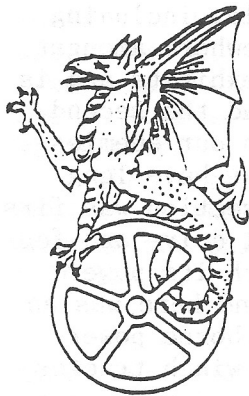


# WESSEX STATIONARY ENGINE CLUB



## NEWSLETTER

JANUARY 1994

Please send newsletter material to:

Robin Lambert,  
15 Beechwood Avenue,  
FROME,  
Somerset.  
BA11 2AX

Telephone No. 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.

\*\*\*\*\*

### WEST SOMERSET RAILWAY RALLY - Bishops Lydiard - 7/8th August.

This was to be my first visit to the West Somerset Railway and having heard so much about the rally and the railway we decided to travel there on Friday to give us more time to take in everything, just as well we did as you will see as this report rambles on. Exhibitor camping was in a separate field to the show and having put the caravan legs down and erected the 'little house' on the prairie we were told that if we wanted to we could camp to the rear of our engines, we chose to stay put as it was a very nice grassy field and no distance from the engines. There were 30 stationary engines and believe it or not almost as many steam engines, in fact if you counted the ones on the railway there was probably more. Saturday morning was really setting up time for all the exhibits and stalls so it was a good time to discover what was in situ around the railway station. It was like putting the clock back 50 years or more, so authentic with immaculately kept platforms, flower baskets, platform trolleys, old enamel signs, sloping milk churns, old adverts, railway staff dressed in period uniform and above all the smell of steam and oil. I am told that this preserved railway actually has more stations in Somerset than British Rail, what a massive undertaking to run with around 30 miles of track to look after, they must have some very dedicated supporters.

A very interesting museum was situated next to the engine shed and was full of old photos of the station during its Great Western days, some depicted the second world war years with lots of evacuee children arriving by train carrying their gas masks and with a little label tied to their clothing, no doubt showing theirs and their parents name.

Saturday passed by with thousands of visitors viewing all the exhibits. With lovely sunny weather it really brought the crowds out and the railway carriages were quite full as trips to Minehead proved to be very popular. A Saturday evening special train was laid on for exhibitors and public alike and all exhibitors were given one free ticket on this train, very generous and much appreciated was this, as by purchasing another ticket at normal price it meant that husband and wife could travel to Minehead and back for the equivalent of half price. The train should have left at 7.30pm but just like British Rail a half an hour delay took place, then off we moved. I believe this was almost a record excursion with twelve carriages and a double header (two engines for those not familiar with railway jargon). We almost felt like royalty as people were gathered on the road bridges and crossings taking photographs and videos of this remarkable event. A more scenic route would be hard to find, beautiful countryside and at times we followed the coast line almost on the Blue Anchor sea front, then on to Watchet, slowing down with a nice view of the harbour. Dunster Castle looked down on us as we wound our way to Minehead, eventually coming to rest at the station, all the carriage doors seemed to open at the same time and hundreds of people alighted to make for the exit and on to the sea front and view all the coloured lights. We could see the lights of Wales across the channel, which was like a mill pond, not even a ripple. Just enough time to queue for an purchase some fish and chips and walk back to the train which was waiting just around the corner and what a sight. met our eyes, a band was playing, most enjoyable and as the band wound up with "Show me the way to Amarillo" or was it 'Bishops Lydiard' we began our journey back, and were soon tucked up in bed thinking what a great day Saturday was - what's Sunday going to be like? Well not alot different really other than even more people came to the show. The organisers must have been delighted by the attendance figures, which no doubt brought much needed money to help run this railway.

ED.

RUSHMOOR STEAM & VINTAGE SHOW - Sat/Sun 24/25th July 1993.

The Three Counties Steam Preservation Society Ltd., must be congratulated on this their 16th vintage show held at the Rushmoor Arena, Aldershot. A superb event with something here for all the family. With so much to see and browse over its a difficult decision to make as to what to look at first, although the auto jumble seems to attract most people, including me, just in case that item you have been looking for happens to be hidden somewhere amongst the tons of items on offer. The military vehicle section this year held 100 exhibits and is always an interesting area to look around, with most of the entries from around the second world war era. It showed what the British and Americans manufactured to keep our enemies at bay. It also was a reminder of some of the British manufacturing names that have long disappeared i.e. Matchless, Austin Morris, Humber and B.S.A. The commercial section was first class and one eye catcher was a 1935 Latil Timber Tractor which had four wheel drive and four wheel steering!!! It must have been quite an up market vehicle in its day with its power and manoeuvrability. Working demonstrations are always a popular attraction and here was an unusual one in the form of a Heenan & Froude dynamometer which would test the horse power steam engines and traction, the machine was trailer mounted and anchored by a winch tractor with rear spades sank well into the ground making it impossible for the dynamometer to move whilst in use. I actually just missed the demonstration and they were removing a very long wide belt off the mighty McLaren Road Loco 'Bodiceas's' flywheel, the engine looked very hot with steam roaring out of her safety valves after being put through her paces on the testing machine. Approximately 150 stationary engines were on display in several large compounds, most were driving something or other to show what they were made for. A nice demonstration of woodsawing took place near where I was situated and this caused a lot of interest as the Witte Drag Saw chomped its way through an enormous tree trunk. A couple of engines that were superbly restored were a twin cylinder Austin Motor Co., driving a 50 volt dynamo and a De Dion Bouton built in 1914 that was powering a L'Chevalet water pump, this vertical engine of around 5hp had a huge solid flywheel and ran beautifully. Unusual makes here were Ingeco, Clayton Babcock, Continental Motor Co., Aermotor, Brownwall, Butler and Vanduzen. About a dozen Wessex club members exhibited at the show and brought along a good cross section of engines which included a variety of Ruston Hornsby's including models 8hp AP, 4hp PR, 1½hp PT, 1½hp PB, Acme, Fuller & Johnson, Stuart, Fowler, Browett, International Harvester Co., Bamford, Delco Light, Bulldog, Amancos 3 mule and 4 mule team, so you can see that our club was well represented (apologies if I missed anyone out).

R.K.L.

BLACKLAND LAKES VINTAGE WEEKEND - September 25/26th.

This event came into being after a conversation with the site owner Mr. J. Walden asking me if an event could be staged at the holiday centre. It was getting towards the end of July and this did not leave much time to get a full blown rally underway, so I did my best by passing out entry forms at other events, rallies, sales etc. Response was very good, entries began to roll in, by the weekend of the event I had sixty five engines, eleven model traction engines, sixteen motorcycles along with cars, commercials and tractors.

Friday the 24th September the exhibitors began to arrive and by early evening the site was quite full, at 7.30 I went home to get a nights sleep as I could see that Saturday was going to be hectic, it was but by 10.30 all was well and this new show was underway.

The engine line held 63 engines not bad only two exhibits did not turn up. Thank you for your support.

This new site has many advantages, having shower rooms, hot and cold running water, undercover B-B-Q area, two children's play area's and the luxury of flush toilets as well as mother and baby rooms, its own shop and mobile kitchen.

The rally had wonderful support from the Shepton Mallet Drifters model boat club as well as local boat modellers. Over the two days the lake was in constant use with six to eight boats on the water at any one time, there was at least 30 boats to see with magnificent detail and workmanship. I wonder how many rallies can say they had a radio controlled DUCK yes the quacking type complete with a beak full of weed. It was great fun to see this travelling across the lake.

I should like to express my thanks to all the exhibitors who brought tractors, cars, motorcycles, stationary engines and models all the entries did not turn up, but to all of you who did come and display your exhibit a big thank you. To Mr. Taylor from Bristol with your commercial and to Bob Hall - thanks very much. It was a shame that the public did not attend this event in any great number, I will try to do better for you all next year. Yes that's right we are going to do it again in 1994, so keep the last weekend in September free so we can all meet again at Blackland Lakes. May I end by saying thanks to Rob Lambert and Brian Baker for the loan of stakes and to Brian for his help on Saturday.

ERIC GAY.

FEBRUARY CLUB MEETING will be our A.G.M. If any club member would like to have an item placed on the Agenda please contact our Secretary Ann.



NEWSLETTER COMPETITION.

For those members who missed the announcement in the December issue of Stationary Engine Magazine, we are pleased to announce that the Wessex Newsletter has won the Newsletter of the Year competition. Therefore, on behalf of the committee and members of the club, I would like to thank Robin Lambert and his support staff, Mary Butler, Marg and Bill Appleby, and indeed all those who have contributed to this latest success of our newsletter. I have always maintained it to be the all important catalyst of the Club, being the communication medium so essential for such a large club as ours, with its members spread far and wide and we must feel proud that ours was selected from so many others.

The award consists of a prize of £50 and a trophy which we hope to see displayed in our cabinet in the Clubroom at the Old Down Inn soon. Well done Robin, not a bad accolade for someone who only undertook the job 'on a temporary basis for a few months'.

ERIC BRAIN.

NOVEMBER CLUB NIGHT - Monday 29th November.

The meeting was opened by Brian Verrall with the usual announcements. He then introduced our guest speaker for the night Mr. Tom Randall. Tom who lives in Midsomer Norton, doesn't really need any introduction as he is a Wessex member from the very early days. Tonight he is giving an illustrated talk on some of his vast collection of very old postcards and photographs. Tom has been collecting these for over 20 years. Some have been photographed and transferred to 35mm slides and it is some of these Tom has brought along tonight. The first slides were of massive steam traction engines working the large prairies of Canada and America, they were shown pulling huge 8 furrow ploughs and large thrashing machines, some of them were dated around the early 1900's. Some of the postcards had messages on the back from someones son or brother who had travelled several States from home seeking work and hopefully a fortune. One slide was of an 1893 Fowler pulling a fun fair. A photo of the 1934 Midsomer Norton carnival showed a decorated wagon by Purnells the printers with an Amanco driving their latest colour printing press. Other slides were:- A massive Ruston Hornsby track laying, steam traction engine on trial by the army on Salisbury Plain during the first world war, another showed the Womens Land Army during harvesting circa 1942. The Brussels exhibition of 1912 with Petters exhibiting their range of engines and products. The Bristol Agricultural Show of 1913 with Listers stand depicted showing their engines and shearing equipment. Another very clear slide of an Electricity Exhibition at Frome in 1905 and digging the Panama Canal 1904-1914. We saw Tom's grandfather on a tractor and several of his father on various motorcycles and cars. Nine Sentinel steam wagons lined up outside Georges Brewery in Bristol made a very impressive sight. Edwards Boot factory at Midsomer Norton had a large open crank engine driving a dynamo and numerous line shafts, driving dozens of belts to various machines. This must have been pre factory inspector days. Tom has a lot of literature and photos of a firm who produced a wide range of goods including cars, lorries, charabancs etc in Chewton Mendip. This was owned by Charles Wesley Harvey of Cutlers Green, Chewton Mendip. Tom has a good selection of slides of their trucks and charabancs. One of the last slides shown was of the winding engine at Writhlington Colliery, super local history, as Tom had shown the slides they were accompanied by a very knowledgeable commentary.

I certainly enjoyed seeing these very rare slides as I'm sure the other thirty or so members did likewise. We had no raffle at this meeting as our raffle supremo, Eric Gay was unable to attend. Eric tells me this was the second meeting he had missed in the last ten years, hardly good enough Eric!!!!!! The meeting came to a close at about ten o'clock, many thanks Tom for a very entertaining evening, I look forward to a sequel.

BRAIN J. BAKER.

RALLY CALENDAR.

I am at this moment starting to put together 1994 'Whats On' or Events list, please send me all your local events, fetes, crank-ups, flower shows etc with names, addresses and telephone numbers of whom to contact and I will publish a list as soon as possible so that you can all start to plan your year, whether exhibiting or as a visitor. ED.

SUBSCRIPTIONS. A further reminder to you all to return your signed 1994 membership slips along with your remittance before the end of February to help with the bookwork before our transition into a limited company.

WINNER OF THE WESSEX WORD SEARCH.

Mr. & Mrs. F. Whittall from Hereford.

I would like to thank everyone who entered the word search and for those of you who would like to know the answer it was SAFETY and ran diagonally from the bottom right-hand corner.

MARY BUTLER.

COMPETITION.

We are arranging a competition for the best 1994 Wessex SEC Annual rally poster to be done on A3 paper. The winner will receive a years free membership. Please send your competition entries to our Secretary: Mrs. A. Carney, 19 Beckhampton Road, Oldfield Park, Bath, Avon. BA2 3LL., who will collect them all up for our committee to decide the winner. Entries must be received by 8th March.

FOR SALE - Geared chain block 20cwt by Stringer & Co. £5.00. Bronze gearwheel pump,  $\frac{3}{4}$ " inlet and outlet, weight 40lb, scrap value £12 - hence £15. DC motor 220 volt by Reyrolle, will generate and load your engine £5.00. Two adjustable mounting shoes for above £5.00 BMC 2.2 diesel cylinder head, ex Land Rover, no cracks £20. Four 10" diameter by  $1\frac{1}{4}$ " bore cast iron wheels, solid rubber tyres £12.00. Contact - David Griffiths on Frome (0373) 464808.

FOR SALE - 8 iron wheels 10" diameter, some with new bearings. 4 axles and brackets, enough to build two engine trolleys, believed to be off ex railway platform trucks £40 the lot or would consider splitting up - Phone Colin (0373) 834580 Faulkland.

FOR SALE - Lister 'D' type 1941. Full known history, Restored in full mechanical condition. Owner going abroad - Offers please. Telephone Mr. A.I. Gasson (0222) 734170 Cardiff.

ENGINES WANTED.

Ston Easton Park Horse Trials 26/27th March 1994. Anyone who would like to take an engine along please contact - Brian Baker on (0749) 342671.

\*\*\*\*\*

The charity for last years rally was Larkrise School for the handicapped and we have now donated a sum of money to them, which will be used to purchase teaching aids in the form of a telephone box for small children, educational mirrors and a cassette player.

\*\*\*\*\*

ANTI FREEZE CRANK-UP - December 6th at the Old Down Inn.

On a cold damp, misty Mendip morning I arrived at the Old Down Inn at nine o'clock to put up the stakes and ropes before the exhibitors arrived, but one member had beaten me to it, Adrian Miles had arrived at 8.15 am and thought that there was no Crank-Up because no one was there. Adrian is always the first to turn up despite travelling all the way from Alveston, Nr. the Severn Bridge.

I unloaded three engines that I had brought, my Lister 'D' radiator cooled, Petter 'A' and generator and my Ruston Hornsby 4 $\frac{1}{2}$ hp. Adrian helped me put up the stakes and ropes, we were now ready, members were now arriving fast and furious. I'll try and give everyone a mention but if I miss anyone out - a thousand apologies. Bill Coombes was one of the first to arrive with his Lister Junior, Mike Bevan - Melco, John Brooks - Wolseley WD1, Steve Routley with an assortment of small air cooled engines, Ted Routley - Lister 'A', Derrick Watts with his small gas engine, Adrian Miles - Lister 'D' and Lister Jnr., Adrian Grant with a rather unusual 'AC Autocarriers' engine, Roy Pointing with an Enfield Diesel engine, first time I have seen one of these rallied. Cecil Giblett brought an unusual Lister 'D', could have been an experimental model. Roger Pike - Lister 'D' and generator, this was fast turning into a Lister rally. Stan Kerley brought his Scott engine, Don Rogers - Lister Lighting set, Bill Appleby - Delco Lighting set. Our chairman Brian Verrall had his Stuart, Ivor Cox - Wolseley WD1, Roy Cox with his beautiful little Ruston Hornsby 2hp 2R, Frank South and Dave Large were operating their gas engines. Eric (Mr. Raffle) Gay had his Bamford, Mary Butler had a nice display of old blowlamps. Jeremy adams had his model gas engine running very well, he also had a part completed model traction engine on display, Paul Martin - Onan generator, John Russell - Lister 'D'. Also quite a few members turned up for a natter - nice to see you all, last but not least to turn up with an engine was our President Eric Brain with a very rare and interesting Lister 'L'. This engine was built to Canadian specification for driving a winch, instead of the normal tank cooling it had a large round hopper bolted to the cylinder head. Eric said it was the first time it had been out of his garage for about 20 years. He also said he had brought it for my benefit because I previously told him I would love to see it. It certainly ran extremely well and attracted a lot of attention - Thank you Eric.

By now the weather had deteriorated and heavy drizzle had developed. Eric Gay was running the raffle and with a very attractive selection of prizes on offer, the tickets were selling like hot cakes. The draw took place at 12.45 in pouring rain. Some of the winners were Ray Baker, two prizes, myself two prizes, Mary Verrall, Adrian Grant, Eric Gay, Herb Gane and many others. Well done Eric. By now the heavy rain had forced most members to switch off the engines and beat a retreat into the Old Down Inn. With well over thirty engines on display this is indeed a well supported event, long may it continue. Our thanks must also go to our host Gordon Marshall for allowing us the facilities of the Old Down Inn throughout the year completely free of charge. Well this year is now almost over, this means the new rally season will soon be with us, for me it cannot be soon enough, so long and a happy new year to you all. BRIAN J. BAKER.