

# Wessex Stationary Engine Club. *Newsletter.* FEBRUARY 1982.

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THE JANUARY CLUB MEETING.

The first meeting of 1982 at the Old Down Inn, Emborough, looked very promising for the new year with over fifty members attending. Rod Dring opened the meeting and introduced our Treasurer, Stuart Ashman (panegyrist of last month's eulogy on the November club meeting) who entertained us for over an hour with some of his slides, photographed over the last ten years or so.

Stuart showed a well chosen selection of engines from the little model New Way, brought from Australia for the 1000 Engine Rally by Vic Middleton, to a vertical Otto Crossley; from Witte "cheese-top" to the inevitable National K Type, and for the Victoria enthusiast, a Walsh & Clarke horizontal instead of the more frequently seen Bristol Wagon & Carriage Co. vertical type. He also showed Jack Somerfield's nice Crossley, a good selection of Petter M Type variants, vertical Tangyes and International McCormick Deerings.

The club's railway enthusiasts were thrilled by Stuarts pictures of real live working steam engines, some in their sheds and some in full song, even some rather nice early diesel locos. We non-steam enthusiasts enjoyed them for their photographic excellence. Also worthy of mention were the handfull on non-engine related pictures including the badgers and the auto-cross scene which turned out to be yet another 'Stourpaine-in-the-Mud' in disguise.

During the interval Ann and Diana were kept very busy taking subscriptions. Was it the new-look club room with its plush carpet and well stocked bar which encouraged 56 members to rejoin and collect their 1982 insurance certificates? Before the aforementioned 56 persons could get their wallets and/or handbags shut, Herb Gane pounced, waving his customary raffle tickets. The winners were soon selected as follows:-

First prize, a Cheeseboard, was won by Mr. B.Verrall.

Second prize, a pair of safety glasses, was won by Mr. Arthur Walker.

Third prize, a set of wine glasses, was won by Mr. P. Willan.

Whilst all this excitement was taking place, Tom Randall had set up the Club's vintage epidiасope and for the second half of the evening's programme he showed us some contemporary engine advertisements from his extensive collection. The wide range of subjects included hot air, steam, gas and diesel powered types and many applications, like early generating sets such as Austinlite, Delco, Boulton & Paul, Petterlite and F.L.Mitchell Homelite.

It was noticeable that at the close of the evening, the reluctance to leave the club room had increased in proportion to the decrease in height of the new ceiling, or was it the depth of pile of the new carpet, or perhaps the proximity of the new bar!

Emerson Brantingham (Spelt correctly this month!)

POET'S CORNER.

'Twas 1977 as I recall,  
At Cranmore rally, in the fall,  
That hubby John joined the Club  
And started to attend  
Monthly meetings, in a pub.

Pistons, flywheels pulleys turning,  
A new vocab I was learning.  
HT, LT, magnetos, cranks,  
Some had faces  
Others water tanks.

The boys, they soon became aware  
That oil and grease there was to spare,  
Plastered it on everything in sight  
Even the cat  
She did have a fright.

A crowd had gathered over there,  
Let's have a look, it could be rare.  
A red faced man was winding madly,  
The crowd looked on.  
"No spark", he said, quite sadly.

By '78 or there about  
The penny dropped - I won't be left out.  
So off to rallies I did go,  
Still wondering what  
I'd find at the show.

Later in the year I was selling  
Programmes, as the funds need swelling.  
"Be our sec" I was asked.  
"You'll meet our President, David E".  
Well, at least he had the same initials as me.

Amancos, Listers, Japs and Fowlers,  
Gosh I know I'll make some howlers.  
lPs, APs, OKs too.  
I'd had enough  
Where's that ladies loo?

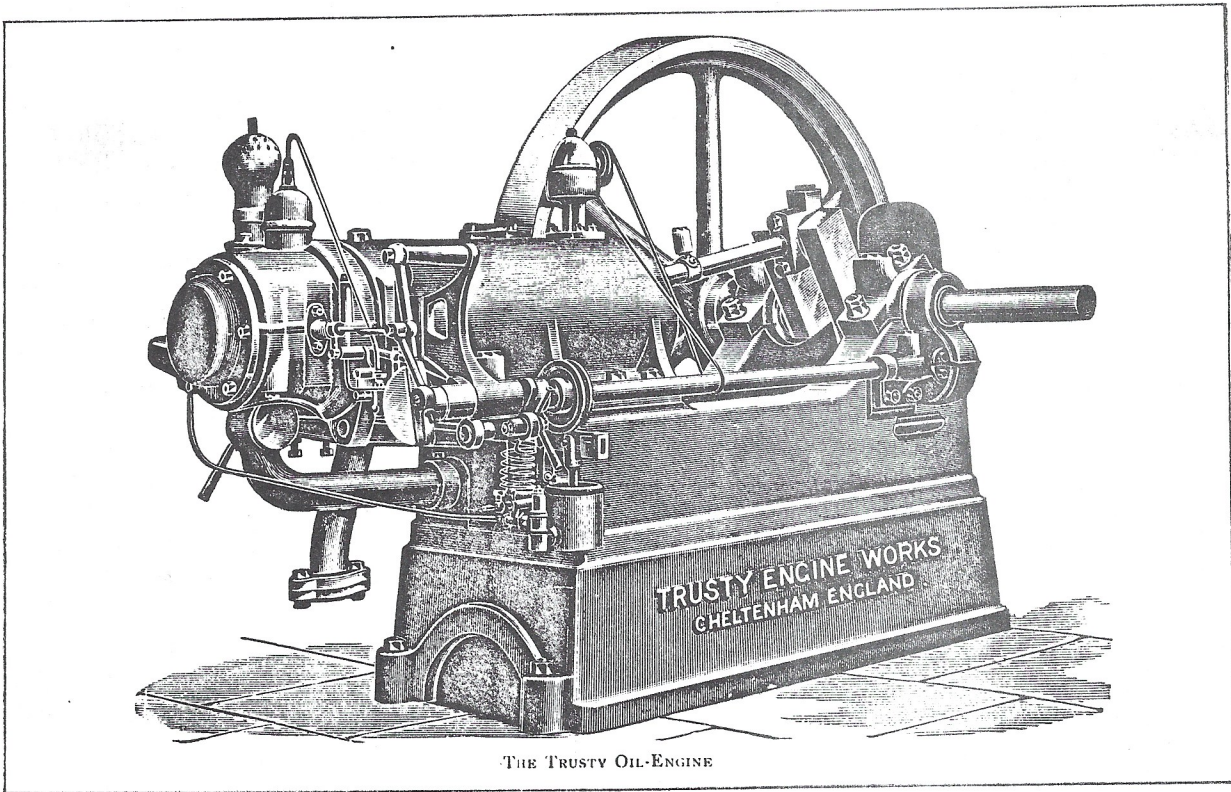
I was asked to go to the AGM.  
Could I control all those men?  
When it came to the crunch  
I said "Yes".  
In self defence I could land a punch.

And so I became your secretary,  
Learning to spell stationary.  
I wonder how long you'll put up with me?  
Please let's have more  
Ladies on the Committee.

Your Hon. Sec. Diana.



THE 'TRUSTY' OIL & GAS ENGINE: A SHORT HISTORY.



THE TRUSTY OIL-ENGINE

Following very closely to Messrs. Priestman & Co., John Henry Knight, of Farnham, Surrey, was one of the first persons to patent an oil engine in this country. It first appeared in 1888 and was built by Elliots of Farnham and later by Brown and May of Devizes. His earlier designs were for a six stroke cycle to avoid conflict with the Otto monopoly of the four stroke patents. When these patents expired in 1890, J.H.Knight developed a four stroke oil engine which was built by Weyman Engineering Company, Church Acre Iron Works, Guildford and was a modified version of the company's 'Weyman Gas Engine' which, when first produced in 1873, was a joint patent taken out by Messrs. Knight and Weyman.

In 1891 the firm became known as Weyman and Hitchcock Engineers and around this period were known to be operating from Church Acre Iron Works, Lincoln. In 1895 the Lincoln firm of Clayton and Shuttleworth, well known for their steam engines, commenced production of an oil engine to Weyman and Hitchcock patents which, although it looked similar to the 'Trusty' engine, was far more complex in operation.

Two years later, in 1897, Weyman and Hitchcock appeared in Cheltenham producing 'Trusty' oil and gas engines as well as other products and in 1902 the Shillingford Engineering Company are known to be manufacturing the 'Trusty' engine under license. Records in Cheltenham Library show this firm to have ceased operation around 1906, although Weyman and Hitchcock carried on production until 1914.

All 'Weyman' and 'Trusty' engines had a dominant characteristic feature, an arch in the side of the base. However, engines made during the Shillingford era appear to have omitted this feature.(see illustration above.) Also the only known 'Trusty' engine in the country, known to have been made by Shillingford Engineering does not feature the arch.

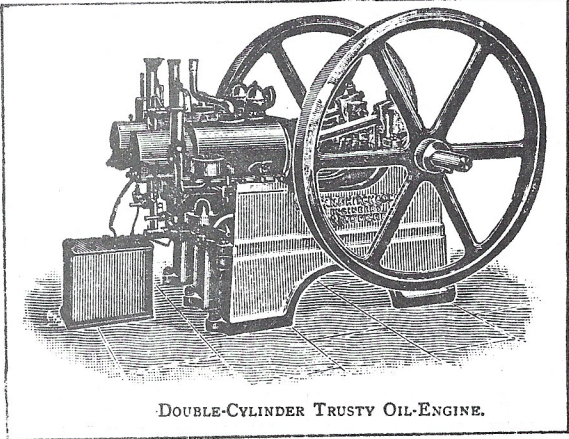
In 1911, Avens & Co., of Stroud, Gloucestershire, took over the production of the 'Trusty' gas and oil engines. The gas engine was made in sizes from ½h.p. up to 80h.p. and the oil engine used the latest developed Knight vapouriser.

It is also known that twin cylinder engines were tried and sold for a short time, the horizontal type being produced whilst Weyman and Hitchcock were still at Guildford.(see illustration below.). Later, at Cheltenham, a twin cylinder vertical engine was introduced for marine and electrical work.

Despite the fact that many hundreds of 'Trusty' and 'Weyman' gas and oil engines were produced between 1873 and 1914, very few survive to this day. Mr.Charles Hudson of Sussex is known to have owned a Weyman gas engine in the early 1970's but this was sold to an American collection which has since been dispersed and its whereabouts are now unknown. Mr. Jon Monk, of Pencoed, Mid Glamorgan, owns the incomplete remains of Trusty Oil Engine No.835, made by the Shillingford Engineering Co., of Cheltenham.

M.J.Stokes.

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DOUBLE-CYLINDER TRUSTY OIL-ENGINE.



TRUSTY ENGINES - A FOOTNOTE.

In 1899, John Henry Knight produced a book called 'Electric Light for Country Houses' from which the illustrations on page two are reproduced. It is interesting to note that, even in the fifth edition of this book, dated 1906, the twin cylinder horizontal engine is stated to be readily available and the illustrated engine clearly says 'Weyman and Hitchcock, Engineers, Guildford' on the base. The most likely explanation for this is that the publisher used an old engraved block rather than go to the expense of having a new one cut. It would be interesting to be able to verify that this engine was still being made as late as 1906 as the book says. Originally it was made in sizes of 8h.p. and upwards.

In 1896 J.H.Knight illuminated his own house using a Trusty oil engine and dynamo to light sixteen lamps and the cost, "did not exceed £90, including an iron shed for the engine and dynamo."! He used a 2½b.h.p. engine which, in 1899, would have cost £57.10.0d. Other sizes quoted are 1½b.h.p., 3½b.h.p., & 4½b.h.p., which cost £40, £70 and £85 respectively.

Tom Randall.

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THE LAMENTATIONS of the PROPHETESS, MARIETTA.

Here beginneth the chronicle of the Prophetess, Marietta.

In those days, it came to pass that the Daily Scroll was delivered to the abode of the husband of the Prphetess, Marietta, and she sayeth unto him, "Indeed, spouse, it is herein proclaimed that the Brethren, Chapman, Moore and Mugford will assemble much cattle and engines and diverse other magical and mechanical devices within the cattle market of the hill-town of Shaftesbury. Thither will the tribes go up for the feasting and the sale of lots, so lets us therefore gird up our loins and go in search of a magical whirling device that may lighten our darkness which will come about during the Winter Solstice."

But he, thinking in his soul that this was a subterfuge for ensnaring him within the wiles of the bazaars, sayeth unto her, "It is written that there will be no need of privy lighting as it has been noised abroad that the coal-mining brethren are in good heart and will not withdraw from their labours these dark months!"

And his spouse sayeth unto him, "Husband, I have prophesied a great darkness over all the land, be its cause the machinations of the labourers or the strange ways of the Gods of Nature, I know not, but I have been visited in a dream and have seen thee creeping around with rushlights and with much blaspheming!"

So did Marietta prevail upon her husband and on the coming Sabbath they mounted into their caravan with much tackle and did ascend into Shaftesbury from the Vale of Blackmore. Now a city set on a hill cannot be hid, but when they had encompassed the approaches thereto, a man could not see his hand before his countenance for the clouds thereon. And the Market Place was filled with mist and the voices of the brethren Chapman, Moore and Mugford did boom all around in the gloom and the iron steeds belched forth much smoke and our breaths were caught like unto spider's webs.

Then sayeth her husband unto her, "Indeed and indeed, look what hath been revealed unto me - an engine of one and a half steeds, bred by the people who dwelleth accross the waters, those eaters of frogs and consumers of snails and other loathsome creatures and who care not but for filling of their bellies with strong drink. Alas, it hath a great crack in the vessel which containeth the cooling waters and which some ancient hath tried to mend. But I vow I can mend it using also the methods of the ancients themselves and much guile!"

Then did they perceive that an Egyptian and his wife were casting a covetous eye on the foreign device and the Prophetess being wily and well versed in serpents' tongues, saith unto the Egyptian's wife, "It is worth nought, for it hath been transfixed by fools and is of no value except as dross for the forgers of base metals." But when the time came for the bargaining, the Egyptian and his wife shouted mightily and their shouting prevailed and they took it away with them. Then did the husband of the Prophetess weep and rend his garments, for he was possessed of a great anger!

Then, having achieved nought, neither engine nor whirling device for the enlightenment of darkness, they departed the way that they had come. But his wife sayeth unto him, "Husband, it being full of mist on this hilltop. let us leave this place and descend into the Vale of Blackmore and visit the bazaars in the oasis of Gillingham." And they did descend into that place and the sun gave much light and the birds of the air sang glorious but when that they entered into Gillingham it was as a city of the dead. Then sayeth his wife unto him, "Thou knewest didst thou not, O Deceiver, that these heathens sleep during the noonday and therefore the bazaars are closed?" But he admitted not that it was so, but she was possessed of great insight into the workings of his spirit and bided her time.

And in the fullness of time it came to pass, even as she had prophesied, that a great wind rose up and blew with it much snow that a man could not see a thing before him and a great darkness did descend upon the face of the land, yea, all over the Vale of Blackmore and the country of Wessex and unto both seas and the furthest points thereof and lasted for the space of three days. And there was much loss of cattle and damage to dwellings and part of the roof which sheltered the iron steeds took off with the whirlwind and the waters dripped upon them and they rusted.

(cont'd.)



THE LAMENTATIONS of the PROPHETESS, (cont'd.)

Then did the husband of the Prophetess, Marietta, again weep and rend his garments, for they had become entangled around his ankles and he crept around with rushlights and there was much blaspheming, as she had prophesied!

Castrum Anonim.

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CHANGES IN THE LAW RELATING TO TRAILER BRAKES.

On and after 1st. October 1982, 750kg.(15cwt) maximum gross (laden) weight will replace 102kg.(2cwt) unladen weight, as the point above which brakes must be fitted to trailers. Also, with effect from the same date, all unbraked trailers must be marked with their maximum gross weight, in kilograms, on the outside of the left-hand-side of the trailer, and it will be an offence to load a trailer beyond its maximum gross weight. Further restrictions on the towing of unbraked trailers will come into effect on 1st. October, 1986. New construction and use requirements will apply to trailers manufactured after 1st. October 1982 and first used on or after April 1st., 1983. These will be reported as soon as they are available.

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NEW DATES FOR YOUR DIARIES.

APRIL 10/11 ABBEYHILL STEAM SHOW organised by the Abbeyhill Group, Yeovil. About 40 engines, all driving machinery and willing to run for the 2 days, can be accommodated. Entries to Terry Heath. 'Ter-Shi' Bradford Rd., Sherborne, Dorset.

MAY 1/2/3 WHEELS of YESTERYEAR, Battersea Park. Contact T.Wright. 34, Elborough Street, Southfields. London SW18 5DW. Tel:- 01 874 7391.

MAY 15/16 Glos.VINTAGE MOTOR TRANSPORT CLUB RALLY.Staverton Airfield. Entry forms from Mr.C.Reeves.9, Osbourne Ave., Tuffley, Gloucester. Closing date 31st March.

MAY 30 CRICKET St. Thomas Rally. The rally is one day only, but entrants can arrive the day before and leave the day after if they wish. Entries to Bill Foster.

JUNE 26 LACKHAM open Day. Stationary engine entries welcome. S.A.E. to Ian Cradock. 100A, The Knapp, Hilperton, Trowbridge, Wilt.

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CLUB EVENTS.

MARCH 29 Yes folks! It's time for the annual ENGINE DRIVE. 'Game for a Laugh' is a weak joke when compared to this riotous entertainment! Fabulous prizes.

APRIL 26 FASCINATION of SHOWLAND. A panorama of fairground pictures presented by Rev. Frank Larkworthy.

MAY 24 Time to palm off all that old rubbish on your mates for the price of a pint or two at the WESSEX BRING AND BUY SALE to be held in the car park, weather permitting.

JUNE 28 Another healthy outdoor event, the annual CRANK-UP. Bring your own engine!

JULY 26 & AUGUST 23 Events to be fixed. Hopefully one date will be a visit to the Longhedge Collection of engines and machinery at Corsley, near Warminster.

SEPT 27 RAILWAY MISCELLANEA, an evening of steam train nostalgia with Rev.A.G.Newman.

SPECIAL EVENT - JUNE 19th. Wessex Barbecue, Disco and Garden Party at 59, Marsh Road, Trowbridge, home of Tony Jones. Contact Tony for further details. Profits to C.L.I.C. Trust.

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FOR SALE/WANTED/FOR SALE/WANTED/FOR SALE/WANTED/FOR SALE/WANTED/FOR SALE  
 WANTED....Complete carburettor for a Ruston Hornsby 1½-2h.p.PB. Any condition provided the air shutter assembly is complete. Roy Cox.24 UphillCaravan Park, Uphill, Weston-super-Mare, Avon. BS23 4TJ.

FOR SALE..CLIMAX deep well pump head, good working order,£10.o.n.o.)B.Munt. Bristol.

WANTED....SHEEP SHEARING HEADS & CLIPPERS & associated items. )Tel.Whitchurch 836214

FOR SALE..PETTER A5. Suitable for a generator, top speed 1500r.p.m.£40. Also,  
 WATER PUMPS by Climax, Lister, Holden& Brooke, £20 each. Also,  
 AMANCO 2½h.p. engine, No.137438.Low tension, petrol/paraffin; Offers. Also,  
 VICTORIAN cast Iron lamp-post, offers. Rob Lambert. Tel.Frome 63526.

WANTED....PETTER S Type, 5h.p., PETTER HANDYMAN, complete or otherwise, LISTER H2 water pump.  
 Offers of any of the above to Bill Dufty, Tel:- Yeovil 22882.

FOR SALE..CARAVAN, 10'6" with awning & w.c.,£275. )PR.Holloway. Tel:

WANTED....PISTON, 4" diameter to suit H Type Fairbanks Morse.) Ilchester 840370.

FOR SALE..LISTER 10h.p.TL twin (1926) with original rack sawbench, restored. Offers to  
 Mr. Fry. tel:- Bruton 3312.

FOR SALE..VILLIERS Mk.12 water-cooled, complete & running.Offer to Mr.Olding.Melksham 702613.

FOR SALE..Engine trolley, rough but restorable for 2-3h.p.engine.£4. Also,another  
 Engine trolley, suit larger engine,c/w wide wheels & handle, £15. Also,  
 Water hopper for Wolseley WD2, good condition, £4. Also, spoked  
 Pulley, 12"dia. x 7" face, 2½" bore,keywayed, £5. Eric Brain.Temple Cloud 52633.

WANTED....Air Vessel for Lister H2 or H3 water pump,(part No.42).Gerald Atherton, Mill Farm,  
 Flax Bourton, Bristol. Tel; Flax Bourton 2393.

STOP PRESS. JULY 24/25. NVTEC Glamorgan & Gwent Group. Kenfig Hill & District Show & Vintage Rally. Contact M.J.Stokes (sec) Tel:- 0656 2637, for details.