

WESSEX STATIONARY ENGINE CLUB LIMITED

NEWSLETTER

DECEMBER 1995



Please send Newsletter material to:-

The Editor,
Brian Baker,
27 Wickham Way,
SHEPTON MALLET,
Somerset. BA4 5YG.

Telephone (01749) 342671

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****EDITORIAL****

The Committee and myself would like to take this opportunity to wish all members a Very Happy New Year. At this time of the year we reflect with sadness the ending of yet another years rallying, but just think of the pleasure to come, the start of another one in 1996. I hope you have all spruced up your exhibits for next years rally's, as we all owe a duty to the public who pay to come and see them, to put on a display worthy of watching. In my book rusty engines covered in oil and tied together with binder twine should stay in the barn not on the rally field.

****CHAIRMAN'S REPORT****

As this year draws to a close, and a new one starts, it is time to reflect on what lies ahead, one important event in our calendar is the A.G.M. in February. Under the rules of the Club, since reformed as a limited company, is that one third of the committee stand down each year, and new members come on to introduce new ideas. This means three committee members will resign at the A.G.M. hopefully to be replaced by new blood. Nomination for these positions on the committee must be with the Secretary 21 days before the A.G.M., which is on Monday 26th February 1996. I would like to wish you all A Very Happy and Prosperous New Year and a Very Good Year's Rallying.
BRIAN J. BAKER.

****DIARY DATES****

CLUB NIGHT - 29th January 1996 - Tom Randalls talk on 'The Mendip Car' built in Chewton Mendip.

CLUB NIGHT - 26th February 1996 - A.G.M. 8.00 pm Sharp.

RALLY DATE - MELL'S DAFFODIL DAY - EASTER MONDAY APRIL 8TH 1996.

This popular event will once again take place, and unfortunately owing to the usual shortage of space, priority will be given to exhibitors who attended last year. If any of you think you cannot attend please let me know so that I can fill the spaces with others who may wish to come. It's not necessary to bring an exhibit to this event, as for a small parking fee you can enjoy the delights of this beautiful village by walking around its charming old streets, admiring the daffodils, visit the Manor House and Church, all the vintage exhibits, a large amount of stalls and traders in the traffic free High Street, and perhaps try a pint and have some lunch in The Talbot Inn.

ANY ENQUIRIES TELEPHONE ROBIN LAMBERT ON FROME (01373) 463526.

*****REMINDER*****

Your SUBSCRIPTIONS are NOW DUE for 1996. Remember until they are renewed you have no insurance.

FAIRFORD SALE - 11TH NOVEMBER 1995.

This sale which is held at Farmors School and is organised by Dave Newton of the Cotswold Oil Engine Club is an excellent sale and attracts some very good items, this year there was over 1,000 lots on offer. Unfortunately this sale does not attract good weather i.e. cold and windy or cold and wet, this year cold and showery, whats new for Fairford? Never the less on arrival the sellers queue was out on the road waiting their turn to unload. Being a buyer I go straight into the car park and park up then went to register for buying, that done, lets see whats on offer. Didn't go far when 'Hello Alan, what you doing here?' recognising the voice of club chairman B.B. I said 'Hello Brian'. He exchanged banter and carried on. I didn't tell him I was on a secret mission, he thinks I was there to buy. 'What else'. There were quite a few Wessex members there, some I know by name others by recognition only. This sale starts with small lots first, and the main sale divided with two auctioneers which makes life difficult going back and forth keeping an eye on lot numbers, and trying not to miss any items that you have picked out. Bidding was brisk, with some good prices being paid, unfortunately trying to keep an eye on your own lot numbers I missed a lot of prices, one engine of which make eludes me fetched £1,050, a Hercules 1½ H.P. £620 - class 2. Stuart Turner pump set - class 1 £220. Stuart Turner generator set - class 2/3 £320. Petter M Victory £220 - class 1. Pumps made good money, £40 upwards. There were Listers, Stuarts, Godwins and Climax. There was an unusual Wolseley air cooled engine with triple pump that fetched a modest £100 (cheap). I myself purchased a lathe for spare parts £14, engine trolley £10, and a tap and die set (ex Government) for £26, date stamped 1944 same age as myself.

Bargain of the day went to our Chairman B.B. who had a very nice flat belt driven mechanical hacksaw knocked down to him for £49 and then had the cheek to ask yours truly for a hand to load it on his borrowed trailer. With the last lot being knocked down to myself it was time to pay up, load up, and head back down the M4, a great day and another great sale thanks to Doug Newton and crew of the Cotswold Oil Engine Club.
ALAN VICKERY.

SHAFTESBURY SALE - 14TH NOVEMBER 1995.

An annual trip to this sale on the third Saturday in November is awaited with anticipation in the hope of finding a bargain. Saturday arrives and off we go, leaving home approximately 7.45 a.m. to arrive at Shaftesbury before sale time of 9.30 a.m. We arrive about 9.00 a.m. wife and I, me to register for buying, and misses to clear off down town shopping. I got my buyers number and off I went to see what was on offer. One thing this sale does attract is what I consider to be junk, but for some unknown reason fetches silly money and always finds a buyer, myself included. Bidding was brisk with a Canadian charging set being knocked down to myself for £50, other items making good money. Iron kettle £42, brass ladels £35, Ruston Hornsby 1½ H.P. PB £90, class 3 condition but complete and a good buy at that price.

Unfortunately I was unable to be in two places at once and missed the items on offer outside although I did hear whispers of £120 for a Lister 'A' on original trolley, Lister 'D' £65, (these prices may not be correct). A Barfoot Atom, complete with all attachments sold to my Dad Bert for £150, All in all a good sale and day out.
ALAN VICKERY.

SODBURY SORTOUT - SATURDAY 18TH NOVEMBER 1995.

This bring and buy sale organised by the N.V.T.E.C. Sodbury Vale Group attracts a good assortment of sellers and buyers alike and is well worth a visit because you never know that elusive bit may be there. This year the lay out was different, the variety on offer was very good, although it does tend to favour the tractor enthusiast as tractor parts of plentiful. Never the less there was a varied assortment and I found a flat belt and V belt pulley to fit my R/H 3 H.P. And yes I did see him again, who? B.B. of course. All in all a very worthwhile visit if only to see W.S.E.C. members and Chairman.
ALAN VICKERY.

Thank you Alan for these reports, may there be many more. You are now our foreign correspondent for the far flung outpost of Basingstoke. ED.

WESSEX WORD SEARCH.

D Y E C N A R A V B R R O I N E S M O T
 E S R O M S K N A B R I A F N N C X M U
 Y N N R K F E S L L E M M A C S H R F Q
 O K E T T I W L V O Y E G I E Y O R I D
 M P R S K T C V E F Z A T M Q T A E E E
 A L A I N S N A S I U T E C C L M P L N
 C Y L I N D E R H E A D A I C W E O D O
 E O C L A H I A L T C D V O I L X O I T
 Y A M D N A N W O R B Y N C R E K C N S
 W E O N A M T S E I R P O L I C P D G K
 E N A F B I G O M T U M A N G M C N A C
 A T F L T R C N N M A W A J N E Q A N A
 K F I E I E U E P G N E R B O I A R D L
 N G N F H X V S N D R A R M U J T E P B
 E Y F V N O T E H I G N I S A E N L L T
 S I H P C H T W N P M A R S H A L L A V
 N E S A E O C E D G Y N R K H L I U T C
 H O B B S Y P G N I D Z I R N U K F T Z

All you have to do is find the list of words in the grid. The words can run in any direction.

WORDS TO FIND:

BRUSH ✓	VALVES
TOM SENIOR ✓	BROWN AND MAY ✓
ALCON PUMPS	MARSHALL
DEYO MACEY ✓	HOBBS ✓
JAP ✓	PRIESTMAN
WICO MAGNETOS ✓	SCAMMELL ✓
CYLINDER HEAD ✓	BLACKSTONE
MCLAREN	GRIFFIN
FAIRBANKS MORSE	WIZARD
FIELDING AND PLATT	COVENTRY VICTOR
FULLER AND COOPER	WITTE ✓

One word from the list is missing from the grid. See if you can find the word and send your answers to the following address.

Mrs. Mary Butler,
 152 Wyke Road,
 TROWBRIDGE,
 Wiltshire.
 BA14 7NT.

CLOSING DATE IS THE 27TH JANUARY 1996.

THE WINNING ENTRY WILL BE DRAWN AT THE JANUARY CLUB MEETING AND WILL RECEIVE A YEARS FREE MEMBERSHIP.

SEDGEMOOR RALLY 22/23 JULY, BRIDGWATER.

This was to be the second Show the club had held on this site and due to expectations proved to be the most successful. By the time I arrived on the Friday the site was well filled in all sections. As Saturday arrived - exhibits all in place, it was not long before a steady stream of visitors arrived on site to enjoy themselves. The Sedgemoor Club had invited the staff of a local centre for young people with learning difficulties to bring their clients to the Show as a change to their normal routine. Having arrived with their carers they toured the Show. Later due to the generosity of lady members, our young visitors were treated to tea with sandwiches, cakes and drinks to round up a pleasant afternoon out.

Sunday saw even more exhibits arriving which made a very good show for our visitors to see. All too soon the weekend was over and time to pack up and go home, all that is left to say is well done to the hard working members of the Sedgemoor Club.

BRIAN LOVELL.

FOR SALE - Lister 'D' complete and running with four cast iron wheels. £50.
 Ring (01934) 514815. Evenings.

FOR SALE - LISTER 'A'. Tank cooled No. 207273. Complete except Mag. and Governor part.

All parts free and partially dismantled. Class 4 but in good condition.

LISTER H2 Water Pump with curved spoke drive wheel. Class 3.

1927 LISTER 'D' Ricardo head, minus mag. tank and carb. All other parts in good condition with original paint. Class 4/5.

LISTER 'D' Tank cooled 1951 original and ready to run with lots of original paint. Good Mag. Class 3.

LISTER 'D' 1946 Minus Mag. Easy restoration. Class 4.

LISTER 'D' 1936. Suitable for spares. Class 5.

GWR SACK TRUCKS. Ideal for moving engines around.

Lots of bits and pieces from shed clearance £210 the lot.

Tel: Mark on Frome (01373) 461306.

WANTED - Heddington and Stockley Model Car. First Edition by Les Andrews.

Tel: Roger Price on (01761) 233028.

CLUB NIGHT AT THE OLD DOWN INN - OCTOBER 30TH.

At the October meeting of the Wessex Stationary Engine Club held at the 'Old Down Inn' members were entertained to a very interesting slide show and talk on the Somerset Coal Canal by one of the Canal Societies members - Mr. Derek Hunt. The object of building this canal was to make it cheaper and more efficient to distribute coal from the North Somerset coalfields to the markets in Bath and surrounding areas. Before this project could be started there had to be permission from Parliament, this was authorised by an act of Parliament in April 1794. Up to this time coal was mainly moved by horse and cart or pack horses, which of course was a very slow method as it could only be carried in small quantities which made the coal very expensive in those days. The canal was designed and engineered by various well known engineers of the day including John Rennie of Kennet and Avon Canal fame, Mr. Jessop and William Smith, Mr. Smith was well known for his expertise in finding and repairing leaks, of which there was plenty. The canal was to have two arms with connecting tram roads to the various coal pits. Starting at Dundas Aqueduct on the Kennet and Avon Canal at Limpley Stoke the main canal would pass Monkton Combe, Midford, Coombe Hay, Dunkerton and Camerton to the basins at Paulton and Timsbury. At Midford the other canal would head towards Radstock via Wellow and Writhlington. The Paulton Canal was constructed on two levels, the upper level from Paulton to Coombe Hay and the lower level from Coombe Hay to Limpley Stoke with locks in between.

To cope with the different levels a experimental lock call 'Casson Locks' were developed, this consisted of a large masonry chamber in which a large watertight box was suspended, this was large enough to take a full length boat, which was then floated in to it, and then with the doors closed it could be raised or lowered to the desired level. This development however did not prove a success and was eventually replaced by a inclined plane. This also was unsuccessful and was eventually replaced by a flight of 22 locks in 1805.

During this time a length of canal from Radstock to Twinhoe had been built and to avoid the rather large expense of building further locks to take the canal downhill to Midford a tram track was built. Again because of transshipment of goods at Twinhoe and the low level of use of this branch it was eventually decided to extend the tram track all the way into Radstock using the towpath as the best of the track. This would leave the only unloading point at Midford where the Radstock tramway and the Paulton canal met. The canal was one of the most successful in the country and in the 1820's was carrying over 100,000 tons of coal a year, however this prosperity was soon to be halted by the coming of the railways. The building of a railway line between Radstock and Frome started a real decline in the canal fortunes by taking away the tramways coal trade and so in 1871 the tramway was sold to the Somerset and Dorset Railway who built a rail from Bath to Evercreech over much of its course. The Bristol and North Somerset Railways, Hallatrow to Camerton branch of 1881 further eroded the canal trade on the Paulton arm. So it was not surprising owing to further competition from the railways that the canal company decided to close the canal. The official receiver tried to sell the canal as a going concern in 1894 but to no avail, and the canal eventually closed in 1898. In 1904 the abandoned canal was sold to the GWR who in 1907-10 built the Camerton to Limpley Stoke railway over much of its course. The slide show illustrated that many parts of the canals are still visible there are even the remains of lock gates on one lock.

Altogether a very interesting evening.

RAY BAKER.

****RALLY REPORT****

THREE OAKFORDS PRESERVATION SOCIETY RALLY.

At this time of year we look forward to booking in for the coming seasons rallies. It's nice to try a new one for a change, so if you are in that mode then I can recommend this one held over the weekend of the 29th/30th April 1995 at The Old Station Yard, Shillingstone, Dorset. Set out in the field below the Old Shillingstone Station, an excellent site on two levels.

The field runs alongside the River Stour with camping at one end of the field not far from the Silent Whistle Pub. The stationary engines were in a prominent position on the rally field in several enclosures and included some very interesting exhibits; motor-cycles, tractors, cars and lorries filled the lower part of the rally. Up the embankment on hard ground Nick Baker had his tractor running in front of the Old Station. I understand the Station is up for sale. The yard was overflowing with steam, wood sawing at one end with steam lorries, rollers and engines placed around. Fair organs playing giving a pleasant atmosphere. Plenty of food available, nice programme. All in all a good weekend. My contact was the Secretary - Graham Horre, 14 Hillcreast Close, Sturminster Newton, Dorset. Telephone 01258 - 472868.

RICHARD COWELL, GILLINGHAM, DORSET.