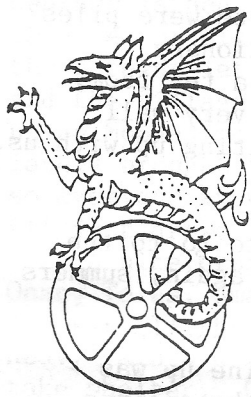


# WESSEX STATIONARY ENGINE CLUB



## NEWSLETTER

MAY 1994

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### CLUB VISIT - Westonzoyland Pumping Station - Sunday 10th April.

A planned visit to Westonzoyland Pumping Station to see the engine in steam resulted in about 60 members, families and friends attending. This excellent turnout is appreciated by the committee who put considerable effort into organising these events.

This pumping station was the first to be built to lift floodwater from the levels and moors, and the only one to survive with its steam engine and buildings intact. The station is in the care of the Westonzoyland Engine Trust, a group of steam and local history enthusiasts who in 1977 saved it from destruction. The engine was rebuilt and restoration work began and has been going on ever since and will continue for many years to come.

The site consists of numerous original buildings including the engine house, attendants cottage, boiler house, forge, exhibit sheds and outside loo which has developed a severe list to starboard. We were asked by our guide for the visit, to assemble in the engine shed, he gave a brief outline of the history of the Somerset levels and the need for drainage, this was probably started by the Romans during their occupation and later taken up by the monks of Glastonbury in 1830. A drainage board was set up, the constitution of which is still unchanged today. From 1830 till 1861 the station operated with a scoop pump and beam engine, in 1861 this was replaced with its present engine, made by Easton Amos & Sons of London based on a 1856 patent, this is a huge twin cylinder engine driving a vertical shaft connected to a centrifugal pump situated in a sump below the engine. The engine is powered by a vertical boiler situated in what used to be a coal house, this boiler is fueled by scrap wood and chipboard and takes about 1½ hours to raise sufficient steam. The operator-cum-fireman on this occasion was Keith Hooper one of the trusts volunteer members. This boiler was installed by the trust and was made in 1952 by Coleman of Loughborough. Because of the make-shift fuel the boiler does not produce enough steam to run the engine for long periods. The original boiler is still installed by the engine house, this was made in Birmingham by Fred Danks Ltd Engineers and dated 1914.

After this talk Ian asked us to stand back from the engine as he was about to 'steam it up' Ian turned the steam valve and what a wonderful spectacle as the massive flywheels began to rotate, it quickly gathered speed to its normal working pace, absolutely spectacular, it could not be run for long because of the limitations of the boiler. The Trust had first had the engine in steam in 1983. Ian then told us we were at liberty to wander around the site to see for ourselves the rest of the exhibits. Under the shed outside the engine house was a large horizontal steam engine with a single flywheel about 9ft across made by W and F. Wills of Bridgwater in 1886, this engine was a unique poppet valve arrangement which could have looked more at home on an internal combustion engine instead of a steamer. This was used in a local brickworks. An open fronted shed housed several exhibits under steam, these included a Tangye twin flywheel engine with centrifugal ball governor, an Evans steam pump originally used for pumping creosote, a vertical Robey engine from Weston-super-Mare gas works. The boiler house chimney was recently restored, a 71 ft structure it is the oldest industrial stack in the country. A large exhibition building has recently been constructed as yet unfinished, but already home for numerous exhibits, including a large horizontal Crossly oil engine dated 1935, with a centrifugal pump which came from a local reservoir. Several industrial trucks, one with a Douglas flat twin engine, another with a twin cylinder diesel Lister. One exhibit which had many of us baffled turned out to be an oil fired steam

Cont'd.

generator. When this building and the exhibits have been finished and restored it will be quite an asset to the trust. Adjacent to the site is a brick built engine house which houses the engine and pump which replaced the steam engine in 1951, this is a GMC two stroke diesel. On this occasion the engine was running due to a flood alert, manned by a National Rivers Authority employee who are now responsible for the drainage. All around the site were piles of parts and spares, metal and wood used in restoration work, also several stationary engines were around the place. The old attendants cottage is now utilised for a tea room, so after a cup of tea it was now time to head for home. This was definitely a very well spent visit, many thanks to Ian Miles and the rest of the Trust's staff for putting up with us. BRIAN J. BAKER.

CREECH ST. MICHAEL FAYRE - Sunday 24th April - I'm always glad when it's time to go to the 'Creech Rally' because it's the first of the rally season, yes its rally time again, summers here - you wouldn't think so by the weather we have had on the Mendips lately.

Forgetting about the weather forecast I loaded my 4½hp Ruston and radiator cooled 'D' in the van and set off, arriving at 9 o'clock on Saturday morning the engine line up was quite full, I found my usual spot under a large oak tree, unloaded and set up the engines ready for running. I was soon accompanied on either side by Ted Durbin with his Amanaco and Cecil Gibley with his Melco. Water for the engines was easily obtained from a fast running brook about three yards from my van. An engine entry well in excess of 100 meant there was plenty to see including a nice selection of large engines, 12hp Petter 'S', large CS diesel Lister, 6hp PB Ruston, several AP Rustons, vertical Fairbanks, Amanaco to name but a few.

A good selection of traders and booters, plant stalls etc gave plenty to browse through. Tractors, vintage cars and motor cycles, commercials and a steamer completed the picture. Barry Hitchins of 'Large' engine fame had a chain driven Scammel Pickfords Tow tractor, what a magnificent beast. On Saturday a very cold wind kept the general public at bay, but those who did attend had a good display of vehicle parades by the various exhibitors during the afternoon. Saturday night I returned home, and on the Sunday morning was back on site by 9am, this time accompanied by my 4 year old granddaughter, who is extremely keen to go to rallies with Grandad. Quite a lot of my time during the day was stood by the bouncy castle and swingboats. The weather was similar to the previous day with cold winds and the occasional shower, but this time quite a lot of visitors were wandering about. This rally is always well organised and well run. A pleasure to attend, and like I said at the start its the first. A large number of Wessex members attended and it was very pleasant to meet old friends and rallyists not seen since last year. Have a good season. B.J. BAKER.

#### THE CORNER SHOP.

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|---|--|
| 1. When I was five, my favourite shop<br>was Kerry's at the corner of two streets<br>It was where I went nearly every day<br>because my favourite things were sweets. | 5. So every day for several weeks.<br>I took bottles back to the shop,<br>I bought liquorice, chocolates and lollies<br>But never once bought pop.           |
| 2. The trouble was, sweets cost money,<br>And at five I was given a penny a day,<br>It seemed to me, to get more sweets,<br>I had to make some money some other way.  | 6. So Kerry started to wonder,<br>It was the beginning of the end<br>He served me this particular day<br>And then for mother did send.                       |
| 3. One day by chance, I opened a door in a wall,<br>Near where we used to play<br>I thought to myself as I looked around,<br>I've found a way.                        | 7. The next day when I went thro' the magic<br>door<br>There were still bottles galore<br>There was also my mother and Kerry,<br>And mother started to roar. |
| 4. There in the yard were hundreds of bottles,<br>Bottles that used to hold pop,<br>And it seemed to me, to get some money,<br>I could take them to Kerry's shop.     | 8. How was I to know that yard,<br>Was at the back of Kerry's shop?<br>I didn't know he'd also sold<br>The bottles when they were full of Pop.               |

#### CLUB DIARY FOR JUNE.

18/19th June - Annual Club Rally at Semington, Nr. Trowbridge.

23rd June - (Thursday evening) club visit to John Kyte's at Market Lavington, come along and see the giant Brush engine running plus others. If you haven't visited John before his house is situated in the High Street, between the Fish & Chip shop and 'The Kings Arms' pub, opposite it the Co-op, a small car park is also nearby.

27th June - Club Evening at the Old Down Inn, its Members Evening to include rally chat and general discussion.



MELLS DAFFODIL DAY - Easter Monday 4th April.

Is it on or is it off? must have been the thoughts of would be exhibitors due to attend this now annual event, and who could blame them for their thoughts after such abysmal weather lashed the country for months right up to Easter. I made several inspections of the usual event site right up to the Sunday and there was no way anyone could have driven through the gateway let alone cross the field. A last minute decision to re-site the show was taken and the village sports ground was made available and unbelievable 75% of exhibitors turned up on Monday morning, some had actually beat Bill and myself to the site, which was immediately brought to our attention!!! Luckily we had roped off the enclosure the day before so everyone knew where to set up. The field dealt with the water very well and practically all just drove in with no problem, unloaded and soon had their engines running.

A nice cross section of engines included makes by Listers, Stuart, International, Fowler, Onan, Teles, Amanco and Crossley. Large crowds started to gather in the village High Street viewing all the stalls and for a while the sun even shone, but this was not to last, heavy rain and sleet swept across the village for  $\frac{3}{4}$  of an hour forcing all to scatter and take shelter. On the playing field it was a good time to brew up and keep warm in the comfort of our cars and vans. After lunch the sun came out and stayed out for the remainder of the day, the village became packed with visitors, no doubt fed up with staying in most of the weekend and made a last minute decision to have a few hours browsing, regardless of what mother nature threw at them. A good steady stream of public walked around the engines and vintage cars etc., which made all our efforts worth while and around 4pm we started to pack up and head for home. Many thanks to the 24 exhibitors who bravely turned up and to Adrian with his four wheel drive pick-up for hanging on till last to give anyone a tug who had difficulty leaving the site.

ROBIN.

FOR SALE - 1941 Lister 3 $\frac{1}{2}$ hp Twin flywheel 'B' type engine driving a water pump. Both restored and ready to rally mounted on a car trailer - Just hitch up & go £400ono  
1946 1hp Lister 'D' - not started for 18 months, so a little work needed £50ono  
For both above contact - Brian Taylor 0793 886803 (Swindon area)

FOR SALE - 1980 Bedford Autosleeper Caravanette - 12 months MOT, Fridge, Cooker etc. Tow bar, ideal rally van - £2,250 Contact Brian Verrall on 0934 743460 evenings or 0934 732172 daytime.

FOR SALE - Colchester Student Lathe 3 phase motor, various extras but no chucks - £100  
Contact Roland on 0225 723280 (Bath area).

FOR SALE - 1920 Amanco 2 $\frac{1}{2}$ hp petrol, hit and miss, on trolley and running. Class 1 £420.  
1947 Wolseley WD2 2 $\frac{1}{2}$ hp runs nice - £50  
Enfield ex WD Generating Set unrestored but running - £45  
Lister 'D' 1 $\frac{1}{2}$ hp 1936 Class 1 - £70  
1950 BSA Air cooled 5hp engine Class 1  
For last 5 items Contact: Bill Coombs on 0744 840868 (Gurney Slade).

FOR SALE - Large brass paraffin blowlamp with pressure gauge and regulating valve, ideal for starting hot bulb engines on a windy day £10  
Cast iron plummer block for 1 $\frac{1}{2}$ " shaft, bronze bearing halves, 2 by  $\frac{5}{8}$ " holes 9" apart, bearing cap at 90 degrees to mounting - £3.00  
Austinlite AC voltmeter 0-300 volt, 4 $\frac{1}{2}$ " diam. - £5.00  
Austinlite frequency meter 40-60 cycles, 7" diam. - £5.00  
Metropolitan Vickers kilowatt hour meter 5 $\frac{1}{2}$ " diam. £3.00  
British Thomson Houston 230/250 volt DC motor,  $\frac{1}{6}$ hp, 1425 rpm, 0.84 amp, will generate and load your engine - £5.00  
Shunt regulator for adjusting voltage of a DC generator or speed of a DC motor 0-5400 ohm, 0.128 amp max. £10.00  
Contact David Griffiths on Frome (0373) 464808.

WELCOME TO NEW MEMBERS - Mr. G. Knight of Kelston, Bath and Mr. A. Pawlek and Mr. R. Pawlek of Devizes. We look forward to meeting you all at Club events.

ENGINES REQUIRED - Coleford Village Fete (Nr. Mells) - Sunday 10th July. To be held on Village Playing Field. This is an afternoon event - just turn up and have a nice time.

Wedmore Harvest Home - 19th August - Contact Carol Cousins 0934 713306.

INSURANCE INFORMATION.

Now that the rally season has started once again I thought this would be a good opportunity to clarify the Wessex Stationary Engine Club's insurance.

The insurance is £2million Public Liability cover and allows club members to run their engines at public gatherings. This means stationary engines and driven machinery only, e.g. water pumps. SAW BENCHES AND DRAG SAWS ARE NOT INCLUDED. The Public Liability is for third party insurance only and does not include theft of engines or insurance for the owner should he unfortunately sustain any injury to himself whilst operating his engine. It also does not insure the engine whilst it is being towed.

Trailers can be included in your normal vehicle policy. To insure your trailer you must inform your vehicle insurance company in writing, but this insurance does not cover your engine.

Insurance for damage or theft to the engine must also be obtained separately.

As we are specifically a stationary engine club the insurance does not cover other items such as steam boilers, tractors, cars, motor bikes, military vehicles etc.

I hope this short summary answers some of the doubts and perhaps misapprehensions that have been raised recently.

If you have any further enquiries in connection with your insurance contact me and I will be pleased to assist.

Safe and happy rallying - ALAN CARNEY, Committee Member (0225) 334565.

COMMITTEE NEWS.

'The Stationary Engine' magazine has informed us that the trophy recently awarded to our newsletter Editor can be kept by the Club. Our committee has decided to call it 'The Editors Cup' and it will be presented annually to, whom in the Editors opinion, has made the best contribution to the newsletter during the year. The coach trip to Gloucester Docks on Sunday 14th August will soon be finalised, see June newsletter for further details.

RALLY DATES

JUNE 5th (Sunday) - Westonzoyland Pumping Station In Steam Day 2 - 5pm.  
JULY 2/3rd - Westonzoyland Pumping Station Stationary Engines Weekend.  
OCTOBER 1/2nd - John Kyte's Garden Rally, Market Lavington.

RE: BRADFORD ON AVON HOSPITAL FETE - Saturday 11th June 1994.

It is with regret, owing to lack of time, enthusiasm and most of all, personal concern regarding Public Liability Insurance, that I have decided to call it a day, as sub organiser for the stationary engine section of the above fete. I would like to thank all my fellow exhibitors for their extremely loyal support over the years.

TONY JONES.

WESSEX STATIONARY ENGINE CLUB 1994 COMMITTEE

PRESIDENT	- Mr. Eric Brain, 5 Greenridge, Clutton, Bristol, Avon. 0761 452633.
CHAIRMAN	- Mr. Brian Verrall, 2 Norville Place, Lower North St. Cheddar BS27 3HH 0934 743460.
VICE-CHAIRMAN	- Mr. Eric Gay, 21 Rutland Crescent, Trowbridge. BA14 ONX 0225 754374.
SECRETARY	- Mrs. Anne Carney, 19 Beckhampton Road, Oldfield Park, Bath BA2 3LL 0225 334565.
TREASURER/SUBS.	- Mrs. Jackie Lambert, 15 Beechwood Ave, Frome, Somt. 0373 463526.
INSURANCE	- Mr. Alan Carney, 19 Beckhampton Road, Oldfield Park, Bath. 0225 334565.
PUBLICITY	- Mr. Brian Reakes, 43 Queens Rd, Keynsham, Bristol BS18 2NQ 0272 868549.
CLUB SHOP	- Mr Steve Routley, 5 Quarry Rd, Sandford, Bristol BS19 5RN 0934 822988.
	Mr. Roy Pointing, 6 Elm Way, Combe Rise, Shepton Mallett BA4 5JX 0749 344222.
	Mr. Vic Walton, 31 Cranham Road, Westbury on Trym, Bristol BS10 5EF 0272 622025.
	Mr. Brian Baker, 27 Wickham Way, Shepton Mallet, Somerset BA4 5YG 0749 342671.
	Mr. Ted Routley, 23 Sunnymead, Oakhill, Bath, BA3 5AX 0749 840322.
	Mr. Roger Pike, 13 Highfield Crescent, Chilcompton, Bath BA3 4JX 0761 233028.
	Mr. Ray Baker, 5 Honeymead, Croscombe, Nr. Wells, Somt. BA5 3RF 0749 344297.