

FORTHCOMING CHANGES IN CLUB MEMBERSHIP SUBSCRIPTIONS & INSURANCE.

Our Club has grown over the last 4 years to a membership of over 150 and for those taking responsibility for the administration of the Club, principally the Secretary and the Treasurer, the amount of time required to meet the demands of a Club of this size is now very great.

Consequently the Committee has unanimously agreed to take steps to ease the workload and further simplify the membership administration. You will recall that the first step was taken a couple of years ago when the Membership Year was fixed. This has proved its worth by both providing the bulk of the Club's annual income at the beginning of the year and also concentrating the bookwork to within a couple of months in the winter when even dealing with a pile of membership applications by the fireside is often preferable to restoring an engine in a draughty shed at the bottom of the garden!

The Committee has now decided that, since the majority of the members are taking advantage of our unsurpassed Third Party Liability Insurance Scheme which, if you need reminding, is not only one third of the premium of the National S.E. Scheme but is not subject to any of the restrictions of that scheme either, the Club is to take the ultimate step of combining the Membership Subscription and Insurance Premium into one Annual Subscription Rate, due on the 1st. of January each year.

Also, after having held our Membership Rates constant for FOUR YEARS - a credit to any administration - we are finally having to submit to the pressures of inflation. For example, this newsletter now costs about £30 each month to produce and post. It is true that we could cut the cost by forgoing the illustrations but since this is the country's best newsletter dealing specifically with the Stationary Engine scene such a lowering of standards would be a retrograde step.

Having hopefully made our case for these changes, the new rates are as follows:-

COMBINED CLUB MEMBERSHIP & THIRD PARTY LIABILITY INSURANCE SUBSCRIPTION RATES.

JOINT MEMBERSHIP (Engaged/married couples).....£4.00 per year.

INDIVIDUAL MEMBERSHIP (18 years of age & over).....£3.50 per year.

JUNIOR MEMBERSHIP (under 18 years of age).....£1.00 per year.

These rates will apply to all existing members from January 1st. 1981.

New members joining after October 1st. 1980 will be covered for full membership for 1981, i.e. 14 months for the price of twelve.

We are sure that you will still see that your Club still offers the best deal to the Stationary Engine Enthusiast and we hope that you will continue to give your support to the Club that you have all helped to build.

THE WHITE HORSE SHOW, UFFINGTON.

This popular August Bank Holiday village show drew even larger crowds than ever this year. All entrants were personally welcomed by organiser Richard Fawcett, and the hot sunny weather made this one of the most memorable rallies so far this year. On arrival we found a camping space roped off for us by Tony Jones who was busy polishing his Petter 3 h.p. M Type, whilst down the row was the Beaulieu Award winning Tangye 2½ h.p. engine of Mike Cannon. Other Wessex Members were Reg Butler with a JAP pumping set, Terry Heath with a nicely original Fairbanks Morse and Messrs. Lambert from Highworth running a smart oat rolling mill. On the Monday, Pam & Ray Saunders helped to make up the Wessex numbers with their very fine early Lister L Type of 1912.

Melco Brownwall owner, Keith Reader, was most amused by Tony Jones' umbrella, believing it to be a special anti-Petter-tar-spot device, however this engine seems to be one of the rarer clean running models, possibly using the full generator power has something to do with it. Another Melco arrived on the Monday, 'as found' and running well, owned by Pete Miles from Siddington. Also a nice Blackstone and a Ruston Hornsby owned by S. Hussey of Lambourn. The star of the show was the International 'Famous' of Pat Malin, whilst Jane Cooper gathered large crowds each time she started the Tangye, the onlookers being fascinated by the motion as she swung the flywheel.

Apart from the engines, many other attractions held our interest, the heavy horses, the gymkhana, model aircraft swooping overhead, vintage & classic cars & motor cycles, numerous stalls, Radio Oxford, the dog show and many others.

When the record crowds and traffic jams eventually dispersed, we reluctantly gathered up the faithful Hired Man and swept back down the M4 looking forward, as always, to next year's White Horse Show.

The local inhabitants must have been quite bemused by the convoy of miscellaneous cars and vans seen speeding through their leafy lanes on this otherwise quiet summer Sunday afternoon, all led by this little yellow 'bug' of foreign manufacture! Sedge Moor pumping stations are rather elusive and it was all too easy to pass them by without actually noticing them, although it was a good opportunity for the occupants of several vehicles to scrutinise every gateway, shed, barn and farmyard in the hopes of spotting the odd Blackstone or appletop Petter. Hence the sight of a half dozen or so cars doing simultaneous 99 point turns in those narrow moorland lanes (except for the little yellow foreign thing that could do a U Turn on the pavement!) must have given the locals something to talk about for weeks.

By just about 2 o'clock on this lovely sunny afternoon most of us had discovered Aller Moor pumping station, right in the centre of Burrow Bridge, which, together with the little cottage behind, has been both home and place of work for 45 years for engineman Wally Musgrave, who was to be our guide for the tour.

This building houses the last engine that was installed on Sedge Moor, an Easton, Amos & Anderson twin cylinder vertical, 'A' frame, non-condensing engine and centrifugal pump custom built in 1869. The technical details of this engine were easily remembered:- 60 revs per minute at 60 p.s.i. steam pressure, lifting 60 tons of water per minute. (A difficult set-up to rally with!) This engine drained nearly 2000 acres of moor into the River Parrett.

Mr. Musgrave came to this station in 1935 when in his early twenties. The fact that his elder brother had for many years previous been engineman at the Curry Moor station some two miles away, Wally believes was a strong point in his favour when he applied for the job since he had helped his brother tend a similar engine from about the age of twelve. In 1935 his terms of employment were £12 per year, a free cottage and, to keep from temptation, free coal! We soon learned that the art of moorland drainage was in judging when to use the engine and when to let gravity do the work for you, which meant keeping a watchful eye on both rainfall and tides. The engine was generally used only from December to May, the rest of the year being mostly dry enough for gravitational drainage to cope and thus save fuel. The Aller Moor engine being non-condensing discharged steam under pressure direct to the atmosphere and consequently sounded rather like a locomotive. It could be heard for some distance and following periods of heavy rainfall, Mr. Musgrave knew that his employers, at that time a consortium of farmers, could soon tell what he was "earning his corn."

The adjacent boilerhouse, now clear of its coal heap which had caused the near collapse of one wall, is now neatly whitewashed and houses the Lancashire boiler, which replaced the original in the 1920's, together with a few relics of moorland drainage now in preservation. The most interesting of these is the Easton & Amos engine of 1864 which had been at the Stanmoor station. This is a most unusual twin cylinder 'A' frame engine. The Watt parallel motion is replaced by single slide bars, the two cylinders being inclined on opposite legs of the 'A' frame, but linked to drive a single crank. Another unusual feature of this engine is the use of only one eccentric to drive both boiler feed pump and the two expansion valves. This was most likely the only engine ever built to this design by Easton & Amos.

Our convoy soon moved off to our next venue which was about two miles away. The yellow bug set a fair old pace and with only one navigational error, which involved a mass U-turn in the middle of the village, most of us arrived at the more modern looking buildings (1930's) of the Curry Moor station. Here, the old Easton & Amos engine of 1864, another twin cylinder 'A' frame vertical engine similar to that at Aller Moor, but with condensers, stands in its new building in perfect preservation, and, with the aid of an electric motor powering a friction drive to the single flywheel/bevel gear, it was seen in its working glory. It was here that several of our eagle-eyed technical experts noted that Messrs. Easton & Amos had not been familiar with the GKN data-sheet which was reproduced in September's Stationary Engine Magazine, and consequently had fitted all their locknuts incorrectly! A further investigation outside the building revealed that the Ford Motor Co. still do!!!

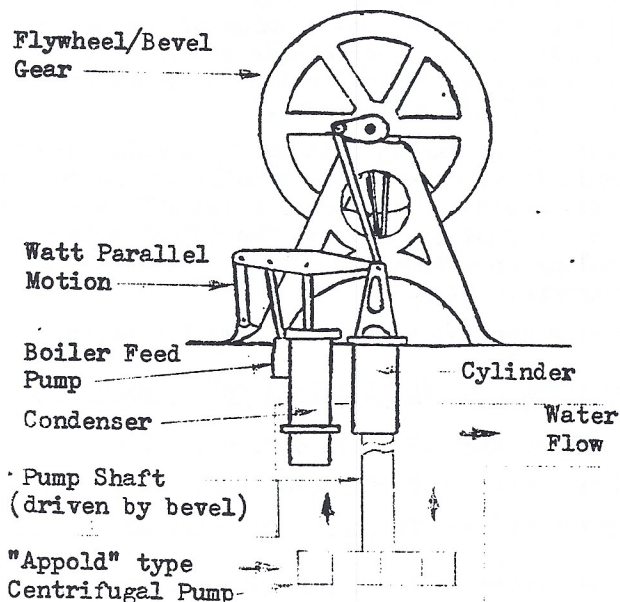
This engine and its centrifugal pump, a beautiful bronze casting 4'6" dia. by about 18" deep, had drained 3000 acres for over 90 years, raising 90 tons per minute the three to five feet required to discharge into the River Tone, and consuming about 4 tons of coal each day.

In the adjacent building a pair of modern (1930's) Ruston & Hornsby diesels were installed along with some nice ancilliary equipment, compressors, dynamo's, etc., all clean and polished.

Our last visit of the day was the Westonzoyland station where the first Easton, Amos & Son

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GENERAL LAYOUT OF A VERTICAL 'A' FRAME ENGINE



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WANTED..... Sheep-shearing cables, clipper and runners, all types. P.A.Steele, Devizes 4820.
WANTED..... Large Lister engine, 8-10 h.p. or larger, but must be single cylinder. P.A.Steele, 'Tuzela,' Wick Lane. Devizes, Wilts. Tel: Devizes 4820.

CLUB EVENTS.

- OCTOBER 27th. REMINISCENCES OF AN ENGINEER. Mr. W. Camp, who many of you will recall provided a memorable contribution to our July meeting with his Centaur model gas engine, will be relating some of his experiences from a lifetime as an engineer.
- NOVEMBER A VISIT TO LISTERS OF DURSLEY will hopefully be arranged for our November meeting. The date is yet to be confirmed, but it will be either a Tuesday, a Wednesday or a Thursday evening. Full details will be in October's Newsletter.
- DECEMBER 6th. CLUB JUMBLE SALE. Yes, we are holding another Jumble Sale this year and we need your support as well as your jumble. The Jumble Sale usually puts about £60 into the Club Funds yet each year only a very small minority of members give jumble or come along and help so please, pass any jumble you can to any Committee Member or, even better, bring it along with yourself to St. Peter's Church Hall, Wells Road, Westfield, Radstock from 12.30 onwards. The Sale will be starting at 2.15p.m.
- DECEMBER 13th. CLUB ANNUAL DINNER & DANCE at The Porway Hotel, Frome. Tickets £5 per head for a full Christmas menu with a free glass of sherry and a lucky draw ticket. Please book as soon as you can by sending in the slip attached to this newsletter.
1981. THE KENNETT & AVON CANAL - an illustrated talk on its history & restoration.
- JANUARY 26th. CLUB ANNUAL GENERAL MEETING.
- FEBRUARY 23rd. "ENGINE DRIVE" A hopperfull of laughs and some of the most disgusting drawings of engines that you ever did see! Good fun this is. If you haven't played it, you haven't lived!!!

GOOD WISHES for a speedy recovery go from the Club to Marita Stride, wife of Club Vice-Chair Adrian Stride, we hope that you will soon be back on your feet again.

GOOD WISHES also to Mrs. Andrews, wife of the late Wilf Andrews from Wedmore, we hope that you too will soon be recovered from your illness.

CONGRATULATIONS to Club Member Jenny Pearce who got married on September 27th., we wish you both every happiness for the future.

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WANTED.....An EPIDIASCOPE for use by the Club. If anyone has one of these that they are willing to sell, or know of anyone who has one, please let Rod Dring know on Bristol 692922.

WANTED.....Club Member with a flair for signwriting who would be prepared to signwrite & line out a Victoria 5h.p. from a copy of the original specification. If you can help, please phone Eric Brain on Temple Cloud 52633.

FOR SALE.....TOWBAR for MG Midget, suit any model, £5. Also TOWBAR for Triumph Herald/Vitesse, £3. Tel. Temple Cloud 52633.

WANTED.....WICO 'A' MAGNETO for Wolseley WD2. Ian Skuse, Tel: Yatton 834943.

WANTED.....SET of BIG END BEARINGS for a Lister 3/1 Diesel. New or used set. Phone Steve Norwell on Frome 4369. or write, 28, Summer Hill, Frome, Somerset.

FOR SALE.....WOLSELEY WD8, complete, as found. Offers around £20. Ian Skuse, Yatton 834943.

FOR SALE.....4 CAST IRON SOLID WHEELS, 5" diameter, 1 1/2" face, 1" bore. £1.50.) Tom Randall,

FOR SALE.....4 CAST IRON SOLID WHEELS, 6" diameter, 1 1/2" face, 1" bore. £2.00.) Midsomer Norton 418926.

CLUB TEE SHIRTS make excellent Christmas gifts at only £3 each. There are now two designs to choose from, the five-spoked flywheel with the full Club name, or the Wessex Wyvern with the initials W.S.E.C. Please send money with order, stating chest size, to Tony Jones, 59, Marsh Road, Trowbridge, Wilts. Allow 3 weeks for delivery, and add 20p for each shirt ordered to cover postage & packing.

CLUB CHRISTMAS CARDS will also be available soon. Again there are two designs to choose from, the first featuring the Britannia Oil Engine which was available last year and which all members should have received with their December Newsletter, the second will feature the Dudbridge Portable Oil Engine. The cards, with envelopes will be in packs of 5 at 50pence per pack, plus 10p/pack towards postage costs. Please send money with order to Tom Randall, Welton Hill Cottage, West Road, Midsomer Norton, Bath, BA3 2TL. again allowing 3 weeks for delivery. All proceeds from Tee Shirts & Christmas Cards go towards Club Funds.

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A Discount of 10% off Cash Prices is now available to all Club Members purchasing goods from:-

GRATON & KNIGHT LTD. CLIFT HOUSE TANNERY, CORONATION ROAD, BRISTOL. BS3 1RW.

Tel:- Bristol 661542.

Stockists of all types of Flat Leather Belting, Round Leather Belting, Balata Belting, 'V' Belting, Belt Cement, Belt Dressings, Belt Fasteners, etc., etc.

Show your membership card and ask for the discount.

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CLUB MEMBERSHIP PLAQUES. We are sorry that so many new members have not been able to purchase our Membership Plaques recently. However, more are shortly to be made and will certainly be available at Club meetings soon, so look out for information in the next Newsletter.