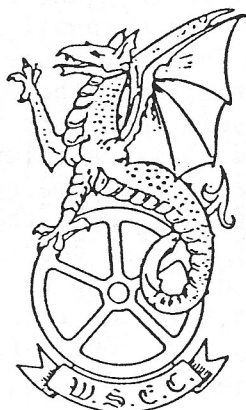


WESSEX STATIONARY ENGINE CLUB LIMITED

NEWSLETTER

NOVEMBER 1995.



Please send Newsletter material to:-
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****EDITORIAL****

SEASONS GREETINGS

Our President Eric, our Chairman Brian, and all the Committee would like to wish all members and friends of the W.S.E.C. a Very Merry Christmas and a Very Happy and Prosperous New Year and look forward to seeing you all again in 1996.

CHAIRMAN'S REPORT.

The Committee are pleased to announce they have co-opted member Charlie Stevens of Wells onto the committee.. Charlie is a dedicated restorer and rallyman. His newly restored Lister 'L' won several prizes this year. Also Charlie has taken on the task of Engine Steward for the 1996 rally and has also volunteered to run the Club Shop. I'm sure the Committee will find him an asset in helping to run the Club.

As Chairman I would like to extend a welcome to two new members of the W.S.E.C. - they are Mr. D. Pickett of Weston-Super-Mare and Mr. R. Ward of Westbury. I'm sure you will have a long and happy association with our Club.

- FOR SALE - Amanco 1½ hp Approx. 1918. L.T. ignition. Complete but needs finishing. £350 o.n.o. Ring Tony Beeching (01761) 241641 Evenings.
- FOR SALE - 3 hp. Lister C.S. Diesel. As found condition. Easy restoration project. £40. Tel: (01761) 432059 after 6.00 pm.
- FOR SALE - Lister 'D' all complete. Easy Restoration. £45. Tel: Ray Baker on (01749) 344297 Evenings.
- WANTED - Stationary Engine Magazines. No's. 189, 198, 201, 207, 208, 211, 213, 214, 215, 232. Ring (01934) 852670 Evenings.

ITEMS FOR SALE FROM OUR CLUB SHOP.

Note Pads	£1.20	Address Books	85p	Tax Disc Holders	30p
Car Stickers	60p	Club Badge	£1.75	Members Plate	£1.50
Cider Mug	£3.00	Cloth Badges	£1.00	Sweatshirts	£13.00
WSEC Log Sheet	10p	Combs	55p	White Mug (Sheriton)	£1.80
White Mug (Windsor)	£1.80	Pencils	10p	Pens	30p
Key Rings	60p	Tee Shirts	£5.50	Bookmark	65p

****ALL WITH CLUB LOGO ON****

FOR ANY OF THE ABOVE PLEASE CONTACT CHARLIE STEVENS ON (01749) 674819 OR ANY COMMITTEE MEMBER.

THE WEST OF ENGLAND STEAM ENGINE SOCIETY - 40th Anniversary Rally at St. Agnes in Cornwall
August 18/19/20th 1995.

Although advertised as a three day rally there was actually four days if you count the Thursday that was to be the steam locomotive road run. This took place from the rally field to the coastal town of Porthtowan and back again taking in some of Cornwall's most breathtaking scenery. Although I never made it to Cornwall for the Thursday those who did told me that most of the engines on the field took part and in the programme there were 87 entered!!! a record number on this the 40th show. Even scale models took part and it must be several miles around the route, it also kept the fire brigade busy as chimney sparks and hot embers falling set light to tinder dry verges that has now become so familiar after our long hot dry spell. The road run journey was interrupted by the locomotives crews pit stop for a pie and a pint at the local Victory Pub, no doubt a welcome break after negotiating the steep hills, very sharp bends and above all coping with the very hot weather while working in an even hotter work place. Now back to the rally field and on arrival Friday morning after driving nearly 180 miles my Transits front tyre decided to deflate and we had only been in the field 5 minutes. Thanks to all the Wessex members who helped me change the wheel.

Extra fields were acquired this year as looking in the programme all classes were up on their entries. 180 being the stationary engine section, in some areas I would say many were too close and for myself to fit a 7ft exhibit into a 4ft space wasn't possible, the only answer was to turn it sideways and make do. One engine that caused a lot of interest was a Fuller & Cooper vertical open crank of 1911 vintage a most unusual hit and miss engine that was in original condition just as it would have spent its working life. Another unusual engine was an open crank Deyo Macey exhibited by Wessex member Terry Heath. A growing number of Wessex members exhibit at this event and its always nice to see and meet up with our Devon and Cornwall members who we don't often see and exchange our usual rally chat.

Moving around the field it was very apparent that entries were up and the motor cycle line up went almost out of sight 164 in all and I wouldn't think many were missing. Working demonstrations of all kinds took place, the most popular being the wood sawing, this always being very interesting providing you stand up wind of the area to avoid being blinded by sawdust. The Fairground this year was excellent with Showmans engines placed amongst the rides and organ music everywhere seemed to put the clock back 100 years. A popular amusement was The Wall of Death not seen very often at Fairs this drew a lot of interest. A huge 12 pole marquee which was bursting at the seams with exhibits. Miniature steam engines (I must stop calling them models) adorned the field everywhere and varied in scale from 1½" to 6".

To sum up briefly what was here as I would need another pen to mention everything, was as follows:- 187 Cars, 38 Commercials, 30 Military Vehicles, 8 Fire Appliances, 153 Tractors, plus 53 Tractos with implements, plus ring events from 10 am to 5 pm as you can see a lot to take in, but then you have three days to do it in at your own pace. To sum up, well worth the long journey and strongly recommended if you have never been before.
ROBIN LAMBERT.

REDHILL - 5/6TH AUGUST.

I started very early on the Friday morning and met up with Jenny and Lofty Coles part way towards London. It was nice to travel in the early cool hours, leaving us most of the day to watch this show come together, and doze off. Saturday dawned bright and sunny with the aircraft heading in and out of Gatwick with great regularity. There was a very good selection of exhibits in all classes with particular note to the Fire Engines of which there were four appliances from the U.S.A. and very impressive they were. There were only 40 stationary engines, but some 60 or so tractors standing in rather a very untidy line up due to there being no steward at all over the weekend.

There was a very good evenings entertainment in the form of a Country & Western group. Sunday was very much the same and very well attended both days. I pulled out at 4.15 as I had a four hour drive in front of me covering the distance of 145 miles. I am pleased to have attended but due to the lack of organisation I would not go again.

BRIAN LOVELL.

A VISIT TO BRIGHTON ENGINEERUM.

I very rashly decided to take Gerald away for a long weekend to Brighton about a month ago. It was in celebration of his "??" birthday. I'm not sure why I decided upon Brighton - perhaps I had this notion that it would be a small and pretty place where nothing much happened. I was wrong. I had forgotten it was so close to London and as such, people commute, lemming like, to and from the City. Needless to say it was noisy, large and busy and from choice we will not be visiting again with one exception.

This is the British Engineerium a most wonderful living museum which has been in existence since 1975. The museum itself is based in the Goldstone Pumping Station in Hove which was opened in 1834. On entering the museum (this was originally the coal house) the upper level, which has been added since the museum was founded, has walls lined with cast iron glass fronted cabinets containing the most intricate engineering models. The detailed craftsmanship which was needed to make each one is simply stunning. From a model of an engine designed by James Watt during the 1780's right through the engineering hey-day of the Victorian era to a huge Corliss Engine which has been mounted in the centre of the museum as a working exhibit. The whole of the exhibition hall is filled with exciting and interesting exhibits from full sized steam powered fire engines, traction engines, scale working models of stationary steam engines, scaled locomotives, one of which was a model of the North Eastern 901 class 2-4-0 No. 926 built in 1883, also some stationary engines one of which was set up as an actual working model representing a small generating plant as used in a domestic situation. There was also a fine display of very early generators and electric motors one believed to have been built by Michael Faraday circa 1850. There was also a display of early motorcycles.

We then walked underground along buckled rail tracks (used for the transportation of coal in trucks) to the boiler house where four massive boilers are housed. When the Pumping Station was first commissioned in 1865/6 it included No. 1 Engine, three Lancashire boilers, two coal cellars and the chimney stack. When No. 2 Engine was added ten years later three additional Lancashire boilers were added. These boilers remained in service until 1934 when they were replaced by four larger capacity Lancashire boilers, by Yates and Thom (3500 gallons capacity, 6000 lbs of steam per hour each). To give you some idea of the amount of heat just one of these boilers produces, the No. 2 Engine is steamed on the first Sunday in every month; we visited seven days later and the water in the boiler was still cooling down. During the height of the summer it can take anything up to 14 days for the boiler to cool down completely.

The original engine house (still contains the 130 H.P. 2 pillar Woolf Compound Beam Engine by Eastons Amos & Sons Ltd. built in 1866) now houses numerous exhibits of an engineering and household nature and it was fun spotting the items we have at home are now considered "Museum pieces". On the other side of the boiler house is housed Beam Engine No. 2 built in 1876 and developing 250 H.P. The second engine is also a Woolf Compound Engine built by Eastons and Anderson. It is a most beautiful piece of engineering with long flowing lines which create something both extremely functional and pleasing to look at.

As there were no other visitors around at the time of our visit we were allowed to climb up to the Beam floor and look down through the massive engine beneath. We were standing approximately 25 feet above ground level and a head for heights was most certainly needed. For the price of £4.00 each it was great value for money. Although Brighton is a long way from our part of the world we can certainly recommend a visit to this special engineering museum as it holds a great deal of interesting exhibits.

HAZEL ATHERTON.

DIARY DATES

ANTI FREEZE CRANK-UP OLD DOWN INN, EMBOROUGH. SUNDAY MORNING 3RD DECEMBER, 1995. Lets have a good turn out for the last W.S.E.C. event for 1995. Grand Raffle. Also bring and buy bits welcome. Old Down Inn open for drinks and food. Enquiries Tel: 01749/342671

MINCE PIE CRANK-UP. DECEMBER 27TH (DAY AFTER BOXING DAY). AT NASH'S TIMBER YARD, EVERCREECH JUNCTION ON THE A371. On all day, rain or shine. Plenty of food, mince pies, sausage rolls, sandwiches, tea, coffee, soft drinks - ALL FREE OF CHARGE. GRAND RAFFLE. Everyone welcome, just turn up, preferably with an engine. Also bring and buy bits are most welcome.

Enquiries ring Brian Baker on (01749) 342671.

JOHN KYTE'S GARDEN PARTY - SAT/SUN 7 & 8TH OCTOBER.

I have heard for a long time legendary tales of a massive Brush engine installed in a Wessex Members back garden, so when I saw John Kyte's 21st Annual Garden Party advertised I made up my mind to see for myself. Setting off from Shepton Mallet it was pouring with rain, also it was very foggy, doubting my sanity I proceeded on to Wiltshire, and Market Lavington where John lives. By the time we arrived the rain had stopped. I found somewhere to park and walked up the High Street and found John's house situated between the Pub and a Fish and Chip Shop. I honestly wasn't prepared for what confronted me as I walked between the buildings to John's garden, there were engines everywhere. Although this was early on the Saturday morning, lots of John's friends had brought engines, and any room left was filled with John's own collection. At the rear of the garden John had constructed a large shed and installed a large Brush, flat four cylinder engine on a bed of 30 ton of concrete. The engine dates from 1938, is 300 H.P. and uses 6 gallons of fuel per hour, it drives a massive 325 KW generator which provides lighting for the complex. John told me it took two of them a total of nine months working 10 hours every day to install and get it running. The flywheel weighs 6 ton. The running speed is 330 RPM. John told me to make sure he started it before we departed. Also installed in the shed was a magnificent Ruston & Hornsby 25 HP 1923. This was up and running also driving a generator. Outside John's large Blackstone portable 8 H.P. 1924 was also running, an Adamson steam pump circa 1900 was in steam powered by a vertical boiler situated just inside the shed. Other engines outside were Lister 'F' type compressor unit. Various Listers, Wolseleys, a 1912 Lister 'H' which was called 'Old Joe' after John's father because he and the engine were the same age. There were plenty of items scattered around For Sale including a Ferguson T20. Also the ladies were doing sterling work selling hot drinks and refreshments. At 12 o'clock John told me he was starting the Brush. It is started by compressed air supplied by a Ruston P.T. and Compressor, the flywheel was barred round to the appropriate starting position and the compressed air released, well I have never seen an engine start easier. It seemed like a minor quake, the earth trembled and the air was filled with the steady 'thump' of the exhaust, what the hell does John do to keep his neighbours happy. He told me it would probably run until 2 a.m. YES 2 IN THE MORNING. Well I've seen and heard "The Beast of Wiltshire" (Not you John, the engine), and next year I shall be back.

BRIAN J. BAKER.

LISTER-TODD. INSECTICIDE-FOG APPLICATOR.

Chatting one day to my old friend Eric Brain, he told me he had heard of an unusual Lister engine driven Fog Applicator that was soon to be delivered to the town where I live, and would it be possible for me to have a look and take a few photographs, knowing Eric's enthusiasm for the occasional leg pull and a possible 'am I being set up' I proceeded with caution, after all who would want to make fog when for three months of the year its available for free in abundance. But he did supply me with the owners name, Kevin Taylor from Newark in Nottinghamshire, then having made contact with Kevin he told me the engine was indeed being delivered to my home town of Frome for further restoration and gave me the location, and a date was then fixed for my visit.

Well sure enough it was a Fog Applicator that was once used in a Nottingham tobacco warehouse, no doubt for eliminating all the insects and creepy crawlies that may arrive unannounced hidden among the tobacco leaves. My first view and immediate thought of this machine was how much it looked like a portable generating set with a Lister G1 6hp engine on one side and a large control board on the other side, all surrounded by a tubular frame-work. On further inspection behind the control board was what looked like a Vane type compressor with two air cleaner intakes fixed on top in a V formation, the engine did start up fairly easily and made a loud droning noise similar to a wartime doodle bug (I'm not old enough to remember these but I have seen them on films) the noise came from the blower or turbo as some might like to call it. Kevin's father-in-law Tony and his brother Dave along with myself tried to fathom out how this thing worked and our reckoning was the engine drove the compressor via chain or belt with the air being stored in a vertical cylindrical vessel about 12" x 6" diameter, this vessel also acts as a mixing chamber for various insecticides that may be required, on top of this paraffin and petrol are added and ignited by a type of spark plug/ignitor whose power source comes from the engine impulse magneto, there are also two small belt driven pumps on this machine and the fog or mist outlet was fully adjustable both up and down with some parts of it being lagged in asbestos tape which obviously meant it could get very hot!!

This machine and its uses are described very well in David Evans book - Lister - The First Hundred Years. I look forward to seeing Kevin's Fog Applicator when restoration is complete, it would make a very interesting rally exhibit, that is if you could see it through the fog!!!!

ROBIN LAMBERT.