

STONEHOUSE RALLY. 2nd.& 3rd.September.

Friday night was cold and noisy, with a constant flow of trains and donkeys braying!

Saturday started out nice and warm and although it clouded over, there was no rain. The crowds were missing and so were a few engines. Saturday evening provided enjoyment for those who stayed over, with a barbeque and lots of chit-chat about rallies past & present, engines, etc.

Sunday was a lovely day with a lot more engines, but a lack of WESSEX members!

There were some very nice engines present, including:-

A 6hp open crank, believed to be a Melco, and firing once every 13 seconds!

A Jameson horizontal diesel, 8hp, No.I.

A Lister A type, 2½hp.No52562.I925. An unusual engine-the valves ran through the inlet and exhaust manifold.

A lovely Fairbanks Morse Z Type I½hp. I924, battery equipped.

A Ruston open crank 2½hp.I925-26. No.I3I328.

Two Rushtons were advertised! One had written on the plaque board, 'Is this a new engine?' !!!

A nice rally with a good selection of engines, but perhaps more Wessex members would have been better. Meal tickets were given on both days, and a very nice plaque.Altogether a very pleasant rally.

Kev Dring.

SELWOOD STEAM.9th.&10th.September.

The star attraction of this rally must have been the "Wessex Tug-o-War Team" which was mustered up at short notice after two professional teams failed to show up.This was an ideal opportunity to throw down a challenge to steam & tractor drivers from the Selwood Club. At 2.30pm. prompt, our 8 strong team put in their first practice pull before the contest, our coach and trainer, Bill Appleby, chose a rather poor looking elm tree to anchor the rope to. Poor looking or not, it would not budge! Not deterred by this, our 8 strong lads were ready for the real thing. Having taken up our position in the events ring our lads took up the strain and dug into the hard ground. With coach Bill shouting,"Heave!", and our anchor man, Ray Saunders, looking mean, we started to pull them towards us. Then it happened. Wham! The rope broke leaving our lads in a crumpled heap! After realising the strength of this fantastic team, the rope was doubled, but in spite of this, believe it or not, it happened again! Eventually a nylon rope was found, but alas, we lost two pulls to Selwood having put our best effort into snapping the rope!

Now for the more serious side. Over 150 stationary engines were entered for this rally, most of which were in attendance by Sunday. Saturday was very quiet, with few spectators, but Sunday made up for this when a good crowd turned up for the show. Wessex members were out in force including long-distance traveller Roy Hicks from Exeter.

Lister engines were out in strength in many shapes and sizes. The weather played a big part in making this a most enjoyable weekend, plus the good organising of the Stationary Engine Section by Adrian Andrews. A nice brass plaque was presented to the engine owners.

Rob Lambert.

HEALTH and SAFETY at WORK etc. ACT 1974 - Does it apply to Rallies?

The cutting shown on the right is from a publication of the Health and Safety Executive, a body set up under the terms of the above Act (HASAWA for short) responsible to the Secretary of State for Employment for administering the legislation contained within the Act. It was sent in with a request that it be circulated to all Wessex members on the surmise that it applied to the way in which engines are exhibited at rallies.

Whilst it is in no way my intention to belittle the importance of safe practices on the rally field, never-the-less, I cannot accept that HASAWA has within its scope the voluntary display of engines by their owners as a leisure activity. I must stress that I am not in any position to make any definitive interpretation of the Act, but I have studied it in some detail and I base my opinion on the following points.

1. The opening words of the Act are:-

"An Act to make further provision for securing the health, safety and welfare of persons at work, for protecting others against risks to health and safety in connection with the activities of persons at work,..."

2. I contend that the significant word in these opening lines is, 'WORK.'

Section 52 of the Act defines the meaning of 'work' and 'at work.'

"For the purposes of this Part-

(a) "work" means work as an employee or as a self-employed person;

(b) an employee is at work throughout the time when he is in the course of his employment, but not otherwise; and

(c) a self-employed person is at work throughout such time as he devotes to work as a self-employed person;

and, subject to the following subsection, the expressions "work" and "at work" in whatever context shall be construed accordingly."

This seems quite clear to me as implying that the Act is directed at the workplace of the employed person and the words, 'but not otherwise,' in (b) above seem to indicate that the Act does not extend beyond this, i.e. into leisure time. The press cutting shown above is directed at exhibitors of plant and machinery at the National Exhibition Centre at Birmingham. This centre, as with all such establishments, come within the scope of the Factories Act 1961. Croners Reference Book for Employers begins the Factories Act thus:- "The term 'factory' within the meaning of the Act refers to any premises, including open air premises, in which or within the precincts of which, by way of trade or for purposes of gain, persons are employed in manual labour...."

The rally field and the type of display or exhibition that we are familiar with cannot be said to be within the scope of the Factories Act and since it is a fact that the main purpose of HASAWA is to tidy up all the many regulations and orders that were made under the Factories Act 1961 and eventually to supercede that Act altogether, I would strongly argue that our activities are in no way subject to what is patently industrial legislation. Obviously our individual responsibilities for safety at any rally must never be minimised, but I do not think we are required to cage our engines under HASAWA!

Tom Randall.

More care at exhibitions

An appeal to exhibitors of industrial plant and machinery at the National Exhibition Centre to take more seriously their responsibilities under the Health and Safety at Work Act 1974 was made by Mr Geoffrey Lyndon, Area Director for the West Midlands Area of the Health and Safety Executive.

Mr Lyndon said: 'My inspectors were concerned at the number of machines on display at a recent exhibition which were not properly guarded. A number of exhibitors who were approached made immediate, on the spot, improvements when the defects were pointed out.'

'Nevertheless, it was necessary to serve prohibition notices—which require the machinery to be stopped immediately, and remain stopped until improvements have been made—on three exhibitors.'

'There is an obvious need for exhibitors to take more seriously their responsibilities under the Health and Safety at Work Act 1974,' said Mr Lyndon. 'We shall be taking a close interest in exhibitions involving machinery and plant.'

SOUTH BRISTOL RALLY. 12th.& 13th.May 1979.

Once again this will be a joint venture but I am pleased to say that the sponsor group has now been joined by the Bristol Industrial Museum. As a result, the 1979 Rally will be held at BRISTOL DOCKS, outside the new museum itself. The Museum will be open and will be supporting the Rally by supplying and manning:-

- 1) The Grainger Steam Carriage.
- 2) The Stothert Steam Crane.
- 3) The Docks Steam Locomotive.

The Locomotive will be running from the Rally along to the S.S.Great Britain, which will also be open of course.

The publicity is being undertaken by the Museum, through Bristol Corporation, and full details have already gone to the West Country Tourist Board. The Wessex Stationary Engine Club will be mentioned in all publicity of course, so please give this NEW venture your full support. (Entry forms for this rally will be sent to all members with the next Newsletter.)

George Poucher.

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RESTORATION OF STEAM ENGINES FOR BRISTOL INDUSTRIAL MUSEUM.

The Museum has three steam engines which it would like restored if anyone is interested. When complete, they will be featured as part of the normal display and will carry a plaque giving details of 'when' and 'how' they were restored and 'who' did the restoration. They could also be borrowed at any time by the restorer for him to show at rallies, etc.

If you are interested, please drop a line to EDDY MAY or GEORGE POUCHER at:-

The Engineering Dept. South Bristol Technical College.
Marksbury Road, Bedminster, Bristol.

George Poucher.

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CLUB EVENTS.

- NOVEMBER. 17th. Club Dinner & Dance at the Star Hotel, Wells, £3.50 per person including Free Draw for a turkey, plus lots of other prizes. Get your tickets now- application form at the end of this newsletter.
- 25th. JUMBLE SALE. St.Peters Church Hall, Westfield, Radstock. Please give any jumble to any committee member, or bring it along between 10am. & noon to the hall on the day. Helpers desperately wanted to man the stalls. The sale will start at 2.15pm.
- 27th. Club Meeting. Bill Foster with an hour or so of 'One Mans Opinion.' John Spear will be giving a talk about Magneto's.
- DECEMBER. - There will be NO December meeting.
- JANUARY. 29th. Details to be arranged.
- FEBRUARY. 26th. Annual General Meeting.

1979 DATES.

- MAY 12th.& 13th. South Bristol Rally with Bristol Industrial Museum.
- JUNE 16th.&17th. There are strong rumours circulating about a mammoth '1000 ENGINE RALLY' to be held at Longleat. Watch this newsletter and other leading Stationary Engine periodicals for further announcements! Will Eddie Kidd be seen jumping over 100 pulsating Petter Handymen?!!!!

CRANMORE RALLY 1978.

After all the effort and contributions that went into organising this years rally, I can only say that the end result was worth every bit of it. The weather was reasonably kind to us. At least it did not rain-just a few token drops, perhaps to remind us that it too was indulging our enjoyment. Saturday's biting wind gave way to a brighter, warmer and less blustery Sunday, when a total of 71 engines assembled on the field, including members from as far afield as Exeter and Newport.

The new voting system for the Club Awards worked very well and got everyone doing a circuit or two of the field giving all the engines a close look. The voting was very close and at one point we almost set fire to the voting slips, so any black smoke seen issuing from a certain Triumph Herald could have meant 'no decision!' However, once one or two people had sorted their verticals from their horizontals, the whole thing worked out and the winners were as follows:-

Vertical Class: Stationary Engine Magazine Cup.....Bill Appleby of Frome, for his 5hp. Victoria of 1908 approx.

Horizontal Class: W.S.E.C.Cup...Cyril Meecham of Minehead, for his 3hp. Ruston Hornsby IP Type of 1926.

Junior Entry Class: W.S.E.C.Shield.... M.Andrews of Westbury-sub-Mendip, for his ½hp. Ruston Hornsby PB Type of 1936.

The Club Stall was inundated with contributions and, ably staffed by Marg Appleby, Marg Dring, Jackie Lambert and others, brought in £41.50 for Club funds. That included the raffle which the ladies also ran, with some lovely prizes, including a toy dog made by Mrs Pincott. Diana Emery made certain that no-one got on, or off, the field without buying a programme, and these sales brought in £15. Sales of membership plaques realised £5 and new memberships added a further £14.50. An excellent effort by all. Stuart Ashman, aided by Eric Pincott, borrowed, legitimately I gather, many of the stakes from a shed in the middle of a ploughed field! Others were made by Rod Dring, who's family were also responsible for the superb signposting. The signs were sufficiently highly rated for one to be taken by a souvenir hunting enthusiast! Rob Lambert & Bill Appleby did the staking out with Stuart, and Bill also provided the tent for the stall. Herbie Gane solved the water problem by bringing a tractor & trailer out from Wells, and loaded with Bills 40 gallon drums, did daily rounds of the field, keeping everyone topped up. Eric Brain and myself conducted the voting and Eric's car was left littered with voting slips after our little conclave was over. Final thanks must go to our friends at Cranmore Station, especially Jack Stannoway, who made us most welcome and indeed hope that we will return again next year, as I hope we all do.

Tom Randall.

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CLUB DINNER DANCE. STAR HOTEL WELLS. 17th. NOVEMBER. 7.30pm for 8.00pm.

This is positively your last chance to partake in the Clubs main social event of the year. What better time to reminisce over the rallies of the past year with your friends over a drink and a good Christmas Dinner, and then enjoy a laugh as we all try to do the Hustle to the music of the Steam Machine disco. Tickets are a modest £3.50 each which includes a welcoming glass of sherry and free draw tickets for £25 worth of prizes, including a voucher for a fresh turkey for Christmas. Come and Join In!

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 W.S.E.C. Dinner Dance. Application for Tickets.

NAME.....ADDRESS.....

I would like.....tickets at £3.50ea.

Total £.....enclosed.

Send this form with cheque payable to:-Wessex Stationary Engine Club, to; Mrs A.Cannon. 19, Eagle Road, Batheaston, Bath, Avon.

WESSEX STATIONARY ENGINE CLUB - INFORMATION SHEET. 1978.

COMMITTEE.

Tom Randall.....Chairman.
Rod Iring.....Vice Chairman.
Ailene Cannon.....Secretary.
John Spear.....Assistant Secretary.
Stuart Ashman.....Treasurer(Membership, Insurance etc.).
Eric Brain.

Bill Appleby.
Herb Gane.
Rob Lambert.

Secretary:- I9, 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.