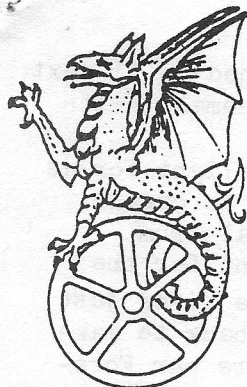


# WESSEX STATIONARY ENGINE CLUB

Bob

## NEWSLETTER

NOVEMBER 1989.



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### COMMITTEE NEWS.

This months meeting( October) was dominated by discussions on the 1990 Rally and the selection of speakers for the 1990 season. The Rally forms are in hand, and the committee decided to increase trade stand fees to £12 daily or £20 for the weekend. We are on the lookout for childrens entertainment, such as a bouncy castle, swing boats and a roundabout ( or even a set of gallopers.....)

Plaques were discussed (again); a committee member reported that the SSAPC had sadly not had such a successful show this year as in previous years. Numbers at the gate had been lower, but more to the point they had spent a great deal of money on 'proper plaques'. The committee wondered if we would have been in the same situation had we donated 'proper plaques' at Cheddar. The Committee are still looking for ideas or perhaps a thunderbolt from someone who knows the answer.

The October trip to the Dean Forest Railway and the November social evening were also considered and the organisers reported that all was well in hand.

The rest of the night was taken up by devising a provisional programme for next year, which would be finalised at the next meeting..... provided that the firms and the people involved all reply in time. No hints are to be leaked, it's under cover until the programme is published.

Shirley Gale

Secretary W.S.E.C.

### THE SPANNER

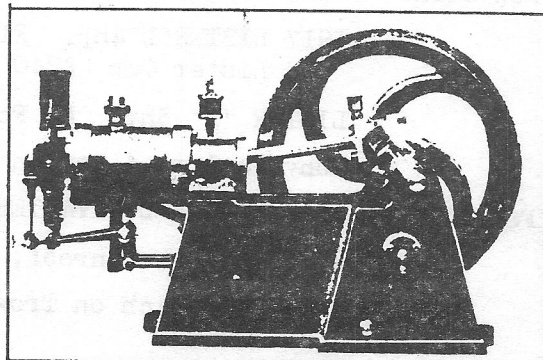
Firstly it is hoped that Newsletter readers will welcome the 'Committee News'. WSEC events don't just happen you know, an awful lot of time and talk goes into keeping the Club going so perhaps the Secretary's reports will encourage other members to share the burden. Meanwhile your Editor will encourage the Secretary to let us have 'gen' for publication.

In a previous issue of the Newsletter Tom Randall asked for information concerning the firm of engine manufacturers, Geo. Goodman of East Hayes, Bath. Mark Tilley has come up with an illustration of a Goodman engine and has established that in 1903 the firm was selling oil engines in three sizes,  $\frac{1}{2}$  and  $\frac{3}{4}$  BHP together with a 2 Man Power engine and were fitted with inertia governors. Thank you Mark, but the \$64000 question must now be, does any member possess a Goodman or know the whereabouts of one? What an exhibit that would make.

Finally the bad news. The Treasurer advises that the 1990 subscriptions have to be increased to £6 for a single and £8 for a joint membership. Well it had to be I suppose, but to my mind still jolly good value.

Cheers for now

Claude Lowther



MESSRS. GEO. GOODMAN & Co.'s New  $\frac{1}{2}$  B.H.-P.  
OIL ENGINE.

CLUB ACTIVITIES.

25th September. An Evening on the Kennet and Avon Canal.

A slide show and talk given by Michael Horseman.

Because of other commitments the Dustbin Film evening had to be postponed until next month. However, the slide show on the Kennet and Avon Canal given by Mr. Horseman in its place was a worthy substitute.

As someone who loves canals and canal boat holidays the evening was a delight for me and I hope for the other members who attended. Starting with an introduction to canals generally we then followed an armchair journey along the Kennet and Avon Canal from Reading to Bristol. Mr Horseman explained how the canals had become important for the transportation of goods during the industrial revolution, and how in 1727 the river just outside of Bath was canalised, i.e. taking the natural river and damming it back to make it navigable. We all look on motorways as scars on the landscape and I am sure our Forefathers must have thought the same about canals.

Work commenced on canalising the river at Newbury in 1729 then building a proper canal from Newbury to Bath, this was started and the Kennet and Avon was opened for navigation in 1810. However with the advent of the GWR much of the passenger and goods traffic was taken away from the canal. In 1851 the Kennet and Avon was bought by the GWR and it was sadly the start of this wonderful canals decline. It struggled on until 1950 virtually derelict in many places with few working locks and almost silted up. Then a far sighted group formed themselves into a trust and started to open up parts of the canal for leisure and tourist activities. In 1950 the task must have seemed impossible but in June 1990 the Kennet and Avon will open once more - fully restored with navigation from Bristol to London. Also the two major pumping houses have been restored at Crofton and Claverton which enables more water to be pumped into the canal where it is most needed.

The slides shown illustrated all aspects of canal clearing - with many before and after pictures. An aerial photo over the flight of 29 locks and pounds at Devizes was an amazing sight and showed just how much ground was needed for such a vast number of locks.

It was a fascinating evening all round with some 40 slides showing the whole length of the canal finishing up in Bristol with the tide, of course, being out under the suspension bridge. Mr Horseman's commentary was both interesting and informative and very difficult to condense into a summary.

Brian Munt thanked Mr. Horseman for a most interesting talk. The raffle concluded the evenings proceedings, the winners and prizes being:-

- |     |                                |                |
|-----|--------------------------------|----------------|
| 1st | Bottle of wine to              | Mr E.J.Routley |
| 2nd | Book on Antiques to            | Mr Brian Baker |
| 3rd | Large bag of Bramley Apples to | Mr Biggs       |
| 4th | A large purse to               | Mr Wally Camp. |

Hazel Getsom.

CLUB DIARY

Sun 3rd December. The last event of this year..... The ANTI-FREEZE CRANK UP at the Old Down Inn. The Engine Rally for the hardy, but for the less hardy there will be a warm fire in the club room and plenty to warm the inside at the bar. Hope you will be there.

THE MARKET PLACE.

FOR SALE. 1919 AMANCO 4 Mule Team. Easy restoration. Known history. £400

1917 LISTER L 4hp. Flick mag type. Rally condition. Past winner of the Lister Cup £240

LISTER 'A' 3hp. As Found £40

Tony Taylor, 4 Hexton Road, Glastonbury. Telephone: Glastonbury 32608

FOR SALE 1980 VAUXHALL CAVALIER I600 GL. Class 2½ condition inside and out. Only 65000 miles. Sunroof, tow bar. Taxed and MOT for a year, hence £950

Telephone Rich on Trowbridge (0225) 761795



THE GREAT DORSET STEAM FAIR ADVENTURE

Maureen and I heard that our entry had been accepted four weeks before the event. As most of you know we do not have a camper or a tent, so it was off to the Dorset countryside on the following Saturday to find bed and breakfast for the Rally week. We spent a lovely day being laughed at... "You want to book about January if you want the steam fair week mate" was the answer we got at all the farms and B & B establishments. However we arrived at "The Willow Tea Rooms", Shillingstone, I was nearly ready to give up all hope of getting anywhere to stay, but our luck was in and the kind proprietor offered to give up their own bed for us.

The next step was to prepare my Bamford and Corbetts corn mill. The mill was still in several pieces in a large box, most of the parts were still covered in rust and the feed hopper was missing. Work then began, derusted parts were soon all over the garage floor. I tried to sort out what fitted to what, soon things started to take shape. I arrived at the painting and lettering stage, this was not an easy task, talk about midnight oil, this was two in the morning oil. However, the finished paintwork looks pretty fair. Next job was to make a hopper, wood and I do not mix, give me a piece of iron anyday. No angle on the hopper is the same and I was at breaking point, try as I might I could not get it right. But friends are always a great comfort at times like these, "Get help" said our Maureen, so I had a chat with Bob Hallam, (Bob's a chippy), "You'll end up making more than one hopper before you get that right" he said. despair was now setting in, but help was at hand, my daughters intended works as a carpenter, armed with patterns cut from hardboard he made four sides from oak, but when we came to fit them it was not going to be easy. It took me all day on the Saturday before the rally and most of Sunday night after Neston Rally. Now with two days to go all I needed was an 8" drive pulley with  $1\frac{1}{4}$ " hole for the shaft. I did manage to find one but with a  $1\frac{3}{4}$ " drive shaft hole. Tuesday night saw me in the shed with my old Colchester lathe doing the business (can anyone teach me to use a lathe properly?). But I did it, so all the machinery was ready to load the following morning.

Wednesday dawned bright and sunny, we made not a crack about the usual Stourpaine weather, I was not going to tempt fate, so off we went, loaded with 2½ hp Bamford, 1920 Tulip Top, our corn mill, date unknown, a box of tools which is 1940 vintage, my old Dad's but still like new, oil, rags, polish, sack for milling wheat, suitcase for Maureen and I and most important the kettle. First mishap was going through Warminster when the engine decided to tip over although it was roped and blocked in. Talk about 'Gremlins' this had not happened before so why now Lord? so we stopped, re-roped it and started off once again.

No more mishaps until we were approaching the village of Pimperne ( I know the back roads, it don't 'aff miss that there traffic ) "I smell petrol" says her indoors, Maureen was right, now can anyone tell me why a lockable fuel cap should fall off my old Sherpa van? Not to worry "It's not far now".

We made it and drove across the site to the engine line, it was tight for space but we soon had many willing hands to help unload and set up, thanks to all. Set up, belted up, fueled up, water in the hopper, a swing on the flywheels and off we went, old 966 running like a clock. It was the first time it had driven a load since it became my pride and joy. Everything was going great, but what good is a mill with no wheat to grind? So how to get wheat ( one good turn deserves another ) across in the second engine row was engine IO6, Bradford O/C King all of 6 hp driving a Bamford corn grinder, but the king was in a sorry state with a blown head gasket. This turned out to be the second time it had blown on Wednesday, so being helpful as I am ( or looking for a chance to scrounge some wheat more like ) I made myself useful helping to clean up the head and barrel and to get hold of some RTV Silicone compound, supplying tools to refit the cylinder head. When this was done and without too much trouble the Bamford was running again and a bag of wheat was mine.

Shut down time came, engine cover on, mill wrapped up and off we went to have a walk around and a cup of tea. Strangely my feet seemed to take me towards the auto jumble and tool stalls, but no matter how hard I looked I did not find any bargains. About eight o'clock we headed for Shillingstone and The Willow Tea Rooms, only to be greeted with "Sorry we are full up". I explained that I was Mr Gay, I had paid a deposit, I wanted my room, a wash and my bed. However all turned out well in the end as the owners had temporarily forgotten the arrangements. Our room was there ready for us, and after a welcoming cup of tea, a bath and a quick look at the catalogue I fell into bed.

Thursday morning the sun was shining, I was up, Maureen was getting up slowly, "I'm on holiday" was the answer when I said breakfast was at eight. Breakfast over we were heading for the site, covers off, oil, grease, petrol, a quick wipe over and we were ready for a days milling. Not long after starting strange noises started coming from

Great Dorset Steam Fair cond.

the front end of the Bamford. A quick look and the trouble was found, not too disastrous if you happen to have a spare igniter insulator, which I did not. What was I to do now? Go home and make one? or was there an independant ignition supplier anywhere on site? After making a few enquiries I was told where to find the sparks man luck was with me, he had the insulator tubes that fit into the igniter. I now have a spare, just in case. Half an hour later 966 was running again and did do faultlessly for the rest of the week.

If Wednesday was busy Thursday was more so, people came from everywhere. I spoke to Americans, Italians and believe it or not a lady from Russia, also a lad from Ireland and a French gent complete with black beret. Late on Thursday I managed to take a look at the other engines, there were many finely restored engines, one caught my eye a 5hp Hornsby Akroyd built in 1899 and brought from Boston in Lancs by Mr Quincy. A Lister AA3.5 of 1928, driving a Bentall mill with a trolley that was a work of art. Being a Petter man myself I could not miss the 5hp S type owned by Mr Rump of Peacehaven. Rob Lambert was attending with his Aster B7 driving his very unusual Fleus Vacuum pump. There were so many engines I could have spent many hours looking at them and talking to their owners. However, I had to get back to my own and a cup of tea. With Thursday drawing to a close we set off for the fair and the showmens traction engines and as it grew dark on came the lights of the engines, what a wonderful sight. There were well over forty engines in the line, We spent the evening chatting to our friends and being warmed by those friendly boilers rocking gently as they generated power for the fair.

On Friday more people than ever attended, many stopped asking for information, that old hit and miss governor had them baffled. Friday night was the highlight of the day, an invitation to go on the plate of the Brown & May 6NHP showmans engine, No 8742, built in 1912 by Brown & May of Devizes and being the only surviving showmans engine built by this company. It was built for showman J. Cooke of North Wales and travelled with his galloping horses. The engine was bought by it's present owners in 1936 and spent the rest of it's working life threshing. It was restored to full showmans specifications in 1970 after standing derelict for many years and is now in immaculate condition.

Saturday passed and as the evening drew in we made our way to the 'Yetties' concert. We then took a last look around the showmens engines. If you have never seen Saturday night at the 'Great Dorset Steam Fair' you have missed out on a wonderful sight. I tried to count all the engines in the line up and take my word for it there was well over fifty there. A fellow member of the W.S.E.C. informed me there were sixty eight. Our luck had lasted throughout the fair so far but after spending a very enjoyable four days we returned to our dear old Sherpa van at 11.15pm to find the gremlins had struck. Would it start? NO. It had a flat battery, so we had a big problem of how to get back to Shillingstone. Maureen didn't like the idea of a midnight hike (neither did I to tell the truth). Can you ever find friends when you need them? I couldn't we looked for Rob, Paul Martin, Bill Appleby but all had been spirited away as if by magic. We walked down to the main car park feeling pretty dejected, but hope rose as we spotted a taxi. I told the driver of our sad plight, "No chance" was the reply "I'm fully booked all night" Despair set in, Maureen was not happy, I could see nothing wrong with a seven mile walk at 11.30 HA. HA. However we managed to find another taxi, our luck was in and the driver could not have been more helpful. "Jump in" we were soon back at the Willows and only for £4.00

Sunday morning we had a lift back to the site with some of the other guests staying at the Willows. I started the Bamford and left Miller No 2 in charge, I went to tackle the van, off with the battery and down the engine line to engine No 40 Iron Horse Mk I 1.5hp, ex RAF charging set Thank you Mr Parkyn from Cornwall for re-charging my battery. I then took out the plugs and points, cleaned them up and away she went, started at the first touch of the key.

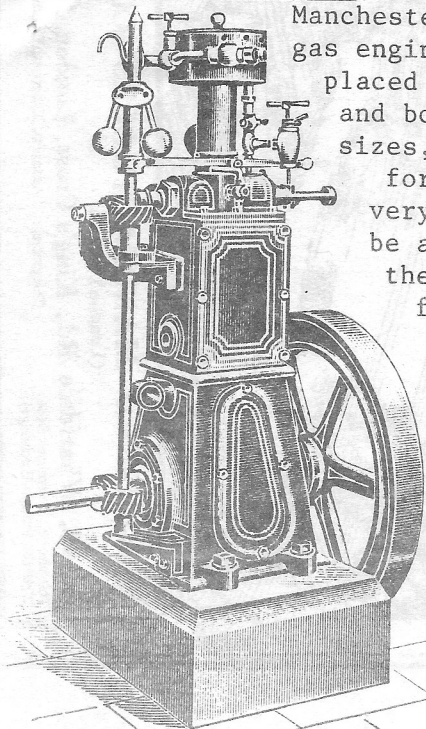
Sunday was a sad day for me in some ways as the fair was coming to an end. I had thoroughly enjoyed every minute, even the van breaking down had its funny side. The work getting the mill restored, the loading and unloading, its all part of the hobby, and I thank all those who helped me, to all the new faces we met, may we meet again next year in the lovely county of Dorset. Also may I thank Michael Oliver for making it all possible and to those who arrange this great event.

"Thankyou one and all and here's to 1990"

Eric Gay



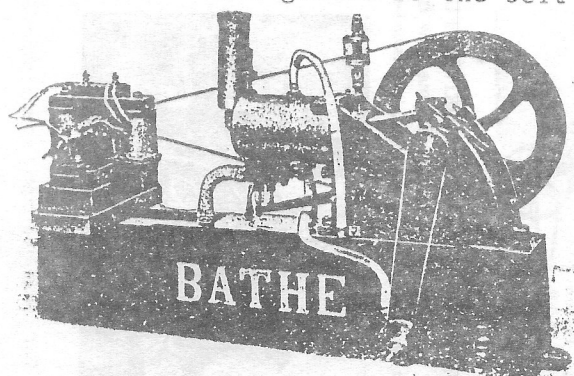
**ARDWICK ENGINEERING Co.** In September 1903 the Ardwick Engineering Co. of Bennett St. Ardwick, Manchester, issued a leaflet describing their new "COMPACT" vertical oil & gas engines. Operating as an oil engine (see illustration) the vapouriser is placed on top of the cylinder. The ignition tube is housed in an outer tube and both are heated by an integral blow-lamp. The engine was made in 3 sizes, 1/4, 1/2, & 1 h.p. It was also available as a kit of castings and forgings together with a full set of drawings. As can be seen, it was a very stylish engine with a vertical side shaft operating what appears to be a rotary exhaust valve, the inlet valve being opened by the vacuum of the induction stroke. The fly-ball governor is linked to a valve on the fuel inlet line. Ardwick Engineering also produced a range of small power marine engines and various other engines and equipment, as can be seen from their advertisement of December, 1903.



THE ARDWICK ENGINEERING CO.'S "COMPACT" OIL ENGINE.

one gas joint to minimise the potential for leaks. The valve box, containing the 3 mechanically operated valves, was removable for examination and maintenance without disturbing any other part of the engine. The skew-gear driven side shaft carried hardened cams, keyed into position, to operate the gas, air & exhaust valves via tappett levers fitted with rollers. The cylinder bore of the 1/2hp unit was 2 3/8" and the stroke, 4". The single curved spoke fly-wheel weighed in at 20lbs. A smaller version, "...of a slightly different pattern" and developing 1/4hp was also available at less than half the price of the 1/2hp model.

In May, 1906, Mr. Bathe launched his latest offering to M.E. readers, a small power accumulator charging set. The illustration shows the 1/4hp engine, mentioned above, mounted on a cast iron box bed which contains both the water supply and the gas bag. On the side of the base, toward the right hand end, can be seen the small centrifugal water circulating pump driven by a round belt from a pulley on the free end of the crank shaft. The main design differences can be clearly seen. The valves are operated by long rocker arms, cam driven from an internally fitted gear driven secondary shaft. The "Manchester" type dynamo was mounted on vee guides so the belt tension could be adjusted by a single screw. It was rated



#### THE BATHE SMALL POWER GAS ENGINE.

Mr.G. Bathe of The Small Power Engine Works, 295, Goldhawk Road, Shepherd's Bush, London, had been manufacturing his 1/2 hp Bathe Gas Engine "...for some time before bringing it to the attention of Model Engineer readers" in January, 1906.

Unfortunately we do not know when he started or finished, but 1906 was certainly the year he endeavoured to make a significant break into the model engineering scene. His engine, advertised below, had several good points. The counter-balanced crank-shaft provided smooth running at speeds of up to 600 rpm, and in its construction there was only one water and

at 10 volts, 4 amps. The water temperature was said to remain acceptably cool for up to 8 hours running and the whole unit was totally self-contained, requiring only the fitting of a rubber tube to the nearest gas tap, and charging with oil and water before starting. Mr. Bathe was still in business in 1911 and, as well as offering his own horizontal gas & petrol engines, was also offering a comprehensive repair service for all other makes of engine.

TOM RANDALL.

Next month: The Derby Engine-makers - Butler Brothers, Madisons and the Universal Motor Co.

THE Launch, Yacht, and Small-power Marine Engine Builders.

**ARDWICK ENGINEERING CO.**

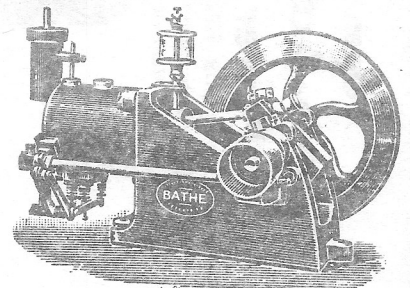
Castings of Engines from a Model up to 100 h.p.

Drilling Machines, Chucks, Propellers, Stern Tubes, etc. Motor Car Engines—Oil, Petrol, or Steam; Marine Oil Motors, etc.

Illustrated Catalogue, 6d.

Bennett Street Iron Works, ARDWICK, MANCHESTER.

#### "BATHE" GAS ENGINES.



Why should you buy a "Bathe" Gas Engine in preference to any other?

Because your Dynamo runs far more smoothly when your Gas Engine is fitted with a Balanced Crank shaft, as illustrated.

Because the "Bathe" Gas Engines are so economical, being fitted with a separate gas valve, which prevents useless waste when running.

Pay a fair price and ensure complete satisfaction.

1/4 H.-P. PRICE £7 10s. 1/2 H.-P. £3 15s.

Call, or Write to

THE SMALL POWER ENGINE WORKS,  
295, GOLDHAWK ROAD, LONDON, W.



#### "BATHE"

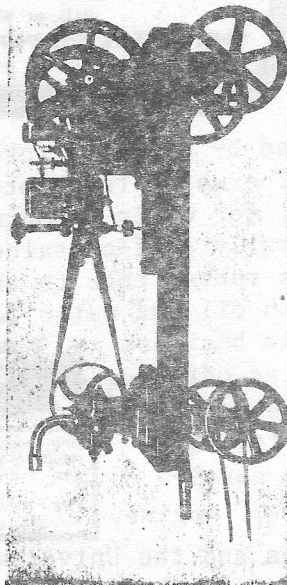
Horizontal Gas & Petrol Engines, spare parts and accessories. Illustrated List 1d. Repairs to any gas or oil engine up to 1 h.p. Send your troublesome engine to us, we guarantee results, as we do no other class of work. Our plant and experience is such as to give you only the best.

THE SMALL POWER ENGINE WORKS,  
295, Goldhawk Road, London, W.



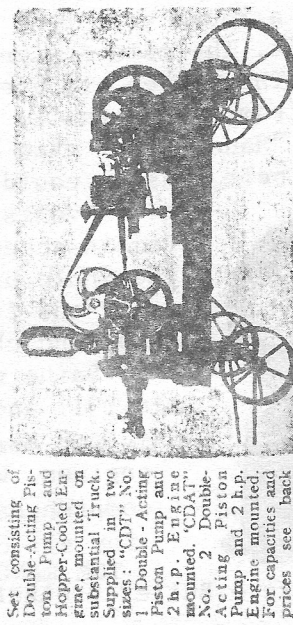
## Amanco Petrol Pumping Sets

ROTARY PUMPING SET.  
British Amanco Engine now fitted.



The set consisting of 2 h.p. Hopper-Cooled Engine and No. 2 Rotary Pump on a job like trench draining will clear 1,000 galls. per hour. Supplied in three forms: "CRT" as illustrated mounted on truck, "CRS" mounted on skids without wheels, "CR" Engine and Pump only. Prices on back page.

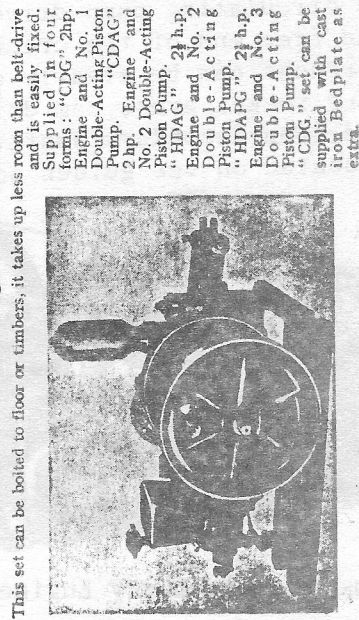
D.A.P. PUMPING SET.  
British Amanco Engine now fitted.



Set consisting of Double-Acting Piston Pump and Hopper-Cooled Engine, mounted on substantial Truck. Supplied in two sizes: "CDT" No. 1 Double-Acting Piston Pump and 2 h.p. Engine mounted. "CDAT" No. 2 Double-Acting Piston Pump and 2 h.p. Engine mounted. For capacities and prices see back page.

### CLOSE COUPLED GEAR DRIVEN PUMPING SET.

British Amanco Engine now fitted.

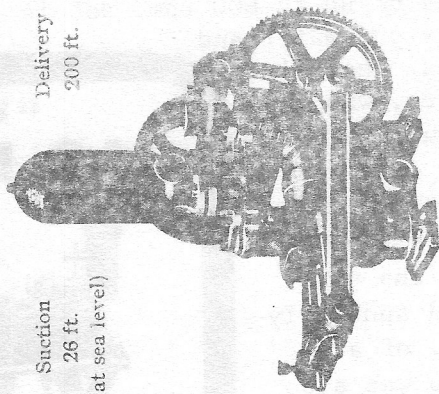


This set can be bolted to floor or timbers, it takes up less room than belt-drive and is easily fixed. Supplied in four forms: "CDG" 2hp. Engine and No. 1 Double-Acting Piston Pump. "CDAG" 2hp. Engine and No. 2 Double-Acting Piston Pump. "HDAG" 2 1/2 hp. Engine and No. 2 Double-Acting Piston Pump. "CDG" set can be supplied with cast iron Bedplate as extra.

For prices and pump specifications see page 16.

## Open Type Double-Acting Geared Power Pump

FOR BELT DRIVE  
Long Life. Low Speed. Low Power Required  
Made in England.



Suction  
26 ft.  
(at sea level)

Delivery  
200 ft.

Supplied in four sizes.

Belt Striking Gear included.

This is undoubtedly the finest all-round Geared Pump on the market. It matters not if the head be 2 ft. or 200 ft., it will give equally satisfactory service all the year round, and will last a lifetime without any special care or attention. Pumps of this type have been at work on many of the finest estates in the country for years without giving a moment's trouble or anxiety. Pumps sold at half as much again are no better made, cannot give better service, and are not so easily installed and operated.

### Specifications and Prices of Open Type D.A.P. Pumps

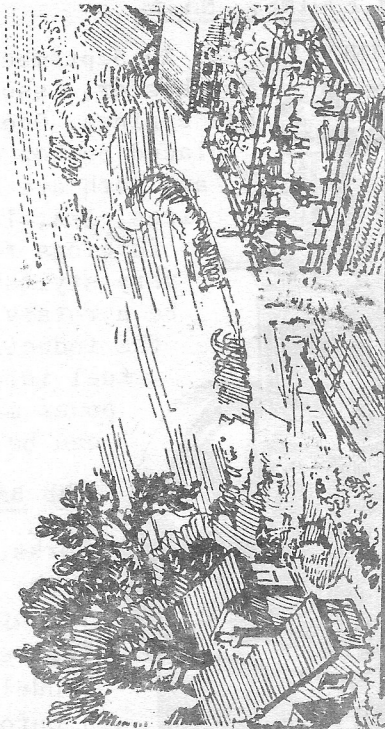
Type	Size No.	Bore.	Stroke.	Pistons, Fast and Loose.	Rated Speed R.P.M.	Suction and Delivery Pipes.	Approx. Output Gallons per hour	PRICE Carriage Paid
Open Type	1	Ins. 2 1/4	Ins. 4	Ins. 15	200-300	Ins. 1 1/4	360-510	\$14 0 0
D.A.P.	2	Ins. 3	Ins. 5	Ins. 15	200-300	Ins. 1 1/4	620-900	\$16 10 0
	3	Ins. 4	Ins. 5	Ins. 15	200-300	Ins. 2	1100-1600	\$20 0 0
	4	Ins. 5	Ins. 6	Ins. 15	200-300	Ins. 2 1/4	2000-3000	\$25 0 0

This is the Pump we recommend for all shallow pumping (26 ft. suction or under), and we guarantee it to be everything a first-class pump should be. Belt striking forks are included at no extra charge.

See Table of Capacities, page 16.

(6)

## PUMPS AND PUMPING SETS



ASSOCIATED MANUFACTURERS' CO.  
(London) LTD.  
46-48, Wharfdale Rd., King's Cross, London, N.1  
Telephone: Terminus 5446  
(Private Branch Exchange).  
Telegram: "Amanco, Kinross, London."