

# WESSEX STATIONARY ENGINE CLUB LIMITED

## NEWSLETTER

MARCH 1995



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### ANNUAL GENERAL MEETING - 27TH FEBRUARY 1995.

The President opened the meeting and thanked everyone for attending. The minutes from the final meeting of the old club were read out by the Secretary and there were no matters arising.

The club was now a fully 'formed limited company' and all the teething troubles were gradually being ironed out as each of the committee had read and tried to digest the Memorandum and Articles of Association.

The Treasurer read out the final accounts for the old club and the beginning of the new company. Copies of the accounts had been distributed to all present.

Brian Verrall the Chairman of the past five years decided to call it a day, also Brian Reakes and Roy Pointing decided to stand down from committee. The President thanked them all for their hard work and it had been greatly appreciated.

The committee elected for 1995 were:-

Brian Baker	-	Chairman	Eric Gay	-	Vice Chairman
Jackie Lambert	-	Treasurer	Anne Carney	-	Secretary

The main committee

Vic Walton, Alan Carney, Ted Routley, Steve Routley, Ray Baker, Roger Pike and Philip Caudle.

ANNE CARNEY - Secretary.

Although I was not able to attend the AGM feedback tells me the attendance was very good and we also did a good trade in collecting late membership fees. I see from Anne's report of the AGM that there are a few changes in our committee with Brian Verrall standing down as chairman, Brian has been at the 'helm' for a long time, infact has probably broken all records in holding this post. One of his many achievements was instigating and organising the Cheddar rallies into which he put a lot of work and effort, these events were very much enjoyed by us all and we wish you all the best Brian in your retirement and know that your retirement gifts will be much enjoyed by you as you sit by the fire on these cold winter nights. We also say goodbye to Brian Reakes who was our publicity officer, and also Roy Pointing, both of whom played a very useful role in running our club. We welcome Philip Caudle to the committee. Philip has been a member of the Wessex SEC for some time now and I am sure he will be a very useful member of the committee.

We now have a new Chairman Brian Baker "Yes another Brian" who has leapt straight into the hot seat even bypassing the vice-chairman position, he has also been with the committee for some time now and is always one of the helpers at our club rally, He also along with his brother Ray puts on the Mince Pie Crank-Up in December at Evercreech and he also organises the stationary engine section of the Ston Easton Horse Trials, so we have a chairman once again with a lot of rally organising experience.

Our club President Eric Brain, at the meeting made a presentation to Gordon and Penny, our hosts at the Old Down Inn and thanked them for looking after us once again over the past year. Also non-committee members who help me all through the year with the newsletter - Marg and Bill Appleby for their role as Postman Pats in dealing with the distribution of the newsletter and Mary and Reg Butler who do the final type up and deliver this to me ready to go to the printers. They were presented with baskets of fruit.

ED.

Club member Rob Armstrong from Bradford-on-Avon dropped me a line to say how much he enjoyed Albert Crittel's article on 'Pluto' (Jan. newsletter) and how it reminded him of an incident that took place during the 1950's and prompted him to write the following article. Here is Rob's story. ED.

### STEAM TO THE RESCUE - AGAIN!

The time: 1955. The place: West Wales. The problem: to move four enormous steam turbo-generator sets to the new power-station just then being built at Carmarthen Bay.

I had not long started my first job, as a young chemical engineer in the explosives factory at Pembrey, some six miles west of Llanelli (or Llanelly as it was then spelt. It didn't make any difference to the sheer difficulty for an Englishman trying to pronounce the word!) I hadn't known much about the new power station being built two or three miles down the coast, except that tiresomely, a few of our better workers had left to go to "The Bay" in search of better pay and more generous overtime. But then came the announcement that an abnormal load would be moving on the local roads, that it would be moving very slowly and would generally get in quite a lot of peoples' way. It was the first of the turbo-generators, coming from the manufacturer to the station site. Certainly too big and probably too heavy to move by rail, road movement was the only possibility.

I started to take a real interest in this then, because of the likely effect it would have on the factory. The first part of the journey didn't concern me at all; but once past Swansea, the convoy could not take the A48, the normal main road towards the West, because the road bridge at Llŵchwr (now, there's another challenge to pronounce!), where both road and rail cross the river estuary on parallel bridges, was only rated to carry a normal load of thirty tons. The set on its multi-wheeled, solid rubber tyred trailer comfortably exceeded one hundred tons - so it had to take to the minor roads inland, planning to rejoin the coast road at Cydweli to turn East towards the power station site. If such a load were to block up these roads, it might seriously delay the factory buses, which ran to collect and deliver the shift workers. And if you work in an explosives factory, where the manufacturing process runs continuously, you cannot just stop the plant when you think you will. A sudden stop upsets the plant badly and it takes days to settle again, nor is such stopping totally without risk.

I had come on duty for the Sunday afternoon shift. Only one bus was waiting in the bus park outside the factory gates; admittedly, I was early because the morning shift manager wanted away in good time, but there should have been more than that. A brisk run round the plant to seek volunteers to work on went well; if the bus wasn't there to take them home, of course they would work a doubler, at Sunday overtime rates!

It was only an hour later that a phone call from the driver of one of the missing buses told me what had happened. The alternator was being dragged cautiously down a steep "B" road, one British Road Services diesel tractor in front and three behind holding back, and had got totally stuck on the peak of a sharp bend, blocking the road entirely. And there it stayed.

Somehow, alternative routes were worked out to collect the night shift, and the next day I drove out in my (series 2) Morris 8 to see what had happened. A notice at the bottom of the hill leading from Trimsaran to Pontiets said, simply "Road Closed", but I ignored that and drove on to see. Only one tractor remained, coupled to the rear of the trailer, which lay over at a slight tilt. The local paper carried the news that the obstruction would not be moved until the following Sunday, but gave no detail how this would be done.

On that Sunday morning, as I had been on night shift I went out to see what I could, Robert Wynn, the famous heavy-load hauliers from Newport had come to the rescue. Three Sentinel heavy tractors (no, sorry, I can't remember the detail or the type of the machines; I was more interested in the load than the tractors then, stupidly!) were there, being coupled to the trailer. One in front, two behind; I remember being impressed by the sheer silence in which they moved. Only the gentle hissing of breathing safety valves from all three engines could be heard; just before the first move was tried, the one in front blew off fully, with a sharp roar. At a signal from the front driver, the back two released brakes and set their engines in reverse, while the front one gently opened his regulator to pull. With no fuss, no noise, no skidding, and only a lump of grass being ripped slowly out of the bank at the side of the road by the tail of the trailer, the entire convoy started to move downhill. I walked down to follow it, totally impressed by the power and the complete, smooth control being grasped by the three drivers, acting as one with, as far as I could see, minimal signalling between them.

As I drove home to bed, I passed the convoy on the flat on the A484; easy going that, and they were moving at perhaps ten miles per hour, again in that uncanny silence. The rest of the alternators were brought to the Bay on each succeeding weekend by steam, totally without any trouble.

Con'td.



Now in 1995, Carmarthen Bay has ceased generating. It maybe that my memory of dates and roads is not perfect - I apologise for that, it was a long time ago! But if the same thing had to be done again, and if the motorway wasn't suitable, I can think of no better way to do the work now.

ROB ARMSTRONG.

FOR SALE - Wolseley WDII Engine on wheels (as found) £50 ono.  
H.J. Goodwin Self Oiler Water Pump with a Single Phase electric motor £60 ono.  
Small Honda G35 Engine £25 ono.  
17 - Sheepnet Fencing Stakes £20 ono.  
Marlboro Spartan 15 gear Mountain Bike, little used £120 ono.  
Range Rover 1974 - black - 3.5. Long MOT, good running order and well maintained, with a bullbar, light guards etc. £1,500 ono or will exchange for a camper van or similar vehicle.  
Fleetwod Colchester 12ft - two berth caravan, full cooker, fridge two way, gas heater and toilet compartment and an awning - £450 ono.  
Awning to fit a 13/14ft Caravan with fitted curtains £80 ono.  
FOR ALL ITEMS ABOVE RING TED ON 0749 840322 (Oakhill).

FOR SALE - 1930 Crossley model 1040 Enclosed crank, Pet/Paraffin. Running and Class 2 condition. Mounted on a trolley £250 ono.  
1945 Wolseley WDII Running and mounted on skids £75 ono.  
FOR THE ABOVE TWO ENGINES CONTACT TIM ON 0963 33989 (Wincanton).

FOR SALE - Early 1900 Metal Turning Lathe - Pfeil & Co. London, with 4" 3 Jaw Chuck, Tool Post, wood turning attachment, Tail stock, electric motor, 4 step pulley.  
OFFERS TO 0373 826764.

FOR SALE - 6hp Crossley model PH1065 Open crank, twin side shaft engine all complete except for exhaust box Class 3 - £600. - also unusual belt driven compressor with air tank built into oblong base. The finned cylinder is cooled by a fan driven from a flywheel pulley approx. 2'6" long by 2' high, would make a nice rally exhibit or could be used in workshop £35.  
PHONE 0373 463526 (Frome).

FOR SALE - Pegson Pump on wheelbarrow type trolley £45.  
Villiers Engine MKII (Coil reconditioned) £35. Gascoigne inchurn Miracle Milker. £150.  
FOR THE THREE ABOVE ITEMS CONTACT ALAN ON 01749 890586.

WANTED - Axle and wheels to fit a trailer 3ft wide (inside wheels) minimum.  
CONTACT TED ON 0749 840322 (Oakhill).

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WELCOME TO NEW MEMBERS - Junior Ross Lawrence of Weston-Super-Mare and Edward J. Carp and Lesley Chick from Baltonsborough, Glastonbury.

#### MONTHLY MEETING

Monday 24th April - Blackstone Engine Slideshow by Derek Hardwicke.

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SUNDAY 9TH APRIL - Club Visit to Radstock Museum - Members who would like to come on this visit, please make your own way there and if everyone could meet up at 2.15pm we can all go in together. Prices are Adults - £1.50, OAP's 50p. There is also an Easter Fayre at the big house nearby and entry will be 30p.

The Museum is fairly easy to find and is located at Hayden, if you don't know this location of the town find your way down into Radstock town centre and close by the 'magic roundabouts' is the large Radco department store, opposite this store is Fortesque Road and this is the road to Hayden.

#### ANNUAL COACH TRIP.

A date to keep free and write on your calendar is SUNDAY 13th AUGUST, if you ask why? it means you probably haven't read your W.S.E.C. yellow programme of club events. This is to be our annual coach trip and this year we are going to Morwellham Quay, Nr. Tavistock, West Devon, we did this tour a few years ago and owing to its success we have decided to go again. This 1,000 year old port reached its peak of development in the mid 19th century before it was abandoned and forgotten. Overgrown and virtually untouched by the 20th century, the harbours, quays and village have been rediscovered, restored and brought back to life by the Morwellham and Tamar Valley Trust. The cost of this super day out will be: Adults £6.00, Non members £10 and children £4. This charge includes admission to the quay. I have given this trip an early plug so that any members and friends who may like to go can plan their year well ahead and I will repeat this event again in the newsletter around May/June time.

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EVENTS DIARY FOR 1995.

- APRIL 16/17th - Easter Classic Road Vehicle and Steam Gala. Inquiries to 01364 - 642338.  
APRIL 29th - Westbury Transport Extravaganza at the Station Car Park. Entry Forms from Keith Miller, "Avalon", 87 Warminster Road, Westbury, Wilts. 01373/864166.
- APRIL 29/30th - Creech St. Michael Rally - St. Engines - Jane Stuckey, 6 Creechwood Terrace, Creech St. Michael, Taunton, TA3 5EE. Tel: 01823 443877.
- MAY 7th - Border Counties Vintage Rally, Speech House, Coleford, Glos. Contact: Mr. K. Sargent, 18 Tufthorne Close, Coleford, Glos.
- MAY 7th - National Waterways Museum, Llanthony Warehouse, Gloucester Docks. Contact: 01452 318054.
- MAY 7th - Lambourne Country Show & Spring Working. 11.00am to 5.00pm. S.A.E. for Entry form to Mrs. J. Mitchell, Spindlewood, Woodlands St. Mary, Newbury, RG16 7SL.
- MAY 6/7/8th - Abbey Hill Steam Rally, Yeovil Showground. St. Engines - Les Simpson, 42 Little Sammons, Chilthorne Damer, Somerset. Tel: 01460 841052.
- MAY 7/8th - Mid Devon Tractor, Engine & Machinery Group Rally at Crediton, Devon. Contact: N.W. Lock, Brookfield, Dolton, Winkleigh, Devon. Tel: 018054 540.
- MAY 13th - Annual Vintage Collective Spring Auction, Thruxton Circuit, Nr. Andover, Hants. Contact: Evans & Partridge on 01264 810702.
- MAY 13/14th - Castle Combe Vintage Rally held at the Racing Circuit, Castle Combe. Contact: Alan Doddington, 35 Curtis Orchard, Broughton Gifford, Melksham.
- MAY 14th - Chiltern Open Air Museum - Transport & Stationary Engine Festival. S.A.E. for entry forms to Stan Mills, 14 Forgetts Road, Lane End, High Wycombe, Bucks. HP14 3DZ.
- MAY 21st - Somerset Vintage Farm Society - One day Rally. Contact: J.J. Moor, 23 Cropthorne Road, Horfield, Bristol. Tel: 0117 9791616.
- MAY 21st - 15th Annual Stationary Engine Working Day, Amberley Museum. Entry Forms: Ian Sampson, Amberley Chalkpits Museum, Amberley, Arundel, West Sussex. BN18 9LT.
- MAY 27/28/29th - Selwood Steam & Vintage Rally, Rode Bird Gardens, Rode, Nr. Bath. S/Engines Mr. S. Francis, 45 Stonebridge Drive, Frome, Somerset. BA11 2TW.
- MAY 28/29th - South Devon Railway Trust Spring Steam Gala. Inquires Tel: 01364 642338.
- MAY 28/29th - Cheltenham Town & Country Show. Tel: 01242 680886 or 01242 262851.
- JUNE 3/4th - NVTEC Kent Group Engine & Tractor Rally, Whitbread Hop Farm, Beltring, Nr. Paddock Wood, Kent. Details from 13 Swanscote Street, Swanscote, Kent. DA10 OBQ with SAE or Tel: 01322 386226.
- JUNE 4th - Huckyduck Carnival Club Annual Fun Day at Highbury Playing Fields, Coleford, Nr. Frome. Engines wanted - Contact: Dennis Hodges On 01373 812436.
- JUNE 10th - Mendips Tor, Collet Park, Shepton Mallet. ST. Engine Contact: Mr. B. Baker, on Shepton Mallet 01749 342671.
- JUNE 10/11th - West Dorset Vintage Tractor & Engine Rally, Gore Cross, Bridport, Contact: The Secretary, Listers, 2 Gatcombe Close, Fordington Fields, Dorchester, Dorset. DT1 2AW. Tel: 01305 265309.
- JUNE 10/11th - Wiltshire Agricultural Preservation Group Rally at Margreen Farm, Burbage, Nr. Marlborough, Wilts. St./engines - Mr. Jamie Coates, 5 Stokes Close, Bishops Cannings, Devizes, Wilts. Tel: 01380 725371 evenings.
- JUNE 10th - Draycott Strawberry Fair. Contact: Brian Verrall on 01934 743460 (Cheddar)
- JUNE 17/18th - Wessex Annual Rally, Semington, Nr. Trowbridge, Wilts. St./Engines - E.J. Routley, 23 Sunnymead, Little London, Oakhill, Nr. Bath. BA3 5AX. Tel: 01749 840322.
- JUNE 17/18th - Lister Petter Rally at Nibley House Farm, North Nibley, Dursley, Glos. Mrs. J. Wytchard, 14 The Street, North Nibley, Dursley. Tel: 01453 546024.
- JUNE 17/18th - Ivybridge Vintage Rally, Filham Park, Ivybridge, Devon. Details from Event Organiser, Grendon, Westover Lane, Ivybridge, Devon. BPL21 9MJ.
- JUNE 17/18th - M.T.V. Military Rally. Dart Valley Railway, Buckfastleigh, Devon. Contact: Mr. Colin Harmes on 01364 643623.
- JUNE 18th - Woburn Abbey Rally. SAE for Entry Forms to B. & B. S.E.C., 39 Periwinkle Lane, Dunstable, Beds. LU6 3NP.
- JUNE 24/25th - The Bath & Priston Steam Rally. To be held at Camerton, Nr. Bath. Entry forms from Mr. Mike Smith, 1 Fullers Way, Odd Down, Bath. BA2 2UG.
- JUNE 24/25th - Tatton Park Rally, Knutsford, M6 Junction 10. St./engines - Mr. P. Gallimore, 17 Chelford Road, Broken Cross, Macclesfield, Cheshire. SK10 3LG.
- JUNE 24/25th - Banbury Steam Society Rally, Bloxham. SAE for entry forms to Mr. A. Tuckey 98 Halse Road, Brackley, Northants. NN13 6EG. Tel: 01280 702564.
- JUNE 24/25th - Central Southern Vintage Agricultural Club Rally, Kingsley, Nr. Bordon, Hants. Contact: 01252 836191.