

WESSEX STATIONARY ENGINE CLUB

NEWSLETTER

FEBRUARY 1989



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THE SPANNER.

Sorry to have to start on a painful subject again but I've been asked to give yet another reminder that 1989 subscriptions are now over due. For those members who have not paid by March it will be assumed that they do not wish to renew their membership, despatch of the Newsletter will cease and insurance cover withdrawn. A point has been made though that members who cannot attend the monthly meetings may not be sure where to send their subscriptions. Good point that, so to help here is our Treasurer's address:-

Mrs. Jackie Lambert,
15 Beechwood Avenue,
Frome,
Somerset BA11 2AX
Tel. Frome (0373) 63526

It was a pity that the programmed Foden films were not available for our January meeting but I know it was not through lack of effort. However full marks to our Committee for laying on an alternative and very interesting programme of video films at extremely short notice. Well done. Like most of us I suppose I don't always agree with all the decisions our Committee take, but theirs is an onerous task, and they don't always get the thanks which are due. They put a lot of time into the Club, not only at Committee Meetings but during their own time as well. It will be interesting to see the results of the Members Opinion Survey, in this respect.

The recent comparatively mild weather seems to have allowed our members workshops to be used to the full as a number of interesting projects are in the pipeline. Peter Hollaway has discovered a derelict Hindley steam engine on private land. This engine was made in 1865 at Bourton which I'm told is near Wincanton. His first job is to prepare drawings of the engine and then he proposes to make a model of this 20' monster at 1/10 scale. Peter reckons that it will be a 2 year task. Bill Appleby is also working on a local engine, his is a 3/4hp Hobbs manufactured by the Frome Engineering Co. and he has to make big end, con rod etc., as well as finding a carburettor and mag. Bill considers this a long term project. Derrick Watts seems to have the motorcycle bug well and truly. Having completed the restoration of his LE Velocette he has now started on a 1950 BSA M21 single, side valve. Mr. Taylor from Glastonbury (sorry but I've forgotten your first name) has his priorities right though. Although he has a Royal Enfield 500 cc Meteor in pieces scattered over his garage floor he has concentrated on the restoration of a 4hp Blackstone which he will be taking to rallies this season. It's all go it seems. My restoration has been limited to fairley cycles for the grandchildren and how to dodge the washing up. Happy Days.....

Cheers,

Claude Lowther.

- Sun 5th March Visit to Bath Industrial Heritage Museum, Julian Street, Bath (Camden Works)
A conducted tour of the Museum has been arranged, which since our last visit has been enlarged. Assemble outside the museum at 2.00pm for a 2.30pm start. The normal charges are Adult £1.25, OAP £1.00 and children 75p but these charges will be reduced by party rates depending on how many members attend.
- Sat 18th March Skittles match against Cheddar Football Club at their clubhouse. Over night parking for caravans and campers will be available.
- Mon 20th March Talk and demonstration by Indispension on the design and construction of trailers. Essential information for all trailer builders.
(Please note that because of the Bank Holiday, this meeting is NOT the last Monday of the month.)
- Mon 24th April Talk and demonstration by Stuart Turner Ltd. on their well known and respected series of model engines.
- Sun 21st May Steam train journey on the West Somerset Railway from Minehead to Bishops Lydeard. Followed by a conducted tour of the CEGB Power Station at Hinkley Point. It is suggested that members carry a picnic lunch but investigations are in hand for an evening meal on the way home. Details of costs, coach pick up points and timing in later issues of the Newsletter.
- Fri 6th October - Sun 8th October. WSEC weekend in York, leaving at approx. 4.00pm on the Friday and returning by 9.00pm on Sunday. Two nights bed and breakfast at a hotel in the centre of York within easy reach of the National Railway Museum, York Minster, The Shambles and many other places of interest.
The cost to be about £60 per person (includes coach and hotel) payable in advance. Members who are interested please contact the Vice Chairman, Brian Verrall on Club Nights or on Cheddar (0934) 743460 as soon as possible as coach and hotel reservations have to be made well in advance. Money may be paid by installments at Club Meetings if so desired.
As there will only be one coach it is recommended that early bookings are made so as to avoid disappointment. This should prove to be an interesting and enjoyable weekend.

Recovery of a PETTER 'M' on the Club's Doorstep.

I have been after this engine for some five or six years because 1) It used to belong to my former boss 2) It is of a type that I haven't got and 3) It is a Gurney Slade engine. I knew this engine years ago when it was in a small shed in a field where pigs were kept. I went to see the owner, Bill Rowles, in 1982-83 and asked if he still had the engine "You know the one down in the orchard". He raised his eyebrows and said "How do you know about that". I explained that I used to hear it going when I cycled past years ago, but asked why he was so concerned. "Well" he said "The engine is still there but the B...generator it drove has been pinched". and he looked a bit upset about it too. He was even more aggrieved when I asked if I could see the engine and perhaps make him an offer for it. "No way" was his reply, but he did tell me that it was a Petter M with twin flywheels and a round water hopper. Then he started off again about the generator that had been stolen so I thought I'd better leave it at that but I did ask if he did decide to sell the engine would he give me first refusal. "Well" he said "My brother and I bought this engine so I'll have to ask him". Bill still seemed a bit cagey and I began to wonder if he thought that I had nicked his blinking generator so I asked him outright. "No", he said "I've known your Dad and your Mum and your grandparents and they were all true". I was glad to hear him say that at least.

Now I work for the same firm as Bill's brother, Ron, and last October he asked me to do him a favour by taking a washing machine to his daughter at Shepton Mallet. There would be a couple of quid in it for me but I told him I'd rather he came to some arrangement with his brother about the engine. He said he would see his brother and persuade him.

The beginning of last February I received a 'phone call to go and see the engine and to make an offer for it. So on 14 February (88) Eric and I jumped in the van and went up to Old Down. We had to walk down a very steep incline to get to the orchard and then take off boards and galvanised chains to get into the shed. "Nobody is going to steal that thing" Bill said. Inside the shed stood a lovely Petter 'M' Apple Top mounted on a sack truck type of trolley. We pulled it out into the open and had a good look at it to see if it was cracked or broken at all. It wasn't, and the engine was quite free. We found the brass plate which read '4hp New Model'. We then negotiated a deal, shook hands and the engine was ours.

We decided to take the engine away there and then so with Eric on the handles and me shoving behind we started to move up the steep incline. The bank was steeper than I thought and we could only move the engine about a yard at a time and then had to rest. We got to about 10 yards from the top when we got really stuck. The heifers that were in the field had made it very muddy indeed and in some places their hoof imprints were a foot deep.

Just as we were wondering what to do a tractor, loaded with hay, came into the field to feed the heifers. I asked the driver if he would give us a tow. "Sure mate" was his reply and with my tow rope hitched up the engine was soon out on the road. After thanking the driver and a Goodbye to Bill we loaded the engine into the van and it was only a few minutes home to a well earned dinner. After dinner we took the mag off and put it on the plate rack of the Rayburn as Bill had said that the engine had last been used in 1966. As we couldn't get a spark out of the mag even after a couple of days baking I rang my mate Andy Wines and he brought over his mag. We checked the engine over, squirted oil on the bearing and down the plug hole and Hey Presto the engine started with ease.

I later wrote to Mike Sage who keeps a register of Petter 'M' types. He replied with a very nice letter stating that our engine was a 1934 VA range 4hp Petter 'M'.

The engine now runs very smoothly and is awaiting full restoration when I have time.

BILL COOMBS

Restoring a Scammell Light Fire Pump. Part II

Regular readers will recall that in the last issue Chris Arnold described how he acquired and then restored his Scammell Fire Pump. The moment of truth has now arrived....

The big moment was now here. But would it start? The mag gave a good spark, there was a spark at the plug but all I could get out of it was a few bangs and a cloud of smoke. I asked Eric if he had any ideas and said to check the timing marks making sure that the valves are "on the rock" when the piston is on TDC. I checked all this and all was OK but the B...r would still not go. Eric said bring it into work and he would have a play with it.

I took the engine to work on a Monday, we eventually got it going on Friday lunchtime. We fiddled around with the timing, the plugs, mixture, we even tried on of Eric's mags and a plug, in the end by adjusting the length of the rod that connects the carb to the trip mechanism we got it going.

Outside Eric's lab there is a large pond which supplies water for the engine test cells and the wind tunnel. We thought that it would be good fun to try the pump out there. We put the suction pipe, which I had managed to find, into the pond and unwound the delivery hose out down the side of the pond, primed the pump and started the engine up. After a few moments water started to pour out of the hose. Eric turned the engine on to full power and the water then gushed out about 100 feet up in the air while I had quite a job holding the hose. When I looked around to tell Eric to turn off he had gone.... a few minutes ago he had been standing there laughing his head off together with some other people who had been taking the mickey all the week about us. Eventually he came back and turned it off.

(Editor's Note... Eric's account of this test run is a little more graphic as Chris is reported to have used some rather strong language when he discovered that he had been left in the clagage. According to the reports the "some people watching" was more likely half of Bath University. There is a moral somewhere here, could it be... Beware of Eric The Heavy Hammer).

After repairing the bits that had got damaged while we were getting it going it was ready for the rally field. The first rally where I was able to run it was our Rally at Cheddar. I had taken it to Longleat and the Bath and West but did not run it because at that time I did not have the hoses. We took the engine down just for the Sunday. With this engine to run you must have a good supply of water to circulate around the pump so as not to melt the special packing piece where the crank from the engine goes into the pump body. I managed to get hold of a 25 litre metal drum and fitted a union in the side to take the suction hoses.

After setting the engine and pipes up it ran all day without any problems. At first I had to tie the delivery hose down with some rope and a metal post to stop the hose trying to straighten itself out due to the pressure of the water. There were a few people around who thought they were going to be drowned, but all was OK. By the end of the day the water in the tank was quite warm. I have now got hold of a large plastic water butt, which I hope will cure the problem.

The difficulty with exhibiting this type of engine is that it needs lots of water. The pump will pump 50 gallons of water per minute on full throttle, at the moment I can only run it on half, which is plenty. It is a pity there are no large ponds in rally fields as then I would have no problems. Longleat would be ideal.

I have now acquired a chrome/brass nozzle, or branch as they say in the trade, from the Fire Fiesta held at Weston Super Mare in the summer. This will make my exhibit look a bit more like the real thing. If any members wants a fire putting out or their car washed, just let me know.

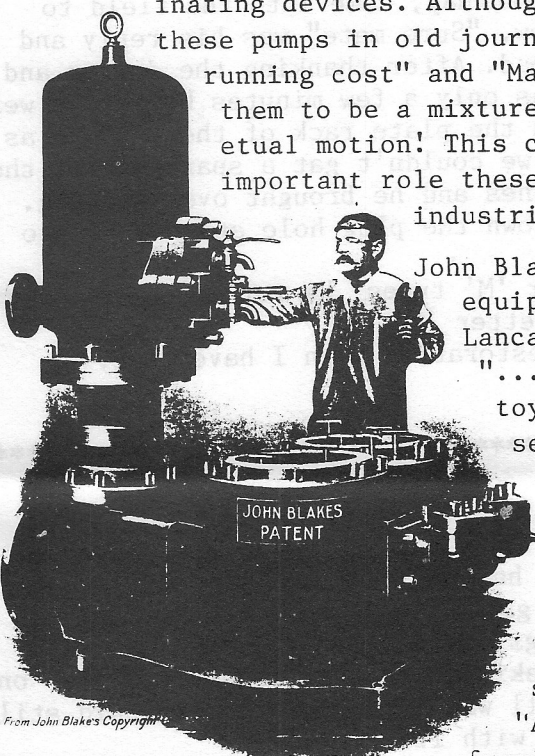
CHRIS ARNOLD.

BLAKE'S RAMS AND HYDRAMS.

Shortly after reading Jeremy Adams' interesting article on ram pumps in last August's newsletter I bought a catalogue, issued in 1913 by John Blake Ltd., leading manufacturers of these fascinating devices. Although I had seen many adverts for these pumps in old journals, frequently claiming "no running cost" and "Maintenance-free" I had assumed them to be a mixture of advertiser's hype and perpetual motion! This catalogue made me appreciate the important role these pumps played in domestic and industrial water supply for many years.

John Blake established his water supply equipment business in Accrington, Lancashire, in 1865, when he claims, "...The ram was little more than a toy or scientific curiosity." A

series of patent improvements resulted in three types of mechanisms, each with a range of capacities. The "A" Rams could raise to a maximum of 1000 feet, from 150 to 500,000 gallons per day of the same water used to drive them. The "B" Rams could raise to the same height from 300 to 100,000 gallons per day of water from one source such as a well or reservoir, driven by a second source such as a stream. The 'HYDRAM' was a variant of the "A" Ram, but had no metallic moving parts. It could raise from 1000 to 500,000 gallons per day to a maximum height of 400ft.



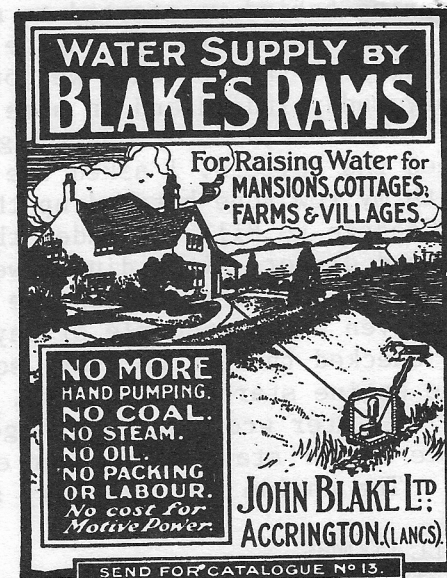
Blake's "A" Ram.

One of the larger sizes to raise 200,000 gallons of water per day.
(The patterns vary with the different sizes.)

Included in the many testimonials in the Blake catalogue are ones from F.B. Beauchamp, of Woodborough House, near Radstock, and the Rev. W.A. Duckworth, of Orchardleigh Park, Frome. Colonel Sir Frank Beauchamp was a very prominent local colliery owner, being proprietor of Somerset Collieries Ltd., which included Norton Hill Colliery, known locally as Beauchamp's Gold Mine. The ram at Woodborough was quite small, lifting around 1200 gallons per day and had been installed in 1895 by the previous owner, Lord de Blaquiere. There is little evidence of rams being used in the Somerset coalfield, but one (apparently not a Blake) was installed at Middle Pit, Radstock, in 1905. Rams were successfully used in the Durham coalfield and also in the tin mines of St. Ives Consolidated Mines Ltd. Testimonials came from worldwide, Spain, South Africa, India, New Zealand and Australia.

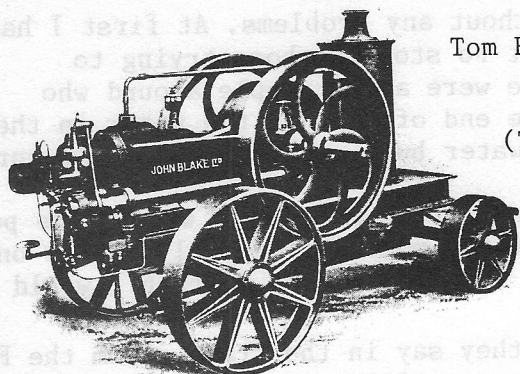
John Blake sold a wide range of water supply equipment from valve cocks to ferro-concrete water towers, fire-fighting apparatus to street fountains, gas and oil engines and piston pumps.

Blake's lamp-start oil engines were built from 2HP to 50HP, but although the illustration clearly shows the engine base to bear the name JOHN BLAKE LTD., there can be little doubt that they were built and supplied by the National Gas & Oil Engine Company Ltd., of Ashton-under-Lyne. Their reputation was that of the most successful gas engine manufacturer in the British Empire and, as such, were perhaps the natural choice of engine supplier by John Blake, who, in his own field enjoyed similar acclaim.

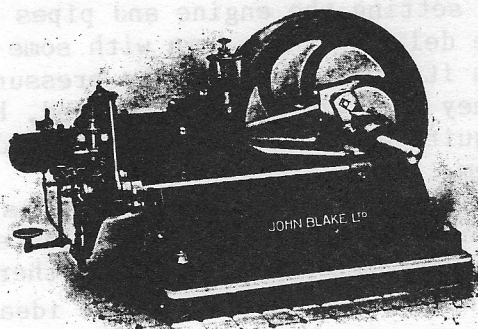


Tom Randall.

(Top right, a Blake advert from 1915)



Standard Type of Portable Engine.



Standard Type of Oil Engine.
2 and 4 Effective Horse Power.

COMING EVENTS.

As details of future events become available they will be published in the Newsletter, but they will normally NOT be repeated. Readers are therefore advised to retain these items for future reference.

27th March. Easter Monday. Mells Daffodil Day, at Mells, near Frome. Engines are invited to this one day event. Entry Forms from Mr. A.H. Cox, 8 New Street, Mells, Frome, Somerset Tel. 0373 812428.

29,30th April & 1st May. Abbey Hill Steam Rally, Barwick Park Showground, Yeovil, Somerset. Enquiries to D. Bowles, 30 Font Villas, West Coker, Yeovil, Somerset.

28 & 29th May. Cricket St. Thomas Steam Engine Rally, Wildlife Park, near Chard, Somerset. Enquiries to Mrs. J. Jones, 21 Rolle Street, Exmouth, Devon. EX8 1HA

3 & 4th June. Littlecote Park Steam Rally and Victorian Fair, Hungerford, Berkshire. Enquiries to Miss D. Wood, Littlecote Park, near Hungerford, Berks. RG17 OSS.

4th June. Somerset Vintage Farming Society Rally & Car Boot Sale, Brige Field Showground, Congresbury. (on the A370 Bristol - Weston Super Mare Road.) Enquiries to Mr & Mrs D. Jones, 5 St. Catherines Mead, Ham Green, Bristol BS20 OH0.

10 & 11th June Swindon Machinery Preservation Society Fifth Nostalgia Weekend, Lydiard Country Park, Lydiard Tregoze, near Swindon. (just off the M4, junction 16) Stationary Engine enquiries to Bill Harvey, 26 Norman Road, Swindon SN2 1AX Tel. Swindon 486865

17 & 18th June. Staverton Steam & Vintage Show, Staverton Airport, Gloucester. Enquiries to A. Perry, 1 Charlock Close, Robinswood, Gloucester.

24 & 25th June. Bath Festival of Steam, Lansdown Playing Fields, Bath. Enquiries to K.D. Cowell, The Barn, Mede Close, North Petherton, Somerset. TA6 6QE

24 & 25th June. Banbury Steam Society Rally and Fayre, Bloxham, near Banbury, Oxford. Enquiries to B.A. Wells, 129 Main Road, Bloxham, Banbury, Oxfordshire OX17 2PU.

1 & 2nd July. Heddington & Stockley Steam Rally, Home Farm, Heddington, Wiltshire. Enquiries to G. Hyde, 34 Goatacre, Calne, Wiltshire SN11 9JE.

1 & 2nd July. Bromyard Gala & Rally, Mintridge Farm, Stoke Lacy, Bromyard, Herefordshire. Enquiries to J. Wilkins, 'Chanctonbury', Pencombe Road, Bromyard, Hereford, HR7 4SS

15 & 16th July. Somerset Traction Engine Club Rally, Langport, Somerset. Enquiries to O. Slade, Heddon Mills, Braunton, North Devon.

21,22 & 23rd July. Netley Marsh Steam Rally, Meadow Mead Farm, Netley Marsh, Southampton. Enquiries to B. Vokes, The Retreat, Pooks Green, Marchwood, Southampton SO4 4W0.

29 & 30th July. Ross-on-Wye Steam Engine Society Rally, Ryalls Court Farm, Upton-on-Severn. Enquiries to D.A. Prout, Old Forge Garage, Dymock, Gloucestershire GL8 2AF

29 & 30th July. Rushmoor Steam and Vintage Show, Arena Showground, Aldershot, Hampshire. Enquiries to The Secretary, 2 Grayswood Drive, Mychet, Camberley, Surrey GU16 6AR.

12 & 13th August. Knowl Hill Steam Rally, Bottle Meadow, Knowl Hill, near Reading, Berkshire. Enquires to D.K. Annis, 1 Magill Close, Spencers Wood, Reading, Berkshire RG7 1BW.

19 & 20th August. Bleadon Country Fayre, Bleadon, near Weston Super Mare. Enquiries to C. Henderson, 44a Alma Street, Weston Super Mare, BS23 1RD.

19 & 20th August. Fairford Steam Rally and Sow, The Park, A417 Fairford, Gloucestershire. Enquiries to Mrs. J.R. Yells, Ivy Villa, Cirencester Road, Fairford, Glos. GL7 4BS

9th September. Faulkland Flower Show, The Village Green, Faulkland. A dozen or so engines would be welcome at this village event. Write or 'phone Mr. Tom Rodford, 2 Turners Tower, Faulkland. Tel. Faulkland 351.

THE MARKET PLACE

For Sale. 1929 Lister 'A' 2½hp with pulley and cast iron plinth. Farmyard condition, £50. Brian Reekes, 43 Queens Road, Keynsham. Tel. Bristol 868549

For Sale. 1981 Landrover. LWB Diesel, Free Wheel Hubs, Hard Top, Recent Brakes overhaul. £3500 ono. R.H. & I.R. Cradock, Hamps Leaze Barn, 255d Hill Street, Hilperton, Trowbridge. Tel. Trowbridge 763666 or 777053.

For Sale. 1948 Armstrong Siddley Diesel Engine, 6 - 8 B.H.P. 1000 RPM. This engine has been recently overhauled by me, but has not been run for a few years. £200. Ron Torr Tel. Oakhill 840413.

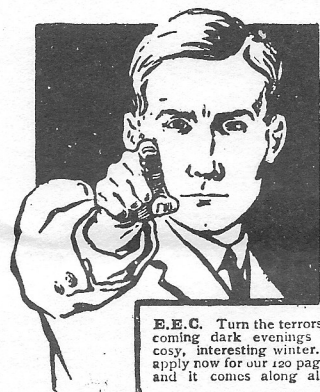
Wanted. 8½" Flat Belt Pulley, x 3" wide x 1 1/8" bore. Cast iron but aluminium preferred. Crowned face.
4" Flat belt pulley x 2" wide x 1 1/16" bore. Crowned face.
Bill Coombs Tel. Oakhill 840868.

Wanted. For Petter 8hp Junior Oil engine. Cooling tank 34" x 14" or 36" a 18" approx. but anything considered.
Wanted any parts for ML magneto, type MCK as fitted to Lister A type. Body, magnets, points etc. or complete unit, working or otherwise. Anything considered.
Eric Gay, 21 Rutland Crescent, Trowbridge, Wilts. Tel. Trowbridge (0225) 754374.

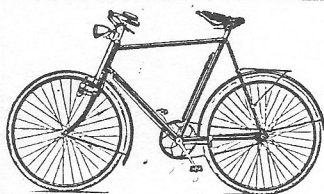
For Sale. JAP Air Cooled engine. Currently dismantled but believed to be complete, needs restoration. Interesting project. £12 ono.
W.G. Roberts, 9 Sunnymead, Oakhill, Bath BA3 5AX Tel. Oakhill 840626 after 6.00 pm

Wanted. Despite an earlier appeal no information has been forthcoming on the Versatiller fitted with a Vincent Industrial Engine. Alan would be grateful for any details as the gardening season is fast approaching.
Please contact Alan Sweet. Tel. Pilton 586.

Wanted. Another request for information, this time about 4 - 5 hp Bernard. Any details would be appreciated.
Please contact Cecil Giblett, 35 Goss Drive, Street. Tel. Street 45790



E.E.C. Turn the terrors of the coming dark evenings into a cosy, interesting winter. You apply now for our 120 page List, and it comes along all free.



THE NEW "DYNALITE" CYCLE DYNAMO.

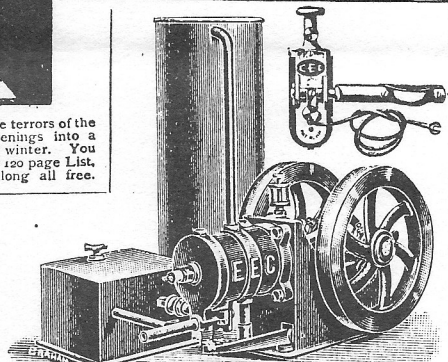
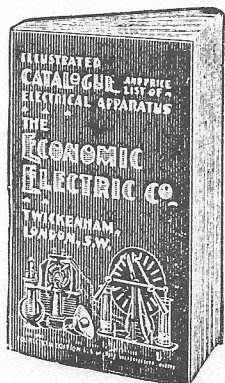
The 1912 "DYNALITE," indispensable to cyclists and motor-cyclists. The light is generated from the wheel, and the construction of the dynamo is accuracy itself.

Output Cycle Type, 4 volts, 1 amp., weight 14 ozs.
MOTOR "6-8" " " each 36/- 40/-
Motor-Cycle "Dynalite" " " 17/8. Post 7d.
Cycle " " " " 4d.
"See list for details."

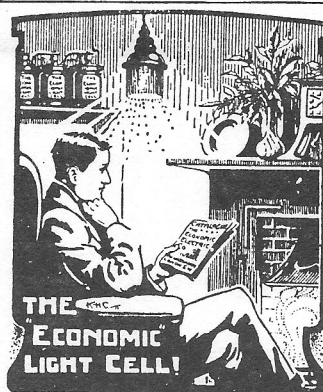
EVERY BOY SHOULD HAVE ONE.

Here is a tidy little engine, advertised in THE CAPTAIN, (November, 1912) a monthly magazine "for Boys and 'Old Boys'" full of swashbuckling heroes, dashing sportsmen and hobbies to which only those with a large private income could aspire!

Here we see Kitchener Minor, cyclist, engine enthusiast and promotor of the new-fangled electric light (by which he reads his copy of The Stationary Engine!), adopting his father's soon-to-be-famous pose and saying, "YOUR CLUB NEEDS YOU!"



"E.E.C." GAS or PETROL SMALL ENGINES.
1/2, 1, 1 1/2, 2 h.p. Finished or Parts, with working drawings.
Obtain details from list.



BATTERY LIGHTINGS.
Dark evenings are drawing in, why not make things cosy for the winter.
E.E.C. Sets from 5/9.

ELECTRIC CO. TWICKENHAM LONDON SW

