

CLUB RALLY-CRANMORE-SEPT.30th.OCT.1st. The organisation of the Club Rally is now well underway and the entries are coming in. Please send your entries in as soon as possible. Each entry will receive a plaque and Adrian Stride has produced a very nice one for us, but there will be no previews, you'll all have to wait until October 1st! This years rally will not be competitive as last years was, but we are going to introduce a voting system which will involve every entrant casting a vote for what he or she consider to be simply the best engine in each of 3 classes, horizontal, vertical & junior entry. Ballot papers will be prepared, distributed and collected so everyone must vote, but not for their own engine of course!

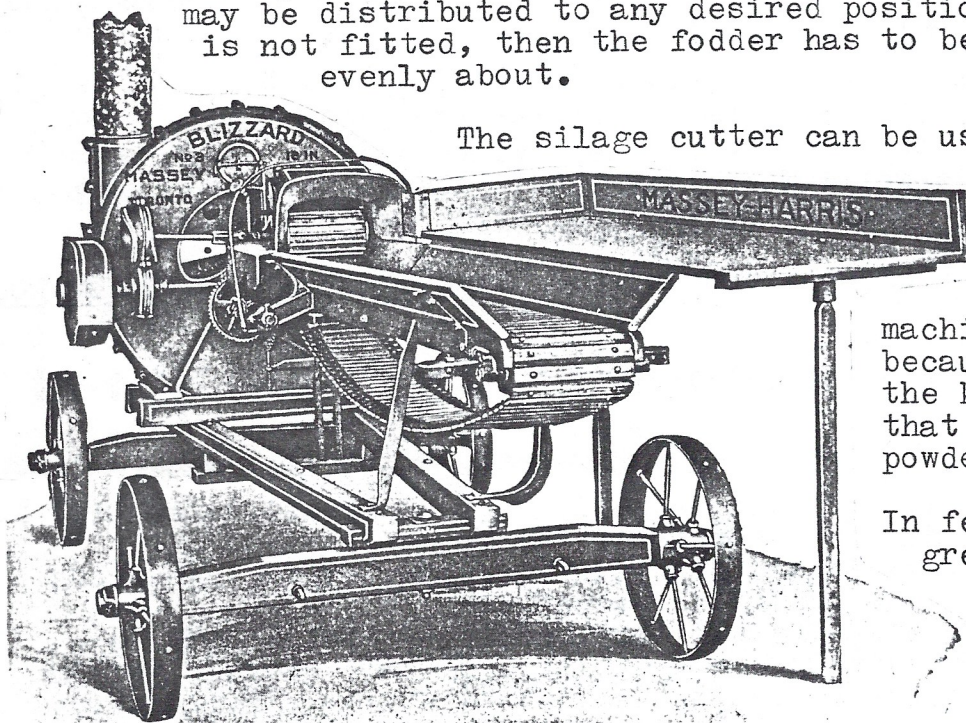


BARN MACHINERY. No.4. The Ensilage Cutter.

This machine is more or less a development from the chaff cutter, but has a means of blowing away the cut fodder. The belt conveyor passes through a long feed trough and leads the forage to a pair of feed rolls, of which the upper is floating. These pass the material onto a shear-plate to be cut by the knives which are mounted on a heavy flywheel which is enclosed in a casing. The flywheel also carries a number of fan blades which just clear the inside walls of the casing and create a sufficiently strong draught to elevate the fodder to the required height via the blower pipe which leaves the casing on the opposite side to the shear-plate. The flywheel is mounted on the main shaft which passes through the body of the machine and is mounted in bearings at each end. The shaft also carries the belt drive pulley and the primary gears for driving the rollers and the conveyor. A clutch mechanism allows all parts except the flywheel to be stopped at will. The drive to the conveyor web is transmitted through variable gears so that the rate of feed may be varied to provide for different lengths of cut.

The general run of machines take from 10 to 20 horse-power to operate at 1,000 to 600 r.p.m. Their capacities vary considerably according to the nature of the material being cut. Most capacity ratings are given on the basis of cutting maize, but the cutting rate for tangled crops such as tare mixtures (vetches) is very much less.

The pipe must be erected as near vertical as possible and the joints must be well made to prevent air leaks which would lower the efficiency of the machine. A hood and deflector are used to carry the pipe over and down into the top of the silo. A down pipe can be fitted so that the silage may be distributed to any desired position within the silo. If this is not fitted, then the fodder has to be hand-forked to be spread evenly about.



A typical ensilage cutter and blower, showing the flywheel casing, blower pipe, conveyor, and feeding table

The silage cutter can be used for chaffing straw, but the average machine is not suitable for cutting hay into short chaff, partly because of the difficulty in keeping the machine fully fed and partly because it is necessary to run the knives at such high speeds that there is a tendency to powder the hay.

In feeding the machine with green stuff, it is necessary to avoid forcing in too great a quantity at a time, as this will slow the cutters down and is liable to cause a choke in the blower pipe through loss of air pressure. Should the feed rolls become jammed, it is necessary

to reverse the feed conveyor to clear. It is obviously dangerous to put the hands close to the rollers in an attempt to force the block through. The fan housing must be securely closed when running to obtain maximum blowing force. Care must be taken to avoid stones and other hard materials from entering the cutter and when it is being worked on loose ground, a sheet should be put down to receive any fodder that falls or is deposited on the ground.

JETHRO TOOL.

Next Month:- Pumps and Spraying Machinery.



BRISTOL STEAM '78. 15th. & 16th. July.

There can be no doubt about it, this rally had everything going for it. A really fine selection of vehicles, engines and tackle in a lovely setting. A lot of hard work went into making this a big rally and Brian Lewis and his team deserved the ultimate success. But it came so close to disaster. One or two let-downs from personnel were quickly overcome, but the big problem on the Saturday was WATER, and, unlike Stourpaine, the LACK of it! The main supply, a tanker from a local fuel company, simply did not show up. The secondary supply, which, in the words of a Bristol Corporation official, contained, 'an inexhaustible supply of over a quarter of a million gallons,' was pumped dry in two hours flat by Rod Drings 7hp Lister N Type, driving a superbly restored Tangye deep well pump which the Drings had spent two days erecting over the old rain-water collecting tank for Ashton Court house. Some pumping! Sunday saw the Corporation water cart bringing water in from outside to replenish the 'tank' and give Rod something to pump! For the stationary engines, salvation came in the form of Harry Champion, his 1942 Fordson Standard and a hi-jacked water bowser, which managed to get a supply to most of the tank-cooled engines by early afternoon. Most of the owners of hopper cooled engines had fetched their water from a tap serving the fairground caravan park, but it was disappointing to see that some engine owners who only needed 2 or 3 gallons were not prepared to haul that small amount the 150 or so yards from the tap. Out of the 105 engine entries, only 73 showed for the Saturday. Sunday was better with 92 on the field, but since the space allocation was generous, the gaps were very noticeable. A wide variety of engines were on display. Even among the 28 Listers, types A, D, L, J, M, N & P were represented. As always, the earlier engines tended to stand out and those deserving of a mention would include a nice Crossley JJ of 1908 owned by Mr. Sheppard of Leominster, and his neighbour, a 1910 Ingeco W 6hp of Mr. Hughes from Badsey. Of interest was the 2hp Lovell open crank, dated at 1900, owned by H.J. Childs of Somerton, & is reputed to be one of only three surviving engines by this Boston, Lincs., engine builder. In the fractional hp range, the 1902 Gardner  $\frac{3}{4}$ hp of Mr. Dearville of Iver, Bucks., was, although not running, a most desirable item. At the other end of the scale, the 1930 13hp Blackstone of D. Hardwick from Rangeworthy, was a spectacular exhibit, immaculately turned out. With so many nice engines, both steam and i.c., and such wonderful weather, this rally gave a good show. Unfortunately, Saturdays water problems left some people rather dis-spirited and, at the end of it all, a number of persons were extremely upset at the way in which the plaques were distributed. The official entry form clearly stated, 'A commemorative Plaque will be presented to each owner.....,' but this was not ultimately the case. One or two short tempers and raised voices caused unpleasantness at the plaque distribution table that closed the weekend on a sour note for some. Such a pity.

J.T.

-----  
FORTHCOMING EVENTS.

6th. August. Beaulieu. National Stationary Engine Rally.  
12th/13th. August. Yeovil Festival of Transport, Barwick Park, Yeovil.  
12th/13th. August. Devon Traction Engine & Vintage Car Club Rally, Ivington Farm, Clyst St. Mary, Exeter.  
9th/10th. Sept. Selwood Vintage Farm Working, Beckington, Frome.  
22nd/24th. Sept. Stourpaine Bushes Rally, Blandford Forum, Dorset.  
AUGUST 18th. EVENING ENGINE DISPLAY at WELMORE. Contact Tony Andrews. Wells 87482  
CLUB DINNER DANCE. reminder-reminder-reminder-reminder-reminder-reminder  
The provisional dates for the Club dinner dance are 18th. November, 25th. November and 2nd. December. A firm decision on date and venue will be announced at the August meeting. Invitation forms will also be available with the August newsletter. The cost of the event will be subsidised by the club, which brings us around to:-  
FUND RAISING. Donations for the club sales stall at Cranmore, and also for a jumble sale to be run in the autumn, date to be decided. Also, any gifts for raffle prizes on club evenings and also for a big raffle planned for Cranmore, would be greatly appreciated and would help to keep the cost to the club to a minimum.

WANTED!!! Material for next months NEWSLETTER. Copy in by August 14th.



THE CROSSLEY HUNT - Chapter 12.

As I watched the Transit bump across the auction field, my heart began to race and I could tell by the way Nova danced about, like an engine on a loose bed, that she was also excited. My thoughts went back over my travels over the last year. I had followed this engine from the pump-house to the scrap yard, then to Caseys place at Warrington and to Mrs. Muldoons guest house, on to the truck rental firm at Birmingham, Joe's All-Night Cafe and finally to Llansantffraed Cwmdeuddrr, with the help of my experiences in the back of the van with the voluptuous Nova! Could it be that I was finally at the end of my quest? Could the oily tarpaulin on the back of the pick-up really be hiding the Crossley that had eluded me for so long?

I turned to Nova. She was full of excitement, so full that I thought it would ignit'er! During the summer she had acquired a tan the colour of red oxide. It gave her that sophisticated look which was only spoilt by the selection of badges she wore on her T shirt - 'Keep Sixteen' and, 'I Turn On Petrol Taps.'

"Fuel buy that engine, oi'll follow you anywhere," said Nova, "'Cause dies'el get a head with one like that!" Nova lapsed into her native Bristolian.

"That might not be the Crossley there," I said, pessimistically.

"Well, keep your feelers crossed," Nova replied. (What a girl!) "I am more interested in steamers really," she said, "I've got a couple of nice ones." I didn't know what to say. After a brief pause I was about to offer to help pack her glands sometime when the bell rang for the start of the sale. "If we don't flywheel never make Lot 1. It's not easy at an auction, I loose my bearings overall these engines," she said in true style.

I was unable to follow the auction properly, I had one eye on the unloading of lot 210. A small crowd had already gathered around it watching the two men who were about to take off its covering. In no time at all, Nova and I had joined them. We all looked at each other - it was a tense moment. I felt something warm on my leg. "Stop it, Nova," I said, "not at a time like this!" She stared at me blankly. Then I looked down and I watched the small Jack Russell return to his master looking very pleased with life! "Who is that man?" I thought.

I soon forgot my wet leg as the two men whipped off the tarpaulin. The crowd gasped when they saw the engine. It was complete! It was rare! It was the CROSSLEY!!!!!!!!!!

"But it's so big! How will you lubricate it?" said Nova, softly.

"Duckhams" I replied, smiling.

"Ooooooh!" she said.

As we stood and looked silently at the engine the crowd began to grow and we heard the auctioneers voice, "Right then, boyo's, yere's a fine engine yere! A 1914 4½ horse power, single flywheel Crossley, of the permanent lamp variety, lot two hundred and ten. What am I bid? Where will you start me?"

At last! This was it! The engine was to be mine. I turned to look at Nova again. Our eyes met and our minds instantly became as one, lost in the wonder of the occasion.



"You're a bright spark I don't think!" said Nova.

I was left with nothing, except Nova. Still, that couldn't be bad, I thought. Maybe we will get an engine one day, and perhaps even rally with it - a couple of cranks together!

END

This small village rally in a beautiful setting was well worth a visit. Although the weather was cold and dull, the fifty or so engine owners had an enjoyable time and it was good to see such a large proportion of 'Wessex' members exhibiting. Many variations of Lister models were present, notably of course the D Type. Mr. Brailey of Devizes exhibited a very smooth running Lister CS Diesel 3hp., and hiding under the trees was Len Fry's much rallied 1925 Lister 5hp.

More unusual makes were Ailsa Craig, Stover and Delco Light, a sprinkling of Amanco's, the Ruston-Hornsby OK 5hp. of Mr. Merrifield, the AP 4hp. of Mike 'The Van' Harris and last but by no means least John Kytes immaculate and beautiful running Blackstone 8hp.

Anon.

1939 Reavell single stage, belt driven compressor. 6 cubic feet per minute at 450 lbs. per sq.in. at 1000 r.p.m. Requires 4hp.drive. Complete with original general assembly drawings. £25 o.n.o. or exchange what have you? Tom Randall. Midsomer Norton 418926.



THE STATIONARY ENGINE CLUB - INFORMATION SHEET. 1978.

COMMITTEE.

Tom Randall.....Chairman.  
Dave Farenden.....Vice Chairman.  
Ailene Cannon.....Secretary.  
John Spear.....Assistant Secretary.  
Stuart Ashman.....Treasurer(Membership, Insurance etc.).  
Rod Dring.  
David Holmes.  
Bill Appleby.  
Herb Gane.  
Rob Lambert.

Secretary:- 29, Easton House,  
Grosvenor Bridge Road,  
Bath.

Treasurer:- Moorledge Farm Cottage  
Knowle Hill,  
Chew Magna, Bristol.  
Tel: Chew Magna 2655.

SUBSCRIPTIONS.

Joint Membership(Engaged/Married Couples)...£2.00per year.  
Individual Membership.....£1.50per year.  
Junior Membership(Under 18 ).....£0.50per year.

THIRD PARTY INSURANCE.

£1.00 per paid-up member per year.(Not available to Junior  
Details available from the Treasurer. Members under 16)

MEETINGS.

The Club holds its meetings at the Old Down Inn, Emborough,  
(at the junction of the A37 and the B3139, 5 miles North  
of Shepton Mallet.), on the last Monday in every month.  
It is as well to check meeting dates since the last  
Monday is occasionally impractical. Meetings start at 8pm.

HONORARY LIFE MEMBERS.

David Edgington.(Club President and Editor of  
'The Stationary Engine' magazine.)  
Bill Foster.