

CRANKING

The Wessex Stationary Engine Club's Monthly Newsletter

July 2014
37 years of publication!

MUST SEE

www.wessexsec.org
NEW!!! With forms,
photos, info, latest
stuff. Archive.

From The Sump

After several disappointments, I finally had my left hip replaced on 12th June and it has loomed large in my thoughts as I exercise and walk my way back to a semblance of humanity! As I write it is five weeks and four days since the op and I'm not supposed to drive until six weeks. However, I felt more than capable, so yesterday drove down to see my friends at a little show on the village green at Bosham in Hampshire, 272 miles round trip. No problems at all.

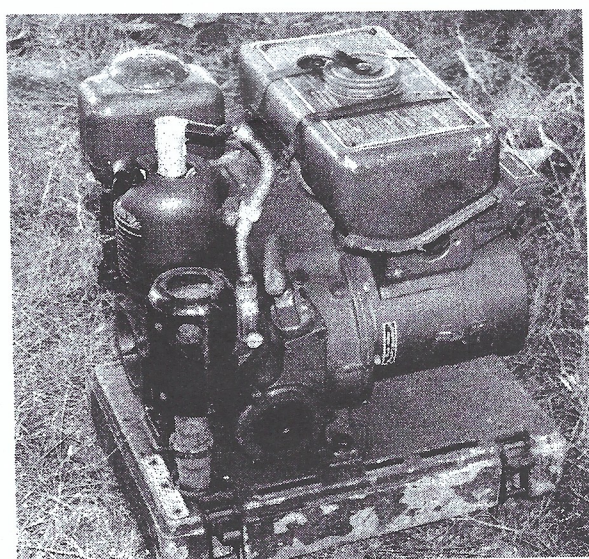
I'm convinced that it is the exercises that are vital to a smooth and progressive recovery and you ignore the regime at your peril! I have moved from ten of each of the four to fifty, adding ten every few days as the muscles strengthen. I detest the taking of regular exercise for its own sake, but this is specific and different. Many of us are already or will be subject to this – the UK's most successful operation – and I recommend it to you. Do the work, it's worth it!

In my post bag this month is a nice note from Mike Snook in the wake of the Gathering. He says this.....

"I would like to say a special thank you to Gloria Carp, Ann Bray, Diane Emery, Christine Rogers, Linda Pike and Rose King for volunteering to man the pay gate. Further, a big thank you to Herb Gane, Rolly King, Roger Pike, Mark Tilley and his son John Allen for their work in getting the cars parked neatly."

Without the selfless assistance of people like this, our annual extravaganza just would not work.

Below is a WW2 German generator. If you know of one for sale, please let me know.



Moving the Metal

For sale

Petter "M" 1.5 hp. Rugby Ball Hopper. Also **United** 2.5hp 1912 Type "C". Both dry stored and not used for past 12 years. Please Contact Ray 01747 840835.

Kerrison Predictor Generator. Scott PAB engine, some instruments missing but mostly complete. Rarely advertised! £350. located in Salisbury. Keith Winch k.winch@virgin.net

Trailer base. A cut down trailer tent chassis specifically designed for the permanent display of stationary engines. Needs an 8x4 sheet of hefty ply to finish! Braked unit but the cables need attaching. New tyres etc, tow away. £50

Lauson engine on steel frame. This interesting lightweight Canadian engine dates from WW2 and is driving its own petrol pump (underslung tank) and a small air compressor. Light, easily fits in the boot. Painted and ready to rally! £135.

Power Hacksaw. Five feet long and tall, Free standing and an impressive lump begging to be driven by your engine! £150 (reduced) or swap either for something small and interesting.

Watermota K2. Mid thirties twin cylinder marine engine. Complete with square bodied ML magneto. manifolds and original frame. Standing many years and is seized but is just stirring! £150. (reduced for last time otherwise it can go back in its corner!) Tel: Kim on 0117 964 6818

Wanted

Screw cap filler petrol tank for Lister D. Other cap fittings considered! ;-))

Box Trailer approx 6ft x 4ft to carry upwards of half a tonne, with ramps if possible. Or information leading to the purchase of same Please help your new chairman Eric on 01225 754374

Suppliers

Recommended Bearing Supplier – very helpful!

Solent Bearings, Unit 20&21, Test Valley Business Centre, Test Lane, Nursling, Southampton, SO16 9JW
Phone - 02380 667100. www.solent-bearings.co.uk

Fuel Tanks and Crank Guards made.

Tel John Hedges 01635-268359 or 07831-410473 (Newbury Area). Robin Says – "I have known John for over 30 years and he is a good engineer. He has sold all his engines and thought he would have a go at Tanks & guards and is doing quite well, "

Articles, cartoons, photos etc are always very welcome – this is not a one-man band, but an expression of all our thoughts and experience. Submissions should be preferably typed or word-processed or even handwritten, (if brief), - it is the content we're after, not the grammar or spelling, so please don't feel your efforts will be ignored. The editor reserves the right to change, edit, augment or lessen your Deathless Prose and asks all to note that opinions expressed in this newsletter may or may not represent club policy

Phone - 0117 964 6818

J. Kim Siddorn, 9, Durleigh Close, Bristol. BS13 7NQ or by e-mail to kim.siddorn@blueyonder.co.uk.

Featured Engineer Number 4

Richard Trevithick (13/4/1771 – 22/4/1833)

From Internet Research



Richard Trevithick was a British inventor and mining engineer from Cornwall. Trevithick was immersed in mining and engineering from an early age. The son of a mining captain, he did not do well at school, but went on to be an early pioneer of steam-powered road and rail transport. His most significant contribution was to the development of the first high-pressure steam engine. He also built the first full-scale working railway steam locomotive. On 21st Feb 1804 the world's first locomotive-hauled railway journey took place as Trevithick's unnamed steam locomotive hauled a train along the tramway of the Penydarren Ironworks, in Merthyr Tydfil.

Until this time, such steam engines were of the condensing or atmospheric type, originally invented by Thomas Newcomen in 1712, and which also became known as low-pressure engines. James Watt, on behalf of his partnership with Matthew Boulton, held a number of patents for improving the efficiency of Newcomen's engine, including the separate condenser patent – which proved the most contentious.

Trevithick became engineer at the Ding Dong Mine in 1797, and there (in conjunction with Edward Bull) he pioneered the use of high-pressure steam. He worked on building and modifying steam engines to avoid the royalties due to Watt on the separate condenser patent. At Ding Dong Boulton and Watt served an injunction on him and posted it "on the minestuffs" and "most likely on the door" of the Count (Account) House which, although now a ruin, is the only surviving building from Trevithick's time.

Trevithick also worked as a mining consultant in Peru and later explored parts of Costa Rica. Throughout his professional career, he went through many ups and downs, and at one point faced financial ruin, also suffering from the strong rivalry of many mining and steam engineers of the day. During the prime of his career, he was a well-respected and known figure in mining and engineering, but near the end of his life and after he fell out of the public eye.

The high-pressure engine

As his experience grew, he realised that improvements in boiler technology now permitted the safe production of high-pressure steam, which could move a piston in a steam engine on its own account, instead of using atmospheric pressure.

He was not the first to think of so-called "strong steam". William Murdoch had developed and demonstrated a model steam carriage, starting in 1784, and demonstrated it to Trevithick at his request in 1794. In fact, Trevithick lived next door to Murdoch in Redruth in 1797 and 1798. Oliver Evans in the U.S. had also concerned himself with the concept,

but there is no indication that his ideas had ever come to Trevithick's attention

Independently of this, Arthur Woolf was experimenting with higher pressures whilst working as the Chief Engineer of the Griffin Brewery. This was an Engine designed by Hornblower and Maberly, and the proprietors were keen to have the best steam engine in London. Around 1796, Woolf believed he could save substantial amounts of coal consumption.

According to his son Francis, Trevithick was the first to make high-pressure steam work in England in 1799. Not only would a high-pressure steam engine eliminate the condenser, but it would allow the use of a smaller cylinder, saving space and weight. He reasoned that his engine could now be more compact, lighter and small enough to carry its own weight even with a carriage attached. (Note this did not use the expansion of the steam, so-called "expansive working" came later).

Early experiments

Trevithick started building his first models of high-pressure (meaning a few atmospheres) steam engines, initially a stationary one and then one attached to a road carriage. A double-acting cylinder was used, with steam distribution by means of a four-way valve. Exhaust steam was vented via a vertical pipe or chimney straight into the atmosphere, thus avoiding a condenser and any possible infringements of Watt's patent. The linear motion was directly converted into circular motion via a crank instead of using a more cumbersome beam.

Puffing Devil

Trevithick built a full-size steam road locomotive in 1801 on a site near the present day Fore Street at Camborne. (A steam wagon built in 1770 by Nicolas-Joseph Cugnot may have an earlier claim.) Trevithick named his carriage 'Puffing Devil' and on Christmas Eve that year, he demonstrated it by successfully carrying six passengers up Fore Street and then continuing on up Camborne Hill, from Camborne Cross, to the nearby village of Beacon. His cousin and associate, Andrew Vivian, steered the machine. This is widely recognised as the first demonstration of transportation powered by steam. I

During further tests, Trevithick's locomotive broke down three days later after passing over a gully in the road. The vehicle was left under some shelter with the fire still burning whilst the operators retired to a nearby public house for a meal. Meanwhile the water boiled off, the engine overheated and the machine burned, destroying it. Trevithick did not consider this a serious setback, but rather operator error.

In 1802, Trevithick took out a patent for his high-pressure steam engine. To prove his ideas, he built a stationary engine at the Coalbrookdale Company's works in Shropshire in 1802, forcing water to a measured height to measure the work done. The engine ran at forty piston strokes a minute, with an unprecedented boiler pressure of 145 psi.

Continued Next Month.....

Calendar of Events

key. CN = Club Night. E = Event

Aug 18th. **CN. Engines At Wessex Events** Slide Show.

Early Because Of Bank Holiday.

Sept 29th **CN.** Quiz. Anne Kempson As Quizmaster.

Oct 11th Sat. **Wessex Autumn Sortout** At Cranmore Station.

Oct 27th. **CN. Engines at the 1000 Engine Rally** by Kim Siddom

Nov 8th. E. (Sat) **"Enstone" Autumn Sale.** ***NEW VENUE***

Oakley Airfield. HP18 9JX. The new venue is 22 miles east of Enstone Airfield. Check the distance for you before you set off!

info: Mrs. Anne Harris 01367 810415

Nov 24th. **CN. Decoys On Mendip, World War 11.**

Talk by Mike Chipperfield

Dec No Club Night.

~~Dec 7th Sun. Anti-Freeze Crank-Up at Nunney Catch~~

Dec 8th. Wessex Christmas Party at the Court Hotel

Dec 27th Sun. Mince Pie Crank-Up at The Court Hotel.

This events calendar is prepared by the editor based upon the Wessex SEC calendar produced by Brian Baker.

Engines Wanted

An event near Salisbury on 2/3rd August, The Sarum Steam & Classic Transport Gala full details can be had by contacting, Mr. Martyn Jones 6, Westfield Close, Durrington, Wiltshire SP4 8BY. Tel. 01980 653385.

The June Club meeting

by Bryan Coles

In the absence of our Chairman Eric Gay who was on holiday, Brian Verrall introduced Helen Verrall and her husband Geoff, who gave a very interesting talk about her working life from apprenticeship to being a renowned maker of copper steam boilers and fireboxes for use on small steam locomotives and launches.

Helen explained that most parts are cut from flat copper sheet and patterns are arranged much like a dressmaker, to which the ladies in the audience could relate, making full use of the material, before being sent for water jet cutting.

Tubes and seams are joined with various grades of silver solder using an acetylene torch. Bosses and firebox stays are fitted and the boiler is pressure tested and given a certificate.

On display were several new boilers along side the ones being replaced. Questions and answers followed. The raffle as usual was well supported, and those who didn't attend missed an enjoyable evening.

Another Point of View by Robin Lambert.

Our evening was opened by our past President Brian Verrall who welcomed guest speakers Mr & Mrs Geoff Strait, Mrs Strait better known to us as Helen Verrall,

On leaving school, Helen did an apprenticeship with a model engineering company based in Cheddar and is now in her 28th year of the trade with the past 15 years running her own business. She has in fact produced over 3000 Boilers many of which have gone to customers all around the world. At this moment in time her order book is full for the next two years such is demand for her product, only when prompted did she modestly admit her enrolment into The Guild Of Master Craftsmen, what a wonderful accolade and reflection on her work,

Helen and Geoff gave a captivating insight into the world of model boiler making and even had two large completed examples for us to view one destined for a railway locomotive and the other to be

fitted into a steam launch. Both boilers when installed would be hidden from view which is a shame as the craftsmanship put into the making would be hidden.

I can recall Helen as a teenager driving a Ron Torr produced 3" scale traction engine around the rally fields all on her own, fully competent and in control such was her love of steam. To sum up, well done to Helen and Geoff for such an interesting evening you even captivated the ladies present !!

Chairman's Report By Eric Gay

Some of you will know that the Crank Up at Nunney in December will not go ahead as we cannot have the cafe as they have a wedding to prepare for. You will also know that we will no longer hold the skittle match and fish & chip supper that Diane arranged at Frome for many years.

Have no fear, you will not be losing any events from our calendar! Your committee has been hard at work and this year we are going to have A **Christmas Party** for the members. This will be at the Court Hotel on the evening of 8th December and there will be a buffet with live music and a hopefully other entertainment (this is being worked on) There will be a small cost of £5 per head but the majority of the cost is being met from club funds. The committee must know how many members would like to come along to this new and exciting social event so please let Eric know if you would like to be there for fun and games at the **Wessex Christmas Party**.

Please note that the above event does not take the place of the Mince Pie Crank Up this will go ahead on the 27th of December as in years past. Please do come along and have mince pies, sausage rolls, hot potatoes and this will be all served to you by your hard working committee.

I must now tell you about the Wessex Midsummer Vintage Gathering. I will start this article with a **BIG** thank you to all the committee of the Wessex Midsummer Vintage Gathering. You all once again worked so very hard to make this year's event a great success - thank you one and all. The Show was staged over the weekend of June 21/22nd and the sun shone on us all! This year we had (if you counted them all) over 400 exhibits that were on site from stationary engines, tractors, cars, commercials, vehicles, military vehicles, miniature and full size steam, motorcycles, horticultural machinery and a great display of vintage bygoners of all types.

Our working section had pole lathes, treadle lathes, saw bench, flint knapper, knife grinder, chain saw carver and other crafts.

The Westerners Group once again put on a fabulous display for us with artefacts from the frontier day of the Old West. They are great people and goodfun to be with. Thank you all. New for this year was the Wild West Show all the way from Portsmouth, re-enacting the Gunfight At The OK Corral. Lots of dead and dying, shot through with the deadly Colt 45.

At this year's event, we had an 80ft craft marquee and this was full with many different craft items on sale.

Our Saturday entertainment during the day and our evening concert was once again provided by the New Forest Agricultural Orchestra (or better known

as the New Forest Plonkers, thank you to Jan & Rodger "did we have a laugh or what". I will have you all know that I am now a fully qualified musician on the Tea Chest Base.

Over the weekend I was approached by two other show organisers that congratulated us on the great show we had all worked so hard to put on for you, the club members. I hope that you all had a very enjoyable weekend.

One down side was that we were visited by the travelling community and some low life stole some of the monies that had been collected for the Children's Hospice South West by our dear friends from Bournemouth displaying their birds of prey. One day this pondlife might need the a Children's Hospice.

Just to end with may I make an appeal to you all we need some more help - no letter writing just general help, so please if you can spare a few hours once a month for around six months, please come and join the Midsummer Vintage Gathering sub-committee.

Being on holiday for the last club meeting I mist the talk and demonstration given by Brian's daughter on the building of model steam boilers, but I hear that it was a very interesting evening.

I have not been overwhelmed by members wishing to go on the coach trip to Cold Harbour Mill in October, in fact I have not had one call on this matter so I am afraid that if I have no takers **by early August** the trip will not take place. To make this trip viable I must get the minimum of 25 people so if you would like to go you must get in touch soon. I hope you all know my number by now but here it is once again 01225 754374.

Now by this time you must all know that our club has a up and running web site, so may I please ask all those that have computer access to use our new site, pictures of the recent Wessex Rally will be posted and YOU can put information and pictures up, advertise for help with your latest project and get in touch with others that share our hobby. Get club information and forms for club events etc. so now we have it, please use it or loose it. The club members that got this up and running have spent a great deal of time and no little effort in doing this for all you nice people! so please make use of it.

Skype's The Limit

By Eric Gay

It has been 11 years since I had a holiday, so I made up my mind that I would return to the Isle of Skye. I had spent the best holiday of my life on Skye and I had promised myself that I would return one day. It is surprising who fast time goes by so it was now or perhaps never before I am to old and decrepit (some may say I am that way already) but there is still life in the old dog yet. It was the Friday after the Wessex Midsummer Vintage Gathering, that the X-Trail headed for bonny Scotland with our overnight stop at Helensburgh. Quite a nice town on the west coast, fish & chip supper and then to bed, I had around 200 miles left to drive on the next day.

We had a good few stops on the way from Helensburgh to Skye, this was to look at the fabulous

scenery with a detour down Glen Coe, lots of the mountains still had snow on them and the rivers and falls in the mountains took your breath away.

Our home for the next 14 days was Store Loch Lodge, a cottage on the shore of Loch Fada about a mile below the Old Man Of Store (for all you that be up we this modern technical stuff take a look on the internet thing, it's well worth a look). We had a marvellous fortnight with only two days that were a little wet but even this cleared by mid day with most days having bright sunshine from morning 'till night.

The sea was an amazing blue as so were the lochs, wild life in abundance if you are patient and look. I saw seven golden eagles, red deer, sea eagles, ravens etc. We travelled all over the Island and if you want a holiday of a lifetime, go to Skye. You wont find golden beaches, you won't find wild night life and you won't find hustle and bustle. What you will find is peace, tranquillity and the most wonderful and spectacular scenery that you are ever likely to see.

A fortnight is just not long enough well not for me and Saturday the 12th July came all too soon. With 611 miles to drive, we headed home and those miles took me 14 hours with a few comfort stops and refreshments to keep me going. I hope I can go back again soon.

I nearly forgot - I found an engine up on Skye at Talisker Bay. A bonny Lister D type in a cement Mixer, Oh and by the way it's still there!

More Engines For Sale

Pat Clifford is having a big sale too. He has asked me to print this list. This is a garage clearance sale coupled with a waning interest! Prices deemed to be realistic but would accept reasonable offers, but no time wasters.

Address:- Pat Clifford, Woodvale, Brookend, Luckington, Chippenham. SN14 6PJ. Landline 01666-840 666 Mobile 07979061644. e-mail patangclifford@aol.com

Broom Wade Compressor Type NX No. NC1363

(Was connected direct to the Lister D as below)

Crossley 2.5 BHP Enclosed Crank. Engine number 103973.

All complete and reasonable condition, Mag needs slight attention though it sparks ok. Engine oil filler repaired several times and needs a replacement. Price £200.00

Lister D Spec 26 DH Number 163147.

This Engine was Ex GWR and has Brass GWR plate on the top of the water hopper. Starting handle has a brass handle grip (This was typical of BR) Complete with engine bed plate.

Engine is complete but needs slight attention to the governor springs. A rare Engine. Price with the compressor £250.00

Lister L Spec 76 L 5HP Engine number 67266.

Absolute original condition and used very little.

All complete with original bed plate timbers and water tank box with all the fittings. Engine will start and runs well. £350 to £400

Lister D Spec 28DH Petrol/Parafine, Engine number 175971.

All complete and running on a trolley. Price £120.00.

Lister well Pump Price £50.00.

Large Lister Pump. Needs overhall. Price £50.00

Ruston Hornsby PB 3hp. Engine runs OK but timing may be out. On a trolley. £150 ONO.

Ruston Hornsby 4.5hp. Complete on Trolley runs OK. £250.00 **Iron Wheels.** All at £10.00 each.