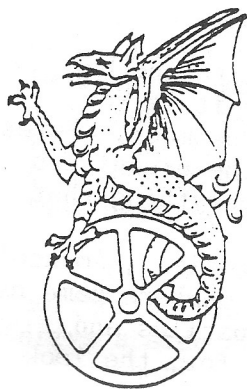


WESSEX STATIONARY ENGINE CLUB



NEWSLETTER

AUGUST 1992.

Please send newsletter material to:-

Robin Lambert,
15 Beechwood Avenue,
FROME,
Somerset.
BA11 2AX.

Tel: 0373 463526

The material in this Newsletter shall not be reproduced without prior consent and due reference to the Wessex Stationary engine Club. Opinions expressed herein so not necessarily reflect the policies of the Club. All rights reserved.

A MESSAGE FROM OUR CHAIRMAN.

I would like to express my sincere thanks to all the willing helpers, both members, non-members and committee who gave up their time, before, during and after the Club Rally to make it the success it was. You are too many to name individually but you are not forgotten. Thank you one and all.

BRIAN

AROUND THE RALLIES.

Heddington & Stockley - Sat & Sun July 4th & 5th.

I arrived at the show entrance at 9.00 a.m. on Saturday and joined the long queue of traffic waiting their turn to be towed into the show after torrential rain on Friday had turned the field into a quagmire. A brief look at the huge tractor dragging cars and caravans through the slime soon made me decide this was not for me and along with several others made my way back home. 'Getting soft' some might say but in the past I've had my share of being dragged out of fields often causing damage to the vehicle and on reflection I probably did the organisers a favour as it was one less to worry about. My apologies to George Hyde. I'm told by exhibitors that did go in that Sunday was a very good day and lots of public visited the show, so I hope they did well financially.

Frome College Fete - Sat July 11th.

Washed out, would perhaps be the best way to describe this popular event, at least Heddington had an extra day to recoupe, but this show had no chance. Approximately 10 stationary engines ran in the pouring rain and only one ring event took place, just before the heavens really opened up. The organisers said that 44 cars never turned up but at least a dozen did, as did Mike & Iris Roberts with their Leason caravan, complete with awning, a super exhibit is this and if you want to see what caravanning was like 50 years ago they would be only too pleased to give you a conducted tour complete with restoration details.

Bristol Docks - Sunday 12th July.

Having thought 'The sun ai'nt gonna shine any more' I was proved wrong as gorgeous sunshine brought thousands of dockland visitors to view the vintage scene that was spread along the docks from the Industrial Museum to the S.S. Great Britain. Traction engines, stationary engines, an organ and juvenile roundabouts all lined the harbour. The Museum's 0-6-0 saddle tank engine 'Portbury' was kept busy all day giving rides in an open truck and brake van. The huge dockside 'Fairbairn' steam crane gave a super display of its lifting power by lifting a diesel railway shunting locomotive up off the tracks and then lowering it to face the opposite direction, this was a nice demonstration watched by hundreds of people. The crane was built locally by Stothert & Pitt of Bath during 1876/78 and over the last three years has been restored at a cost of £9,000, partly grant aided by English Heritage and Stothert & Pitt before it closed in 1988. The crane was in regular use until 1973 and has a lifting capability of 35 tons. The Industrial Museums steam tug 'Mayflower' gave 35 minute cruises up and down the docks, this is the oldest Bristol built ship afloat.

Friday evening brought a real live drama when a small child missed his footing when stepping off a boat and fell into the water, his father jumped in after him and was helped

CONTD ON PAGE 2

from the dockside by Wessex Club members who were just setting up opposite the boat. All was well in the end, well done Wessex. ED.

THE NETLEY MARSH STEAM ENGINE RALLY

24/25/26th July.

My only regret about attending this rally is that it clashes most years with another popular event I like to attend at the Rushmoor Arena, Nr. Aldershot, but there it is you pays your money and takes your choice, this year Netley, hopefully next year Rushmoor. Never have I seen so many rally marshalls as at this event, full credit must go to the organisers who handle the huge amount of traffic, exhibitors, camping, ring events and everything that moved so superbly so no one should have had any cause to complain.

A lot of Wessex members attend this rally exhibiting engines such as Victoria's, Amanco's Blackstones, Ruston & Hornsby, Listers, Wolseley's and even one of our Junior members came as a late entry with his Petter. I met one club member who came through the turnstiles and having toured the vast amount of stalls found the $\frac{3}{4}$ " drill bit he was looking for, the look on his face reflected that the 30p he parted with was money well spent.

Around 30 steam engines took part and when their usual trip around the ring had taken place the engine line stretched from top to the bottom of the field. The model tent was once again very impressive and one that caught my eye was a model of an open crank lampstart engine looking very much like a Petter made by Bill Dufty of Yeovil.

Vintage cars, lorries, motorcycles, tractors, almost everything that has ever moved seemed to be represented here. A very nice display was presented by speedway stars of the 50's/60's - Southampton & Poole Pirates who also entertained us in the ring reaching breath-taking speeds as they did 30 to 40 years ago.

Music seemed to be everywhere with fairground organs placed all around the show and the Excelsior New Orleans Jazz Band once again played to large audiences as they ambled around the showground. For those who like the old Rock and Roll, Saturday evening was spent doing the hippy hippy shake as the Swinging Blue Jeans boomed out all their 60's hits and you never had to be in the crowd to hear it. I did my listening some $\frac{1}{4}$ of a mile away in the comfort of the caravan where the sound levels were just about right. A nice three days. ED.

RALLIES STILL TO COME.

August Bank Holiday Monday 31st.	Corsley Show, Wilts. Anyone wishing to bring an engine, just come along on the day or contact ED. - Rob Lambert on 0373 463526.
September 5/6th Sat & Sun.	Countryside Cavalcade, Shepton Mallet Showground.
" 19/20th Sat & Sun.	Teign Valley Rally, Nr. Exeter.
" 27th Sun.	Full Quart Crank Up. To be held again at Hewish at rear of the Full Quart Pub. If you are not taking an engine do support this event as it raises a lot of money for C.L.I.C. All donations to the raffle are gratefully accepted.
October 3/4th Sat & Sun.	John Kyte's Garden Party - held in John's garden, next to the pub in the High Street of Market Lavington, Wilts. For more information ring John on 0380 - 813701.
" 10/11th Sat & Sun.	Berwick St. John Country Fayre.

CLUB EVENING - Monday 28th September - Kubota in Britain an illustrated talk on Kubota products.

CLUB SOCIAL EVENING - Saturday 31st October.

To be held at Pilton Working Mens Club. The evening will consist of a skittle match for all who would like to participate, followed by a buffet. Our usual raffle will take place and any donations of prizes would be most welcome. If you wish to attend, to assist with numbers please inform Shirley on 0225 - 767095 or Jackie on 0373 - 463526, or just drop either a line. ED.

The small short auction that took place at our Semington Rally was to sell off engines and machinery donated to the club by the family of our late club member Cecil Goffin. It was requested that the proceeds be donated to a charity of our choice, and this was decided to be the Cystic Fibrosis Trust and a cheque has been forwarded to them.

FOR SALE - All metal trailer with hinged tail board and solid steel floor. Length 5' 9" Width 3' 0" Depth 1' 0" All these are inside box measurements. Price to include wiring and trailer board £200 ono. Contact Pete Robins 0225-755493.

VISIT TO GOLD CORNER PUMPING STATION.

I recently had the opportunity to visit the National Rivers Authority pumping station at Gold Corner near Bridgwater. The station itself was built in 1940 to supply water feeding the Royal Ordnance Factory a few miles away at Puriton. Although this is still a secondary requirement, the pumps form part of the N.R.A.'s water management system, involving all the rivers and drains in the area. The pumping hall originally contained 4 identical diesel driven impeller pumps, although one was converted to electricity in 1968 using a 315 HP motor, the other three remain in service.

The diesel engines are two cylinder (side by side cylinders) 240 BHP, Type 2HD15, horizontal side shaft engines made by Crossley Brothers. Skew gears off the crankshaft drive a side shaft for each cylinder which carries cams for the valve operation, and the outer shaft only also operates the governor and oiler box. Engine cooling is provided via a heat exchanger from the pumped water, and auxiliary pumps maintain cooling for $\frac{1}{2}$ an hour after the engine has stopped.

The number two engine has been partially dismantled for refurbishment. That meant we could see inside the cooling jacket of the cylinder with the liner removed, the head configuration and valve ports were also visible. Crossleys have all the original drawings but these days have difficulty in obtaining the correct materials to make replacement parts. We were told that a retired Crossley engineer was invited back specially to time and adjust the engines for them.

The four pumps are impeller type and required to lift the water about 8 feet. These are also of massive cast iron construction, each one is capable of pumping 58,000 gallons per hour. They are direct coupled to the Crossley engines and run at 220 rpm. There are no non return valves in the pumps so each has a gatevalve at the output end. This is shut when the pumps stops to prevent the higher level water draining back past the impeller.

After listening to details about the pumping system and machinery, the number three set was started for us. The main water pump was primed using a small electric vacuum pump to draw out all the air. Once done, the engine was started by admitting compressed air to rotate it up to starting speed and ran up to its governed speed of 220 rpm. The pump was brought into operation by opening its gate valve which was fitted with an electric actuator. With its slow running speed, the engine was fairly quiet running and from outside you could just hear the chuff-chuff of the exhaust outlet at roof level.

During times of flood, the pumping station runs for two or three weeks continuously, the engines consume 12 gallons of diesel per hour. Under these conditions, three men are needed to run the site, to maintain engine cooling, oil fuel levels and other ancillary plant. One problem is that of weed clogging the pump inlet screens. This is cleared using a tractor and bucket grab, but a recent overhead gantry with an automatic grab is now under trial. The grab collects the weed from the inlet, then positions itself over a trailer and lets go. Unfortunately the grab is too high so at the moment everyone gets a bit.

Our thanks go to the National Rivers Authority for a most enjoyable evening visit, some of us even managed to get copies of the original drawings showing all four engine driven pumping sets.

JEREMY ADAMS.

Have any club members exhibited or visited any of the following rallies - Rushmoor Steam Rally, St. Agnes Steam Rally, Uffington White Horse Show, The Great Somerset Steam Rally at Wincanton if so how about writing a few lines for the newsletter. ED.

HEDDINGTON & STOCKLEY.

1992

It was a case of shall I, shan't I. But in the end the decision was made, the Bedford loaded with the Bamford and corn mill. I set off. I was still wondering if I was totally mad, after the rain on Friday I did not know what the rally field would be like when I arrived. I expected the worse, when I stopped outside the entrance I thought "no, I am not the only silly one here", behind me who should pull up but Bill and Robin from Frome, but after one look at the field entrance they decided to head back to Frome.

I had a word with the lads on the gate "its not too bad once you are past the road ways" I was told, so I gave it a go, chain clipped on to the van and off we went, the tractor driver took it at a sensible pace and all was well. But then things took a down turn I was taken into the field behind the main rally and told to set up in the bottom corner. Now if I take the trouble and expense to take an exhibit to a rally I expect to be part of the main event, not put in a field behind the other exhibits. Their was a lot of disgruntled engine owners in this corner, so I decided to leave. But by this time an electric fence had been erected across this field and on making enquiries I was told not to touch it or move it. So the engine and mill stayed in the van. Later in the morning one of our club members drove up the field in his International Farmall 'A' tractor, Mark - your engines were always superb and that tractor is to. Now was my chance to get out, so up the field I went and out into the main rally field. I parked up and took a walk round, as I walked round the engine line I could not help but notice the gaps between some engines, pressing on I met Reg Humphries "where are you set up?" "I'm not" said I, telling him where I had been sent, "I am going home" said I, plenty of room by us was the reply, so I did stay and the day passed in good company.

With a few public braving the mud, by early afternoon the ground was quite dry and things began to move, the ring events got under way a little late but never mind they made it. Steam exhibits, motor cycles, commercials and cars put on a jolly good show. Steam was very well represented this year with over twenty exhibits in attendance. The Burrell Showmans "Fermoy" was a real eye catcher. But I like all steam engines no matter if they gleam with polish and pride or if they are as they left full time work, how I would love to own one but I will have to dream for a long time I think.

For us stationary engine boys there was plenty to see with over one hundred and thirty engines entered, not all this number turned up but who can blame them, the rain on Friday was enough to keep the most hardy types away.

Saturday was not too bad, Sunday took a turn for the worse and down came the rain, not too heavy but enough to make it wet under foot again. Early afternoon things began to dry out and events did get under way. One bright note I must report is the fact that one of the W.S.E.C. Junior members is collecting trophy's as fast as he can, not satisfied with winning our own junior award at Semington, he cleans up a Heddington also. Well done Nathan keep up the good work, we can do with a lot more like you. So club members give all the encouragement you can to any lads or lasses you meet with an interest in our hobby, then maybe we shall get a few more members like Nathan.

The roar of power drew Maureen and I to the tractor pullers, this was not a total wash out and some good runs were being made, we did have a good laugh when the front wheels broke off one of the tractors and it came to a sudden halt. Very expensive fun, give me my stationary engine any day.

It was a great shame that the weather was so unkind to Heddington & Stockley, it is a great rally with something for everyone - it don't deserve this treatment Lord, so please lets all hope and pray that next year we all meet again at Heddington, but under the sun - shine and not the rain clouds.

To all of you who worked so hard to make things work under such conditions - thank you and may 1993 be a better year for all of you.

E.J. GAY.

".....and then when I saw that he had 'I love Victoria' tattooed on it, he started to tell me that he was an engine enthusiast. Well, would you have believed that on YOUR HONEYMOON.....!"