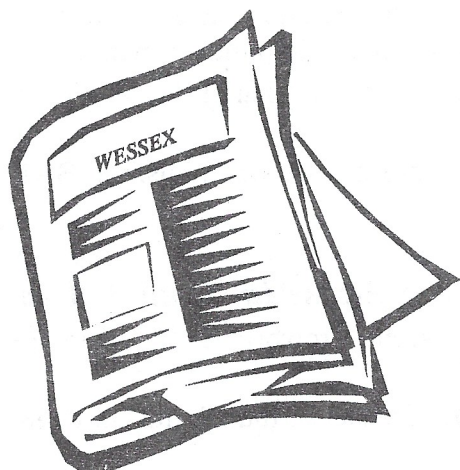


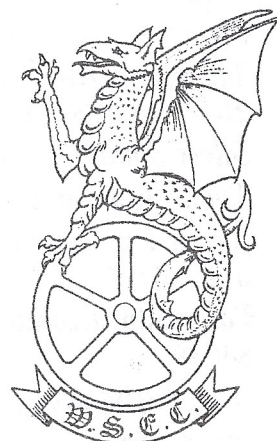


WESSEX STATIONARY ENGINE CLUB LIMITED

SEPTEMBER 2000

The Editor : Brian Baker
27 Wickham Way
SHEPTON MALLET
Somerset BA4 5YG
Tel: 01749 342671

NEWSLETTER



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******* EDITORIAL *******

As I write this the entire Country is facing a crisis and has almost come to a standstill due to a shortage of fuel. It certainly emphasises how much our lives and also our hobby depends on petrol. The exorbitant price of fuel at the moment could ultimately have an effect on rallies. The cost of taking our engines and exhibiting them has really escalated in the last couple of years, added to by some organisers who actually want us to pay an entry fee for attending. At a recent two day rally I exhibited two engines, these engines used each day £10 worth of petrol, added to this was the petrol used by my van, another £20, making a total of £40 for the weekend. A lot of exhibitors are retired and on a fixed income and could not afford this scale of costs. I feel sure that if fuel costs continue to rise as they have in the past couple of years, I think the amount of exhibitors and the general public attending rallies will get less and less.

******* CHAIRMANS REPORT *******

Not much to report at the moment, it's nice to have our meetings back in the big room at the Old Down again, the Landlord has certainly done a splendid job of the refurbishment. Our new Secretary Arthur is settling into the job extremely well. Kew Museum and our last Guest Speaker received a letter of thanks from Arthur on the Clubs behalf, a nice touch Arthur. The Committee are compiling next years programme, if any member knows anyone who can give a talk please let us know, also if anyone knows a venue for our Annual Coach Trip, but I think this years trip to Kew will be difficult to surpass. Members are still continuing to join our Club, some of them from other Clubs, we must be doing something right.

BJB.

******* WANTED ~ WANTED ~ WANTED ~ WANTED *******

At present I am desperately short of material for the Newsletter. Reports of events, recent purchases, restorations, Birthdays, etc are all welcome to make the Newsletter as interesting as possible.

BJB.

******* ADVERT *******

PISTON RINGS for all types of engines, compressors, steam engines etc. Valve springs stocked for Amanco, Bamford, Fairbanks Morse, Lister, Ruston Hornsby, and Wolseley. Can make piston rings, valves springs, guides, felt seals, bushes etc. S.A.E. please to Philip Daintree, 22 Hawkstone Avenue, Whitefield, Manchester, M45 7PG. Tel/Fax 0161 766 4487. World-wide postal service.

******* NEW MEMBERS *******

The Wessex Stationary Engine Club Ltd would like to welcome the following new members: - Mr & Mrs S Davies of Ferndown, Dorset. Mr & Mrs B House from Cheddar. Mr & Mrs C Chambers of Blackford, Nr Wedmore, Somerset. Mr T Wilcox of Westfield, Nr Radstock, Somerset. Mr A Hockedy from Frome, Somerset. Mr & Mrs Malcolm White, Mr Alex White and Mr Ian White all from Fawley, Southampton.

We hope your membership of this Club will be a long and happy one.

- HELPLINE -

Well member's things are looking up on my second attempt at starting a Club Helpline. We now have six members willing to help others in the Club. This is an improvement on my last effort at starting a Helpline for members.

- ♦ *Help with preparation of timber for trolleys, tank stands etc.* – Tony Davis, 12 Charles Road, Frome, Somerset, BA11 1LT.
- ♦ *Testing electrical components.* Rob Armstrong, 2 Dame Close, Winsley, Bradford-on-Avon, Wiltshire, BA15 2NA. Tel 01225 862687.
- ♦ *Silver Soldering.* Contact Brian Verrall on Cheddar 01934 743460.
- ♦ *Tools, taps and dies, Whitworth, BSF, UNC, UNF, metric and BA, also Arc welder, bench drill and flywheel pulley etc.* Contact me if you are stuck – Eric Gay, 21 Rutland Crescent, Trowbridge, Wiltshire. Tel 01225 754374.
- ♦ *For really accurate turning jobs, parts copied from patterns or drawings.* Contact Arthur Smith on 01985 840385.
- ♦ *Any mechanical problem, timing, flywheel removal, piston removal etc. Also any advice on paintwork, preparation, colours etc.* Contact Brian Baker on 01749 342671.

This is a start to the W.S.E.C. Helpline, if you feel you can give help or advice to other members in any way at all please contact me so that I can add your name to the list.

ERIC GAY.

***** MONDAY 21ST AUGUST – CLUB EVENING – A TALK AND SLIDE EVENING BY ROGER HALSE – THE SUBJECT THE SOMERSET COAL CANAL. *****

I arrived at about 7.30 and found a very few people had arrived and began to fear that everyone was away on holiday being August, I am glad to say how wrong can I be as by eight o'clock the room was overflowing, I counted forty six members and more turned up a little later. This was a wonderful attendance thank you one and all, it makes the work that the Committee puts into arranging speakers and events all worthwhile. Now I will tell you a little about the excellent talk given to us by Roger. The canal starts at Dundas Aqueduct on the Kennet & Avon canal at Limpley Stoke. The canal was authorised by an act of Parliament in April 1794. The canal was promoted by the mine owners of the Somerset coalfields, as at this time the main means of transport was pack horse or horse and cart not the fastest way to move many tons of coal. This type of transport resulted in high prices due to high transport cost. Surveyed by John Rennie with help from William Smith (the father of English Geology), the canal was planned to have two arms with tramroads to the pits. The main part of the canal would pass through Monkton Combe, Midford, Coombe Hay, Dunkerton and Camerton at Midford the other part of the canal would heads towards Radstock via Wellow and Writhlington. On the Coombe Hay – Limpley Stoke arm there was to be three 'Caisson' locks, these were experimental locks being of large masonry chambers with a large watertight box into which the barge would be put the doors would be closed and the Caisson would be raised or lowered to the desired level, this was a total flop and was replaced by an inclined plane. This also proved unsuccessful and was eventually replaced by a flight of twenty locks in about 1806. During this time the canal from Radstock to Twinhoe was built to avoid expense in building further locks to take the canal down hill to Midford a tramway was built eventually, this tramway was extended all the way to Radstock using the towpath as the bed of the track. The canal was one of the most successful in the country and in the 1820's was carrying over 100,000 tons of coal per year. This prosperity soon halted with the coming of the railways. The railway took more and more trade from the canals, both the Kennet & Avon and the Somersetshire Coal Canal. The working out of the coal seems in the area also put an end to the canal and in 1894 the liquidator tried to sell the canal but to no avail, and it was closed in 1898. Today there are a few bridges that survive and of the twenty-two locks at Coombe Hay, eighteen are still there, but only a few are accessible to the public. A sad loss to a part of our history but the little that remains is being protected by The Somersetshire Coal Canal Society. Thank you Roger for a very informative evening the I know everyone enjoyed.

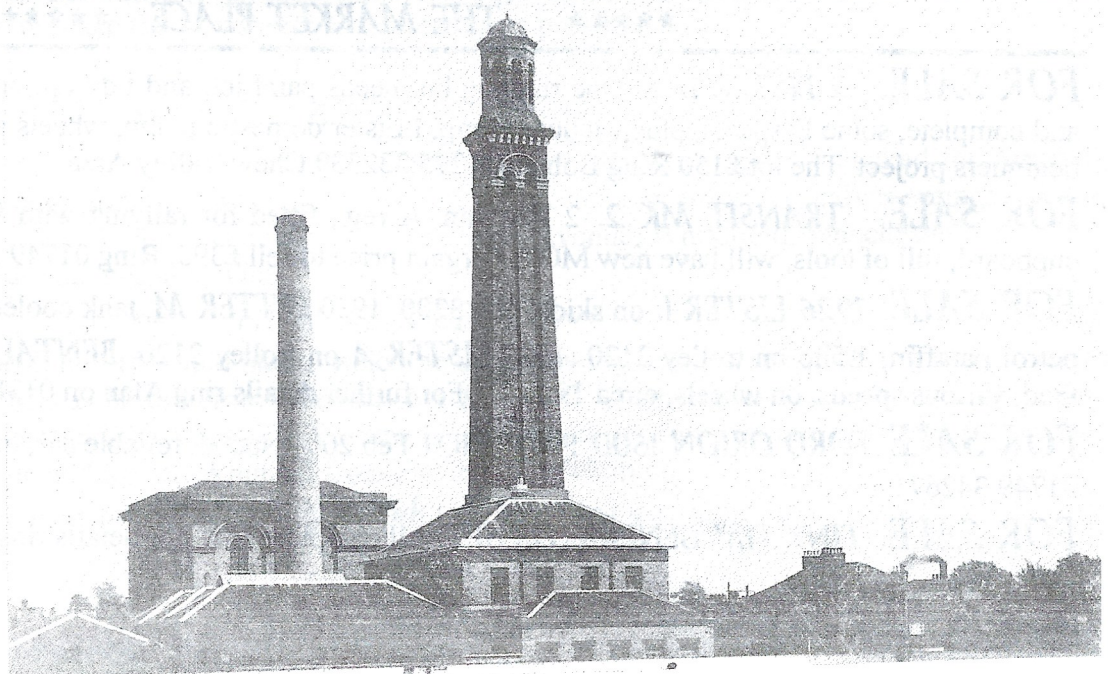
E.J. GAY

***** COACH TRIP TO KEW BRIDGE STEAM MUSEUM
- SUNDAY 6TH AUGUST *****

This year's annual coach trip was to be a visit to Kew Bridge Steam Museum in London. About 38 had booked to go, and most of these members and friends were waiting in the car park of Nunney Catch transport café when the coach turned up at 7.20am. We then set off to go to Frome and pick up more members, and then on to Trowbridge to pick up the final travellers, our intended route was on to Hungerford and pick up the Motorway, then on to Reading services where we had a stop for breakfast. After a good fried breakfast I felt ready for whatever lay ahead. We arrived at Kew almost on the stroke of 11 o'clock (which was the time they opened) just in time to see a car arrive and the driver get out to unlock the gates of the Museum. After a bit of shunting the coach was parked in the rather small car park. We had booked a guide to give us a conducted tour, before going in the Museum he took us across Kew Bridge, down to the Thames to show where the water for the massive pumps in the Museum came from. Once inside the site we found we had been allocated two guides so the members split into two groups for the conducted tour. The museum is housed in what was originally a Victorian pumping station built in 1937 to pump water from the Thames to homes in West London. In their heyday the Museum's engines pumped 22.6 million gallons of water each day. Every conceivable thing to do with water was displayed on the walls, from the earliest washing machines to primitive china looms. The two main engines are magnificent Cornish Beam engines that are similar to the ones used to drain Cornish tin and copper mines. The first engine you see is the 90-inch engine built in 1846 by Sandy's Carnes and Vivian of Copperhouse Foundry, Hayle, Cornwall. The cylinder diameter is 90 inches, the beam weighs 35 tons and it pumps 472 gallons each stroke. This engine is now the largest beam engine in steam in the World. Its companion the 100 inch engine is the largest surviving single cylinder beam engine, one day they hope to have this one in steam. It was built by Harvey and Co of Hayle in 1871, It pumped 717 gallons per stroke and its beam weighs 50 tons. The 100-inch beam cracked in 1879, it was patched and it ran in this condition for 65 years of its 73 years working life. The crack can still be seen. The Museum has many more very large steam engines, all in steam and working. In a building called the Diesel House was a Hugh 3 cylinder Allen diesel engine, this was started for us, it took nearly 400lbs of compressed air to turn it over. Also in the house was several stationary engines, including a Tange, Ruston, vertical Ruston with flywheel magneto, two Hamworths and even a Lister D. Outside a very well equipped workshop was a boat, about 12 foot long with very interesting steam engine fitted, this was a commission taken on by the workshop for a complete overhaul to help the Museum financially. Outside the building stands a magnificent Victorian Tower 175 feet tall, built in 1867, water was pumped into this tower and the pressure from this head of water maintained good pressure to consumers all over West London. Also outside was a waterwheel. This once supplied the Duke of Somerset's Estate at Maiden Bradley in Dorset with water. The wheel and pumps were made in 1902 by E.S. Hindley and Sons at Bourton, Dorset. I could go on and on about all the wonderful exhibits on this site and still miss some of them. This was without any doubt whatsoever the most popular trip we have organised yet, as one of our members remarked "It was like being in a Cathedral, and I wish I could have another five hours here". I took plenty of films on slides and I hope to show these at The Old Down sometime in the future. We left the Museum at 4pm and headed for home, after a short stop at Reading services again. We arrived back at Nunney at about 7pm. I would like to thank the following people Gordon and Jackie Callow for allowing us to use their car park, Gerald and Hazel Atherton who first drew my attention to Kew Museum and gave me the brochures and many thanks to Jackie who always makes an excellent job of taking the bookings and collecting the fares etc.

BJB.

KEW BRIDGE STEAM MUSEUM



***** MENDIP MAYHEM *****

The weather turned out to be very kind to us this year. Our usual helpers came on Saturday and we soon got the field into shape. Many thanks to all concerned. The evening saw 22 of us enjoying a drink and an excellent meal in the adjoining pub, Sunday saw many exhibitors arriving bright and early and a good show of engines, cars, tractors and motorbikes soon were apparent. Car booters arrived, we ended up with 10, not bad, and the rally got off to a good early start. Brian and Mary Verrall again did a brilliant job with the raffle. We had 29 prizes, thanks to all who donated one, the raffle made a huge £180 for C.L.I.C. The churn again took place at the entrance and there was £53.88 in it. This was fantastic, as it was all donations from the public. I was given a teddy and decided to have a 'Name the Teddy' game. This raised £18, the Teddy's name being 'Billy' chose in secret by my daughter and was won by Ian Skewse. Chris Eve and myself ran the C.L.I.C stall and raised £40.30; the total for C.L.I.C was £292.18. Many thanks to all who helped and contributed in anyway, we hope to see you next year. Any Club member who missed this growing event can contact Roger on 01761 233028 ready for next year.

LINDA & ROGER

***** CHEWTON CHEESE DAIRY - BANK HOLIDAY SUNDAY *****

As Roger had to work this weekend we decided to do this one-day rally. It was advertised in the Newsletter for engines so I very bravely took Rogers Amanco by myself while he went to work. Mike Snook had offered to meet me there, which he did with 2 of his engines. Another Club member turned up from Gloucester and we all set up the engines. We waited until 11.30am when it became apparent that the organiser was not going to turn up, no ropes or signs. Thank goodness for resourceful club members. Mike found some rope and I had some cardboard and between us we made the engine line up safe to run the engines. As this event was for Dorothy House and we had made the effort to turn up we planned to run the engines. It's just a shame that the person allotted to organise the engines did not turn up himself or let someone know he could not make it. By the way, Roger arrived at lunchtime and the Amanco was running smoothly.

LINDA PIKE.

I would like to point out to members the 'organiser' this year was NOT Tony. ED.

***** EVENTS FOR YOUR DIARY *****

SUNDAY 15TH OCTOBER. LYDNEY ROAD AND RAILWAY SHOW. This is a really good Rally with a large selection of vintage buses, cars, commercials, stationary engines, trade stands etc. and a chance to ride on the Steam and Vintage diesel trains, about 30 minutes drive from the other side of the old bridge.

SATURDAY 21ST OCTOBER. ENGINE JUMBLE AT WINCHESTER FARM, CHEDDAR. Buyers and sellers wanted. All pitches with no limit on size only £5. Buyers admission £1. 8am onwards. Full café and toilet facilities on site. For further details ring 01761 342671.

MONDAY 30TH OCTOBER. CLUB NIGHT AT THE OLD DOWN INN. This is an evening not to be missed. It's our President Robin with one of his slide shows, come early or you won't get a seat. Usual raffle, prizes will be most welcome.

SUNDAY 19TH NOVEMBER. SOUTH SOMERSET AGRICULTURAL PRESERVATION CLUB'S SORTOUT AT YEOVIL CATTLE MARKET. 9am onwards. Pitches from £5, buyers £1. For more information ring 01935 824543 or 822845.

***** THE MARKET PLACE *****

FOR SALE. 2 LISTER D'S. One running but needs paint job and tidy up, one 2/3 restored - all parts there and complete, some D spares, plus vacuum pump, 1 Lister domestic pump, wheels and other bits. Very suitable for beginners project. The lot £150 Ring Bob on 01275 332339 Chew Valley Area.

FOR SALE. TRANSIT MK 2. 2 litre van, A reg., fitted for rallying with full cooker, winch, ramps, tool cupboard, full of tools, will have new MOT, bargain price to sell £395. Ring 01749 342671.

FOR SALE. 1926 LISTER L on skids, 5hp 3200. 1930 PETTER M, tank cooled, 3hp 3300. 1950 LISTER DK, petrol paraffin, 1.5hp on trolley 3120. 1927 LISTER A on trolley 3120. BENTALL chaffcutter, restored, power-feed, various speeds, on wheels, circa 1928-30. For further details ring Alan on 01380 830344. Westbury, Wilts.

FOR SALE. FORD ORION 1600, F reg., MOT Feb 2001, sound, reliable car, towbar, bargain £395 Ring 01749 342671.

FOR SALE. TINY TIM GENERATOR SET. All complete £60. For details ring 01749 841052.