

CAMERTON STEAM RALLY. 7th. & 8th. JULY, 1979.

After some discussion with David Edgington at the Club Rally at Cranmore, I realised that the rally being held by 'The Stationary Engine' at Longleat had been arranged for the same dates as those normally used by the Camerton Rally Committee which the club has always supported very well in the past.

I later raised this point with the Camerton Rally Committee who in turn have been in contact with the N.T.E.C. and they have succeeded in fixing a new date for the Camerton Rally. It will be held at Tunley once again, but will now be on the 7th. & 8th. of JULY. Arrangements are well in hand and I hope that you will all support the Rally as well as you have in the past. Conditions will be as for last years Rally, that is to say £1.00 per day for expenses, two meal tickets and a plaque to each exhibitor (Not one per engine, mind you!).

Entries are being taken NOW so please send your name and engine details to me without delay:-

G.H. POUCHER. 3, LAUREL DRIVE, PAULTON, BRISTOL, BS18 5RT.

Please be certain that you bring evidence of up-to-date Public Liability insurance with you to the Rally Field.

George Poucher.

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THE W.S.E.C. MEMBERSHIP YEAR - A CHANGE FROM JANUARY 1st. 1979.

At the October committee meeting we reviewed much of the years activities and one problem emerged concerning the administration of the membership year. The subject was discussed at the first committee meeting of the year when it was decided to let the existing system continue to see how it worked out in practice. At present, a persons membership runs for twelve months from the month in which they join. This means that the membership list has to be checked monthly for lapses and renewals. It was agreed that it would be easier to administer if we changed to a fixed membership year corresponding to the calendar year, so as from 1st. January, 1979, all memberships will be due for renewal, with the exception of those who joined on or after 30th. September, 1978 whose subscription will give them membership for all of 1979. No increase in subscription rates is anticipated next year. This system will also aid the administration of Public Liability Insurance which can be dealt with simultaneously. This should enable the clubs financial position to be established early in the year and therefore provide a guide to the necessity for further fund-raising activity during the year. Your co-operation will be much appreciated, especially by our hard-working Treasurer, Stuart Ashman.

Tom Randall.

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WANTED!!!! WANTED!!!! ITEMS FOR DECEMBER AND JANUARY NEWSLETTERS.

At the moment, I have NO material for the forthcoming newsletters. Everyone is complementary about the W.S.E.C. Newsletters, they are the best, but they will not remain so without your continued support in the form of articles, rally & sale reports, sales & wants ads (for which there is no charge!) and events dates. Send in next years rally dates as soon as possible, together with the names and addresses of entry secretaries. All items to:- Tom Randall, Welton Hill Cottage, West Road, Midsomer Norton, Bath, BA3 2TL. TEL: 97-418926.

A DAY OUT: The Welsh Industrial & Maritime Museum, Bute St., Cardiff.

This superb museum, in its dockside situation, is within easy travelling distance and is well worth a visit - a day out with something for everyone. The Official Guide is a poster size, fold-out sheet, headed, **ENGINES** and contains pictures, photographs & descriptions of 26 engines in the main building of the museum. Some of the drawings are reproduced below.

Campbell Gas Engine from Llandrindod Wells Pumping Station

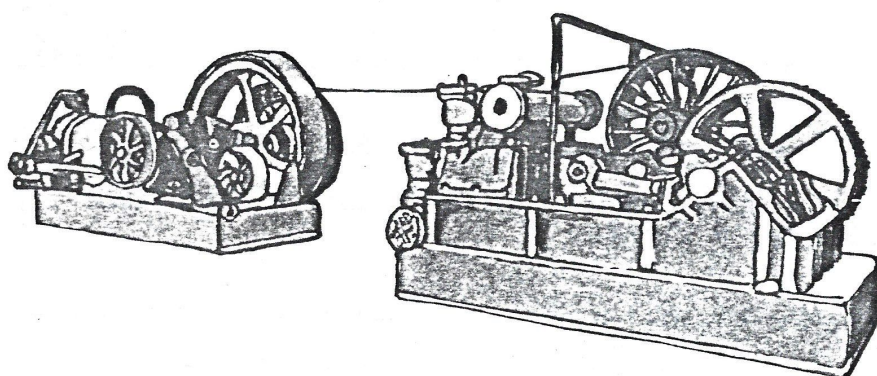
Single cylinder suction gas engine

1 cylinder: 18½" x 30"

Efficiency: 25%

Donor: Radnorshire & North Breconshire Water Board

Made by the Campbell Company of Halifax and installed at Llandrindod Wells Pumping Station in 1914. It powered a three-throw horizontal ram pump which pumped water 280 feet up from the River Ithon to a reservoir overlooking the town.



Anthracite coal was burned in a special chamber to produce the gas, which was then sucked through to the engine

Engineman Jack Moore spent his life looking after the Llandrindod Wells Pumping Station, and described the process in an interview in 1971

"You would build your fire until you got about 15 or 16 buckets of coal, then, when you'd got a good fire coming, test for your gas at the test cock."

He would light the gas with a candle, and check the colour and length of the flame at the test cock. If all was well, he opened the valves and let a mixture of gas and air into the cylinder, which he then ignited with the candle.

"... then when you got it now that the engine is running steady and settled down, you go and pull your belt off the idle or jockey pulley, onto the fixed pulley which works the pump."

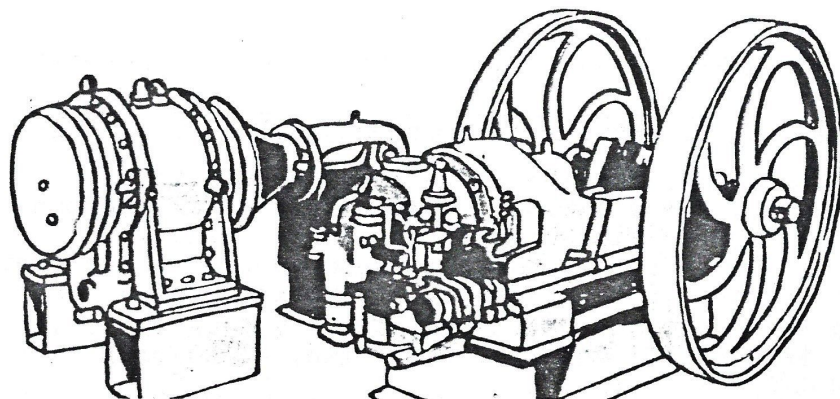
National Gas Engine and Compressor from Newport Gasworks

Engine made by the National Gas Engine Company, Ashton-under-Lyne

Compressor made by the Bryan Donkin Company Ltd., Chesterfield.

It was used for pumping gas into the mains supply system.

Donor: Wales Gas Board



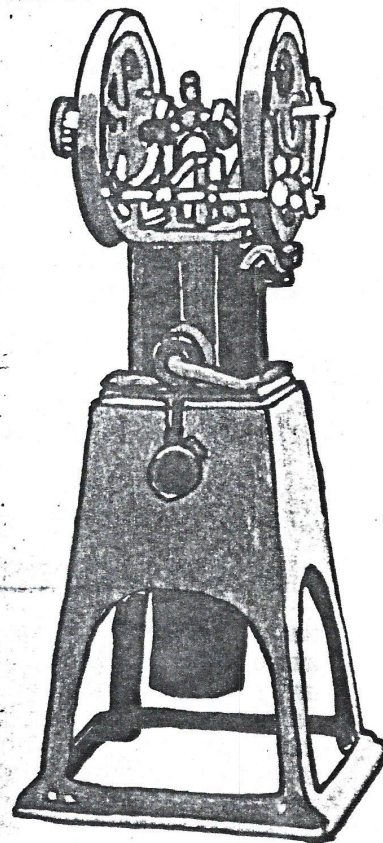
Heinrici Hot-Air Engine

Output:

about 1/10 hp

Donor:

D. E. Brown,



The hot-air engine is an external combustion engine in that gas burners underneath the cylinder provide the necessary heat.

It was invented by the Rev. Stirling in 1816, and the Heinrici version became very popular towards the end of the last century.

They were not efficient machines but if only a small amount of power was needed, were cheaper and more convenient than a steam engine.

They were used mainly in homes or small workshops for pumping, driving fans, and sometimes even for lighting, until the coming of mains electricity made them redundant. Even then, because they caused no electrical interference, they continued to be used in telephone exchanges for driving the magnetos which rang subscribers' bells.

Welsh Industrial & Maritime Museum (contd.)

The engines on display range from the waterwheel, beam engines, horizontal & vertical steam engines, internal combustion to the gas turbine aero-engine. The engines are accompanied by a variety of pumps, compressors, generators and other machinery.

The outside exhibits include a saddle-tank steam locomotive of about 1900, a rail-mounted steam crane

Marshall Vertical Engine from Gregynog, Newtown, Powys

Single cylinder 2-stroke vertical oil engine, coupled to a Mather & Platt generator capable of producing between 100 and 140 Volts

1 Cylinder: 10' x 13'
Donor: University of Wales

Able to run on either diesel or on heavy oil with separate ignition.

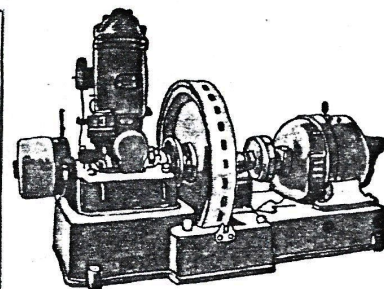
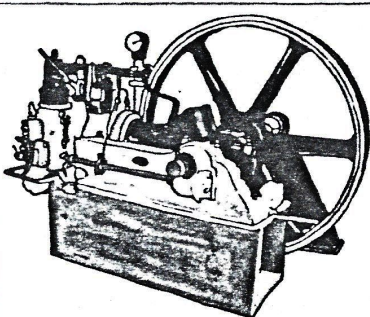
Made by Marshall, Sons & Company Ltd., of Gainsborough, Lincolnshire and used during the early Twentieth century for generating the electricity for the mansion at Gregynog, Newtown, Powys.

Ruston Oil Engine from UWIST, Cardiff

Small, horizontal, single cylinder oil engine

Cylinder: 7' x 14'
Output: 17 BHP at 360 rpm
Donor: UWIST, Cardiff

Made by Ruston & Hornsby of Lincoln.



built in 1925 and maintained in full use until 1969.

There is various railwayana and dockside equipment and machinery, and two boats, a canal maintenance boat built in 1934, and a Bristol Channel Pilot Sailing Cutter, the 'Kindly Light' built in Fleetwood in 1911.

A full day out to Cardiff would not be complete without a visit to the Folk Museum at St. Fagans, on the outskirts of the city, where, apart from an excellent museum of 'folk-life' relics, there are several authentic rural dwellings rebuilt in the grounds and a complete water driven woollen mill.

J.T.

CLUB EVENTS.

DECEMBER THERE WILL BE NO DECEMBER MEETING.

JANUARY. 29th. Club meeting - details to be arranged.

FEBRUARY. 26th. Annual General Meeting

1979 DATES FOR YOUR DIARIES.

MAY 12th.&13th. ✓ South Bristol Rally, Princes Wharf. Bristol Industrial Museum. Entry forms with this newsletter.

JUNE 16th.&17th. ✓ 1000 Engines at Longleat. See the Stationary Engine magazine for all details and entry forms. (Anyone entering a LION?)

JUNE 23rd. ✓ Ilchester Vintage Fayre. Entries to Terry Heath, 'Ter-shi' Bradford Rd., Sherbourne, Dorset.

JULY 7th.&8th. ✓ Camerton Rally. See page one for entry details.

CLUB BADGE. It is hoped that a Club lapel badge featuring the Club's five-spoke flywheel logo supported by a Wessex wyvern will be available by the spring of 1979.

FINALLY - what an opportunity! This ad. was spotted in the Bristol Evening Post the last week in October....

INTERESTED in the history of engineering? Small company has vacancy for practical person to carry out restoration of steam and water machinery. - Please Tel. Bristol 697815. evenings.



WESSEX STATIONARY ENGINE CLUB - INFORMATION SHEET. 1978.

COMMITTEE.

Tom Randall.....Chairman.
Rod Dring.....Vice Chairman.
Ailene Cannon.....Secretary.
John Spear.....Assistant Secretary.
Stuart Ashman.....Treasurer(Membership, Insurance etc.).
Eric Brain.
Adrian Stride
Bill Appleby.
Herb Gane.
Rob Lambert.

Secretary:- 19, Eagle Road,
Northend, Batheaston,
Bath, Avon.

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 A367 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.