

WESSEX STATIONARY ENGINE CLUB



NEWSLETTER

NOVEMBER 1987

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Regular readers of the Newsletter will have noticed much reference all through the year to Dave Clack's beautifully restored Bamford which showed a reluctance to burst into life. Here, therefore, is a detailed account of the trials and tribulations attached to this engine.

THE BAMFORD ENGINE

Having moved house and completed the decorating, and with the bank-balance showing a slight improvement, I decided that it was about time that I treated myself to a 'better' engine. I mentioned this to the Editor of a certain well-known Newsletter and he informed me of the whereabouts of an early 2½ hp Bamford open-crank engine.

I decided that it would be a sound idea to follow this one up and was surprised to find that the engine was owned by another editor; this time that of a much better known engine magazine! We arranged to view the engine and I was told that it had seized and a bearing was broken up. I purchased it on the spot.

The seized piston soon freed up when I soaked it, with no damage to piston or bore. The rest of the engine was soon stripped down and found to have two broken bearings. A friend made up a new set of bearings and I fitted a new set of piston rings when I reassembled the engine. Apart from restraighening the crank-guard, I had not other troubles in restoring the engine. Once it had been repainted and fitted on a new trolley, a new petrol tank was made, fitted and piped up. Petrol poured in and we were ready to start up.

The date was now the end of April 1987. There was a mass congregation in the garage, all standing in quiet anticipation of the spectacle. I swung the handle, nothing happened! I tried again and again and no joy. Eventually, tired of waiting, the congregation went home. Off came the magneto for the first time of fifty!

By the time Abbey Hill Rally came along I decided to take the Bamford because all the brains in the engine world would be there. Sure enough everyone got their heads together, but the most we achieved was a few bangs and splutters. It was decided that the magneto was very weak in the spark department. John Bonner took the ailing Webster mag home and remagnetised it; when it was returned it was sparking like a good 'un! The congregation gathered for a second time but after a lot of swinging produced no more than a few splutters they disappeared for tea or something.

Castle Coombe Rally, WSEC Rally, still a non-runner! Soon we were into August and Clive, my next door neighbour, made me an offer which I nearly accepted. He wanted the Bamford as a tub to put his prize-winning chrysanthemums in but I resisted the temptation and decided to have one more go, this time at the Mendip Tencrest Rally. Here we tried all morning, then belted it up to Arthur Smith's Fairbanks Morse; it burst into life! A cheer went up and I thought 'this is it'. The engine was still running after everyone else had packed up and gone home.

The following weekend we went off to a rally at Badminton where it proved to be yet another swinging time'. It was suggested to take the exhaust silencer off, so we belted it up yet again and again the engine started. Since that day it has been running well although occasionally it is a reluctant starter. The bearings have to be finally scrapped in now but after all the starting problems this is a minor one and I am more than pleased to own such a nice early engine.

I would like to take this opportunity to publicly thank all the following for the help and advice so freely given:- Clive (for his offer!), Eric Gay, Brian Verrall, Bill Coombs, Phil Harris, Roy Cox, Arthur Smith, Eric Brain, John Fortune, and many, many more too numerous to mention but especially Derek Watts who kindly loaned me parts off his own similar engine to try and start mine.

Dave Clack

OVERHEARD at Uffington White Horse Show.....'I'm not running my 'Little Pet' as it's starting to shower black smuts on Roy Cox's new camper van...'

SEPTEMBER MEETING - MODEL EVENING (mechanical not mannequinal)

Well, what a sight! A fine selection of model engines displayed by members, more usually seen with larger full-sized stationary engines.

In the top left-hand corner of the room, we had Wally Camp with two of his own free-lance petrol and gas engines built to his own design. Alongside him was Jeremy Adams with an open-crank Centaur gas engine built from a set of Reeves castings, whilst Reuben Smith had a fine model of a Ransomes No.9 RSLD trailer plough which he built after having stripped down his own full sized one and taken measurements.

On the next table was Rob Lambert's display of a selection of horizontal and vertical steam engines running on compressed air, all made from various kits. Also, as yet unstarted, was a nice looking set of castings and parts for a small live steam model traction engine.

Roger and James Cross brought the only live steam exhibit; a horizontal boiler and Stuart engine type S50 fired by a neat little burner running off a gas cylinder, while Ray Earle was taking up a whole corner with an interesting selection of model railway locomotives, stationary steam engines, and a modern American model of a type of Hot Air engine.

Dennis Hodges was displaying a beautiful model of Tom Varley's Garrett Showmans Traction whilst Don Rogers was displaying his brother, Fred's, horizontal Stirling engine 'Maggie'. This was powered by a small spirit burner and was running at good speed. Phil Harris had a model of a horizontal steam engine which he had found in a waste skip but at the next table was a variety of exhibits. Brian Verrall's horizontal mill engine, as yet unrestored; a 'Bowman' marine engine from Paul Martin and two engines from Derek Watts - a mill engine and a Stuart twin steam engine.

In the centre of the room, Roy Cox had a fine selection of old and new Matchbox toys and a beam engine with a beam length of some 12 inches. Brian Reakes had Dinky Toy exhibits, a Fordson High Major, a car transporter and a caravan, and, finally, Eric Gay had brought along some model boats and a model petrol engine.

As usual, 'Uncle Herbie' ran our monthly draw and the prizes were won as follows:- bottle of wine, Jeremy Adams; biscuits, Carol Cox; hacksaw, A.N. Other - sorry I can't remember who!

All in all, I think a most successful evening enjoyed both by spectators and exhibitors. The Club were pleased to see Patrick Knight, whose excellent articles and photographs appear regularly in 'Stationary Engine' along with Philip Tracey and family at this meeting. They were enjoying a short holiday in this area and we trust they too enjoyed the evening as we did their company.

Gerald Atherton

THE WSEC COACH TRIP - The Black Country Museum, Dudley, Staffs

Saturday, October 10th started as might be expected with heavy rain, low clouds, and a decided wintery chill in the air. An assorted collection of Wessex members assembled, yawning and rubbing their eyes, at the Old Down Inn for the 7.30 pick-up.

With only a short break for coffee at Heston Services we arrived at the Black Country Museum at approximately 11 a.m. - it was still raining! We were guided through the main entrance and shepherded on to either a tram or a trolley bus for the ride to the 'village'. Those members riding on the bus had the dubious pleasure of being stuck (due to power failure) opposite the museum compound, where glimpses of exciting blocks, flywheels, etc. were viewed and debated upon - but thankfully, for the sake of the future of the museum, remained tantalisingly out of reach! So much to see! A short walk from the tram led us into the main street, approached over a lovely cast-iron bridge. The whole atmosphere of the period had been recaptured, with various village shops, cottages, and businesses each containing a fascinating insight into a bygone era.

Humble worker's cottages, the warm bakery, and the glassmaker's fascinating shop were only some of the village delights. On the business side, the pay-office, chain-maker and shoe maker were all perfect working replicas of the nineteenth century.

The canal which runs along the village street was full of painted narrow boats, some working, others being painted or repaired in the dockyard. Outside the pub, 'Wonderland' fairground organ was playing, powered by 'Princess Mary'. There were many varied steam exhibits; we saw an Armstrong Whitworth road roller (one of only seven left in the country), plus plenty of old favourites - in fact, a nicely balanced selection of engines and organs.

£1.25 bought a trip on the Dudley Canal, a fascinating but very damp ride deep inside the limestone mine workings. A sound and light broadcast in 'Singing Cave' gave an interesting visual history of the mines. Back on dry land we wandered past hissing steam engines to the massive Newcomen engine. This is a replica based on a detailed engraving produced in 1719. It was in steam and a very impressive sight to see working. We were offered a splendid demonstration by the Amalgamated Heavy Haulage traction engines pulling a flat-bed trolley of huge metal plates up a very steep incline. With clouds of steam and showers of sparks it showed perfectly the sight of these engines working as they did years ago and their capacity of strength seemed unlimited.

Amongst the exhibits was a Model Engineering exhibition with scaled working models. All the fun of the fair could be had with the Steam Gallopers, the Cake Walk, a Helter Skelter, plus a variety of other fair amusements.

Although damp and cold, it was a most enjoyable day; all agreed, however, that having the steam fair at the Museum had made the trip all the more worthwhile.

The inevitable raffle on the homeward journey completed the day with prizes for Andy Gale and Eileen Maybee. We arrived back at Emborough at approximately 9 p.m.

Hazel Getsom

THIS'N THAT.

Club member Brian Reakes of Keynsham has written to say '.....how much I enjoyed the trip to the Black Country Museum and thanks everyone involved for organising such a good day out'.

Does anyone have any information, however trivial, on CT magnetos manufactured around 1920? Any advertising material to photocopy on CT, what does CT stand for? Contact Eric Brain, 5 Greenridge, Clutton, Nr. Bristol. (0761)52633.

CAR BOOT SALE, 25th October 1987

This was organised in the hope that the weather would be kind to us; we were lucky as the sun shone most of the day although it was chilly.

We arrived at 8.15 to find quite a few stall-holders already there having arrived at 7.30 a.m. Had they altered their clocks, I asked myself? According to one of them they always arrived early to get a good pitch. As the time went on, they started to pile in and spaces were running short. However, soon everyone was in place and seemed pleased. It was nice to see some of the Club members with their bits and pieces - Phil Harris, John Wheelwright, Dave Clack, Dave Large, Mike Hodgson, Tom Randall and Jim Flood's son.

At last there was a lull in the proceedings so I thought it was time for a cup of coffee. What did I find? - I had left my cups behind! The van had failed to start at home and while Derrick was doing his best to get it going I rushed in to make a flask of coffee and pack some food. Eventually we used the car and now found that always having things on hand in the van, car picnics are out for us! Thanks to Mary Verrall and Mike Hodgson for loaning us cups and cutlery.

During the day we took £97.50 in all but taking out £14.50 for advertising we make £83.

Many thanks to Paul Martin who stayed on to give a hand to clear up. It was greatly appreciated.

Derrick and Dot Watts

THE OCTOBER CLUB MEETING

It was very pleasing to see the Old Down Inn so full of Club members again as it has been a bit quiet lately.

The gathering was to learn more about Steam Industrial Locomotives and Railways than I am sure most of us ever new before. Our evening speaker was the Rev. Alan Newman. We also had, as guests, two friends of Herb Gane, they were Mr. Barnes and Mr. Lambert, both of whom had worked on the Oakhill Brewery Railway. One of these gentlemen told us of a bet made on the capability of one of the locomotives to haul fifty barrels from Oakhill to Binagar Station. This bet was won by the driver after a larger oiler was fitted to the locomotive; the winnings being fifty cigarettes.

Alan told us that most of the railways have now been lost, but a lot of the engines and rolling stock still remain in preservation. Some examples of these are engines such as made by Peckett and also Avonside in Bristol, as well as Hunslett of Leeds. Cadbury Bournville and Bass Worthington both used Avonside and Peckett locomotives on their railways. Alan showed many slides of a variety of engines and the railways on which they worked. We were certainly kept interested all the evening with only a short break for Herb's raffle and a quick fill-up. Herb presented raffle prizes to Phil Harris, Mr. Routley and Mr. Reakes. Altogether I feel, a very enjoyable evening was had by all.

Thank you Rev. Newman from us all.

Eric Gay

FOR SALE

Petter A1, series II, £25; Lister D, £25; Rare Tangyes foot-powered lathe, circa 1890, seen working, offers; small **vacuum pump, £10.** Peter Stacey, Tel Frome 72328 (evenings).

Two incomplete **Norman twins** and one handbook, £10. Brian Reakes, Tel. Bristol 868549

1926 **Lister B, 3½ hp** on original trolley. Has been rallied, £80. Jim Flood, Tel. Wrigton 862059

1939 **Stuart Turner** engine and water pump plus shop spares made by Stuart of USA. All needs a bit of attention. £100; **Lister B-type, 3½ hp, 1925 single flywheel.** Just needs painting, £100; Thinking of

4. making a four wheel trailer to take about 7cwt? (Herb Gane, this could be for your....Ed!) I have wheel hubs, axles, springs, and two wheels have brakes. Tyre size 16 x 4, 4 ply, £60. Pete Holloway, Meadowside, Chilthorne Dormer, Yeovil. Tel. Ilchester 840370.
Bickerton Portable Bike, 3-speed with carrying case and extra hold-all, absolutely mint condition as used on only one rally. Weight 22lbs., £160. M.F. Camp, 1 Devenish Lane, Bayford Hill, Wincanton, Som. Tel. (0963)32160.

Lister A-type, complete and running, £75; Conord, running order, £25; **Bamford EG1**, complete, part dismantled, £35; **Bamford EG4**, complete and running, £65; **Bamford Diesel**, 3½ hp, complete, slight frost damage, £55; an **original Lister tool-box/tank support** for Lister L-type, £20; four **water-tank stay rods**, £8. Tom Randall, Welton Hill Cottage, West Road, Welton, Midsomer Norton, Bath. Tel. 418926.

WANTED

Handbook to copy or any information on **Scammell pumping set**. Also **hoses and connectors** for same. Chris Arnold, Tel. Bradford on Avon 6565.

Amanco, 6 hp or over. Pat Knight, 10 Upper Elms Road, Aldershot, Hants. Tel. Aldershot 317327.

Fuel tank (cylindrical type) for 3½ hp Lister A-type. Tel. Frome 72328 (evenings).

Help with restoring or remetalling white metal bearings. Brian Reakes, Tel. Bristol (0272)868549.

FORTHCOMING EVENTS

Dec.6 **WSEC 'Antifreeze Crank-Up'** at the Old Down Inn, Emborough. This will be in the old road/car park annex and will commence from about 11.30 a.m. onwards. This should be the last event before Christmas so bring along that special engine which you can't bear to grease up yet for the winter and make the last event in our 10th anniversary year an event to remember. Wear your thick socks and your winter wollies - although some of us have kept pretty warm this year by cranking our engines....!

Jan.25 Slideshow by South Somerset Club member Graham Brown of Street.

Feb.29 Annual General Meeting. This column gives the only formal notice of AGM of the Wessex Stationary Engine Club. If you know anyone who has recently expressed a desire to come on the Committee, please let us know before the AGM; we are already trying to cope with a membership of 306 with one committee member short. Please try and get along to this meeting and make your suggestions on the running and administration of the Club.

March 28 Talk on Musical Boxes by Roger Kempson.

WESSEX ANNUAL SOCIAL EVENING - Hallowe'en 1987

This year our annual Social evening was held at Chilcompton Village Hall and coincided with Hallowe'en on the 31st October; this being a good opportunity for members and friends to dress up in fancy dress for the evening.

Out of the 114 attending, about 50% present were in some sort of 'disguise', varying from witches, monks, redskins, punch & judy, Batman, Little Miss Muffet, Mickey and Minnie Mouse to Dracula, etc. Apologies to anyone whom I have failed to mention. The evening got underway with Chairman, Brian Munt, welcoming everyone and complimenting them on their fancy dress efforts. The catering this year was done by Mrs. Teresa Biggs and her daughter, Susan, who put on a very good cold buffet comprising of ham, chicken drum sticks, salad and pie, followed by cheese & biscuits, Black Forest Gateau, Black Cherry or Apple Pie and cream. There was also coffee to follow.

During the meal, two late arrivals appeared who apparently went first to Ston Easton Social Club. It just goes to show who doesn't read their Newsletter or even that which is printed on their tickets! I think the excuse must have been the lack of 'continental' road signs in Mendip country....!

This year's entertainment was by Sally Pople and her husband who catered for all tastes for both the young and the not so young. A break gave the opportunity for prizes to be awarded for the best fancy dress and they were as follows; Best Lady, Carole Cox (witch); Best gentleman, Don Rogers (Little Miss Muffet (without the beard....!)); Best Couple, John & Diana Emery (Punch & Judy); Best Family, the Smiths (Mickey & Minnie Mouse & children); and finally the best non-Club member, Ernie, our driver on the Dudley Trip (a ghost). After the prize giving, our Herbie's raffle took place with prizes going to Em & Anne Salkeld, Jenny Hodgson, Steve Butler, Joanne Emery, Jackie Lambert, Carl Smith, June Cuff, Dave Clack, Katy Weston, Ken Hines, Terry Goddard, Mr. Puttick, Keith Jones, Susan Biggs, Dot Watts, Carole Cox. The new-famous 'corsets', a feature of every autumn social evening raffle, were this year destined for a certain gentleman of Cricket St. Thomas and Selwood Rally fame, but they ended up with Nicky Mullard instead...! This slight technical hitch was due to a colour confusion with the tickets; poor Brian 'Mr. Punch' Munt couldn't tell his blues from his greens it seemed! A diet of carrots for his eyesight has been prescribed.

After the draw Sally entertained with more music until midnight. (All the pumpkins turned into cars and motorcaravans?...Ed). On behalf of the committee, I would like to thank all who donated prizes for the draw, the caterers. Sally Pople and her husband for the entertainment, Roger Millard, our barman for the evening, and all members who helped and worked in many ways to make the evening such a success. **Don't forget the Crank-Up on 6th December folks!!**

Brian Verrall