Available from the 1st December 2011 entitled Glory Days CD - 25 years of Dr Busker; there are of course many other CD's to choose from so just tap in the website and off you go!

From Mark Jefford – grateful thanks Mark, for the information that is so darn difficult to find. I've missed the first shows, but to those who want to find out for next year, the websites are there for you to check.

Many thanks for the enjoyable MOOS tour to new as well as familiar places.

“I've found a few more Christmas markets advising an Organ will be attending though I haven't managed to find one on every day of the month! Guess some of these will be hand turned organs while others will be in trailers or

lorries. Hope this helps with the Update.

Whalley Pickwick Festival, Lancashire, BB7 9TH on Thursday 1st December 2011 6pm to 9pm
<http://www.whalleypickwick.org.uk/>

Victorian Late Night Christmas Shopping, Bourton on the Water on Friday 2nd December 2011 Shops open till 9pm
<http://www.cotswolds.info/cotswold-events.shtml>

Chipping Sodbury Victorian Day on Friday 2nd December 1.30pm to 9pm
http://www.csliions.org.uk/victorian_day.htm

Shipston Rotary Victorian Evening, Shipston on Stour Town Centre on Friday 2nd December 6pm to 8pm
<http://www.rotary-ribi.org/clubs/committee.asp?ClubCtteeID=5928&ClubID=383>

The Victorian Extravaganza, Hungerford on the second Friday of December (ie 9 Dec 2011)
<http://www.hungerford.uk.net/today.php>

The 10th Skegness Victorian Christmas Market on Sat 10th Dec, 10am to 4pm & Sun 11th Dec, 11am to 3pm
<http://www.skegness.net/things-to-do-skegness/skegness-christmas.htm>

The 19th Bedford Victorian Christmas Fair on 10th, 11th & 12th December
<http://www.bedfordevents.co.uk/>

The 26th Otley Victorian Fayre on Sunday 11th December 2011 12 noon-6pm
<http://www.victorianfayre.co.uk/> 5 organs scheduled to attend this event

Christmas Steam Festival, Market Square, Wolverhampton on 17th December 9am to 5pm
http://www.wolvescivic.co.uk/index.asp?loc=od_christmas

A Victorian Christmas at Bryngawr House and Country Park, Bridgend CF32 8UU on 17th & 18th December 10am to 5pm
<http://www.bridgend.gov.uk/web/groups/bryngarwhouse/documents/marketing/083117.pdf>

The 9th Fenland Christmas Market, Wisbech on Monday 19 December 2011 8am to 4.30pm
<http://www.fenland.gov.uk/article/1820/Christmas-Market-FAQ>

All the best
 Mark

From Dave Roberts

The annual Stotfold Christmas Road Run will take place on 29th December and will leave the yard about 10 am. I asked whether the Sentinel Steam Bus will be on display. “Yes, hopefully the bus will be mobile if I get time to sort some bits out on it.” Dave as you may remember also has a Sentinel, however his is an S4 and going on how expensive fuel is, Dave told me that it is almost comparable to a modern vehicle of comparable size in cost! So in almost 80 years, we have not yet managed to become at all efficient – I still say that had the people in power not been in the pockets of the suits, steam would have been the most efficient form of propulsion we would have, especially as hydrogen would have been the main source of fuel. Ah one can only but dream – I’m rambling again!

From Matt Gamble

“Let go and have a go”

I couldn’t agree more! And now to pass you over to something that has to be a case of let go and have a go is something that is truly exciting and enjoyable at the same time...

Signwriting Course

Joby Carter is doing the signwriting course again in January. Speaking to him the other day, he mentioned that a lady had come over from the US to learn the skills on the last course. She went away with a lot more skill than she’d started with and I have to say, that on my time with Joby, I learnt more than I could have even hoped for if I’d

08/12/2011

just tried to learn on my own. Joby's learned skills are from the legendary master craftsman Stan Wilkinson and along with his protégé, Aaron Stevens, Joby will show you the basics, or if you already have those skills, the ability to move on a bit further.

It is a 5-day course and for further details, either info@cartersentertainment.com or to talk on the telephone, +UK (0) 1628 829901. Yes you keep hearing me harping on about this course every year and I'll continue to as I believe that it opens up a brand new world to you and gives you the opportunity of actually seeing what's in front of your eyes - something few people have ever had the opportunity of actually doing.

The History of the Snare Drum.

At the moment I am trying to find a drum skin for my snare drum. Back in 1973 all sizes were standardised and my metric drum is an interference fit for a 14" drum. Now I mechanically ground out the inside of the skin hoop but I also managed to knick the skin itself. Yes I got it on but at the same time split it, but I reckon that if I can grind out another one without nicking the skin, it might just work. Otherwise, does anyone know whether there are people who can actually make a hoop just slightly larger than 14"? Anyway in the process of trying to find a skin, I also found this http://www.vintagedrumguide.com/timeline_uk.html

GOING OVERSEAS?

Just a point for the traveller about legalised theft

Going in to sort out some money for travelling, Linda and I went into Thomas Cook to find out the rate (seems to be one of the better places in the UK or at the Tunnel exchange in St Pancras). Anyway, they hadn't got enough in their small bank but said that by Friday, they'd have enough for us. When we said that we'd pay by debit card, we were asked to make sure that our bank didn't make a charge for doing it. "Ask more about this" came into my mouth and we were told that the card companies are trying anyway which way to make money (and that includes downright devious and positively obnoxious theft). It appears that they charge for transactions (0.75%) of removal of your own money into your own pocket, however should you use your English pounds to convert into another currency, the card thieves take from 1 – 5% of the total changed and that can be a substantial amount for doing absolutely nothing!

I have to say that I was totally shocked and disgusted by this abhorrent practice. Now if you take the money out of the bank in CASH and then go over to the place where you are changing your money, then commission 0.75% will be taken which is better than 1 – 5%. It is of course up to you as to how you change your money, but these thieves have already been bailed out so many times and it seems to be pardoned to by the political bureau and the legal system now.

Your bank teller may or may not be able to let you know about this vile scam as many have not been told by their management.

PS

Remember that the big cheeses in the banks get on average, payment of 100 times (!) the average salary of their own workers and in the case on one bank, 169 times. (Source BBC). Nice work if you can get it.

Now for something nice to hear about....

From Garry Heron

Just to let you know that all of the McLaren Traction engines arrived safely back in New Zealand just at the beginning of November. For those who enjoyed the engines for their two year soiree here in the UK, I also point out that Garry's unique McLaren plough also arrived safely too. Well done to all who organised the transportation, the looking after while they were here in the UK and thanks to the many crews and followers who supported this excellent display around the UK. Well done to all of you!

Beer Advent Calendar

Got passed onto this by TJ who lets me know that all you have to do is get a series of different beers, put them into a crate, stick a cardboard cover with corresponding windows over the top (to stop you getting in except on the right day), number the windows and what a happy built up to Christmas. Now beer is good for you, chocolate is also good for you. <http://www.made-in-england.org/my-kind-of-advent-calendar/>

As my good friend said "Do you really need an excuse to have a beer?"

Good News!

The Burrell agricultural traction engine Buller No 2366 of Dave Young that suffered the ignominy of breaking its back axle back in the August summer right in the arena so that everyone could witness and for some, to pass judgement, has returned back with a new axle and all components having a good looking over and seeing to. Well done to Dave!

Het Blauwtje (The Little Blue One)

Het Blauwtje landed on British soil to its new owner James Dundon on 18th November and now resides in Cornwall. After many months of organisation, David Burville and James went over to John Wempe up in Holland to pick up the instrument and on the way, picked up a traditional tri-wheeled trailer for the organ to live on from Fabian Krul. This happened the day after arriving back on British soil from the celebrated MOOS tour, so lots of travelling for James! I got a message from James to say that the organ arrived safely and that evening in Cornishland, local organ owners were cranking music through this celebrated street organ, much to the local's joy that night. Good luck to James and hope that you have plenty of fun with this great instrument.

From what I remember about this organ, it was originally built as a Marenghi, but it was used and very much abused at the same time and then left to rot and never live again. Johnny Verbeeck and his father rebuilt it from a pile of bits and pieces – even the façade had fallen to bits, however they were able to save the carvings off it and after building a new front, the old carvings were replaced. It has the traditional street organ sound that we associate from this type of instrument, a massive amount of music for its Limonaire scale by some of the most brilliant arrangers of the period. James assures us all that even though he has the tri-axle trailer, he will most definitely NOT be pushing it around Cornwall as he says that he's have to have Formula 1 carbon disc brakes fitted to stop it from roaring off down the hills at inopportune moments! <http://www.youtube.com/watch?v=LIEmxGWqtBc&feature=related>

That Crane! From James Nefold

You mentioned Boz in the last Update about the crane that has been given a new home and how it might not still be safe until it gets saved, reminds of that iconic aircraft that flew the skies and was actually given a new home with Virgin, but was scrapped before anything could be done. We all remember what happened there.

Thanks for that James – I'd forgotten about how such a beautiful aircraft was scrapped so quickly, never to fly again. I still wonder why it happened especially as it was such a fine piece of engineering. You can of course still go on one in the sky in Germany at the Sinsheim Auto Technik Museum although stuck on an Airfix stand without any means of propulsion. See the German Museums Tour for further details.

Utube Moment

The cut off on this locomotive in China is just brilliant. Music to my ears! <http://www.youtube.com/watch?v=s98WU7pa544>

Play Me I'm Yours.

Ever heard of this? Well I hadn't, but found this whilst doing a bit of Hawaii 5-O surfing <http://www.streetpianos.com/austin2011/> Basically what they do is during their festival week, they put 14 pianos around the town and let anyone play them and at the end of the week, videos are put on the website and even painting them is totally acceptable and then there are donated to schools etc. Delving a bit further it seems that this event takes place throughout the world <http://www.streetpianos.com/> What a brilliant idea! See where the next one is for you. I remember seeing something like this in London somewhere, but for the life of me I can't remember where it was. Go for it!

Rebuilding Moments

I hear that the big 98 key Marenghi that was left outside with a cheap cover on it has got to the point of being safely dry enough to start work on it again. Most will have heard of the rebuilding programme that Paul McCarthy did on the instrument and got the Marenghi into sounding like that fantastic instrument that it really is. Unfortunately, after all of that work that Paul had done, its value wasn't realised and filled up with water over the winter period due to poor canvas and lack of understanding. Fortunately there is a recording of the organ after the first rebuild, but the people of Hollycombe couldn't believe that the organ was actually musical and more than that, enjoyable to listen to, such was the brilliant job that Paul had done.

After the initial period of drying out the wood and removing the fish from the windchest – oh yes folks, if you have the skill to wreck something, then make it almost impossible to restore.

Come forward International Rescue in the shape of Paul McCarthy (yet again) who has taken on that challenge and I wish him every bit of luck in his quest to get the organ back to playing again; he has however now got a proper shed to put the organ into and keep it safe during those months when it all goes dormant. He tells me that the Gavioli that he rebuilt is getting better and better and I look forward to hearing it next year.

For me, Paul rebuilds with empathy towards the instrument's original abilities and will bring something out of the instrument that others seem to miss. I look forward to hearing the Marengi one day – it'll be a long job as the damage that was done, is truly phenomenal!

Chiemsee

A few years ago, Linda and I were doing the annual German Museums Tour in the January and whilst out there, Martin took over for the day as the whole group were at the Exhibition Halls in Sinsheim. Linda had mentioned about her time in Chiemsee a few years previously, so on this occasion mentioned that it would be nice to go there and renew her acquaintance with it all saying that it wasn't too far away by German standards. Cleverly as an appetizer, it was also mentioned that Salzburg wasn't too far away from Chiemsee either, especially as Salzburg has the world's oldest working mechanical organ housed in the Schloss, so with a full tank of fuel and snow in the fields and woodlands, we set off East into the depths of Germany past Heilbronn and Munich. Now one of the great things about Germany, due to the fact that they have snow on a regular basis, they are geared up for getting rid of it when it falls on the roads, so they are well and truly clear, so you can still get from A to B in quick time. After having fun in the mountains and the flatlands, we finally got to Lake Chiemsee where we saw plenty of people skating on the lake – I even had a go albeit a bit wobbly! Now I didn't know anything about the area apart from the fact that it had been an American barracks during the 70's but on recent delving, have found out that it had also been occupied by the Nazi's <http://www.thirdreichruins.com/chiemsee.htm>

Now why am I relating this to you? Well folks in the magazine Old Glory, September 2011

<http://www.oldglory.co.uk/> there was a small article about Lake Chimsee and its metre gauge railway at Prien and its paddle steamer (now diesel) that operate in the area. The part that I was intrigued by was that the railway has a steam operated tram built by the Lokomotivfabrik Krass & Cie of Munchen & Linz in Austria and is still working the line. What was more remarkable is that in 1962, a replica tram was built – nothing remarkable in that, apart that it was built in the likeness of the old original steamer, but using diesel power.

<http://www.trainorders.com/discussion/read.php?17,2191078>. Aesthetically it looks the same and does the same job, but uses a different form of

propulsion. [http://www.trekearth.com/gallery/Europe/Germany/West/Bayern/Prien am Chiemsee/photo1293884.htm](http://www.trekearth.com/gallery/Europe/Germany/West/Bayern/Prien_am_Chiemsee/photo1293884.htm)

Now the oddity of it is that they should have built the replica at all, rather than buy a standard locomotive, off the shelf and use that instead. I like it and thank goodness that still lives too, especially as there are plenty of people out there like myself who delight in the use of diesel as well as steam.

Out on the lake is the pride of the fleet, 1926 built Ludwig Fessler which takes a cruise of about 2 ½ hours. Thanks to Derek Rayner for writing the original article and jogging my memory. <http://www.chiemsee-schiffahrt.de/>

Finally, I mentioned Salzburg and the Bull Organ. Yes we made it to the castle, in the deep snow and trudged up the steep hill to the top and enjoyed the views of the city – it was late and nothing open of course, but I have been at least to the building where the oldest working mechanical organ lives! Whilst walking around the Schloss, my phone rang and it was my son Mike who asked where was I in the world (he's picked up on the overseas tone) and what was that crunching sound? I explained that there was about 18 inches of snow and said that we were soon to walk down the hill, to the car and return back to the hotel. A few hours later we were back at our hotel with no one believing that we'd managed to get there and back after doing well over 900 kilometres in one day.

In the News

Supposedly the world has had its 7 billionth baby. I really think that the media meant that there were now 7 billion people inhabiting the Earth.

Just to let you know how it's increased over the years.

Up until about 1804, the population stayed roughly the same as the mortality rates were pretty high and the estimate

of 1804 said that there was 1 billion souls on the planet; by 1927, when my mum was born – maybe she was the 2 billionth person and by 1957, 30 years later, maybe I was the 3 billionth person on the planet. Now in 1974 the figure went up to 4 billion. In 1987, and maybe my son Mitch became the 5 billionth person. Twelve years later the figure went up to 6 billion in 1999 and now in 2011, the figure is up to 7 billion. I trust that the mathematicians will predict when the 8 billionth person will arrive, but you'll see that the figure is going up on a geometric curve, but don't worry, everyone on the planet will fit into Los Angeles shoulder to shoulder!

What is known is that the planet population is growing fast in some countries and in others it is falling dramatically. Maybe a change in the "laws" in contraception is needed (or maybe the religious group could stop being so pious and uncommonly perfect, especially as large families are not needed to preserve the species – exactly the opposite is needed); we all know that the average mortality rate is far lower than it was many years ago – a child could work that one out.

It was always said by politicians that a large population was needed to make the country strong and financially secure – well folks, we now have it now throughout the world, but the financial situation is still exactly the same.

Queen Mary II

Reported in the History in Harmony update, the Clyde steamer has been sold to a mystery buyer based in the UK. The Clyde Turbine Steamer Foundation has pledged its support to continue with the restoration with the new owner. <http://turbinesteamers.freehostia.com/QueenMary.htm>

Further floating ships

Quite a few years ago, I travelled down Lake Tanganyika on the MV Liemba, originally a lake steamer, it then had two Caterpillar engines installed and continued to ply its trade up and down the lake (incidentally the deepest lake in Africa). Quite an experience too it was with the boat anchoring offshore as the water in most of the ports was too shallow, so the local inhabitants would use their own canoes and bring out fruit, vegetables and various trinkets for the passengers. <http://www.digidrift.com/mv-liemba-african-queen-lake-tanganyika/>

I remember hearing that the ship had been built in its original shipyard, then dismantled and rebuilt in sections on the lakeshore. <http://www.youtube.com/watch?v=JCrONcHujWM&feature=related> I'm guessing that as the railway goes to Kigoma, then that would have been the place that the section would have been sent to – Tanganyika being German (German East Africa), it was also the place where Stanley met Livingstone at Ujiji uttering the immortal words "Dr Livingstone I presume?" <http://www.utalii.com/Kigoma/Ujiji%20Kigoma.htm>

Well folks, the Liemba needs some £7 million to refurbish the vessel, but of course the funding is a lot different in Africa and there is a query as to whom will stump up the money. The situation is that there are about 1 million people who live around the outside of the lake and it is a lifeline to all of them. The original builders from Popenburg, Meyer Werft have presented proposals for an extensive refurbishment at a budget price of £7 million. As everyone knows in the world of shipping, this is a very good deal and it appears that the German Authorities may well respond positively. Let's hope so, especially as it is Africa's oldest working ship. http://www.youtube.com/watch?v=8s2r8_BwkQo&feature=related

MOOS Double Dutch Tour 2011

OK, THIS IS FROM 1958! <http://www.youtube.com/watch?v=uu67YDaCQxY> Filmed in Haarlem and from Maartin v/d Vlucht, but it's always good to see film from a different age. As for the MOOS Double Dutch Tour 2011, it is being written up then it'll be passed onto MOOS first and then here for later inclusion.

57%?

Something went up by 57% during World War Two in the UK – Crime. Yes, during the Blitz in London and according to Mad Frankie Frazer, one of the gangland members of the time said it was a tragedy when Hitler surrendered because wartime London became a criminal's paradise. Due to the shortage of men, many people were drafted in to deal with the regular occupations, one of course being to police property that was bombed out or any other irregularities. All the criminals had to do was get an ARP wardens hat and people would obey you, so much so that if asked, citizens would help the robbers load up their cars with stolen booty. There was also plenty of looting and scams too, one being from a person named Handy who claimed for his house being bombed 19 times. Ordinary people also committed crimes, using ration books for unscrupulous means with black marketing. Bombing was a real threat, so there was real trust in uniform and became so easy to fool people. I have to also point out that there was a huge amount of bravery and comradeship between the citizens, however there was a darker side too.

Talking of the Darker Side

The Banks here in the UK have had another injection of cash of a few billion squid, using the same terms as before - Quantitive Easing, however the population now call it *Quantitive Teasing* instead. It still reminds me that the whole of this farce is still the biggest party game on the planet.

Here's another scam

I've **now** had two of these come through the email. Beware it is a scam, but also it wipes out your address book at the same time so you can't then contact your normal email people. Thanks to Richard and Lou for getting in touch with me on the phone.

The words go roughly like this

"How are you doing? This has had to come in a hurry and it has left me in a devastating state. My family and I had a visit to (Spain) unannounced some days back for a short vacation, unfortunately we were mugged at the park of the hotel where we stayed, all cash, cell phones and credit cards were stolen off us but luckily for us we still have our passports with us.

We've been to the Embassy and the Police here but they're not helping issues at all and our flight leaves tomorrow but we're having problems settling the hotel bills and the hotel manager won't let us leave until we settle the bills. Please I really need your financial assistance..Please, Let me know if you can help us out?

I'm looking forward to hearing from you.

Regards,"

Please delete from your computer as soon as you see it – it isn't nice and certainly DO NOT reply to the sender, even if it is your best buddy – the address book is now knackered and by replying, will then infect your own computer.

Snippet

War - the virtue of the Vicious. Baron Manfred von Richtofen

From Peter Griffiths (who hints that I may have become a bit too serious on the Update), so here's a few bits and bobs for you to chuckle at before Fun Time.

THE YEAR'S BEST [ACTUAL] HEADLINES OF 2003 FROM AROUND THE WORLD

Something Went Wrong in Jet Crash, Expert Says
 Police Begin Campaign to Run Down Jaywalkers
 Iraqi Head Seeks Arms
 Is There a Ring of Debris around Uranus?
 Prostitutes Appeal to Pope
 Panda Mating Fails; Veterinarian Takes Over
 Teacher Strikes Idle Kids
 Miners Refuse to Work after Death
 Crack Found on Governor's Daughter
 Juvenile Court to Try Shooting Defendant
 War Dims Hope for Peace
 If Strike Isn't Settled Quickly, It May Last Awhile
 Cold Wave Linked to Temperatures
 Enfield (London) Couple Slain; Police Suspect Homicide
 Red Tape Holds Up New Bridges
 Man Struck By Lightning Faces Battery Charge
 New Study of Obesity Looks for Larger Test Group
 Astronaut Takes Blame for Gas in Spacecraft
 Kids Make Nutritious Snacks
 Chef Throws His Heart into Helping Feed Needy
 Local High School Dropouts Cut in Half

Hospitals are Sued by 7 Foot Doctors

And the winner is....

>>>>

>>>>

>>>>Typhoon Rips Through Cemetery; Hundreds Dead

Thanks for that Peter – I hope that we get more different humorous bits and pieces for the winter editions. (OK so have a hot and sunny summer to those on the other side of the hemisphere to me!)

Carter's Restoration Services Open Day

At the end of October as reported in these pages, the Carter's Restoration Services were open to everyone and what a day it turned out to be. <http://www.carterssteamfair.co.uk/> I'd been asked to turn up with a few of my bits of signwriting to show people how you can improve over a few years of continually practicing and I was able to talk through the Signwriting Course to a few people. This was the first time ALL of the Scammell lorries that Carter's Steam Fair operate were lined up together. I had to take a second look at Scammell No 14 which has its Gardiner engine removed for overhaul. In the engine bay there was a shovel and a rake instead of an engine – work that one out for yourselves. Inside was a strut from the Steam Yachts that had been stripped down in sections to show the process used to restore that part of the ride. When asked how long the pinstripe would be if laid end to end, the answer was about a mile; that's without the scrollwork. In the restoration shed was a reasonable sized two-wheeled caravan painted in traditional colours and looked a lot older than it really was and more lining out was demonstrated. The steam yacht engine was also available to be inspected at close quarters too, especially as you can rarely get close to this engine. In front was a fantastic, scale working model built by Reuben Smith which took almost as long to build up as the full sized version. Elsewhere in the restoration workshops were posters, paintings and boards that were associated with the history of the family's fair from the very early days, right up to modern times and this is rather elegantly displayed on the walls – mind you, you would expect that fantastic skill from a family of brilliant artists.

The Austin Car Ride that has been fully restored and 99% painted by Aaron Stephens - looks fantastic and really the quality of the painting is just superb. A number of steam engines were present, however these will no doubt be reported in the press, but also there was the ever popular Willhelm Bruder of Mrs Margaret Cook serenading the people who had come from all over the country; one group from Durham and another from Scotland and plenty from the rest of the country. All proceeds from the entrance were donated to the Willow Foundation.

<http://www.willowfoundation.org.uk/Home>

Dr Busker (aka Dr Busker)

After the Carters Open Day, I decided to pop into Binfield Local Club and hear Dr Busker doing a gig to the local inhabitants. Strangely enough, it was Mark Heritage who invited him last year for a gig and the locals enjoyed him so much that he was asked in back in perpetuity on an annual basis to perform. Well the good Dr has produced another of his excellent CD's for all of us to thoroughly enjoy and remind ourselves that bawdy and fun songs don't just stop in the winter – they continue on throughout the year. To order your latest CD, you can through Keith Shakespeare up there in sunny Bromsgrove. <http://www.shakespearesrally.com/>

Roger West

I have to say that I never thought that this day would come, but Roger has finally decided to have a life again after three decades of editing the National Traction Engine Trust's excellent magazine Steaming. Always entertaining, full of snippets, technical articles, stories and phenomenal photographs and perfectly laid out, his successor will have a big boot to step into, but as he realises from day one, a society's greatest asset is its magazine as it is the only thing that can bring together a spread out group of people and the quality reflects. Without this organ, then the society suffers struggles and before long has to rely on other things that keeps the society going. Roger Mills is the new editor (and if he's the one I think it is, then you'll have a most amusing read) and full support please to this unenviable place in steam history. <http://www.ntet.co.uk/sac/>

Once upon a time

In the US there was a space programme and that was stopped (for various reasons). One wonders what else will be stopped, however back to headier days when the space programme was still going out there and creating many fantastic discoveries, Discovery went off to seek out new bits and bobs in space. Filmed in real time...

http://www.youtube.com/watch_popup?v=KZrFC988Thc

Thanks to Rudy Nijs for this....

Rudy kept his beady eyes open and found this one – more for the ladies though, but I’m sure you’ll all enjoy it
http://www.youtube.com/watch_popup?v=yEH4Yum4nN4

Niagara Falls

I wrote a small article about the Niagara Falls a few editions ago about it freezing back at the turn of the 20th century; a bit more has come to light since that time. The falls themselves, along the Niagara River form the natural border between New York (US) and Ontario (Canada) and consist of the American Falls, The Bridal Veil Falls and the Canadian Horseshoe Falls. Even with the amount of water (many hundreds of thousands of gallons per second) that go over the edge, it does freeze now and again although not as completely, as suggested in a previous Update – that one was from 1911 and is depicted in many photographs of the time. Now the surface had frozen in that 1911 winter, but the underneath was still flowing, albeit from several streams and during long periods of ice, snow and cold, the spray from the waterfalls form ice mounds or floes and can create ice bridges that stretch across the width of the river. Only once in recorded history has freezing actually stopped water from actually flowing over the falls. This happened in March 1848 when a large amount of ice above the falls reduced the flow of water to a mere trickle. The newspaper, The Buffalo Express recorded it as thus “The Falls of the Niagara can be compared to nothing but a mere mill dam this morning – in the memory of the oldest inhabitant, never was there so little water running over Niagara’s awful precipice as at this moment.”

The date normally attributed to the photograph written about in earlier edition of the History in Harmony Update is also referred to being 1912, which resulted in a tragic accident when an ice bridge across the river, broke free from its shoring as several people were walking upon it. Three people were unable to make it back to the shore in time and were killed as the loosened ice went over the edge.

The Falls have frozen over on a number of occasions. However the 1911/1912 c photos seem to be the most evocative and they are used more frequently. There is debate as to whether the photos are actually from 1911 or 1912, so I’m guessing that it is similar to the Titanic, having had few photos actually taken of it, its sister ship was used as a substitute instead, so many of the original stills are not of the Titanic.

Postscript to the Titanic

The SS Shieldhall didn’t pass its test down in Falmouth. It has been given an interim certificate of seaworthiness, however this winter the Shieldhall members are asking for coded welders to get themselves down in the hull and replace rotting or decayed structural members (of the ship that is!). Next year is of course the centarian ill-fated trip of the Titanic, 100 years previously setting off from Southampton, but not actually making it to the US. The Shieldhall wants to be able to steam around the Solent, staying above the surface and without this necessary work being done, then it won’t be able to do it. Those of you, who have the necessary skills, please could you contact Graham MacKenzie who will be delighted in having you on board.

Knowing that there is a shortage of skilled welders – well in fact any engineers at all and the majority are connected in some way or other to the preservation world, then this is a grand place to start from.

From Hengist Chambers

26% of the working population in the mid 1970’s was employed in some way or other in the manufacturing sector; today that figure has reduced to a mere 9%.

Anyone want to comment?

Returning back to the Titanic and Shieldhall

They both moored in Southampton, so maybe it’s about time to talk about the harbour itself.

Now Southampton is Hampshire’s largest city with much of the area being reclaimed back from the sea and is now the Western Docks. Much of the land reclamation was from dredging the silt from the harbour and I still remember as a kid, the steam dredgers clanking out there in the Solent with a whisp of smoke coming from the chimney – I expect they’d been changed to diesel by the time I actually saw them, but I like to think that they were steam! Possibly the most famous ship that went off from Southampton was RMS Titanic, being built by Harland and

Wolfe in Belfast and set off on her maiden voyage to New York on 10th April 1912. Most of the crew was from Southampton and at least 500 families lost at least one family member when the ship went down into those icy murky depths of the Ocean.

The families back in Southampton were left confused and dazed, especially as conflicting reports were coming back to Canute Chambers, the office of the White Star Shipping Company, but in the end, some 500 lives from Southampton were lost. In one school alone in Northam, an area of Southampton, 120 out of the 240 pupils lost their father. The impact on the local people was devastating; it was said “So many of the crew belonged to Northam – and it’s pathetic to witness the children’s grief.

In 2012 to mark the occasion, a Titanic Memorial Museum is planned to open and part of a larger sea city museum to showcase the city’s heritage.

Returning back to Southampton, it began its life with the Romans and then after the fall of the Roman Empire, the Saxons came over from Germany where they began to arrive in very large numbers. And by the year 700, the Solent was teeming with Saxon ships, some from as far as the Baltic. <http://www.ferribyboats.co.uk/> and this one from Edwin Gifford <http://maritimewoodbridge.org.uk/2007/SaeWylfing.htm>

There is little evidence of the Saxon time in Southampton in archaeological digs but quite a lot of written evidence. Vikings also had a bit of time in Southampton as well as Canute (Cnut); brother of the King of Denmark was crowned in Southampton in 1014. As the port became more important, many of the street names reflected the trade and countries and the people. When William the Conqueror took over from King Harold in 1066, many special vaults were built to house and store gallons of wine from Europe.

Southampton is actually one of the UK’s most important ports having a double tide – ie the tide comes in and at the same time flows around the Isle of Wight and creates a second tide coming the other way, so it creates a longer high tide than elsewhere. In 1338, the French pillaged the town, so the town walls were built. In fact the cost was prohibitive, so rather than build special walls, the warehouses and normal houses were incorporated and the place was made into an impenetrable fortress by filling in all of the empty spaces. Pillars were built out to give enough width for sentries to walk on top of the wall to walk around. It worked well and the town was never taken again.

In 1620, the Pilgrim Fathers set off from Southampton with the Mayflower and collected the people, good and chattels that they needed for their life in America They also purchased the Speedwell, which turned out to be a total pile of junk and had to stop at Plymouth where they realised that it just wasn’t going to make it across the Atlantic. That ship was left behind, but the sailing across the Ocean started the passenger trade which of course is still going today. As a port, it is still as active as it has been for the last 1300 years.

Not all of the history is strictly maritime; the Solent Sky Museum is testament to its role in Britain’s aviation history and has the Schneider Trophy seaplane of 1929 and a Sandringham Flying Boat, on 1947 and others, but also possibly the most famous of British aviation history – the Spitfire, designed in Southampton by R J Mitchell (24PK3) in the Supermarine works on the River Itchen at Woolston and developed from the racing plane. The early 1930’s design was fully started in 1935 and the first Spitfire flew in 1936 and production started almost immediately (after many meetings with the Air Ministry). By 1938, the RAF had their first production plane in July 1938.

It could be seen that there was severe unrest in Europe, especially Germany who had a very strong air force which had been tested in the Spanish Civil War and up until that time, our only answer was bi-planes from the 1920’s very (now) out-dated designs. During WW2, the factories were heavily bombed including the one at Eastleigh, however it didn’t stop production as “dispersed manufacturing” took over using garages, bus depots, laundries and a bakery to produce parts for making the Spitfire.

The plane was great in the air and pretty difficult to see when on the ground as the nose was very long, its elliptical wing and the whole plane was very slim. In the air it was agile and able to outperform many other aircraft. Over its lifespan, there were twenty different major design changes to make it faster, more nimble and a threat to the opposition and still lies in the hearts of us as a nation.

Members of Parliament – a sobering thought

For years I voted in elections for a person to represent me in Parliament to deal with what they had either passed as a true manifesto of what I, a member of the people wanted and hopefully see what they could actually do for me as their employer. My idea has been totally shattered... and obviously I went to the wrong school...as I now find out that voting someone, a party or a manifesto means absolutely Jack...

I was listening to Vanessa Feltz, a woman on the radio who took over from someone else whilst he was on holiday in October. As an interviewer, she has a lot to learn, however for sheer entertainment value with her being so patronising and screeching in the background as it all goes nicely out of control is a joy to behold. Anyway she was interviewing a political fella called Michael White who seemed to assume that the political animal was like the kings and queens of old – totally above anything and anyone, and totally untouchable...

VF: Doesn't my MP work for me? Aren't I the person indirectly paying for his or her salary? Aren't I the person upon whose vote he or she depends? Surely an MP's duty is not only to listen to his or her constituents, but in effect to obey their will?

MW: Certainly not Vanessa! Whatever gave you that idea? The MP is there to exercise his or her judgement; he's not a delegate sent by the voters to do this; if the voters don't like it, they can vote him out. *

VF: Why do we vote for our MP's; why do we choose them to do our bidding?

MW: They're not there to do your bidding Vanessa – who taught you at school? – they are there to exercise their judgement as your representative on their behalf.

So there you have it folks – I checked it out elsewhere and the general parliament feeling is the same! The whole reason for voting anyone into power to lead the country into total shambles (and without shame) seems to have now passed me by. Could someone explain why therefore should I bother to ever vote again for someone whose objective is not to listen to a constituent's needs?

*With regard to voting them out, this was tried during the MP's Expenses Ruse and yes the MP's were voted out, but they stayed right up until a certain point to get their full pension rights! Maybe I've got it wrong, but why are they there?

Members of Parliament II

1. There is allegedly an emergency crisis in the Eurozone and all the boys and girls of the member nations have had a jolly good get together with all the leaders saying that they want to end the uncertainty, but are just not certain how to do it. There are some 70 different representatives who can't even agree upon the time of day to eat cheese (a reference made between Sarkozy and Merkel who said that he saw her eating not one but two pieces of cheese – allegedly this set the Euro back about 6 months).
2. I use the word again – allegedly, the crisis is now “serious” (unlike the previous “serious”, which appears to have been not at all serious) and for Italy the bailout is in excess of £1 trillion. Unfortunately, no one knows where the money is actually coming from, but the representatives seem very happy that they've come to a conclusion – so well done to all of them.
3. Since writing this Greece has taken a sideways step and put the cat amongst the pigeons. Maybe soon we'll have a few people in the Eurozone who might have to start earning their grossly inflated wages.
4. Since writing this (again!) – Ah a week in politics is a long time... the leader of Greece is being told that he is going, but he's decided not to go and the leader of Italy is actually going. What a shame - the quality, fun, pranksters leaving. Soon we won't be allowed to laugh at them as no doubt there'll be a law against laughing.
5. Since writing this (again!) Mr Bunga Bunga from Italy has had to resign and is now in court for have allegedly under-aged sex with a young filly. (a person, not a horse that is).
6. Since writing this (yet again). The humungous banks have all got together to bail out the lesser smaller

enormous banks and put a patch on the (offending – or was that offensive?) bank. The closing of ranks does not permit me to let you know which one it is, but unless they get their selves in order, then who knows what the future brings!

7. Since writing this (even yet again) The Eurozone is in trouble again (forget 2 now as they obviously didn't come to a conclusion). The people in Brussels and of course the next centre of the Eurozone, Germany, can't agree on anything which is a shame, however the rest of the people are just getting on with their lives with indescribable at the helm.
8. Winston Churchill said many years ago something like "Government isn't the best thing we have available, but at the moment, it's all we've got." Anyone thinking what I'm thinking?
9. Since writing this, Dave Cameron is in Europe and being a thorn. The UK's people are fed up with the red tape that businesses have to deal with on a daily basis that no other country in the EU even bothers with. They are sorting out the Euro again as they seem to be frightened for their jobs and massive pensions. Maybe they'll pat themselves on the back..... yet again.

PS

As a small aside to all of this, we have a prime minister of maybe Dave Cameroon or Nicky Clegg. Anyway, Sarkozy took a jibe at Cameroon by saying "You don't like the Euro – why do you want to be at our meetings? You've lost a good opportunity to shut up. We're sick of you criticising us and telling us what to do." Hang on in there Dave and carry on being a nuisance – you're so good at it. Dave's back again this weekend 2nd and now the 7th December doing more of what he does best – annoying the Eurozone.

PPS There's some Baroness or other (they're now two a penny here in the UK, much like titled people) who was asked why she keeps on making new laws that are totally unenforceable and pointless, to which she replied "That's what we do."

There is a quotation: - 'Believe only half of what you see and nothing that you hear and little that you read' Some attribute this to Edgar Allen Poe others say it's by Benjamin Franklin; "I don't think you will ever educate an MP as they have their own agenda and the need to feed their ego, far outweighs any need to tell the truth."

Fiat justitia ruat callum => May justice be done though the heavens fall.

Lest We Forget

Tony Marchington

The first time I met Tony was at the Newbury Funtasia when I'd been asked to bring the fair organ to the show some time back in the last century. I wasn't too sure where to park it so asked where to put it and I was told to find Tony in the Gent's loos. Odd thing to say thought I, but off I went and sure enough he was in there with his arm down the U bend unblocking a toilet. I couldn't help but respect the man from that point onwards! Our paths crossed on many occasions with the family run Buxworth Steam Group and in that time they'd amassed a big collection of steam machinery as well as a couple of organs too.

Raised in Buxworth up there in the Derbyshire Peak District, Dr Marchington was a former ICI executive and well-known in biotechnology circles for co-founding the scientific research company Oxford Molecular, however he was also extremely well known for his involvement with steam preservation, supporting with sponsorship the National Traction Engine Trust as well as a former owner of the famous Flying Scotsman LNER 4472 express railway locomotive. Buying it in 1996 for a vast sum, he then had the locomotive rebuilt for main line running and returned it back to the rails in 1999. The configuration was changed to make the locomotive more efficient which sent the rivet counters into apoplexy but it became a familiar sight on the rails again. During this time the curse of the Flying Scotsman managed to try and force Tony into financial ruin, however the fighter that he was, managed to restructure the whole of his business and return it back to being better than he had originally envisaged, much to the chagrin of his original bank who not backed him at all.

The last time I saw Tony was at the Great Dorset Steam Fair and we supped a couple of glasses of ale together and had a grand time reminiscing and generally having a jolly time laughing – that will be the memory I'll take from him.

He was a great patron of our hobby and a man larger than life. His bibliography covers Ab-initio Molecular Wave Functions (1978); author of numerous papers, patents and monographs, he was a prolific writer.

He leaves his wife Caroline and four children. Our thoughts go to the family and friends.

Marco Simoncelli

For those who follow the Moto GP motorcycle championship will have heard of the tragic news of the death of Marco Simoncelli, the Italian rider. Like all areas of passion, it always needs a character to bring the hard work of many to the forefront and he was one of those people. Possibly one of the most gifted up and coming racers that this world had seen for quite a long time, his style of riding was certainly expressive and in his rookie year of Moto GP, he was right up with the leaders and even when he had managed to fall off at some ridiculously fast speed, when interviewed, his first words would always be "I'm very 'appy...." I have to say that I was brought up in the 70's when there were so many characters promoting their chosen pastime and ALL sport, hobbies and preservation was right at the front. It took the likes of young bloods to bring the passion back and put it onto the map again and in his case he was only 24 and to a father such as myself, that really hits home.

To me, the sport will be a sadder place for us who enjoy the skills and determination. So to Marco, "Ciao" and thanks for such entertaining years of motorcycling – I'll miss you on and off the racetrack. To his family and friends, my thoughts.

John Ellis

I have to say that John almost seemed to be an enigma to me as I'd known him for many years, but actually knew pretty much nothing about him, except that he was a member of the Institute of Engineers and the Theatre Organ Club and enjoyed mechanical music. Asking around, I got the same comment, but I want to pass on his passing as many would have known him on the tours either in the UK or on the Continent and would have made friends with him. He leaves a sister. Our wishes go to the family and friends.

Jan van Dinteren

In his hometown of Geleen on November 22, Jan van Dinteren died. His life was devoted to the preservation, knowledge and the passing on to others and his depth of skill was legendary, especially reading as much on the subject as possible, even travelling down into France to meet family members of Dimetz – the wood carvers who most likely carved the figure on the façade of many Gavioli or Marengi in Europe (and that includes the UK!). For forty years, he was on the board of the Circle of Draaiorgelvrienden and for 21 years he was vice president and was editor of the incredibly informative ¼ly magazine Het Pierement (the Street Organ). His passing represents a great loss to the mechanical organ world. The 36er-Ruth of Fran van Reeken – yes the one that came over to the UK only a month ago for the Oktoberfest was playing a concert in his home town in memory of the great work he has done for the rest of the world on the day of his funeral.

Our thoughts go to the family and friends of this great man.

Dave Hopper

From Roger Burville I hear that Dave Hopper has passed on to another world. Dave as many of you will remember used to help on the 101key Mortier organ De Kluisberg, originally brought over to this country by David Barlow and then by Roger Burville and crew, but more recently he used to join up on the MOOS tour with his lovely wife Marion, until she sadly died. Unfortunately Dave fell over just a short while ago and ended up in Whitstable Hospital with a broken collarbone; with other complications that were already going on, he didn't make it. To his friends and family, our wishes.

Thoughts also go to...

Kevin Byrne, who recently lost his sister a few weeks ago and then his mother just a few days ago. My thoughts are with you Kevin.

In a Pickle

Gordon Howell

Yes the senior statesman of the steam world has been in hospital recently. Gordon in his 90's now was part of the team who put on the first ever Steam Rally (all others had been called something else – the name stuck). Those rallies around the Andover area, basing themselves for a long while at Finkley and later at Longparish and were the mecca for the early steam movement and I remember many of the old steamers coming onto the family home tennis court. I say that – it had once been a tennis court, but went into disuse and it was more suitable for a few hundred tons of steam engine and associated equipment to park for the duration before and after the rally. Gordon was (and still is) also a fantastic model maker having made a scale Burrell road locomotive – so good, that he was asked to take it to Japan and when Derek Marder and I went over to see him the other day in Salisbury Hospital, he was showing us some of the photographs from his brag book of the trip to Japan as well as many of the other models he's built. Hope you make a full recovery Gordon and good to have a darn good natter and I'm so pleased that I didn't take up your offer of photographing you in your pyjamas in the hospital!

How fast can you go?

The quickest way to the other side of the Earth by man using their own propulsion would be through the centre and assuming that you didn't create a total meltdown and bring catastrophe to all living creatures and plants and didn't get burnt on the way through the Earth, it would actually take 42 minutes and 12 seconds. And remember that you wouldn't have to go straight through the Earth either as gravity also travels in sideways directions too so from the UK, you could also go to France or the US rather than the Antipodes, which is actually the opposite to where you are standing. Therefore in New Zealand, then the antipode would be Spain, Indonesia to Columbia and Mecca would be Captain Bligh's atoll, Tematangu.

Now returning back to Gravity, should you happen to be on the Moon and want to get to the dark side of it (without the aid of Pink Floyd), then the time would be (even though the Moon is smaller than Earth) 53 minutes. This is of course a simple algorithm to any science students due to the gravitational force being less, as the moon is smaller.

Now, this was worked out by Isaac Newton and Robert Hooke in 1689 and was proved by Galileo saying that ½ ton coal would travel at the same speed as a stone and his theory was that if you attached one to the other, what would happen? Would the heavier one go faster, but be slowed down by the lighter one or would the opposite be true? See previous Update for the exciting instalment that also had a small story about my Dad proving the theory.

Anyway, before the space programme was disbanded by the US, on Apollo 15, David Scott proved the theory on the Moon and it worked exactly the same, the only difference was that as the gravity was less, the two items took just a bit longer to reach the moon's surface.

Six-shooters

In most cowboy and western films, you'll see them darn *cowboiz* shooting their guns into the air and no one gets hurt. Well folks, them darn *bulitz* do come down. Want to know the time? Well its 17 seconds up and 47 seconds to return back to your bonce. If you do have to do this sort of ridiculous thing, then do wear a hard hat!

Returning back to six-shooters, they were actually 5 shooters. Wyatt Erp was asked why and he replied that as there was no safety catch on the gun, then one of the chambers was left empty so that the hammer wouldn't set off a bullet. Some of the gunfighters also had money in the spare chamber, so that if they happened to get in the way of a bullet and killed, then there was a bit of money for a decent burial.

Returning back to film gunslingers, it is said that there were only two film stars that could shoot a gun without blinking their eyes. One being Clint Eastwood and the other being Yul Brynner.

Fairground Attraction

The longest running attraction on Coney Island's fairground history was the incubator "show" for premature babies, lasting 37 years! It seems that the hospitals didn't have the facilities to incubate premature birth, so all babies born in the area to families of limited wealth, had their babies taken to Coney Island and this proved to be one of the biggest attractions of the whole place! When the hospitals finally got incubators, there was no need to send them here anymore, so the attraction closed down.

Even after writing this, I still find it amazing that it took a fairground operator to save life long before the medical people did! It's amazing what the fairground folk have done and still do, in helping those less fortunate than themselves to live.

Stanley Museum. Kingfield Maine

On Ormond Beach Florida on the 26th January 1906, the Stanley Steam car (or Rocket Racer) driven by Fred Marriott recorded the fastest speed of 127.659 miles per hour (mph) and the Stanley Museum is held a celebration on Thursday 26th January 2006 on Ormond Sand, using the 10hp replica (the original being crashed on the same beach a year later – Fred Marriott surviving the crash with concussion, broken ribs and a few cuts). The replica originally being built by Morris Frost and ran on the beach in 1971. The machine was rebuilt to partake in these celebrations. The event was also to be taken over five days and featured, what may be the largest collection of steam cars ever, as well as many Gas Racers.

Reason for rare attempts by steam propulsion? American automobile manufacturers threatened boycotting the races, questioning the Stanley steam car's legitimacy to enter and calling it a freak. After the crash, the rules of the tournament were changed to exclude steam racers, so that they would not have any competition. It is a well known fact that steam cars are smooth, silent, have few moving parts, and with a bit of development, would have become far simpler to use for the General Public at large especially as they would now be far better for the environment with their emissions using Hydrogen etc. I wonder how history would have gone in transport had the motor industry had actually played fair? Further details on the excellent Stanley Museum website

www.stanleymuseum.org

<http://www.stanleysteamers.com/index.html>

Dale Farm

A place that's been in the UK news recently. Basically it's a piece of land that was bought for a group of travellers specifically to be used for parking their caravans and the council were informed and agreed. The council then refused planning permission after the land was bought and ten years later (yes 10 years), they have finally removed them from the land, only for the travellers to go over the road and use another piece of land that does have planning permission. In that time, some £18 million has been spent by the government and council. Makes you pleased to see that your hard earned money is being spent so wisely. Latest – STOP PRESS. The previous residents have gone back to the original site and taken up residence again. Again nice to see that you're hard earned cash is being spent so wisely – yet again.

Steam Haulage

I wrote a few years back mentioning that the last steam haulage was done during the Suez crisis with Dick Preston at the helm of Burrell Show engine, Lightening II in 1957. A later job was done with Carter's Steam Fair and John Wharton's Burrell King George VI hauling the famous Riders of the Lost Ark from one tober (fair site) to another through London and the Home Counties, plus out to far reaching Somerset. All this was done in modern traffic with Mike Lewendon and various helpers getting the load to the next venue and then at the fair itself, driving the Ark. There wouldn't be that many people who would have the balls to do that sort of thing or even lend their prized possession to be worked hard and then do it, just for fun, however the gauntlet was sort of dropped into the lap of Les Searle's family to do a long load from London to Brighton. Now I'm sure that you've seen the Utube footage of this heroic feat and how it went down so well with the steam fraternity, especially when you realise that the whole event was agreed to with all of the different police forces on the route as well as the councils etc. Well the journey was just terrific for us fans of Steam on the Road, so they decided in their wisdom to travel the whole load from Horsham to the Great Dorset Steam Fair at the end of August. One has to admire the tenacity of the team as they started off with the same group of drivers and steersmen, setting off with the transformer load. It was a real pleasure to watch too as the speeds were perfect, no smoke, no holdups, in fact just a very professional job of work and it really can't be that easy to get three road locomotives, a rather awkward trailer and traffic lights to contend with around the countryside. Just a real exhibition of engine driving at its best.

Well folks, I just happened to be at the Marder Road Run on the 9th of October (sunshine all the way yet again) and was talking to a number of people about the Searle trip and we all came to the same conclusion that the family Searle have to be one of the greatest assets to the steam movement by continuing on with roading an indivisible load on our highways with the blessing of all the authorities. Now I know how much planning goes into making just a normal journey, but with three steam vehicles and a trailer that must weigh as much as the load, plus all of the steamers too, is a pretty big undertaking! Whilst talking to this group of enthusiastic people, the subject of the Great North came up when it had managed to break its back axle. Under normal circumstances, most would have just said "I've got enough stuff at the show, we'll get it back home and sort it out when we've got enough time" In this case it was "Well I've got some of the correct steel in the store, we'll get the engine back to the yard, strip the back axle

out; wheels off, gearing off, remove the sheared metal out of the engine and put the new one in after machining it all and replacing all of the bits and pieces.” Broken axle – strip down, engine still hot in the boiler, working through the night, making sure that the correct dimensions are right, put it all back together, back on the low-loader and ready for the start of the show! Sorry folks, but that’s an amazing feat of logistics, engineering, plain skill, tenacity, and I realise true willpower too as the whole lot was done by the drivers of the load, so they were not most likely at their best, sleep wise.

All I can say is that the family seem to be the ambassadors of the steam fraternity and I am pleased to see that there are still quite a few who are prepared to stick their necks out there and still do it. Thank you from me and so many other people who want this hobby of ours to continue.

Unnecessary Smoke

Dear Boz,

A subject that has been coming up in conversation more and more, is unnecessary smoke from traction engines. The amount of filthy and harmful smoke coming out of some steam engine chimneys at a few shows this year was just not necessary. The type of coal now available is of far higher quality than we have seen for a long while; it has a lower sulphur content, therefore fired properly will produce little or no smoke. These coals are readily available – we are not living in the times of the coal-miner’s strike or with without any knowledge of the subject, so when a purchase by a show organiser of low quality, smoky, inferior fuel means less public, then you only have yourself to ask why are these people running the show in the first place? Are organisers really so unaware of the properties of coal, is it such an afterthought or are they just incredibly asinine (*yes I had to look that one up too Ed*), to allow this to continue happening?

It also looks as if there are many drivers who do not understand how to fire their steam engines and the purchasing committee of many shows maybe just don’t know that there is a correct type of steam coal existing. Now real steam coal is far less expensive than that cheap stuff (as any coal merchant will tell you) as the fire will use at least a third to a half less, plus of course the tried and tested way of little and often rarely gets smoke out of the chimney. Don’t be fobbed off with enginemen’s continual whining either – decent coal actually needs a decent driver to use it.

Should the engine smoke excessively from the chimney, you have to ask yourself why; is it a waste of fuel or is it poor quality; think about being at home, in the close proximity of housing - the last thing you need is to get the local council boy with his clipboard coming across and stop you from using your toy at home, so why is it any different at a show?

The excess sulphur dioxide that is created by poor firing, is totally unnecessary, but is this due to poor engine management or the fact that some of the steam fraternity just don’t know that there is any other way of making a fire or is it truthfully, that they just don’t care?

One has to suspect the latter is more likely especially as the coal is normally free to the steamers, so maybe the need to change that policy is long overdue. Of course there will always be a small amount of smoke from engines as that is the nature of the beast, however, isn’t that better than the smog we see more frequently? It seems that once upon a time, the engine drivers took pride in what they were doing and knew what they were achieving, so maybe it might be about time that there were some workshops on either how to fire a steam engine from the various different clubs around the country, maybe an article on a regular basis, maybe with plenty of pictures, just to show those people who just don’t know.

There is of course the most incredibly quick way of stopping this smoke and that is to not supply coal at an event; the exhibitors would then have to buy their own and use their own money - that would soon stop the poor firing techniques.

I have to ask too, why are there no courses on firing techniques. The future is in your shovel, nowhere else. I have to point out that this is for the UK. Elsewhere in the world, coal quality might not be as good and so freely available, however there are still ways and means to stop smoke happening. Ed

Snippet

Here in the UK there were 140 different car manufacturers in the year 1913 and I’m sure it was similar in other countries as there was so much vision, bravery and an ability of not taking “NO” for an answer. Now that was the

year before the First World War. In 1946, the year after WW2 Briton exported some 98 thousand cars and imported just 63.

And now back by popular demand

Ethno Spot

This is something that maybe we should all read at least once a week.

Enjoy the whole lot - written by a 90 years old journalist,

"To celebrate growing older, I once wrote the 45 lessons life taught me. It is the most requested column I've ever written.

My odometer rolled over to 90 in August, so here is the column once more and it's called 7%:

1. Life isn't fair, but it's still good.
2. When in doubt, just take the next small step.
3. Life is too short to waste time hating anyone.
4. Your job won't take care of you when you are sick. Your friends and parents will. Stay in touch.
5. Smell the roses on your journey.
6. You don't have to win every argument. Agree to disagree.
7. Cry with someone. It's more healing than crying alone.
8. It's OK to get angry with God. He can take it.
9. Save for retirement starting with your first paycheck, but not always into a pension.
10. When it comes to chocolate, resistance is futile.
11. Make peace with your past so it won't screw up the present.
12. It's OK to let your children see you cry.
13. Don't compare your life to others. You have no idea what their journey is all about.
14. If a relationship has to be a secret, you shouldn't be in it.
15. Everything can change in the blink of an eye. But don't worry; God never blinks.
16. Take a deep breath. It calms the mind.
17. Get rid of anything that isn't useful, beautiful or joyful.
18. Whatever doesn't kill you really does make you stronger.
19. It's never too late to have a happy childhood. But the second one is up to you and no one else.
20. When it comes to going after what you love in life, don't take no for an answer.
21. Burn the candles, use the nice sheets, and wear the fancy lingerie. Don't save it for a special occasion. Today is special.
22. Over prepare, and then go with the flow.
23. Be eccentric now. Don't wait for old age to wear purple.
24. The most important sex organ is the brain.
25. No one is in charge of your happiness but you.
26. Frame every so-called disaster with these words 'In five years, will this matter?'
27. Always choose life.
28. Forgive everyone everything.
29. What other people think of you is none of your business.
30. Time heals almost everything. Give time, time.
31. However good or bad a situation is, it will change.
32. Don't take yourself so seriously. No one else does.
33. Believe in miracles.
34. God loves you because of who God is, not because of anything you did or didn't do.
35. Don't audit life. Show up and make the most of it now.
36. Growing old beats the alternative -- dying young.
37. Your children get only one childhood.
38. All that truly matters in the end is that you loved.
39. Get outside every day. Miracles are waiting everywhere.
40. If we all threw our problems in a pile and saw everyone else's, we'd grab ours back.
41. Envy is a waste of time. You already have all you need.
42. The best is yet to come...
43. No matter how you feel, get up, dress up and show up.

44. Yield.**45. Life isn't tied with a bow, but it's still a gift."**

Why 7%? Because that's how many will pass it on to other people.

Life ain't all so bad – Patrick Hughes

<http://www.youtube.com/watch?v=-qTiYA1WiY8>

A bit of Science

It takes your food seven seconds to get from your mouth to your stomach.

One human hair can support 3kg (6.6lb).

The average man's penis is three times the length of his thumb.

Human thighbones are stronger than concrete.

A woman's heart beats faster than a man's.

There are about one trillion bacteria on each of your feet.

Women blink twice as often as men.

The average person's skin weighs twice as much as the brain.

Your body uses 300 muscles to balance itself when you are standing still.

If saliva cannot dissolve something, you cannot taste it.

Women reading this will be finished now.

Men are still busy checking their thumbs.

Thanks to Garry Heron for this!

Fun Time

Now what have people sent me? Ah the brilliant things that I can't pass on, however thanks for sending them and they do make me laugh like a drain! However these are a few that I can print and some a close to the knuckle, so you can imagine what does get sent – thanks for all of them.

From Peter Griffiths...

Life's little situations

A boy and his father are at the chemist shop and as they walk around the store, they come across the contraceptive stand. The boy asks "dad, what are these for?"

"son", the man replies, "they're for safe sex." The boy then asks why one box has only three condoms. His father replies "There's three in this packet because its for sixth form boys. One for Friday night, one for Saturday night and one for Sunday night". The boy then enquires inquires why another box has a packet of six condoms. The dad explains that it's for college boys: "two for Friday night, two for Saturday night and two for Sunday night". Then the boy see a packet with 12 and asks the same question "Son, that's for married men – one for January, one for February...."

A grave situation

Two men walking their dogs pass each other in a graveyard. The first man says to the second man "Morning" "No" says the second man, "I'm just walking the dog"

(For those whose first language isn't English "morning" as in daytime "Mourning" as in a sad loss).

Which one do you use?

What's the difference between erotic and kinky? Erotic – you use a feather. Kinky – you use the whole chicken.

From Will Rodgers

"A fool and his money are soon elected"

An oldie but goodie

During his journeys through Africa, Tarzan discovers an elephant graveyard where he spies one of the wandering beasts slowly making its way towards him. Of course, being brought up in the jungle, Tarzan can speak to the animals and notices that he has Indian Elephant ears, so striking up a conversation he says "you're not from around these parts are you?" "Actually" the pachyderm replies "I'm from Sydney Zoo in Australia". Tarzan is amazed and

says “that’s one heck of a long way to come to die. “Oh no” says the Elephant shaking his head “I come here yesterday”

Vive la difference

A wife walks into the kitchen where her husband is busy killing flies with his swatter. “Any luck” she asks “Yes, not too bad – I’ve killed three males and two females. Intrigued, his wife asks how he can possibly tell the sex of the insects. “Oh that’s easy” he replies “three were sitting on my beer can and the other two were on the phone.

The Café

A trucker walks into a café and orders a hamburger, a cup of tea and a doughnut and then goes off to a seat near to the window and sat down at a table to eat his food and drink and read the paper. Three hard looking bikers stride in and as they strode past his table, one shoved the burger in the trucker’s face, the second drank his tea and the third ate his donut. With that, the trucker stood up, paid his bill and left. One of the leather clad, filthy bikers turned to the waitress and said “not much of a man is he?” to which the waitress said “He ain’t much of a driver either – he’s just reversed over three motorcycles.”

From Peter Griffiths – a bit of fun with words

1. A bicycle can't stand alone; it is two-tired.
2. A will is a dead giveaway.
3. Time flies like an arrow; fruit flies like a banana.
4. A backward poet writes inverse.
5. A chicken crossing the road: poultry in motion.
6. When a clock is hungry it goes back four seconds.
7. The guy who fell onto an upholstery machine was fully recovered.
8. You are stuck with your debt if you can't budge it.
9. He broke into song because he couldn't find the key.
10. A calendar's days are numbered.
11. A boiled egg is hard to beat.
12. He had a photographic memory which was never developed.
13. The short fortune teller who escaped from prison: a small medium at large.
14. Those who get too big for their britches will be exposed in the end.
15. When you've seen one shopping center you've seen a mall.
16. If you jump off a Paris bridge, you are in Seine .
17. When she saw her first strands of gray hair, she thought she'd dye.
18. Santa's helpers are subordinate clauses.
19. Acupuncture: a jab well done.
20. Marathon runners with bad shoes suffer the agony of defeat.
21. The roundest knight at King Arthur's round table as Sir Cumference. He acquired his size from too much

pi.

22. I thought I saw an eye doctor on an Alaskan island, but it turned out to be an optical Aleutian .
23. She was only a whisky maker, but he loved her still.
24. A rubber band pistol was confiscated from algebra class because it was a weapon of math disruption.
25. No matter how much you push the envelope, it'll still be stationery.
26. A dog gave birth to puppies near the road and was cited for littering.
27. Two silk worms had a race. They ended up in a tie.
28. A hole has been found in the nudist camp wall. The police are looking into it.
29. Atheism is a non-prophet organization.
30. I wondered why the baseball kept getting bigger. Then it hit me.
31. A sign on the lawn at a drug rehab center said: 'Keep off the Grass.'
32. A small boy swallowed some coins and was taken to a hospital. When his grandmother telephoned to ask how he was, a nurse said, "No change yet."
33. The soldier who survived mustard gas and pepper spray is now a seasoned veteran.
34. Don't join dangerous cults: practice safe sects.

For the first time ever ladies and gentlemen, something printable from Mr Peter Narraway! Thanks Peter and hope you enjoy your new found retirement!!

Following the tragic death of the Human Cannonball at the Kent Show, a spokesman said "We'll struggle to get another man of the same calibre."

I was devastated to find out my wife was having an affair but, by turning to religion, I was soon able to come to terms with the whole thing. I converted to Islam, and we're stoning her in the morning!

Some nasty swine's just pinched a pair of my wife's knickers off the washing line. She's not bothered about the knickers but she wants the 12 pegs back.

The wife suggested I get myself one of those penis enlargers, so I did... she's 21 and her name's Lucy. Thanks for that Pete...

Old Age creeps up

Two elderly ladies had been friends for many decades. Over the years, they had shared all kinds of activities and adventures. Lately, their activities had been limited to meeting a few times a week to play cards. One day, they were playing cards when one looked at the other and said, "Now don't get mad at me. I know we've been friends for a long time, but I just can't think of your name! I've thought and thought, but I can't remember it. Please tell me what your name is." Her friend glared at her for at least three minutes; she just stared and glared at her. Finally she said, "How soon do you need to know?" Thanks for that one Rudy.

Seasonal Joke

The worst job I ever had was a forensic pathologist for the United Nations. I remembered I uncovered the mass grave of 10,000 snowmen – fortunately it turned out to be a field of carrots.

Fear etc.

Bearing in mind that we've been told yet again that we are going to have a severe drought next year – Last summer, we set up a clinic for colonic irrigation, but the hosepipe ban hit us hard.

Speedy

About a month before my grandfather died, we covered his back in lard – after that he went downhill very quickly.

Canal Frolics

An off duty doctor was walking along beside the canal one day when he see a drowning man in the murky water. The man keeps going under and is obviously taking in a lot of water. The doctor manages to stretch out his arm and grab the poor unfortunate and drags his upper body out of the water and then turns him onto his front, sits astride his body and starts pumping water out of him. There are gallons of really filthy water spewing out of his mouth, plus tin cans, condoms, shopping trollies, mouldy fish and loads of other crap. Suddenly a second man turns up and says "you don't want to do that Mate" "Listen" says the Doc, "I'm a doctor, don't try and tell me how to do my job." "Well, says the second man, "I'm an engineer and if you don't take that fellah's arse out of the canal, you're going to pump it dry"

The Afterlife

A woman goes to a séance. The medium asks if there is anyone there, to which a reply comes through "Yes". "Is that you George" asks the woman. "Yes" he replies. "Are you alright" "lovely" the voice replies. "What's it like where you are?" asks the wife. Its great" he replies, "today I went swimming and did a bit of fishing" "Oh" replies the widow, "you never did any of that when you were alive" "No" said the voice "well I'm a duck now"

From Peter Griffiths – another cracker!

Prince Charles is visiting an Edinburgh hospital. He enters a ward full of patients with no obvious sign of injury or illness and greets one.

The patient replies:

"Fair fa your honest sonsie face,
Great chieftain o the puddin race,
Aboon them a ye take yer place,
Painch, tripe or thairm,
As langs my airm."

Charles is confused, so he just grins and moves on to the next patient. The patient responds:

"Some hae meat an canna eat,
And some wad eat that want it,
But we hae meat an we can eat,
So let the Lord be thankit."

Even more confused, and his grin now rictus-like, the Prince moves on to the next patient, who immediately begins to chant:

"Wee sleekit, cowerin, timrous beasty,
O the panic in thy breasty,
Thou needna start awa sae hastie,
Wi bickering brattle."

Now seriously troubled, Charles turns to the accompanying doctor and asks "Is this a psychiatric ward?"

"No," replies the doctor, "this is the serious Burns unit."

FINALLY

Enough, enough I say! That's it for this year.

I had a major disaster with my machinery at the end of the year and lost virtually all of my supply of articles and information. Actually that wasn't a bad thing either as much of it would have been out of date and therefore pointless putting into the Update, however it has also been quite an uphill journey to compile this edition, so I give grateful thanks to all who have supplied me with little snippets and please continue supplying me with information.

As you all know, in order for our hobby to continue into the future, there needs to be a lot more sharing of information which is and always has been the point of this Update. The Update covers as much of the preservation world as I can possibly cover, but without your input, your subject WILL NOT get covered. Those who criticise have never sent anything to Mayhem Central, so until that happens, it'll stay the same and hopefully I'll keep annoying you until you do!

The latest situation with Industrial Sites being more at risk, than at any other time in our preservation world. <http://www.english-heritage.org.uk/caring/heritage-at-risk/> To those people who have an industrial site, by the way, the contact for the Vlaamse Vereniging Voor Industriële Archeologie (one of the oldest Industrial Archaeology Institutions on Europe being established well over 30 years ago) who have made their situation far more secure than we ever have in the UK, but the only way it will ever work is by sharing information. <http://www.vvia.be/> The website is in Flemish, however it is easy enough to translate it by pressing the translate button!

All that's left for me to say is to thank those of you for your input; your replies to the Update, your points of interest and of course your criticisms.

There is only one person here who does the work (much the same as any other volunteer Editor), so help is always gratefully received.

That leaves me to say that Linda and I wish you all the compliments of the season and good health to one and all for another year and to those who celebrate at this time of year, make sure that you have a designated driver to get you there and back home again, but please don't make a mess in the back of the car!

Good Luck , have a grand festival AND a Happy New Year

Boz and Linda

Again, thank you for your continued support and encouragement. Please keep passing this update around – New people are welcome and all you have to do is email me at boz@historyinharmony.com and I'll do the rest

Previous Updates? – Then look no further

Go to <http://organ.10.forumer.com/> and click onto **Boz's Box** (this site has now stopped, but you can look at the topics from previous issues) or go to <http://www.mechanicalorgans.org> (which is vibrant) or of course the excellent <http://www.modelengineeringwebsite.com> and to correspond with the site go to http://web.me.com/david_carpenter/Site_3/Eds_Es/Eds_Es.html

Thanks to the above for putting the Update up onto your websites. The joining of different groups of people and hobbies has always been the objective of this E-newsletter. For previous Updates go to the above addresses.

If you have any interesting news, can you please supply me with it - all subjects are welcome to be discussed. If you feel that your subject isn't being covered fully, then please let me know and/or please send in an article to cover it. Apologies if I have missed out your special event, but if you don't let me know, then I can't rectify the situation.

08/12/2011

Translation service <http://translate.google.com/#> This is a translation service that seems pretty good as well as it will speak to you as well with the word. I still have to say that it's been great fun trying to understand a mechanical voice saying the oddest words.

If you want to use the general material please do, but also ask me first (it's only courteous) as I will then ask permission from the author. Could you also mention History in Harmony as the source and give the web address <http://www.historyinharmony.com>

As ever, should you wish to not be included on this update, then please let me know at boz@historyinharmony.com with your email address and I'll remove you forthwith from the address on my list, always assuming that I can find you. Conversely, if you know of any other people who would enjoy this email, then please get them to contact me at the same address.

COURTESY NOTICE

Views expressed are not necessarily those of the Update Compiler. It may be on occasions, necessary to edit material. In such cases utmost care will be taken to ensure that alterations or omissions do not alter the context of the subject or create a misleading or false representation. As a matter of courtesy, the author(s) will be consulted about major alterations.

Kind wishes to all

Boz Oram

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