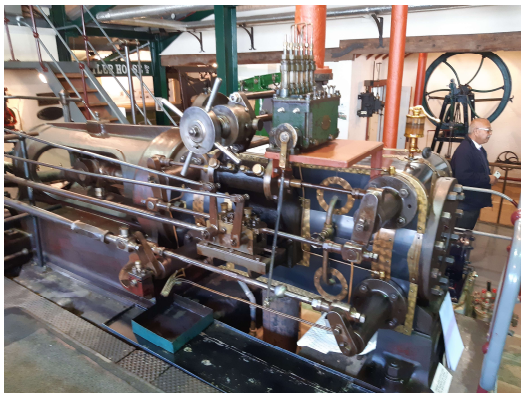
In the words of Jules Verne

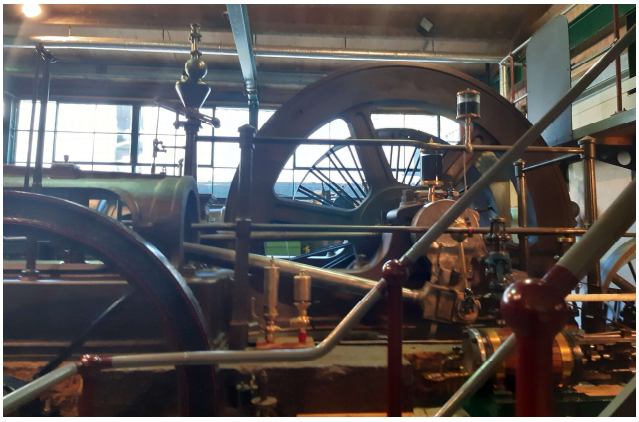
“EVERYTHING GREAT IN SCIENCE AND ART IS SIMPLE. WHAT CAN BE LESS COMPLICATED THAN THE GREATEST DISCOVERIES OF HUMANITY – GRAVITATION, THE COMPASS, THE PRINTING PRESS, THE STEAM ENGINE AND THE ELECTRIC TELEGRAPH?

The Diecasting Visits Anson Engine Museum, Poynton, Cheshire

The Diecasting Society visited Anson Engine Museum on 26th September. Hidden away off the beaten track in the small Cheshire town of Poynton, the museum is situated on the site of the old Anson Colliery which was owned by the 4th Lord Vernon. The collieries closed in the 1930’s. The land was bought for a museum to be created. The museum is the result of years of work by Les Cawley and Geoff Challinor who began collecting and showing stationary engines for a hobby. When the number and size of engines they collected increased, they decided to start the museum. A charitable trust was formed and work began on the first building in 1986.

The museum houses over 250 stationary engines, the largest in Europe – steam, gas, oil, diesel and more.





One of the largest exhibits and the largest running steam engine in Cheshire is a 1903 S S Stott of Haslingden Horizontal Cross-Compound Condensing Mill Engine, which used to power a cotton wadding mill in Hazel Grove.

The largest size built Crossley Brothers Atmospheric- Free Piston Engine, rated at 3 Horsepower (2237 Kilowatts), built in 1877 in Manchester was used to drive a winch and crane jib for barge unloading.

DID YOU KNOW *Hot Tube ignition was used on early car engines and the French were more advanced in car ownership than the British. The problem was that in order to use your car, a servant was sent out to 'light' the car, As car ownership increased, the servant developed a special name related to the hot flame –* ***Chauffeur*** *= Chauf (hot) Fleur(flame)*

James Worthington, My Work Wear and Alan Gillam, Petrofer

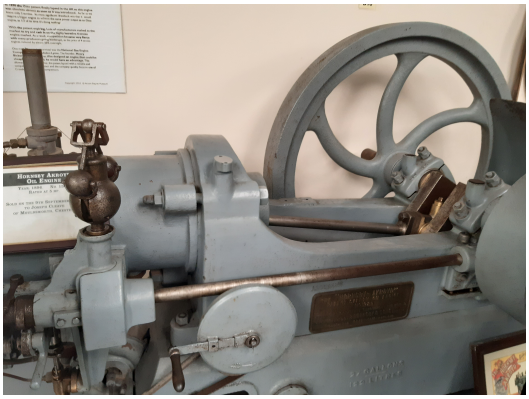
Apprentices Tegan Thula and Charlie Thomas, Alucast with Simon Hanson, HCM Engineering

Back to engines – a recent acquisition is 1892 Hornsby-Akroyd engine serial number 101. This engine played an important role in the compression ignition controversy; indeed, at one time it was urged that we should all stop calling these engines 'Diesels' but call them 'Akroyds'.

Dr Rudolph Diesel would eventually produce a working 'Economical Heat Motor'. Diesel took out his first patent in 1892 and gave his engine his own name and found worldwide

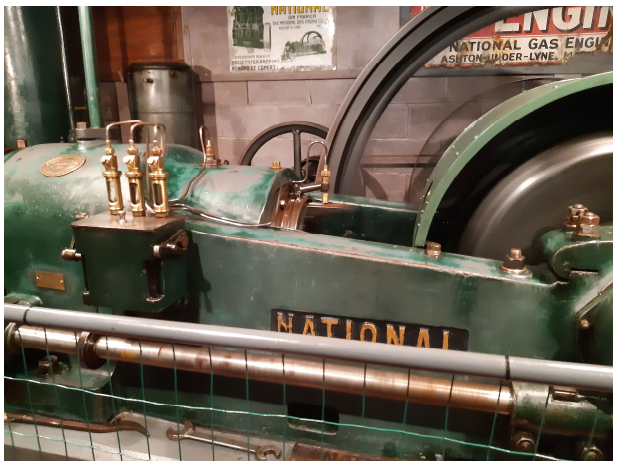
fame and reaped huge financial rewards. The museum displays the 1897 Mirrlees diesel engine, the third production diesel engine in the world.

Rudolf Diesel - The automotive engine will come and then I will consider my life's work complete.



Hornsby Akroyd Oil Engine, 1896

Herbert Akroyd Stuart was born in Halifax, Yorkshire, in 1864.His father took over the Bletchley Iron Works in Buckinghamshire. With an engineering background, he was involved in experimental work whilst at Finsbury Technical College. The first engines built at the Bletchley Foundry were of poor quality, so he turned to the firm of Richard Hornsby of Grantham. Their first successful compression ignition engine produced was given the serial number 101, and was installed at the Fenny Stratford Waterworks in July 1892. They powered the first oil engined tractors and locomotives in 1896. A Hornsby-Akroyd engine powered the first chain (caterpillar) tractor in 1905, supplied the power to illuminate the Statue of Liberty and for Marconi's landmark radio transmission across the Atlantic Ocean.



National Oil Engine

In 1889, The National Gas and Oil Engine Company, Ltd., was founded by Mr H. N. Bickerton and ventured into the realms of horizontal gas engine manufacture. He took over a works in Wellington Rd formerly occupied by Isaac Watt Boulton for building locomotives. Export trade commenced in 1894, when the first gas engine went to France. The engines were designed originally to run on town's gas and a later development was the gas producer plant using anthracite, coke and waste fuels such as wood, cotton seed etc.

Rushton & Hornsby 1933 diesel engine, 33 HP, drove a saw mill. Manufactured in Lincoln, best known as a manufacture of narrow and standard gauge diesel locomotives.

As well as engines the museum shows the industrial history of Poynton, there's a large model of Poynton from 1900 Built by the volunteers, over 5,000 hours of work had gone in making the model. Just needs a Hornby train running through it!!

Anson Engine Museum is a registered charity, no government or public funding, volunteers run it on enthusiasm. A gem.