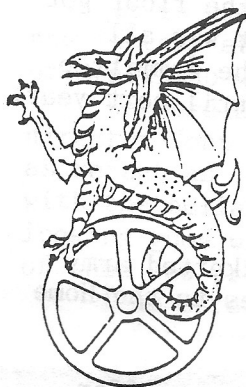


WESSEX STATIONARY ENGINE CLUB



NEWSLETTER

DECEMBER 1990

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NATTERINGS.

How nice it was to read in last months Newsletter that £934.00 was handed over to C.L.I.C. Thanks to the efforts of our club members and supporters who did a superb job of raising this amount.

After reading Roy Cox & family's write up on the Full Quart Crank-up also worthy of a mention were one or two very interesting exhibits in the stationary engine line, John Thorne's giant Hot Air Engine had lots of people baffled while trying to understand how it worked, with so many working parts, it kept the audience captivated. John did explain that it would normally run on solid fuel, probably wood, and for convenience at rallies he was using propane gas. Don Rogers had an interesting Horizontal Steam Engine (courtesy of young William) being driven by compressed air that was provided by Arthur Smith who had his Ruston & Hornsby Compressor unit that was once used as a donkey engine in a Frome printing works.

Roy and Ivor who organise this event are always short of space to fit everyone in who would like to exhibit, so if they cannot find room for you do still visit the show its a super day out. T. Ed.

SOCIAL EVENING (THE KNEES UP) 24TH NOVEMBER 1990.

The Annual Dinner Dance was again held at Chilcompton Village Hall and for £10 per head we had vegetable soup to start followed by roast beef, yorkshire pudding and three vegetables. Afters to follow, this was apple pie and cream, then the cheese board, finishing with coffee and mints. This was quickly served by the catering staff.

Brian Verrall was operating the bar while wife Mary took our money with a smile. Attendance was down this year, was it the cost? the weather? or were you all mourning for Maggie? I hope you will let us know at the A.G.M. The entertainment was supplied by the Elastic Band Disco from Bath who played everything from the Rolling Stones to the Gay Gordons. They also played the anniversary waltz for Mary and Brian who started the dancing. I asked Mary how many years they had been married, she replied, it seemed like only yesterday, but Brian said it could not have been because he was a work and he would have rembered. Anyway congratulations to both of them.

Herbie and Wendy were first on the floor and seemed to be there most of the night, wire brushing old engines must keep you quite fit judging by the athletic antics of some members.

Eric (Raffles) Gay who had already passed among us selling tickets made the draw on stage and thanks should be given to wife Maureen for folding them all up, now that is an interesting way to pass half an hour. Some of the winners were as follows: Ron Killop - Sweets, Dave Clack - Wath and a clock 'didnt he do well', Ann Salkeld - Bottle, Brian Reakes - Bottle, Phyllis Stevens - Bottle, Eric Gay - A Pussy, Bill Foster - Bottle, Betty Baron - Bottle, Herbie (President) Gane - Book, Jill Hallam - A book on country rambles, look out Bob, Mary Verrall - Pudding, John Emery - Biscuits, and last but certainly not least, our Secretary Shirley Gale won a mystery box, which contained 'The Turkey' voucher.

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We were pleased to see, from over the bridge, Emmerson and Ann Salkeld, nice to see Ann back on her feet again. As the evening wore on and the music slowed down the floor got more crowded and the lights dimmed, all too soon the clock struck twelve and it was all over and everyone moved off home hot, tired and happy, all that was left for the committee to do was wash the glasses, sweep the floor and tidy up, turn out the lights until next year.

Goodnight,

Brian Reakes.

FAIRFORD SALE November 10th 1990.

The Cotswold Oil Engine Preservation Society's annual sale drew a wax-jacketed army of enthusiasts from all over the country, from Scotland to Cornwall, from Wales to the Home Counties.

Even the poor weather failed to dampen the spirit of the gathering; the auctioneers, club members and helpers worked valiantly all day to clear the hundreds of lots on offer. Job of the day went to club chairman Philip Thornton-Evison who had been detailed to shelter the auctioneer's pretty young assistant under a large umbrella - presumably her magneto was susceptible to the damp.

Presevationists in general were well catered for with thesale items. Apart from engines, the lots included car spares, lathes, tools, pulleys, cast iron seats, lamps advertising material, magnetos, back numbers of 'Stationary Engine', and other books and periodicals. Many Wessex members had made the journey, in fact more than at the average monthly meeting.

Although I kept no record of actual engines and prices, from memory a sample is as follows:- Ideal Motor - air cooled minus crank guard and cowl £150. Petter 5hp Jelly Mould head with a poorly welded up crank £310, Petter 1½hp Style 2, Little Pet Class 2 £300, Amanco 1½hp £350, and perhaps the rarest engine, a Macleod with a bent con-rod, otherwise class 2 £500. Apart from inevitable Lister D's and Petter A's, other engines sold were Armstrong Siddley diesel, Stuart Turner minus its silencer, Waterloo Boy, Class 1, but poorly restored, Fairbanks Morse 1½hp 'Z' Class 2. International M 3hp Class 1, and a Class 2 American engine whose manufacturer had us all guessing all day - was it a Hercules? or a Stover as was suggested? Regrettably I did not stay to see it sold.

Refreshments of a high quality and reasonable costs were available, keeping the enginemen fed and the catering staff busy all day. Eventually, having renewed alot of old acquaintances and met a few new ones, I sat behind a busy pair of windscreen wipers for the journey home after a thoroughly enjoyable day out. One question asked during the day... 'When are the Wessex going to put on a sale like this...?'

EMERSON BRANTINGHAM.

(Welcome back E.B. nice to know you are still alive and well and have got the ink flowing again.....ED.)

OCTOBER MONTHLY MEETING.

A cold wet night on the 29th of October saw a large crowd gather for the slide show. Rob Lambert put on a slide show for the first half of the evening, bringing back memories for alot of people. Starting with some saucy ones and causing much laughter were of The Cheddar Rally evening entertainment a couple of years ago, followed by some of the Club's coach trip to the Black Country Museum at Dudley, then more slides showed this years Dorset Steam Fair, reminding us of the dust of the past two years, then some older slides reminding us of the mud at Stourpaine Bushes, finishing with engine discoveries in interesting sheds.

The raffle was held in the interval and won by Simon Stacey. The second half was a video show by Richard Payne of the Dean Forest Railway Rally of 1989, and last years social evening at Chilcompton, which brought a very enjoyable evening to an end.

ROY POINTING.

FOR SALE.

Lister 'D' 1935 on trolley complete with instruction tube £50.
1985/86/87 Stationary Engine magazines, immaculate order, complete £20 per year o.n.o.
Riley Elf, lots of spares, sensible offers.

Matthew Sheppard, 18 Trimmells, Colerne, Chippenham, Wilts. (Tel: 0225 743977).

STUART TURNERS MODELS CLOSURE.

It is with much surprise and sadness that I have to report the sudden closure of their new factory at Cheddar on Thursday 22nd November, 1990, with no prior warning to management or staff who were all made redundant instantly.

We were entertained both at Emborough, with an illustrated talk by the managing director John Woodruff and Paul Manning, and then by a guided tour of the Cheddar factory as recent as last August. We were told how the company had increased its range of products with the boiler section and Plaistows the traction engine people, things seemed to be looking good with plenty of orders for both home and abroad, not forgetting the development of some new products.

I am sure the club will join with me in wishing the staff the best of luck in their search for re-employment in these seemingly difficult times.

Brian Verrall.

ON HOLIDAY IN SUFFOLK AND NORFOLK - AUGUST 1990 Part 2.

On Sunday 5th August we decided to make our second visit to Bressingham Hall, the home of Alan Bloom, our first visit being ten years ago.

First time visitors to Bressingham might well think what an unusual combination, gardens and steam engines, but it is a popular combination, with over two million visitors since the Steam Museum opened in 1967. The house is not open to the public. 250 staff are employed in the complex which covers almost 500 acres including a two acre lake.

There are four different gauges of Railways. Gallopers, and the new museum building houses the traction engines, the Royal Coach, and railway memorabilia, the stationary engine display and just arrived engines to form a Fire Museum.

The standard gauge locomotives operate on a half mile length of track and have the distinction of giving visitors the opportunity to ride on the footplate. Today's regulations require that boilers have to be lifted and inspected regularly, and it is therefore impossible to have more than one or two standard gauge engines available to steam. (I think I counted twelve loco's in this gauge.)

The Nursery Railway operates on a two foot gauge track with engines from the Penrhyn slate quarries in North Wales. The three regular locomotives have undergone extensive overhauls in the museum workshops since they arrived at Bressingham in 1966. This operates on a $2\frac{1}{4}$ mile track.

The Waveney Valley Railway operates on a 15 inch gauge of two miles in length. There are only two locomotives identical Krupps built at Essen in Germany for use in the exhibition park, they came to Bressingham in 1972 very powerful and strongly built, they still pull their original coaches.

The Garden Railway operates on a $9\frac{1}{2}$ gauge track, 750 yds. long. This on locomotive 'princess' was the first locomotive to arrive at Bressingham in 1965. It was built in London in 1947 on the lines of a LMS Pacific Princess class locomotive. After half a century of carrying passengers it is expected that Princess will soon have a well earned retirement in the museum because a new $10\frac{1}{4}$ inch gauge loco' is being built by the workshop staff.

The Gallopers: The horses on the Victorian roundabout are Bressinghams' steam centre-piece and one of the finest sets to be seen anywhere. Built by Savages of Kings Lynn in 1897. The Steam Engine was originally built by Tidmans of Norwich but has been completely rebuilt at Bressingham, and the organ is a 48 keyless Bruder built Chiappa. (Please note Mr. Munt).

On the Sunday Jill and I visited Bressingham, quite by luck they were holding their annual fire engine rally. This is held each year, usually in August.

The Stationary Steam Engines are housed on one side of the main locomotive shed, you can see the massive Easton and Anderton beam engine which was originally installed in Banstead Hospital. A display of industrial engines including a William Arroll and Co pumping engine used at the Chivers jam factory at Histon was also there.

The next time Jill and I go to Bressingham we will look at the 14 Traction Engines and Steam Wagons and write about them then. (We only spent one day at Bressingham).

Bressingham Steam Museum also has a small collection of petrol and diesel engines; A 1942 $1\frac{1}{2}$ hp Wolseley WD11, World War 11 J.A.P. Generating Set, 1947 Petrol Paraffin David Brown Tractor 25hp, 1945 Lister $3\frac{1}{2}$ hp Diesel single-cylinder, 1930 Petter Junior $2\frac{1}{2}$ hp, 1940 Lister 'D' $1\frac{1}{2}$ hp, and a 6hp Open crank Gas Engine built by Loughborough College as an engineering project.

Please, note, this is a very small account of the things to see at Bressingham, please go and see for yourself.

A Wiltshire Moonraker.

WESSEX NEWSROUND.

A fund raising raffle to help swell club funds will take place next year and the prize will be in the shape of a 1½hp Stover, open crank engine. Tickets will be on sale via our committee members who will offer them throughout the rallying year until the end of September. 25p will be the ticket price. Watch your newsletter for more details of when and where the draw will take place.

What a blow to model collectors to read the sad news regarding Stuart Turner, hopefully they will still keep a model division going, it would be a catastrophe if it were to shut down all together. We will keep you informed through these pages if we get any more information.

It has been brought to our attention that the Glamorgan and Gwent group of the N.V.T. & E.C. have for the time being suspended their newsletter owing to lack of material suitable to warrant the existence of their club newsletter. My reason for writing this is please don't let it happen to us, we do need articles to keep the pages alive. Send your stories, adverts, anything of interest to any committee member who will forward it on, or if fairly urgent send c/o Jackie Lambert, Treasurer, 15 Beechwood Avenue, Frome, Somerset. BA11 2AX.

Terry Heath has informed us that he will not be organising the stationary engine section at the Abbey Hill Rally next year and would like to thank everyone from our club who has supported this event and helped him over the many years he has undertaken the role of organiser and stationary engine steward, and we as exhibitors should thank him for looking after us so well. He will be missed and I am sure very difficult to replace. Thank you Terry: ED.

WANTED.

1 pair of Rotovator tyres 300 x 10 (Tractor type) or is anyone breaking similiar with wheels and tyres that might fit. Please contact: Alan Sweet, Arch Villa, Bread Street, Pilton. Tel. Pilton 586.

FUTURE CLUB EVENTS.

DECEMBER - NO MEETING
JANUARY - Talk by the Avon and Somerset Police.
FEBRUARY - A.G.M.

COMING NEXT MONTH.

Experiments with Gas Engines (Part 1 of a 3 part article) from J.J.A.
Report on November Meeting 'Finnings' Caterpillar machinery and products by Steve Routley.
Report on Anti-Freeze Crank-up December 2nd.

AND FINALLY,

OUR CHAIRMAN, OFFICERS OF THE CLUB AND COMMITTEE WOULD LIKE TO WISH EVERYONE A VERY MERRY CHRISTMAS AND A HAPPY NEW YEAR, AND LOOK FORWARD TO SEEING YOU ALL AGAIN IN 1991.