WESSEX STATIONARY ENGINE CLUB

NEWSLETTER----APRIL 1978

OUT AND ABOUT. This Month - Charmouth, Dorset.

Any engine enthusiast intending a holiday in Dorset this summer should, without fail, visit 'Barneys Fossil Shop' at Charmouth.

As you enter Charmouth from Bridport, Barneys is almost the first shop on the right hand side. Pass through the gift shop and look out for the sign, 'Farm Museum.' Alongside the selection of tractors, agricultural implements and the varied collection of domestic items of yesteryear, are to be found nicely displayed some thirty or more stationary engines of the following manufacturers:-

Petters - Ithp., 3hp., & 5hp. Lister - A, B, D, J, L.

Ruston Hornsby - Ithp., 3hp., 6hp., & IOhp.

International - 3hp.

Bamford - Ithp., & 6hp.

Victoria - 5hp.

Fairbanks-Morse - 6hp.

Stuart.

Bradford - 21hp.

Wolseley - WDI, & WDII.

Teles.

Crossley - '00', PHI03, & I040.

Amanco - $I_{\frac{3}{4}}^{\frac{3}{4}}hp., \& 2_{\frac{1}{4}}^{\frac{1}{4}}hp.$

There are also two quite early steam engines to be seen, un-restored.

The 5hp. Petter is a very early example of a 'flat top head' and crank-case mounted drip-feed oiler.

The entire collection is under cover and is sufficiently well lit to permit daylight photography.

PROPOSED COACH TRIP.

It has been suggested that we organise a day-trip to the Agricultural Museum at BICTON GARDENS near Budleigh Salterton, Devon. The museum is very large and completely under cover and contains thousands of exhibits depicting all aspects of farming through the ages. Included in this is an interesting collection of stationary engines. We are investigating such things as party rates, cost of coach, travelling time etc. but most of all, we need to know how many members, along with their wives and children if they wish, are interested in such a jaunt. To this end, those of you attending the next couple of meetings will be able to put your names on a list on the notice board. For those unable to get to our meetings, please drop a line to Secretary Aileen Cannon, 29, Easton House, Grosvenor Bridge Road, Bath, Avon, and tell us how many you are, whether you have a preference for Saturday or Sunday or either and whether, in view of the length of the journey from Bristol, you are able or would prefer to make the trip under your own steam! A date has not been fixed, but late August or September is the period in mind.

Suggestions for other possible outings would be greatly appreciated.

NEW FEATURE!!!!!!!

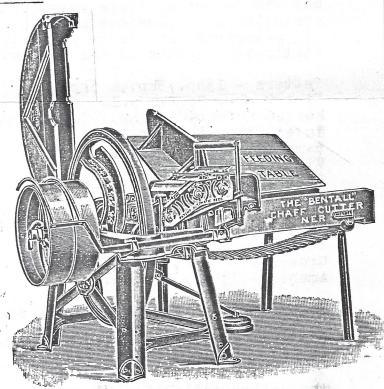
As we all know only too well, our engines were certainly never made just to sit in rows in fields on sunny summer days, popping away for the amusement (or should it be bemusement?) of the general public. BUT, this seems to be the prevailing way in which these engines are now displayed, so, inorder to extend the interest of the engine enthusiast to the variety of Barn Machinery many of our engines would have driven, we intend to look for the next few months at some of the 'Modern Farm Machinery' of the 1920's.

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BARN MACHINERY. No.I. The Chaff Cutter.

The majority of cutters are of the same general design, differing mainly in the attachments to the larger machines for sifting and bagging etc.

The cutters and drive gears are arranged on a rectangular frame on the stand, with the feed trough usually running at right-angles to the frame. The hay or straw is fed along the trough, which is sometimes fitted with a conveyor, to the throat where it is gripped between two toothed rollers and fed to the knives. The knives are mounted on a flywheel and are 2 or 3 in number. The cut takes place between the moving knife and a fixed shear plate, the length of cut being controlled by adjustment of the roller and/or conveyor speed. The upper roller is often spring mounted so that it can float up and down, thus accomodating the varying thicknesses of the fodder.



A power chaff cutter with fast and loose pulleys

The drive by belt is taken by a pulley on the main shaft, which carries the flywheel. From this shaft, the drive for the roblers and conveyor is taken through bevel gears, controbled by dog clutches, which provide forward, neutral and reverse positions. The clutch sleeve is connected to a safety lever in front of the throat so that, should the throat get choked, the rollers can be cleared by reversing the drive. Some of the larger machines have self-feeders, consisting mainly of some form of reciprocating toothed rack working over the top of the some form of reciprocating toothed rack working over the top of the some feed trough, which drives the hay into the throat. Chaff Cutter capacities feed trough, which drives the hay into the throat. Chaff Cutter capacities and requiring I½hp., to a 3 blade unit cutting 32cwts an hour at 120 rpm and requiring 4hp.

FORTHCOMING EVENTS.

29th April. South Bristol Technical College Rally, one day only. Marksbury Road, Bedminster, Bristol. Starts II.00am.

Puncknowle Rally, Dorset. 6th.May.

20th/2Ist.May. Doddington Rally, approx. 5 miles N. of Bath off A46. Somervale Leisure Activities Weekend, Somervale School, Midsomer Norton. We would like 8 to I2 engines to

represent the club at this event. Offers to Tom Randall. I7th/I8th.June.Camerton Rally, details from committee member David Holmes. I5th/I6th, July.Bristol Steam '78. Ashton Court Estate, Long Ashton Rd., Details: B.Lewis. Nailsea 2027.

More Rally details required. Please pass on details to Secretary or any committee member.

CLUB EVENTS.

30th. May. YOUR opportunity to express your views on Rally Judging. This evening will be an open discussion on competitive rallies and whether or not they are beneficial to the stationary engine enthusiast.

26th.June. Slide/Film Show by Stuart Ashman. We are hoping to show a Shell film on the History of the Oil Engine.

24th. July. CRANK-UP. An impromptu evening rally in the 'slip-road' next to the Old Down Inn car park, Emborough. The clubs usual room will be available if it rains, but our genial host and landlord draws the line at engines inside! Keep your fingers crossed for a fine evening and bring along an engine and your own water as far as is practical. 21st. August. Members night. Details to be arranged.

18th.Nov./25th.Nov./2nd.Dec. PROVISIONAL DATES FOR CLUB DINNER DANCE

in reverse order of preference. Pencil them in your diaries until further details are announced.

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CRANMORE RALLY

The date for the clubs rally at Cranmore, in conjunction with the East Somerset Railway has been fixed as 30th. September/Ist.October. It is intended that entry forms (Club Members Only) will be available for the May meeting and will be sent out with the May Newsletter.

FUND RAISING.

Following the success of the stall at the Cranmore Rally last year, we have been given the go-ahead for a CLUB SALES STALL athe next CAMERTON RALLY. We are therefore asking for donations of saleable items - not jumble - such as bric-a-brac, pot-plants, cakes or other food items like home-made jam etc., un-wanted tools, clean books, in fact anything that stands a good chance of selling since, what with over half a ton of jumble already hanging over my head, I would prefer as little as possible to be left over! For those actually attending the rally, please bring your donations with you. Other donors, please hand your goods to any committee member or friend attending the rally.

Thankyou all for your support.

Tom Randall (Chairman)

THE CROSSLEY HUNT

EPISODE 10

Nova's grip tightened around me, and I was overcome by the pervading smell of her perfume (obviously T.V.O. dabbed generously behind the ears). She pulled me closer and whispered "Be nice to me and I'll give you what you're after", at the same time thrusting a piece of oil-soaked paper into my hand.

I shoved the treasured information into my pocket and was about to submit to Nova's embraces (some of us will do <u>anything</u> for an engine) when I was saved by the bell, or at least by the sound of a siren in the distance which grew louder as a police car passed us and signalled the Transit to pull in to a convenient layby.

We watched as the handsome young chap got out of the van and walked to meet the two police officers. "Good evening, sir" we heard one say. "Are you the gentleman who owns a Jack Russell that waters dandelions?" "I am," he replied. "Then we must ask you and your dog to accompany us to the Station" they said, and with a flash of their blue light the police car was gone.

I saw this as my chance to escape and leave Nova to her own devices. I leapt from the Transit and ran quickly back to the Cafe, and was soon seated again in the safety of my Land Rover. I had a little feel in my trouser pocket and extracted the grimy scrap of paper Nova had given me. On it were written just two words - Llansantffraed Dwmdeuddrr.

I stared at it blankly for a moment, and then inspiration struck. On checking my road map I discovered it was a small village in mid-Wales just outside. Rhayader. Was this where the Crossley was headed?

By now a heavy mist was beginning to close in so I decided to get a few hours sleep and make a start first thing in the morning. I awoke bright and early and having quickly breakfasted (very quickly after seeing the Cafe's dubious offerings), I swung the Land Rover out of the car park and headed off upon my journey.

It was nearing noon when I passed through Rhayader and spied the first clue as to my destination. A colourful notice by the roadside proclaimed -

ANNUAL COLLECTIVE SALE TODAY TO BE HELD AT LLANSANTFFRAED CWMDEUDDRR STARTING AT 11 A.M.

My foot stamped hard on the accelerator. Was my luck to change at last?

I arrived at the village and turned quickly in to the wet and muddy field where the sale was being held. As I did so I saw rows and rows of vintage machinery including stationary engines.

I jumped down from the Land Rover, my heart pounding. Was the Crossley here?? Had I arrived too late?? Had it already been sold??

Thanks Pam & Ray Saunders for another exciting episode! WANTED - an author for Episode II.

- 1/.B & B does not mean Bed & Breakfast to an engine enthusiast, it means
- 2/. The man who killed the lion had his name added to a small range of engines produced by a well known Halifax firm- THE LITTLE Clue is on a certain treacle tin.
- 3/. He was born in Yorkshire and he died in Australia in 1927. He never received the credit for his work even although his invention changed oil engine history.
- 4/. Nothing to do with the Church but they did produce the first SAFE and reliable petroleum engine.
- 5/. The song says, 'I'm just mad about....' Why should an engine enthusiast be mad about it and who made it?
- 6/. We know of the Bristol made Victoria, who made another one and what was their tractor connection.
- 7/. Until 1922 they had....., from 1922 to 1932 they had....., and from 1932 onwards they had..... WHAT? and which model, we all know the make.
- 8/. They were previously called OVERSIZE engines. What were ?
- 9/. In 1831 he designed the first practical platform weighing machine. Who did?
- 10/. He was only 21 years of age when he designed a pendulum governor for gas engines but at that time he did not know that his cars would become famous. Who?
- 11/. BLIC is short for ?
- 12/. Sparks from the North, know as THE
- 13/. In France they were known as Le Triomphe. What?
- 14/. In the U.S.A. they were made by De La Vergne. What?
- 15/. Was the 5/1 really their first diesel engine? Yes or No. And who was the firm.
- 16/. In 1866 Francis & William starting a firm for building gas engines. Who were they?
- 17/. It used the same name as this club and it was made especially for stationary engines AND right on our door step. What was it?
- 18/. The G 340A is the correct way to describe it. What?
- 19/. They made the following types, FE, S, AV, M and H. Who was the firm and which type had the fly-ball governors?
- 20/. In 1918 they became &
- 21/. Thomson-Bennett later became
- 22/. Cleckheaton and then Liversedge. What was the firm ?
- 23/. The Bergius Company made it. What?
- 24/. Brothers in the same firm, Thomas, Edward, Lawrence, Ernest and Joseph. What firm?
- 25/. Which is the W1P? Name the firm and what W & P are short for?

Answers to be posted to the Club Secretary to be received not later than the 20th of next month. A prize will be given to the person who supplies the most correct answers and it will be presented at the next meeting. At the same time the answers will be given and a few comments made about each question.

In the event of every club member sending in the total of 25 correct answers, the prize will be given to the first correct sheet to be opened.