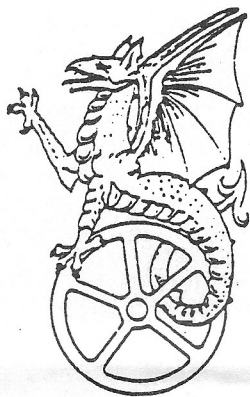


WESSEX STATIONARY ENGINE CLUB



NEWSLETTER

JANUARY 1993

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.

TREASURE ISLAND.

Several of our club members last year made a visit to Jersey and while discovering this delightful island, like Jackie and myself some paid a visit to the Pallot Heritage Steam Museum. The Museum was founded by Lyndon 'Don' Pallot who spent his early days as a trainee engineer in the St. Helier railway engine sheds and his particular love of steam inspired him to put together a superb collection of machinery from days gone by. Inside a huge building a very nice collection of stationary engines are on display, most have been restored and look very much in good order. They include a 17hp Ruston & Hornsby, a 1948 National Diesel, 1930 Blackstone Diesel, Deutz Diesel, 3hp Petter 'M', Lister C.S. Diesels, 5hp Crossley, 8hp Petter and many others, also a Moteur Bernard 8hp which was brought to the island by the German occupying forces in the 1940's.

10 vintage tractors were on display and a little 30 cwt International lorry was about halfway through restoration and should look very nice when completed. A 7nhp Ransomes Sims & Jefferies traction engine stood close to an unusual French Merlin 6nhp portable engine and then memories came flooding back when I saw a twin cylinder Bellis and Morcom generating set. We once had one of these in the old generating station at Frome, but it was cut up for scrap when the station was shut down. What a shame. Less reminiscing and on with the tour, two upstairs galleries were full of artifacts which ranged from early washing machines to gin traps, all very interesting, but the most interesting part was still to come, having left the large building we made our way to a small railway station to take our pre-booked ride in one of two splendid Victorian railway carriages, with no other passengers at all we chose the compartment next to the 0-4-0 Peckett Loco that was to take us on a full size track around the perimeter of the very large field. Having pulled out of the station it was possible to talk to the engine driver as we slowly moved around the track and he pointed out further projects as we passed them, one was a huge American army lorry complete with tank transporter trailer which was loaded with a large bulldozer and what I thought was another steam portable turned out to be a greenhouse sterilisation boiler on wheels most likely used on the Jersey glasshouses. Halfway around the circuit the engine ground to a halt with the driver saying 'I've just stopped by the wood pile to take some logs on board for tomorrow,' 'would you like a hand?' I asked and was only to pleased to climb down from the carriage and toss up 5cwt of fuel onto the footplate, this being duly stacked in the fuel bunker. My assistance was rewarded with another trip around the track, you could say I worked my passage!!!!

On arrival back at the station another Bristol made Peckett could be seen along with a Le Meuse a Belgian engine built in 1931 who's journey from the mainland to Jersey was depicted by lots of photographs back inside the museum. To sum up a very enjoyable afternoon, worth taking in should you visit the island.

ED.

BERWICK ST. JOHN COUNTRY FAIR

Manor Farm, Berwick St. John, Shaftesbury - October 10/11th.

This was a new two day rally put on in superb Dorset countryside at Richard Pococks', Manor Farm in the village of Berwick St. John. I arrived early on Saturday morning with my Lister 'L' and H3 pump and Wolseley WD1 and compressor, straight away I knew this was going to be a good weekend, plenty of room everywhere and a really well laid out site. The stationary engines were sited around the hedge of one of the fields another field was being used by the tractor boys for ploughing match, also horse ploughing was taking place. The next field which was quite steep was being ploughed by two Fowler steam traction engines pulling a plough between them. Over the weekend they ploughed about half the field, this must have been quite a long tedious job when it was done for real yesteryear.

In the centre of the main field, a working section was set up, a corn rick had a thrashing machine either side of it, one driven by a Wallis & Stevens steamer, the other by a Field Marshall tractor. A stone crusher driven by a Field Marshall was giving demonstrations of breaking stones. A rack saw driven by a portable steam engine was busy cutting some planks of larch into fencing rails, this was operated by a Wessex member - Alan Gumm who lives in Frome and his father. Another working sawbench was driven by two Lister 'D's coupled together - seems a hard way of obtaining three horsepower.

A working smithy, selection of rare breed animals, large craft tent, trade stands, auto-jumble and a Sunday car boot sale, all combined to make a very interesting rally for everyone. About 80 stationary engines, 100 tractors, 30 classic cars etc were displayed. This event was put on to raise money for the Wiltshire Air Ambulance Service and on the Sunday it visited the rally field and came into land near the Fowler ploughing tractors, this created a lot of interest and was surrounded by lots of spectators, there was no public entry fee but milkchurns were put by the entrances for voluntary contributions, also a large raffle was organised. Richard Pocock told me they hoped to raise between three or four thousand pounds for the Air Ambulance over the weekend. The only sad note was they had no intention of running the rally next year. The Wessex club was well represented with many members exhibiting engines, including our chairman and vice-chairman. Brian Lovell and his immaculate Fordson tractor was doing sterling work with the water bowser.

On Saturday evening a pig and lamb roast was put on outside the beer tent, also entertainment was laid on inside the tent.

Next to my engine was a superb gypsy caravan, with a woodfire outside, with a large black kettle suspended over it, it certainly looked authentic. The only thing which marred the weekend was the cold wind and on Sunday rain. Soon it was time to load up and depart and head for home, all in all this was a cracking rally, plenty of room, easy going and only a piece of binder twine between the engines and the general public. (I saw Brian Verrall wince when he saw this).

BRIAN J. BAKER.

The next day after the Berwick Rally I received an interesting phone call from a work colleague who lives at Ilminster 'Thank you very much' he said, for the raffle ticket you sold me in aid of the Wiltshire Air Ambulance. I've won first prize its £100. It's doughnuts all round the office this morning. Great I thought as his office is at Yeovil and mine's at Frome. Never mind it was a pleasure to have contributed to such a worthy cause. ED.

A BRAVE ATTEMPT. to exhibit a few engines at Trowbridge Park in December never actually got underway as gale force winds and driving rain made it impossible to even unload the machines. A nice thought by Eric Gay to raise money for Children in Need was thwarted by mother nature, several members who gave their support were forced to return home in atrocious weather. ED.

WANTED by junior club member Chris Lawson - a set of wheels so that he can make a trolley for his Lister 'D' engine (his Christmas present). If anyone can fix Chris up ring him on 0747 822880 - evenings - or write to him at 8 The Laurels, Gillingham, Dorset.

FEBRUARY CLUB MEETING - will be our clubs A.G.M. please come along and support it and air your views. It will also be a good chance to pay your 1993 members subscriptions if you have not already.

It is said that an early bird catches the worm and once again club member Tony Jones is first to write in to tell us about BRADFORD ON AVON HOSPITAL FETE that will take place on Saturday 12th June 1993 at 2.00pm approximately 15 to 20 engines required, a plaque plus tea and cakes will be provided. If you would like to attend please contact Tony on 0373 465189 after 7.00pm or write to 121 Marston Lane, Frome, Somerset. BA11 4DW.

OVERHEARD IN THE LADIES LOO..... He's gone off to buy a team of three mules' - 'they should come in handy for ploughing our allotment'.

PRECAUTIONS TO BE TAKEN WHEN CARRYING OUT WELDING OR SOLDERING REPAIRS
TO FUEL TANKS, DRUMS AND STILLS WHICH HAVE CONTAINED EXPLOSIVE
LIQUIDS, GASES, OIL OR GREASE.

Repair of containers which have held inflammable liquids. Before any attempt is made to carry out repairs to a tank which has contained any inflammable liquids by means of heat from a torch, blowpipe or soldering iron it is necessary to be quite sure that every trace of inflammable vapour has been removed from the vessel. Filling the tank with water and emptying is not an adequate method for preparation for repairs. To prepare such a vessel for repair it should be first opened up by removal of filler caps etc., experience has shown that it should then be thoroughly steamed out, or if that cannot be done it should be immersed in boiling water and kept at boiling point for some time. Until the cleansing process is completed, no naked light should be brought near the tank.

The length of time that steaming should be continued is determined by experience or chemical test, but it should never be less than half an hour or after every part of the tank is too hot to touch, 2 or 3 hours plus may be necessary.

For boiling, the vessel should be fully opened up, emptied as far as possible and then immersed in boiling water, boil on for at least half an hour, longer where necessary, after steaming or boiling the vessel should be carefully examined by a responsible person and clearly marked for repair. If complete removal of all traces of material in the vessel cannot be ensured other precautions must be taken. The method usually employed is to replace the air in the vessel by inert gas or by water during the whole of the time of working. The inert gas may be steam or nitrogen, carbon dioxide can also be used, the CO₂ may be obtained from cylinders or dry ice.

The method of replacing the air in a vessel by water is only suitable when it is safe to leave a very small air space immediately beneath the part to be welded.

BEFORE ATTEMPTING TO WELD OR USE FLAME CUTTING EQUIPMENT ON DRUMS, TANKS ETC.,
WHICH HAVE CONTAINED OIL OR GREASE THE FOLLOWING PRECAUTIONS
MUST BE CARRIED OUT:-

Containers which have contained heavy oil or grease are not readily cleaned with steam they should be washed out with hot caustic soda solution, keep the vessel or tank walls hot with steam if possible.

Wash out with hot water after using caustic soda.

Use 0.5kg. CAUSTIC SODA TO 5 LITRES OF WATER.

ERIC GAY.

The November meeting was an illustrated talk on unusual engines. It was a very foggy evening and we all sat patiently anticipating the arrival of Ricky Dorell from Worcestershire. The evening eventually got under way at around 8.30pm and there was a good attendance of approximately 50 members, including a couple from across the bridge from that foreign land of Wales!

We were shown slides of many unusual and rare engines, such as a 126hp Robey bought for £800; a baby Amanco; a white Wolseley WD2; a red International and a Bulldog included amongst them especially for Don Rogers. There was a very rare little Austen engine, one from a Cadillac car; a Massey Harris (late '30's), stories included a model Petter Handyman purchased for £1.00, a 23cwt. Crossley from a china works in Stoke on Trent (that didn't come out very often); a Warwick 'Little Eagle' which kept everyone guessing and an engine that no one knew anything about - but thanks to our knowledgeable friend Eric Brain it was decided that it was a Hamworthy. The Huston Romsey kept a few guessing - but I think it was a ploy to see if we were all still alert - Ricky had put the slide in the projector around the wrong way!

We had Eric's monthly raffle which was won by Eric Brain, Reg Butler and Bob Hallam. It was a very enjoyable meeting and we were grateful to Ricky for turning up on such a wintry night. It was noticed that there were several faces at the meeting who tend to only turn up now and again which also made a pleasant change, let's hope we shall discover a few more new faces at the 1993 meetings.

ALAN CARNEY.

WESSEX WORD SEARCH.

All the entries with the correct answer were placed in the hat and the winner was drawn by a person with no connections with the Wessex .S.E.C., but in the presence of two committee members.

The word not on the list but in the word search was:- SPARKPLUG.

WINNER:- BILL SPEAKE FROM ABERGAVENNY, GWENT.

I would like to thank all the members who entered and I trust you enjoyed doing it as much as I enjoyed putting it together. MARY BUTLER.

WEST OF ENGLAND STEAM ENGINE SOCIETY - 37th Annual Rally, St. Agnes, Cornwall.
14/15/16th August, 1992.

This is always the most distant rally that Jackie and I attend, 186 miles from Frome to rally site, 4½ hours in the driving seat its a long haul but always worth the effort. Approximately 20 Wessex members attended this event taking with them Amancos, Delco Light, Fairbanks Morse, Ruston & Hornsby's, Browett, Bentall, National, Homelite, Fowler, International Ideal and two motor cycles by Douglas and B.S.A. Almost 150 engines were entered and a real eyecatcher was Martin Barnecutts "British and Colonial Lighting Co." petrol/air gas plant made approx. 1910. It produces gas from a mixture of petrol and air to light gas mantles and was used to power the gas lights in Hattersley Hall, Nottingham. Stationary engine importer John Deley brought a 1904 New Holland 1½hp engine, a nice little exhibit and most unusual as it looks a bit one sided as though its lost a flywheel!! Congratulations to Barry and Sue Thomas who won a trophy for best stationary engine which was a 3hp National 'F' type. Ivor and Sylvia Yeo exhibited a Bentall Pioneer 1½/2½hp plus a tiny open crank engine made by Ivor with castings from the Alyn foundry at Wrexham aided by a few parts from a Suffolk lawn mower engine. It ran very fast and Ivor explained to me that only a dozen engines of this particular model were made as they proved problematic, but this one ran really well.

The craft and model tent was absolutely huge and a 1/50th scale model of the original engine that once powered the S.S. Great Britain was really interesting, model engineering to perfection.

Once again the steam section was very well supported, in fact when they lined up in the ring for photographs they had to make two rows to fit them all in. The ex W.J. King and Son Foden steam wagon 'Lorna Doone' has had a repaint and looked very smart in her new blue livery and it was a pleasure to see the 17 ton Burrell Showmans Locomotive 'Star' on the field. I remember taking a photograph of this engine some 10 years ago at Stourpaine, it was a complete wreck on a low loader and many would have agreed an impossible task to restore after being laid up for nearly 50 years, but there she was in steam driving around the field and only waiting for her finishing coat of paint, a restoration miracle.

A horse drawn fire engine attracted a lot of interest made by Merryweather around 1870 it still has much of the original paintwork still on it and a fund has been started to bring it back to working order which will include a new boiler. The usual auction took place with lots of interesting items. An unusual Fowler stationary engine was included in this sale, a paraffin model which caused quite a lot of interest but my eye turned to a nicely restored 350 Triumph 21 motorbike, probably because as a teenager (Many, Many years ago) I once owned one and memories go flashing by as your mind reminisces days long gone.

To sum up a very nice rally, thanks to Chris Leverton for looking after us and making us so very welcome.

I nearly forgot. When two to three miles from the rally site I saw my first wind farm perched high upon a hill at Delabole, some 15 huge windmills have been erected to generate electricity for S.W.E.B. its expected to be in use by 1993 and is hoped to provide power for several thousand homes. A bit of an eyesore some may say but a very clever way of doing it providing mother nature has plenty of puff!!

ED.

SKITTLE MATCH.

Saturday 31st October saw the Wessex S.E. Club's skittle match at Pilton Working Mens Club. We had a very good turn out of members about 30+ and it was decided that the match should be ladies against the men. Being a couple of ladies short we had to recruit Brian and Paul Baker for our side and a good job they did to, but after winning the first leg our over confidence got the better of us and the men really got into gear and won the match overall.

Prizes were given to the highest scoring lady and gent and both went to the Russell family. Well done to both of them. We then moved to another room to enjoy a very nice ploughmans type supper which was followed by Eric's famous raffle.

The prizes all too numerous to mention were all donated so thanks to each person who brought along something, even a bag of potatoes I believe, a very welcome prize.

Herbie ended the evening by thanking everyone for their participation and away we went after a most enjoyable night.

J.J.L.