



CRANKING

The Wessex Stationary Engine Club's Monthly Newsletter

Oct 2015
37 years of publication!
MUST SEE
www.wessexsec.org
NEW!!! With forms,
photos, info, latest
stuff. Archive.

From the Sump!

IMPORTANT! Change of Event Notice.

Nov 30th Club meeting at The Old Down Inn

There will be no Crank Ups at the Old Down Inn. "Lights at the Old Down Inn" as advertised in the September issue of Cranking was my error. As no one had told me anything to the contrary, I made the assumption that as we had moved, the Crank Up moved with us! Further, due to lack of space, there will be no Crank Ups there in the future either. Eric and the committee would be delighted to hear of suggested venues for these traditional and enjoyable events.

The evening meeting on the 30th of November will be a model evening and demonstration of silver soldering. This will be followed by a FREE bread and cheese supper.

To my surprise, there has been very little movement this month in Moving the Metal. I suspect that it is the effect of Christmas creeping ever closer!

I'm completing this editorial on Trafalgar Day, a huge mark in the expansion of the British Empire. During this day in 1805, many hundreds of men on both sides gave their lives for their country, and Admiral, The Lord Nelson, was struck down by a sniper's ball. Ladies, Gentlemen, I give you The Immortal Memory!

Obituary

By Robin Lambert

It came as a great shock to learn that Club Member Andy Vincent had passed away suddenly at home on Tuesday 13th October it was only a few weeks ago we attended the Beaulieu Rally and he was there exhibiting his mighty Hornsby engine and thoroughly enjoying the event.

Only in recent years Andy, Sharon and their family had moved to a new location in Bruton and had built a new workshop where he could enjoy his hobby.

Andy will be missed by all who knew him he was such a happy man, always smiling and it was always a pleasure to be in his company.

Out thoughts are with Sharon and the family at this very sad time.

Moving the Metal For sale

Electric Laminator Type X11/29 plus 6 pouches. No need to cover up exhibit sheets next time it rains at a rally. £10

Record 24" Stilsons. Good condition. £16

Trolley Jack, 2,000kg, as new condition, in plastic case. £18

Short ¾" line shaft with 4 pulleys 2" 4" 5" 8 ¾" on cast iron stand and belt. £6

Record bolt cutters 30", heavy duty, good condition. £14

Norton Villiers Type C12A Stationary Engine -. Manufactured in Australia, Ballaharat, Victoria. Restored and put on small trolley. 2 years dry stored. £160

Furnace/Forge heavy duty blower. No.0 BF Sturtevant Co, Boston, USA. Early 1900 on hardwood stand, dry stored. Has unique oiling system. £90

Tony Davis, Frome. Tel: 01373 464982

Hercules 1.5hp. Hit & miss. Nice engine on rough small wheeled trolley. £950

Detroit 1.5hp. On trolley. Turns over but I've never had it running. £300.

Petter 1.5hp "Rugby ball". On trolley, runs, ready to show £550

Hartop. Believed 1.5hp. Not on trolley, no water tank. New exhaust goes with it but not fitted £300 ono

Stuart Turner with waterpump. On a trolley with wooden box for battery and coil. Ready to show. £300 ono

Arthur Watts, Andover. Phone 01264 350630

Trailer, flat bed, size 8'6" x 4'6" with hand winch. 2 mini wheels, no brakes but two more indepsension units can be fitted. Condition, not bad but floor boards need some TLC, ideal for mounting an engine. Two spare wheels. £180, Will Haggie.

Alan Rogers, Calne. 01249 813 890

Clarke Water Pump (electric) Model HSEC 400A. £100

Go-Kart (Dale Cadet) fitted with Aspera engine £100

R.M.A. Roller Corn Mill —£75

Honda Generator (5 hp) 2.5 with 23 Oac/ 11 Odc outlet £100

Thanking you in anticipation. **phone Gerry Brice 01761 241713**

Troy AGR Utilities Ltd. Single plough and set of cultivators. Large cast iron wheels. Engine turns over, open gear box. £150. ONO **Phone Richard Cowell, 01747 824102 (Dorset)**

Believed **Ruston Hornsby** trolley. Four good wheels, axles and steering head but wood U/S! £80.00 ONO **Lister L** bottom end, more or less complete timing gears etc £70 ONO. Set of trolley wheels - offers

Bosch flick mag, appears in good order £60

01225 766211 **Phone Bob Alexander**

Petter 5hp M type. Built 1915 this is a very early model and is the only one known that has the words War Finish on base tank. Dismantled. Would make a very rare exhibit. Magneto checked serviced I am open to offers £250 for this very rare old engine.

Phone Eric Gay 01225 754374

Articles, cartoons, photos etc are always very welcome – this is not a one-man band, but an expression of all our thoughts and experience. Submissions should be preferably typed or word-processed or even handwritten, (if brief), - it is the content we're after, not the grammar or spelling, so please don't feel your efforts will be ignored. The editor reserves the right to change, edit, augment or lessen your Deathless Prose and asks all to note that opinions expressed in this newsletter may or may not represent club policy

Featured Engineer Number 15

From Internet Research

Sir Henry Bessemer (19 Jan 1813 – 15 Mar 1898)

was an English inventor whose steelmaking process established the town of Sheffield as a major manufacturing centre.



Bessemer had been trying to reduce the cost of steel for military ordnance, when he developed his system for blowing oxygen through pig-iron to remove the impurities. This made steel easier and quicker to manufacture, and revolutionised structural engineering. Bessemer also made over 100 other

inventions in the fields of iron, steel and glass. Unlike most inventors, he managed to bring his own projects to fruition and profited financially from their success. The invention from which Bessemer made his first fortune was a series of six steam-powered machines for making bronze powder, used in the manufacture of gold paint. He examined the bronze powder made in Nuremberg which was the only place where it was made at the time. He then copied and improved the product and made it capable of being made on a simple production line. It was an early example of reverse engineering. The process was kept secret, with only members of his immediate family having access to the factory. It was a widely used alternative to a patent, and such trade secrets are still used today. The Nuremberg powder, which was made by hand, retailed in London for £5 12s per pound and he eventually reduced the price to half a crown, or about 1/40th. The profits from sale of the paint allowed him to pursue his other inventions.

Bessemer patented a method for making a continuous ribbon of plate glass in 1848, but it was not commercially successful. He gained experience in designing furnaces, which was to be of great use for his new steel-making process.

Henry Bessemer worked on the problem of manufacturing cheap steel for ordnance production from 1850 to 1855 when he patented his method. On 24 August 1856 Bessemer first described the process to a meeting of the British Association in Cheltenham which he titled "The Manufacture of Iron Without Fuel." It was published in full in *The Times*. The Bessemer process involved using oxygen in air blown through molten pig iron to burn off the impurities and thus create steel. James Nasmyth had been working on a similar idea for some time prior to this. A reluctant patentor, and in this instance still working through some problems in his method, Nasmyth abandoned the project after hearing Bessemer at the meeting. Bessemer acknowledged the efforts of Nasmyth by offering him a one-third share of the value of his patent. Nasmyth turned it down as he was about to retire.

Many industries were constrained by the lack of steel, being reliant on cast iron and wrought iron alone. Examples include railway structures such as bridges and tracks, where the treacherous nature of cast iron was keenly felt by many engineers and designers. There had been many accidents when cast iron beams collapsed suddenly, such as the Dee bridge disaster of May 1847, the Wootton bridge collapse and the Bull bridge accident of 1860. The problem recurred at the Tay Bridge disaster of 1879, and failures continued until all cast iron under-bridges were replaced by steel structures. Wrought iron structures were much more reliable with very few failures.

Though this process is no longer commercially used, at the time of its invention it was of enormous industrial importance because it lowered the cost of production steel, leading to steel being widely substituted for cast iron.

Bessemer's attention was drawn to the problem of steel manufacture in the course of an attempt to improve the construction of guns.

Bessemer licensed the patent for his process to five ironmasters, but from the outset, the companies had great difficulty producing good quality steel. Bessemer tried a purer iron obtained from Cumberland hematite, but even with this he had only limited success because the quantity of carbon was difficult to control. Robert Forester Mushet, had carried out thousands of experiments at Darkhill Ironworks, in the Forest of Dean, and had shown that the quantity of carbon could be controlled by removing almost all of it from the iron and then adding an exact amount of carbon and manganese, in the form of spiegeleisen. This improved the quality of the finished product and increased its malleability.

When Bessemer tried to induce makers to take up his improved system, he met with general rebuffs and was eventually driven to undertake the exploitation of the process himself. He erected steelworks in Sheffield in a business partnership with others, such as W & J Galloway & Sons, and began to manufacture steel. At first the output was insignificant, but gradually the magnitude of the operations was enlarged until the competition became effective, and steel traders generally became aware that the firm of Henry Bessemer & Co. was underselling them to the extent of £10-£15 a ton. This argument to the pocket quickly had its effect, and licences were applied for in such numbers that, in royalties for the use of his process, Bessemer received a sum in all considerably exceeding a million pounds sterling.

W M Lord has said with regard to this success that "Sir Henry Bessemer was somewhat exceptional. He had developed his process from an idea to a practical reality in his own lifetime and he was sufficiently of a businessman to have profited by it. In so many cases, inventions were not developed quickly and the plums went to other persons than the inventors."

Calendar of Events

key. CN = Club Night. E = Event

Nov 7th. E. (Sat) **Autumn Sale**. Oakley Airfield. HP18 9JX. info: Mrs. Anne Harris 01367 810415

Nov 30th CN. **Model show**. Bring a treasured model of anything you fancy! There will be a silver soldering demonstration & supper

Dec **Christmas Party** – Venue and exact date to be confirmed.

Dec 27th **No Christmas Crank Up**

2016

I know it's a long way from our neck of the woods, but the **Shuttleworth Collection** (at Old Warden Aerodrome, Nr Biggleswade Bedfordshire SG18 9EP. They are approximately 20 miles from Junction 13 of the M1 and two miles due west of the A1 where it bypasses Biggleswade.. Tel 01767 627 933.) open their workshops to the public on **1st/2nd January**.

John Manders, a fellow stationary engine enthusiast, said that. he went last year and it was an excellent day out. Aerospace engineering is a fascinating subject and he spent a while just listening to a conversation with their engine builder about Merlins. Fascinating. They had a Merlin crankshaft on the table – both pieces! Yes, it had broken. Apparently setting up Merlin bottom ends is not simple. They do good lunches too.

All the above dates are subject to alteration and changes will be announced in the newsletter.

Apr. 23/24. Westbury Transport & Vintage Gathering. Contact Keith Miller 01373-864166. keith@flowersfarm.wanadoo.co.uk

Social News

Get well soon Margaret and Henry Simmons. who both have been through the mill recently, Marg having an eye operation and Henry being taken to Hospital with a flashing blue light, Both are home now and we wish them both a speedy recovery.

While saying farewell to club member and old friend Brian (Chalkie) White at Southampton Crematorium, I was chatting to family members who told me some sad news regarding Gordon Callow who, along with his wife Jackie, for many years owned our Club Crank up Venue at Nunney Catch. It seems Gordon has had a stroke and although his mobility has not been affected he has severe memory loss and at times cannot remember family members, we wish him a speedy recovery.

By Roger and Anne Kempson

Having missed the deadline for the last newsletter by about ten minutes, we take this opportunity to offer congratulations to Brian and Klaz Munt who celebrated their Golden Wedding anniversary in September.

Congratulations also to Gerald and Hazel Atherton who celebrated their Silver Wedding anniversary earlier this month.

Chairman's Report

Returning to the Old Down Inn on 28th September, it was our first meeting at our new home. The talk and film presentation was given by Group Captain John Heron on The Hawker Hunter Jet Fighter.

The evening did not start off well as this meeting was arranged with The Old Down Inn at very short notice, and we were in The Green Room. No one could have foreseen that thirty odd Club Members that came along and we just ran out of room. So with help from the staff at our new home we were quickly moved to the restaurant still a bit on the tight side but after a slight delay the evening got under way. The club members did us proud and may I thank you one and all for their support - it certainly makes worthwhile organising an event when we get such support. Long may it continue,

Our next meeting will be a talk by Mr. John Bullock on his life in the fire service. This will be in the main function room, so we will have a lot more room.

Due to illness and other matters, there was no committee meeting in September, so on Tuesday the 13th of October we had a great deal to get through. it is surprising just how much work we have to do, when through no one's fault we miss one committee meeting.

Our main concern at this time is to arrange a calendar of events for the coming year. **I am desperate for speakers for 2016** and if any one knows any one that may be able to give a talk, demonstration, film show or anything else, please get in contact with me.

The Club Website is being up graded and more info will be made available soon, Plans for new site's for our crank ups for 2016 are going ahead and they will be published in due course.

Christmas party. Response to this has been very poor this year, a surprise after the fun we all had at last year's party. I shall be sad to see yet another Wessex event fail from lack of support, so please contact me before the 14th of November if you wish to join us at this enjoyable evening out where all costs are met by the club.

The accounts from the Wessex Midsummer Vintage Show have now been finalised aside from one minor debtor and once again we made a substantial profit for the club. My sincere thanks goes to all the members of the Wessex Vintage show committee and helpers for all their hard work and dedication, thank you one and all. The dates for next year's show will be the 18/19th June at Semington. As usual, any offers of help would be most gratefully accepted

Out and about with Robin and Jackie

By Robin Lambert

Well that's it for this year, just clocked up our last Event and with twenty two venues visited and putting our van into semi-retirement for the winter. It's nice to look back and reminisce as to how part of our year as flown by.

Sat/sun 8/9th august was spent at the **Bridgwater Vintage Car Rally**, always a nice event is

this held on a sports ground and you can pull in here two days before the event starts, Always well supported in all classes this year and was blessed with fine weather as rain marred the event last year and the Sunday never really happened. Lots of WSEC Members attend here with many living in the area so for them I guess its a local event.

For us its a starting point for the following week as we nip down the Motorway on Monday morning for the **Cornish Steam & Country Fair** at the Stithians Showground Near Truro but not before putting our legs down at Plymouth for a night and popping into Town next day to pay our respects to Francis Drake all alone up on the Hoe and of course weaving in and out of the Barbicans antique and collectables shops that just happen to be in our line of fire!

Tuesday pm we are at Stithians and are greeted by our Engine Steward David Roskilly always a helpful chap who does his best to put Wessex members in the line together, This event does ask for a voluntary contribution of a fiver to help toward the events running costs including showers what a bargain as you can spend a week here if you want to.

The Event pretty well took the same format as last year but I feel the vintage jumble was not so good perhaps the jumble's new location changed things for me, but some good news is that Club Member Kerwin Harris is back on form and exhibiting again after being laid up for a while and being his ever helpful self by fixing me up with a few parts and taking home David Halletts Duff magneto and returning it next day serviced and up and running.

Will Rogers was presented with the best engine award for his 1911 Gardner No 1 - well done!

Having a few spare days here is great as Truro, Redruth and Falmouth are nice places to explore. Sat/Sun 29/30th took us to Salisbury plain and the **Over Wallop Village Day**. Held on the Sunday, this is a nice relaxing event to attend in such a tranquil area. There were around twenty engines in the line up with many travelling long distances as is the popularity is this event. The village playing field was full to capacity with vintage cars, lorries motor bikes and miniature steam engines and a great car boot sale with lots on offer. At the bottom of the field there's a village pub that offers gammon steaks like you have never seen before !

A Day Out At Englefield

By Eric Gay

A few days ago I got a phone call from a friend. "How would you like to come to Englefield on Sunday, it's the end of season steam up" Once told that, there was no stopping me. Arrangements were made and Sunday the 18th Oct. saw me on my way to pick up my two friends from Pottern. Off we went to deepest Berkshire, Englefield being near Theale.

This event is staged at Englefield Estate, home to our Minister of the

Environment. One very very large house and an estate of forty Farms, or so I was told, with the estate owning many large houses in London.

Well what a great day out! I had, never been there before so did not know what to expect. It was a true delight, the event being held in the estate's old wood yard, at one time in the not too distant past, all the old buildings, steam engines, and all the old wood working machine were about to be destroyed and scrapped. Thankfully, this did not happen, and all was saved by the Berkshire Steam Club, the engines being restored to working order.

A Ramson Sims & Jeffries engine of around about 16nhp single cylinder of 1900 drove a very large horizontal rack saw, and other wood working machinery. Also, a Clayton & Shuttleworth engine of 1863, both engines in steam all day. Steam was provided by a large Lancashire boiler and both engines ran like well oiled clocks and a delight to watch. The flywheel of the Ramson Sims & Jeffries is fitted outside of the drive pulley and the crank shaft extends through a outrigger bearing through a wall to yet another drive pulley that is belted to line shafting The flywheel of this engine is well over six feet in diameter yet runs about 1" away from the wall of the engine house!

Both engines were installed by John Wilder, Engineering of Reading, and were running at around 45psi on the day, but this would have no doubt been much higher pressures in their working days.

Outside in the yard was a display of traction engines and steam lorries, a Hindly engine driving a saw bench, a very rare exhibit. There were motor cycles, and one I had never seen before, a Brough Superior side car outfit with twin back wheels and shaft drive to a centre drive hub between the two back wheels (*There is another in the National Motorcycle Museum off the M42/A45 junction. Very interesting to ride solo I understand! - Ed*) a fantastic machine, built when England was truly great.

In pride of place were the stationary engines - under cover in an open sided barn, how about that for comfort!

Miniature traction engines from 6" scale down to a 2" were on show and working hard. The 2" gave many rides to the children present.

Tea, coffee, cakes, and soup and other goodies were there and no charge was made only an ask for a small donation, if I had to give marks out of ten to this steam up,, they would score 12, a great day out with great friends and great company. Thank you Englefield and thank you Roy for the invite. I hope that I may be able to attend as an exhibitor in 2016 as I was greeted as a friend with every one I spoke with and most I had not met before.