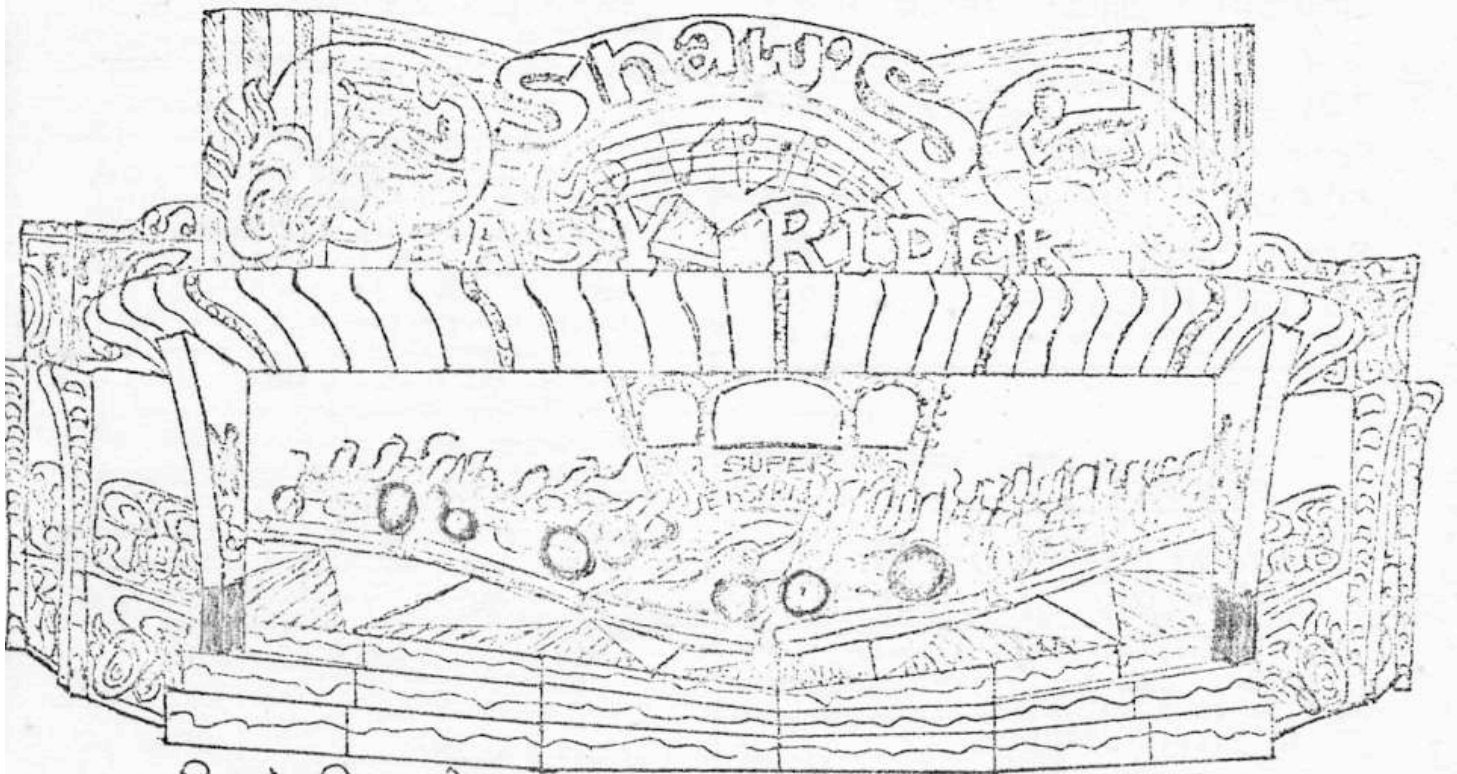


1895

CENTURY OF TOBERS



Paul Angel

1974

Edited by Michael A. Smith

All items in this journal remain copyright of contributor and/or the association.

JANUARY 1978

Please address all correspondence to:

Flat 2,
28 Buxton Old Road,
Disley,
Cheshire,
SK12 2BB.

Telephone: Disley (066 32) 4825.

* CONTENTS *

Editorial	2
Machine Changes	3
Gallopers	4
Gavioli - Musical Giants	10
Our "Royal" Fairgrounds	16
FORUM	18
Fowler Engines	19
FOCUS	23
Small Ads	24
+STOP PRESS+	24

WANTED

For the next issue of a

"CENTURY of TOBERS"

YOUR comments, letters, photos, reports, articles, advertisements, ideas, reviews, write-ups.....
In fact, ANYTHING!

EDITORIAL

It would seem that our first newsletter met with approval of most of you, and I very much hope that this one will do the same. You will probably notice a marked increase in thickness: from 8 to 24 pages; and I hope that amongst the articles in this issue will be something to interest everyone. While on that particular subject I would like to make an appeal to you all for suitable material for publication - anything is welcome, be it a few lines, or a lengthy study which could either be serialised or published as a booklet. There is also the FORUM page, where you can air your views, put forward queries, or reply to other letters. Small advertisements will be accepted from members free of charge; rates for non-members by arrangement.

Provided all goes well, this newsletter should be published to coincide with our first formal meeting, in Birmingham, on 21st January, 1978. Thus, by the time most of you come to read this, we will have a name, an administrative committee, and agreed upon an annual subscription. The next newsletter should be published around Easter time: March/April, and hopefully by then it will have been possible to arrange some "field" meetings.

Something which will concern our Northern members in particular: there is the possibility of a meeting and film show in Manchester in February. This is still very much in the planning stage, but if it comes off, I hope to be able to give details in these pages before going to press. It would probably be of a very informal nature, and there is likely to be room for display of models, photographs, rounding boards, and other items of interest. I would welcome phone calls or letters from anyone interested in participating in any way. If it should be too late to put this on this spring, then it may be possible to hold it over until next winter; if a success then it could be tried again of course.

M. A. Smith
Dec. '77.

MACHINE CHANGES

NEW MACHINES

Meteorite (Round Up)	Henry Bentley	?	10/1977
Rocket Ride	G. Peters	J. Peters	Spring 1977
Rotor	T. Matthews	Matthews	9/1977
Tipping Paratroopers	Clacton Pier Co.	Maxwell	4/1977
	J. Rowland (Bristol)	Franklin	Spring 1978
Twist	Fairworld Ltd. (Seaton Carew)	?	1977
Waltzer	Billy Danter	Maxwell	3/1978

CHANGES OF OWNERSHIP

Ride	New owner	Previous owner	Date
Ark	G. Eddy	J. Codona	Autumn 1977
Caterpillar	Leisure Sales	W. Beach (Whitley Bay)	Autumn 1977 (For Sale)
Chairplanes	C. Horsley	Castles	1977
	?	S. Manning	1977
Dodgems	F. Hall	R. Franklin	Autumn 1977
	D. Price	Allens	Spring 1977 (Now resold)
	W. Coneley	L. Kendall, snr.	1977
	D. Williamson	W. Davis	1977
Gallopers (4-abreast)	Kreeckel, Hilversum, Holland		Autumn 1977
		C. Manning (Felixstowe)	
Ghost Train	F. Irish	Wm. Hill	9/1977
Jets	D. Manning	Bert Ayers	10/1977
Monte Carlo	P. Prateley	K. Emmett	Autumn 1977
Octopus	S. Manning	?	1977
Seats	R. Wilson	C.P. Evans (P'cawl)	9/1977
	T. Jones	T.H.F. (Rhyl)	9/1977
Slip	J. Smith	P. Phillips	1977
Sky Skimmer	L. Price	W. Shufflebottom	Autumn 1977
Switchback	Thursford Trust	P. Cole	11/1977
Waltzers	M. Waddington	Carters (Seaburn)	10/1977
	Rowlands	W. Danter	11/1977
Twists	Jennings (Havverley Valley Amusements, Kidderminster)		
		M. Waddington	9/1977
	J. Bradley	London Showman	Autumn 1977
	W. Bates	Bristol Showman	10/1977
Big Wheels	Swann & Keeble	R. Bailey	1977
	P. Phillips	D. Gray	1977
Whirligig (Jackson)	J. Roberts	W. Bridges	Spring 1977
Whip (Open top)	Pearsons	?	10/1977

See the +++STOP PRESS+++ column for up to the minute details of machine changes!

GALLOPERS PROJECT

part one: Travelling Machines

Since the publication of our first newsletter I have been able to collect, with the help of many of you, much information for our Gallopers project. It is a somewhat lengthy subject, so I have decided to cover it in several parts; starting in this issue with what can best be described as "Travelling Machines" although some of these now make only rare appearances, and in any case the division is somewhat arbitrary.

The histories detailed below are by no means complete - in fact in some cases they are very sparse; nor are they absolutely correct. In the cases of several sets there is some dispute even over the basics, such as which firm they were built by, etc.

For convenience, sets are listed in alphabetical order of present owners; reference numbers in this case are prefixed by a 'G'.

I would very much welcome your additions/corrections before the publication of our next edition in the Spring, and also any information on sets in store, or on permanent sites which will be covered in full in the next few newsletters. The following were omitted from the list published in the last newsletter:

Butlins (MINEHEAD)	Allen	-	-
Triangle Ams. (HUNSTANTON)	Savage	-	-
G. Nicholson (MORECAMBE) ?		-	-

The sets of J. Beach and P. O'Neill are presently in store; Screeton Bros. set spent the summer at Billing Aquadrome, Northampton, and are expected to return there next season; Mannings' 4-abreast is now in Hilversum, Holland; sets currently for sale include P. Jackson's (Belle Vue), Brian Collins' (Alton Towers), and J. Shipley (Stourport). The latter is reported to have acquired a larger set to replace them; Screeton Bros. are also said to have acquired a second set, possibly for travelling.

G1 Mrs. Eileen Ayers

Savage 1893

Delivered new to William Beach in 1893, with Savage 5½ centre engine no. 593, and 3 organ engine no. 600. A Gavioli 87 key organ was fitted.

On the death of Mr. William, the set passed to his daughter Miss Sally; this was sometime in the mid-1940's. In winter 1946/7 the organ was rebuilt to play on the 89 key scale, and at the same time the organ engine was replaced by no. 713, also a no. 3, from the families switchback which had been in store since 1940. At Easter 1951 the centre engine was troublesome, and was replaced in due course by no. 627, from W. Coneley. The set was electrified in winter 1956/7, although the centre engine was left in place, and remains there to this day.

On the death of Miss Sally in 1975, the set passed to her niece, Mrs. Eileen Ayers, and is now travelled extensively throughout the country. It is hoped to convert the ride back to steam drive in the near future. The horses fitted to this machine are the original Savage set.

G2 John Carter

Tidman c.1905

This set is said to have been supplied new to Harris's c.1905, and was fitted originally with a Tidman centre engine "TOGO", and an Imhof & Muckle barrel organ.

The next owners were T. Andrews, and later E. Andrews, who, in 1926, substit-

uted an 87 key Marenghi organ.

In 1938 the set was sold to W. Penfold; Andrews retained the Marenghi organ, so Penfolds fitted the Verbeeck from R. Wilson's set.

H. Bradley, of the Lancashire section, acquired the ride in about 1948.

In 1953 it again changed hands, passing to Johnny King of the Yorkshire section.

Next, the ride was taken to Burnham Beeches, in Buckinghamshire, by Scottish showman John Lovett. The set remained here for many years, until their purchase in winter 1976 by preservationist John Carter. Mr. Carter fitted a Tidman centre engine, built c.1890, and acquired from fellow enthusiast Mr. J. Hutchens. Much of the original carved work remains, though its condition is not too good. The horses are mixed, with some possibly by Orton & Spooner, and a few fibreglass replacements.

G3 Mrs. W.H. Dorman Savage 1882

This is a large 14 section set, the history of which is somewhat vague. It appears that Savage 5½ centre engine no. 264 was built in 1882 for the set, but it is not clear whether the set was also built new at this time, or merely converted from an earlier set of Dobbies. The ride was travelled in the Home Counties by Mr. George Bird, and on his death his wife, Mrs. Catherine Bird, continued to travel for several years. In about 1914 the centre engine was replaced by no. 871, also a no. 5½. It may seem strange that neither of these engines were delivered with organ engines, but it is possible that an earlier organ engine was acquired, or retained.

The set was sold to J. Flanagan who travelled it for a few years, after which it was laid up for quite a long period.

It was finally acquired by W.H. Dorman, of Nottingham, and restored extensively. It is believed that Savage centre engine no. 529 was acquired from Franklins & fitted initially; however the engine presently fitted is the last Savage engine to be built, a no. 6, supplied new in 1928 to G. Wroot, being no. 903.

An 89 key Gavioli occupies the centre of the machine at present: this was rebuilt in 1966. The outside two rows of horses are fibreglass, but were moulded from one of the original outside row Savage horses. The inside row still consists of original, small wooden horses.

G4 J. Downs Tidman 1898

The first owner yet traced was R. Wilson, and the ride was fitted with a small Verbeeck organ whilst in his ownership.

W. Penfold was the next owner, and he transferred the organ to a second set which he had acquired from Andrews (G2). An old trumpet organ was installed in this set.

The set was acquired some time later by Downs, and painstakingly restored over a period of many years. A very old 87 key Gavioli organ has been added, and a no. 5½ Savage centre engine, no. 638, was acquired from Billy Nunn, of Hunstanton, and is now used to drive the set. One interesting point is that the horse rods did not go through the platforms originally; however they have now been modified so that they do. New rounding boards have also been fitted, but many of the original mounts remain, including some very interesting examples, such as peacocks, etc.

G5 S. Forrest Savage 1900

Although supposedly built by Savages of King's Lynn in 1900, there is no record of an engine been built to power the set. The ride was new to Matilda Hoadley of Middlesborough, and a 65 key Gavioli organ was also purchased at this time for the centre. The organ is still in the ride.

Forrests bought the machine in 1921, and have travelled it ever since. There is no centre engine fitted at the present time, but the ride has kept its beautiful set of carved mounts, consisting of horses, cocks, ostriches, bears, etc.

One fact which may throw some light on the true origins of this set is that it is said to be identical to a set supplied to Emerson & Hazards in Cumberland

at about the same time. This set also had fitted a 65 key Gavioli organ, which is still owned by the Emerson family. This other set of gallopers is now owned by T.D. Nightingale, and is in the Dreamland Amusement Park at Margate. It has also been said that this set was built by Howcrofts, although there is no confirmation of this.

G6 Harris Brothers

Harris 1911-28

An unusual set! Mr. Harris is said to have purchased a Savage centre (second hand?) in 1911, and the ride was built around this, being completed in 1928. The horses were carved by Smiths' of London, and two chariots were specially built by a Guildford craftsman. A 65 key Gavioli organ was installed.

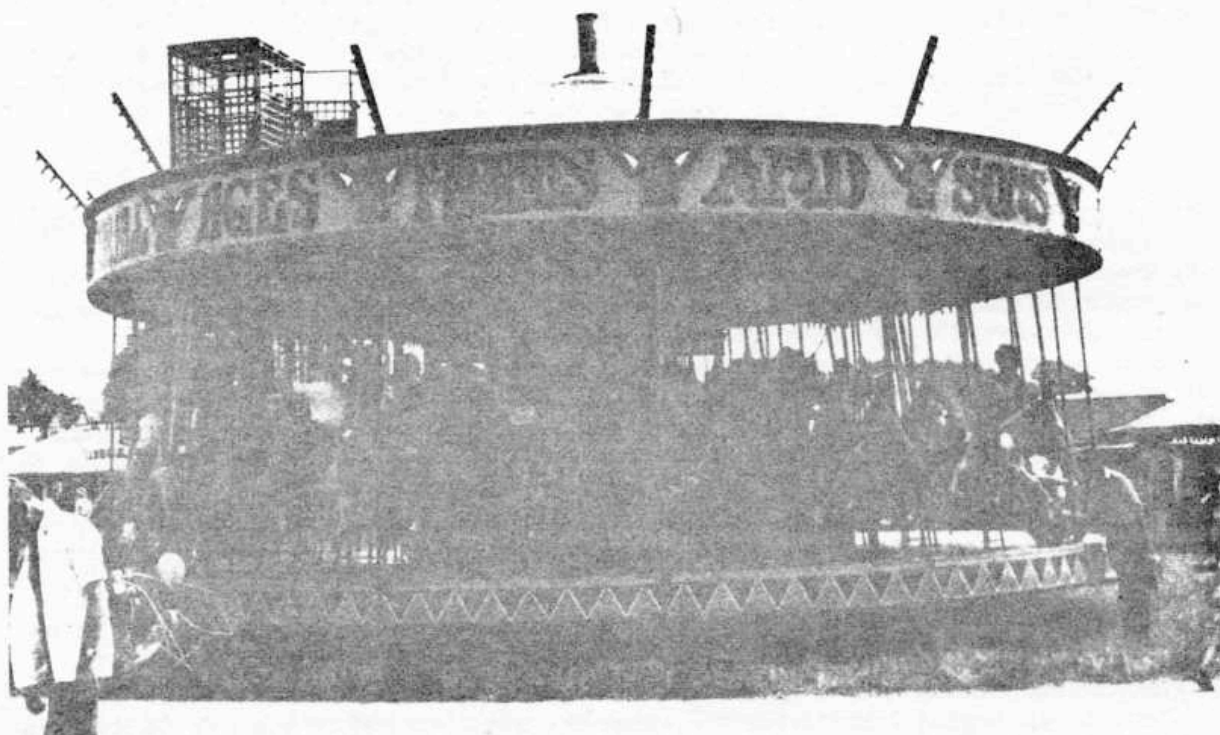
Later, the ride was stored for several years, and was brought out again in 1968. It is only travelled locally, in Surrey, and so is not as well known as many of the other sets.

G7 Hatwell Brothers

Walker (date uncertain)

Another set with rather obscure origins. There are several conflicting stories, the most complete being the one given here. It is said to have been supplied new as a doobby set to Mr. Scarrott of Pershore, c.1911. Sometime later the set was sold to a Mr. Innes of Leicestershire; he was responsible for converting the set to galloper motion, in the early 1930's. The set was then acquired by Mr. Phipps, his Brother-in-Law, and finally sold to Hatwell Bros. in the late 1930's.

The Walker centre engine may well be as fitted originally, and is now named "Pride of the Cotswolds". A 61 key Verbeeck organ is also in the centre.



Harris's 3-abreast at the Ardingly Rally, 1976.

(M. A. Smith

G8 Penny Irvin

Savage 1896

Delivered new to J.T. Danter in 1896 with Savage 5½ centre engine no. 657, and 3 organ engine no. 656.

The set passed in 1904 to William Irvin, and it has been with the family ever since. The first centre engine was named "Chanticleer" by Irvins, the plate coming from a Foster Showman's Engine which was renamed on delivery. A second centre engine was purchased in 1939; this was also named "Chanticleer", and came from Alf Bates. This may have been Savage 5½ no. 699 from the set now owned by Brian Collins of Alton Towers, as this set was owned by Alf Bates around this time. This engine is now in preservation, in Bolton, as is the former engine, which is in Boston.

A very fine 89 key Marengi organ occupies the centre. The horses are a very interesting mixture: the outside row consists of 8 Anderson and 4 Savage mounts; the inside rows are mostly Orton & Spooner.

G9 James Noyce (Noyce Brothers)

Savage 1900

Delivered new to J. Cole in 1900 with Savage 6 centre engine no. 772, and 3 organ engine no. 770.

The ride was later sold to James Noyce. It is presently fitted with an 89 key Gavioli organ, which was built in 1885, although at one time had an 89 key Marengi ex Messrs. Hardimans, and now owned by the National Motor Museum. The horses are believed to be a set carved by Andersons of Bristol.

G10 Pelham Brothers

Savage 1896

Believed to have been supplied to J. Harris of Hertfordshire in 1896, and sold at some later date to Messrs. Pelham. The engine is a Savage 5½ no. 673, with a 3 organ engine no. 676. A 65 key Verbeek organ is also owned by Pelhams, but this has not been used for the last few seasons.

G11 Pettigrove Brothers

Tidman late 1880's

One of the lesser well documented sets, it still travels regularly in the Home Counties. A Gavioli 89 key organ occupies the centre, along with a Savage centre engine. As the latter has always been sheeted over when I have seen the ride I have never been able to record its number, but I believe it to be no. 752. The horses are also unusual: the outside row are by an unknown English carver; the inner rows are thought to be of German origin!

G12 Duncan D. Price

-

It appears that not everyone was happy with the description "made up set" given of this ride in the first newsletter; however the only information I have concerning this set says that it was put together by Billy Bagnall at New Brighton, using parts from both Crightons and Morley Bros. sets. This is reputed to have taken place in 1956, but as Mr. Price's set bears no resemblance to either of the above mentioned I will wait until further information is to hand before attempting a complete description. Any offers?

G13 Nelson Smith

Walker 1908

I have not heard of this set travelling recently, so it may well be that its inclusion in this section is now incorrect.

It is thought to have been supplied new to Edward Bros. of Croydon in 1908. J.J. Butterworth acquired it in October 1950, and travelled it in and around Lancashire. In October 1957 it passed to Joe Steevens, and in 1960 to A. Dunn. It was then owned for a while by Screeton Bros. before they acquired their present, larger set. After a short period with A.E. Reed it went to Nelson Smith of the Home Counties. It travelled quite extensively at one time, but is now rarely heard of. I believe a Savage centre engine, no. 573, was fitted at some time, although its old Verbeek organ is now owned in preservation by Norman Dean of Castleford.

Delivered new to John Studt in 1886 with Savage 5½ centre engine no. 377 and 3 organ engine 376. The centre engine may have been named "Alexandria" originally, but was renamed "Warrior" at some point. Although not currently fitted to the ride it is still owned by Whiteleggs.

The ride passed to Whittles at some point, and later was sold to Whiteleggs. Alf Whitelegg took over the machine on his fathers death in 1971, and is slowly renovating it, hoping to refit the centre engine, etc. I would say that this is one of the finest sets still surviving: there are some beautifully painted jungle scenes on the centre shutters, and the carved work is of a very high standard. The horses are an Anderson set, probably added by Whittles, and it is possible that some of the other carved work may be also from the Anderson workshop. A few Savage cocks are also fitted. The organ is an 89 key Gavioli instrument, which has been rebuilt at some time with a Marengi case! As a whole, this set has a number of unusual features. This may be due to having been rebuilt at some time, but I would say that the story of it being built originally by Savages as a 4-abreast, and later converted by someone else to 3-abreast, can be discounted.



Mrs. Dorman's 3-abreast, Lancaster Rally, 1976.

(M. A. Smith)

A set with a fairly long and complicated, though not uninteresting, history. Delivered new to William Symonds in 1896 as a 14 section 4-abreast, with Savage 6 centre engine no. 683 and 3 organ engine no. 695. The set was badly damaged by fire whilst travelling through a tunnel on the Somerset & Dorset Railway, near Bath, on 23rd August, 1909. The top frame and other parts were entirely destroyed, and so the set was extensively rebuilt by Savages, being reduced to a 12 section three-abreast at this time. There then followed several ownership changes: it passed to William Barker in

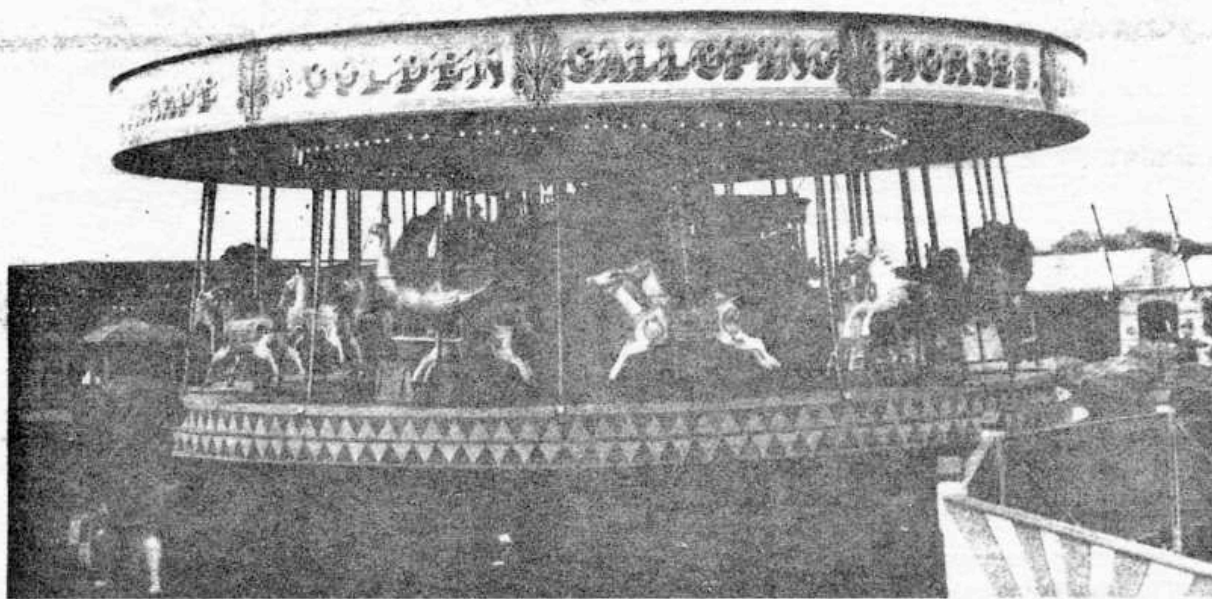
1913; Mrs. Sutherland in 1922; and then to E. Stokes, and later S. Stokes. The machine was stored by Stokes during the second World War, but was sold in 1945 to "Butcher" Griggs of Southampton. T. Whitelegg & Sons acquired it in winter 1948, and fitted a new centre. Unfortunately the platforms were damaged in an accident in the late 1950's, and perhaps as a result of this was packed away in their depot in Exeter in 1959. Early in 1975 they were sold to J. Williams.

The set has now been restored; a 65 key Gaudin has replaced the original Mar-
enghi, which was in need of a complete rebuild. The outside row of horses
are examples of some of the very fine work from the Anderson "stable";
the middle row are by Savages, and are said to have started life as cen-
taurs, although confirmation of this is needed; the inside row are new
cocks, replacing a row of small horses, some of which were rotten.

G16 J. Wilmot

?

Possibly the worst documented set I have ever come across. They have been
stripped of all carved work, brass, and other decoration, and are probably
only a shadow of their former self. I will hold over complete description
until more information is forthcoming!



J. Down's 3-abreast at Chingford Plain Easter Fair, 1975.

(M. A. Smith

In the early years of the fairground, as we have come to know it, a variety of shows travelled the country, all needing methods to attract would-be patrons. Many showmen chose the mechanical organ, as it needed no musical attributes to operate.

With the advent of "Animated Pictures" these shows became much bigger, brighter and more ornate, as the showmen vied with each other to have the best show, and musical perfection. The new, large products of the Paris organ builder Gavioli proved to be a wonderful medium; such instruments having a profusion of carved work adorning the new showfront. Later, with the introduction of permanent cinemas, the large organs became redundant and many were transferred into the centres of Switchbacks, Scenic railways, and even larger sets of gallopers.

Another Paris organ-builder, Ch. Marengi, produced some fine instruments which became very popular in this country, and many showmen replaced their Gavioli organs with Marengi-built instruments.

Thus the large 110 key and 112 keyless Gaviolis slowly disappeared, and their ill-fated histories have mostly been forgotten. The following histories have been pieced together from many sources, and it is hoped that you can add some information, however small.

(Note: the prefix GV has been adopted as a prefix for reference purposes for all Gavioli instruments)

110 key instruments

GV1 HOLLANDS

In 1902 Hollands' Amusements purchased a 110 key Gavioli to replace a barrel-operated trumpet organ on their "Palace of Light" show. The organ was later transferred to a show purchased from Edward Lawrence, the 112 keyless organ from this show going into a motor car scenic railway which Hollands were operating.

GV2 ASPLANDS

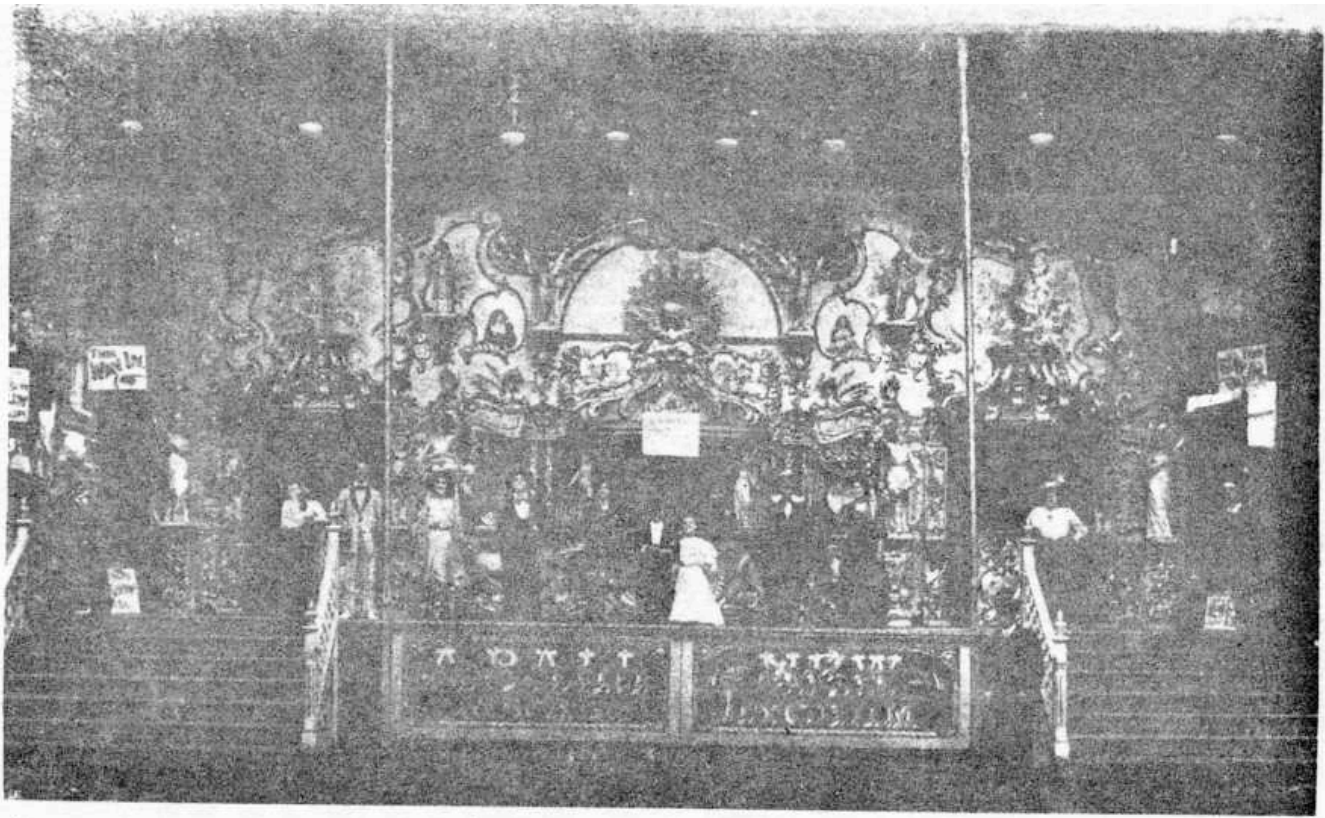
In 1906 Asplands purchased an organ-fronted show from Savages of King's Lynn. The show front was 38' 4" wide by 18' 4" high, and the catalogue number was 435 (this front is now believed to be in store at Thursford, recently being joined by the Gondola switchback - Ed.). Asplands used this show as a bioscope, and later the 110 key Gavioli was cut down to 98 keys and installed in their Venetian Gondola switchback. The instrument was completely rebuilt by Verbeeck in 1926. Later the ride and organ were purchased by Percy Cole and used for many years until their recent purchase by the George Cushing Museum at Thursford, Norfolk.

GV3 ALFRED BALL

Also in 1906, Alfred Ball purchased a showfront from Savages. It was in Louis XV style, 33' 4" wide by 16' 8" high, catalogue number 434. He travelled this as "The Lyceum Theatre of Pictures and Variety". The 110 key Gavioli and show were both destroyed by fire at Tilbury Docks in 1910.

GV4 JAMES DOONER

In 1907 James Dooner purchased a 110 key Gavioli which he fitted to the first long fronted show in Wales. It was later fitted into Walter Murphy's Motor Car Scenic, cut down to 98 key. The ride was converted to Diving Dolphins in 1926.



Alf Ball's Lyceum Show with 110 key Gavioli, at Wanstead Flats.

(Photo courtesy of Leeds & District Traction Engine Club)

GV5 WILLIAM MURPHY

In 1907 William Murphy installed a 110 key Gavioli in his Bioscope; it was transferred to his Scenic Motors in 1913. The ride and organ were sold later to White Bros.

GV6 JOHN PROCTOR

Again in 1907, John Proctor purchased a 110 key for his "Royal Bioscope", which was later destroyed by fire in Mansfield, Notts.

GV7 PAT COLLINS

In 1911 Patrick Collins bought a 110 key Gavioli from a Paris Cafe. This was installed in Michael Albert Collins motor car ride, later transformed into Scenic Dragons. The organ had two upper prosceniums: one of jungle scenes and the other having carved figures of Beadicea on her chariot. Both organ and ride were destroyed by fire at Pendlebury, Manchester, in 1947.

GV8 FRED GRAY

In 1921 Frederick Gray purchased a 110 key Gavioli organ for his motors from a French garden cafe. This ride travelled until about 1956 when it was packed up and burnt on Hampstead Heath, London. The organ was in a poor state, but was rescued, and later restored by Mr. W.H. Jonas. One unusual feature of this organ is the nine lifesize female figures which adorn the front.

GV9 HENRY STUDDT

Henry Studdt had a 110 key Gavioli in his Motors in 1913. Sold to V.E. Tuson, then J. Studdt, the organ went to Verbeeck for a rebuild, but this was never carried out, and the instrument was still there in 1949.

Edward Danter had a 110 key Gavioli on a show built by Savages, and travelled as the "Coliseum Bioscope". In 1914 it was transferred into his Motor Car Scenic, which in 1922 was converted to a Jungle Scenic. One interesting point is that the complete show front still exists and is on display at Wookey Hole Caves, Somerset, as part of Lady Bangors fairground collection.

GV11 WILLIAM HAGGAR

William Haggar had a 110 key Gavioli in his "Electric Coliseum" show. The organ was sold to W. & J. Cole in 1916.

GV12 WILLIAM WILSON

In 1906 William Wilson had a 110 key Gavioli delivered to Kendal. It has been said that this was the first 110 key to be imported, but there is then some confliction with the date of GV1. It does seem unlikely that 1902 is the correct date.

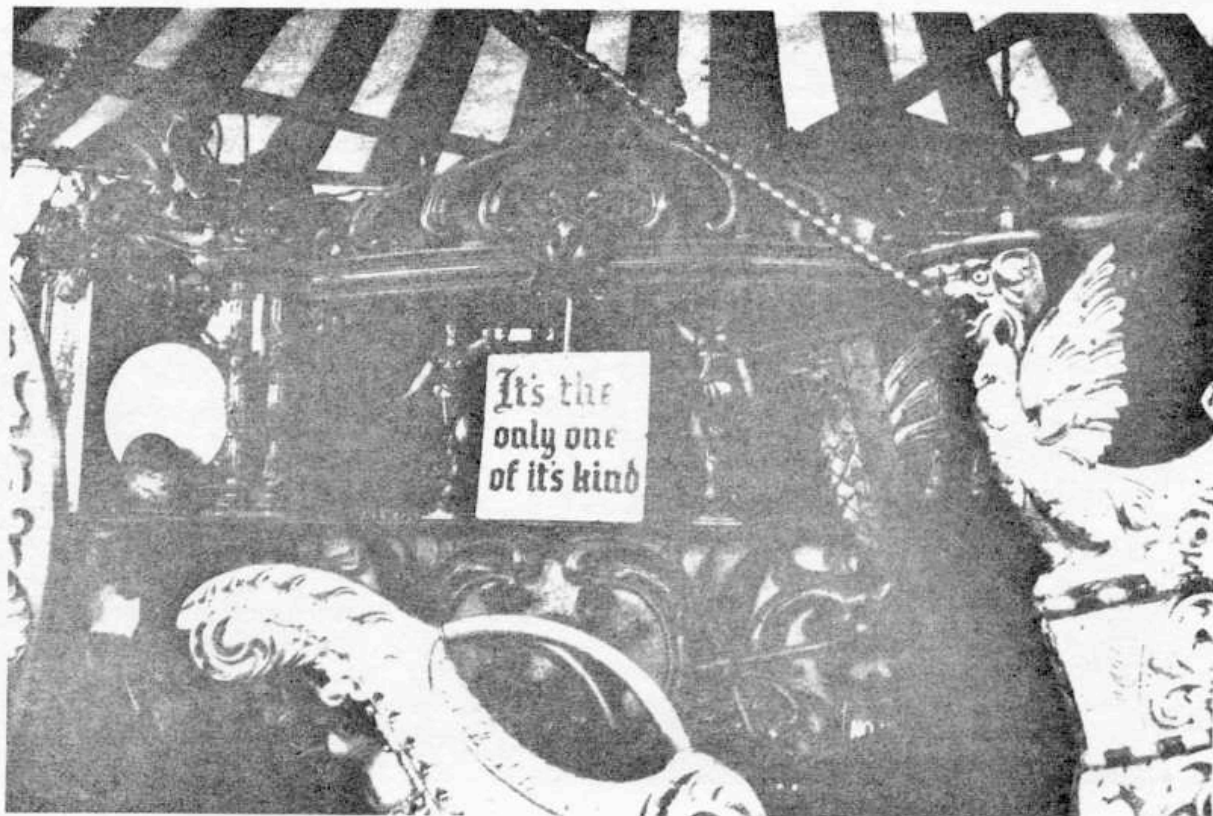
This organ was later sold to Henry Irvin (Scotland), for his Whales. However I have a photo of Irvins Whales in Glasgow in 1935, with an 89 key Black Forest Gavioli in situ.

GV13 MONTE BROTHERS

The Monte Bros. had an organ which was supposedly identical to GV12. This was later sold to Pat Collins, jnr., reduced to 98 keys, and installed in a set of gallopers at Barry Island.

GV14 MAMMY PAINE

Mammy Paine's Bioscope show contained a 110 key Gavioli; the show continued to travel into the 1920's.



Percy Coles 98 key Gavioli in the Gondolas, Windsor Forest, 1975.

In 1907 Farrar & Tyler purchased a 110 key Gavioli for their No. 2 Bioscope.

GV16 BEN HOWDEN

Ben Howden had a 110 key Gavioli in his show.

GV17 J. WINGATE & SONS

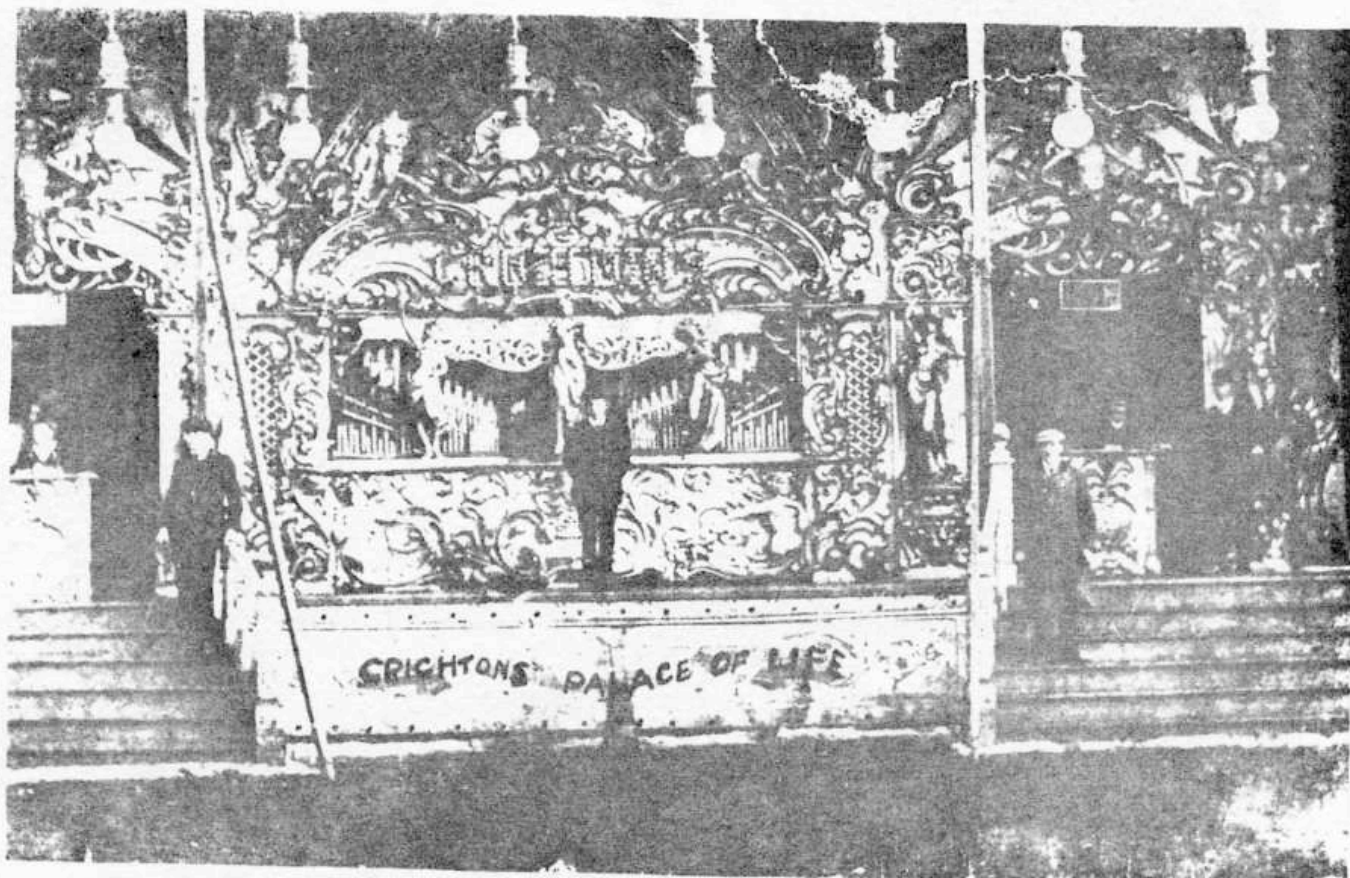
J. Wingate's Coliseum show had a 110 key Gavioli installed in it.

112 keyless Instruments

Nine instruments of this size were built -

GV21 JAMES CRIGHTON

In 1908 Jas. Crighton's No. 2 Bioscope show was furnished with a new 112 keyless Gavioli. Later the organ went into a scenic railway owned by Harry Hall. Steven Hadfield then purchased the organ, but used only the front, the instrument passing into the hands of Woolls Bros. who had it converted to 110 key scale and installed in an ex-Hall & Proctor switchback, which had been converted to electric drive. In 1937 the ride was taken out of service and the organ put in storage. This fine organ has now been restored to a very high standard by Mr. George Flynn of Durham, and it is hoped to soon be on our rally fields.



Jas. Crighton's No. 2 Show with 112 keyless Gavioli

(L&DTEC)

In 1908 Tuby's installed a 112 keyless Gavioli in their bioscope, but this was later transferred to their scenic motors. The organ was purchased by Pat Collins who placed it behind a Marenghi front in his no. 1 Orton Scenic Railway.

The organ was taken out for restoration work, but this was never carried out, and a new 98 key Chiappa instrument was fitted in its place. This Chiappa organ is now owned by Mr. W.T. Hunt of Clabury as the Wonderland show organ. The original Gavioli was probably burnt years ago.

GV23 TWIGDONS

In 1908 Twigdons sold their Wonderland show and 112 keyless Gavioli to Hollands, and in 1912 the organ was transferred into the Scenic Dragons.

GV24 PATRICK ROSS COLLINS

P.R. Collins travelled a Jungle Scenic Railway with 112 keyless Gavioli which had been new in 1909. Ride and organ were sold to Harniess's in 1918, and became the famous "Velvet Coaster" Scenic Railway.

The organ was replaced by a 98 key Marenghi, and sold to John Green who installed it in his Dragons, where it became known as the Golden Organ.

GV25 FRED COX

In 1915 Fred Cox put a second hand 112 keyless Gavioli in the first electric scenic built to include scenery and a waterfall. This organ was taken from his first scenic, and was used on the 98 key Marenghi scale.



110 Key Gavioli in R.M. Williams (Monte Bros.) Show. This old photograph is from the collection of Miss McConville, Hartlepool. Can anyone recognise any of the people on the front?

GV26 SYDNEY WHITE

In 1908 Sydney White of Cardiff bought a 112 keyless Gavioli for his Coliseum Bioscope Show. The organ was later transferred to his sons' Welsh Dragons Scenic Railway, after conversion to 98 key operation. This organ was said to have been the eighth 112 keyless Gavioli delivered, and the biggest and best ever built.

Now owned by John Rehorn of Barry, it is on loan to the Show Organ P.S., under the very capable guidance of George Pamley, Co. Durham.

GV27 ENOCH FARRAR

In 1910 Enoch Farrar put a new 112 keyless Gavioli in the first electric drive Scenic Railway to be built; this was the ninth organ of its type to be delivered, and the only one to go directly into a scenic.

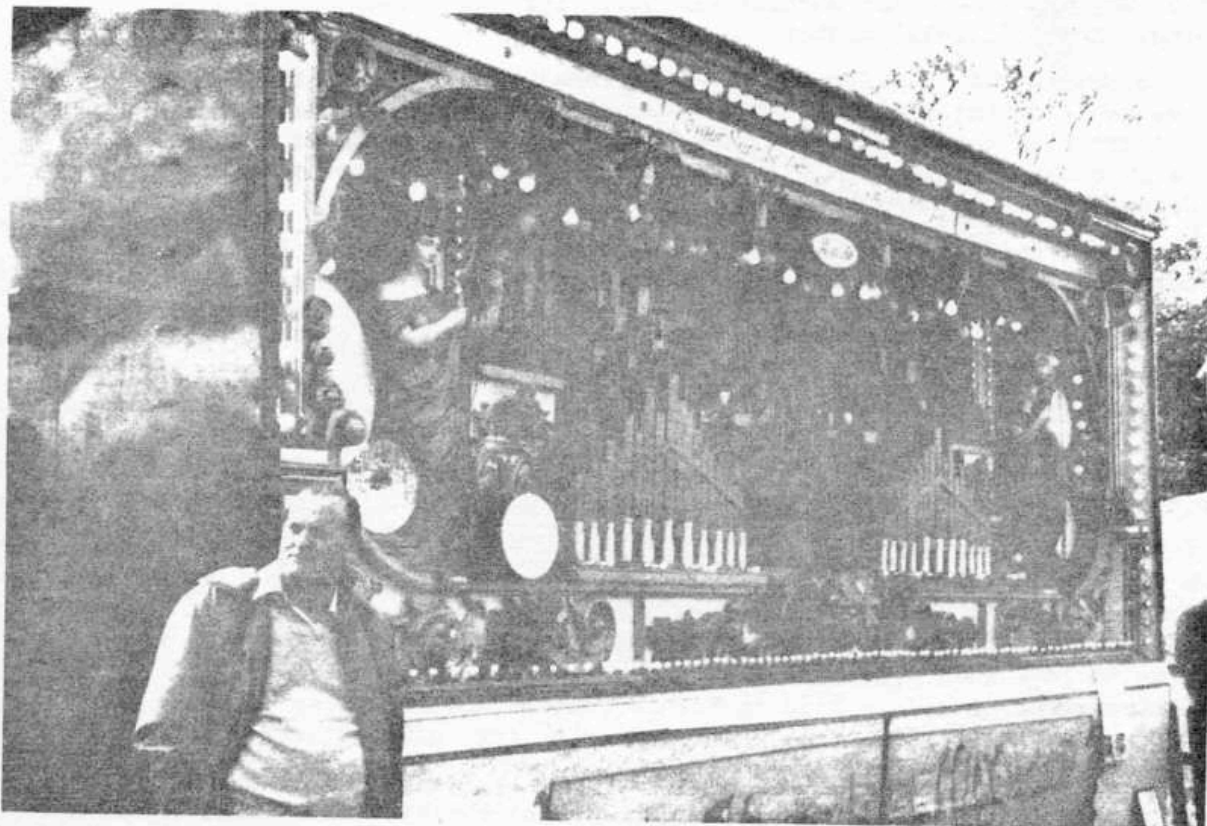
GV28 JACOB STUDD, Snr.

Jacob Studd, Snr., had a 112 keyless Gavioli in his Motor car scenic; this was taken over by Charles Studd in the 1920's, and went off the road in approximately 1927.

GV29 JACOB STUDD, Snr.

Jacob Studd had a 112 keyless Gavioli on his Bioscope show; it was later transferred to J.J. Studd's Motors (later Dragons), then sold to J. Rose.

If you have any information or photos which would help complete these histories it would be most welcome; it can be sent directly to the Author, Mr. P.A. Angel, 10 Norton Avenue, Putson, Hereford, HR2 6DN. Phone: Hereford 3523. Anything of interest will be published in due course.



The famous White Bros. 98 key Gavioli organ at Burton Constable, 1975.
(M. A. Smith)

OUR "ROYAL" FAIRGROUNDS

A BRIEF LOOK AT THE

FAMOUS "CORONATION" RIDES

PART ONE

by David Wood

The British Fairground has, since its earliest days, associated itself in a multitude of ways with royalty and aristocracy, in terms of the decoration and style of its attractions. Countless "Royal" Bioscopes, Menageries and Palladium shows travelled the Victorian and Edwardian fairgrounds, and if we are to believe all the gag cards and galloper rounding boards we see, then it appears that royalty spends most of its life "patronising" the fairground attractions of Great Britain!

My particular interest, however, is not in the early years of this century but in the nineteen-thirties, and the years surrounding the Coronation of King George VI, the period which I believe most people associate with "Coronation" rides. I first became interested in these rides after I returned exhausted from the Fairford Steam Engine Rally in 1971, having spent five days building-up and pulling-down the ex Harry Gray "Coronation" Ark - but more of that in my next article.

I think that many people would be surprised at the number of rides which have been associated with the 1937 Coronation. Although Ark-Speedways head the list, other machines I have come across include Swirls, Waltzers and Dodgems. However, note that I say "associated" with the Coronation, because to actually say that any one particular machine was built for the Coronation is a very different (and difficult) matter.

I do not intend to refer to many individual rides in any detail in this article, as it is intended to be merely an introduction to the subject. In two more articles which I am preparing I will discuss in greater detail firstly the Ark-Speedways, and secondly the other types of ride associated with the 1937 Coronation in particular.

So let us get back to more general matters. Virtually all British ride manufacturers were involved with these rides, the "big three" being Lakin, Orton & Spooner, and Lang Wheels. The latter may come as a surprise to some, but Lang Wheels in fact built some magnificent Arks, quite a number of which have survived. In basic design none of the rides were very different, but the decorator and wood carver were really able to go to town. Carved wooden crowns appeared at the ends of sweeping balustrades; scenic railway type handrails were reintroduced on some machines to replace the flat wooden type, and there were other refinements of a similar nature.

I wonder if this answers the question as to why so much attention was paid to the 1937 Coronation by ride manufacturers and decorators. The thirties and forties are a strange transitional period in our fairground heritage, I feel. Rides such as Scenic Railways, Steam Yachts, Gallopers, Cakewalks, etc. were beginning to look incongruous amongst the more up-to-date machines which were being introduced. A sedate ride on Scenic Dragons did not offer quite as many thrills as the Moonrockets, Mont Blancs, Swirls, Arks and Waltzers which were beginning to dominate the fairground.

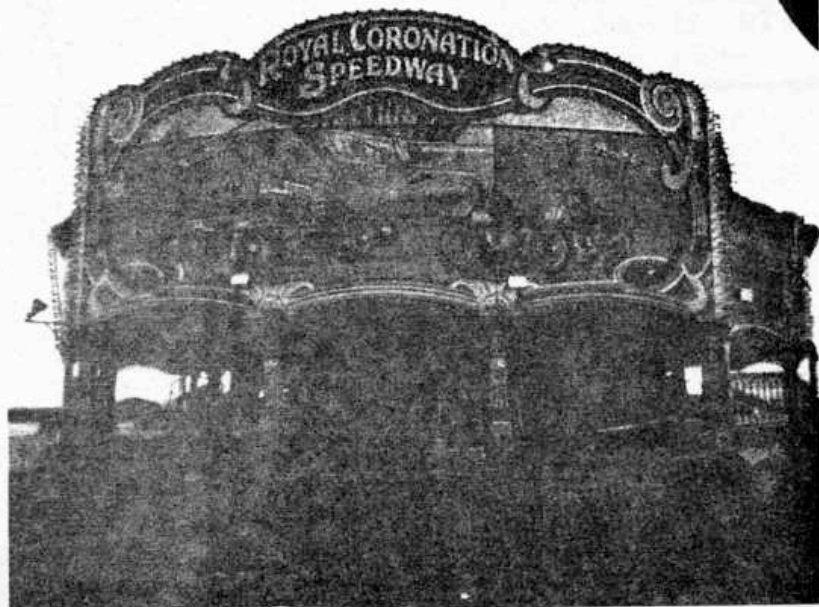
At the same time, the new rides did not offer the showland decorator quite as much scope with his paintbrush as the scenic railways had done, although Ark-Speedways were beautifully decorated from the start. New styles of decoration and fittings were required by the showmen, who were anxious to cater for the punters' new taste for speed and thrills.

The Coronation, however, enabled the fairground decorator to have one last fling, as it were, in the old style of fairground decoration. Back came the rich deep colours, the detailed pictorial scenes on bottom shutters; the wood carver brought out his tools to carve hand rails, and extravagant dragon's heads for Arks, etc.

However, as I have already hinted, it is very difficult to say with any confidence that particular machines were built purely because of the Coronation. Countless machines were redecorated and restyled "Coronation" rides, as were some rides for the 1977 Jubilee, but very few can be pinned down as being machines built in 1937 for the Coronation itself. There were some, certainly - and it is interesting to note that it is these which seem to have survived into the seventies, whereas the multitude of machines which were merely modified for the occasion have been altered beyond all recognition.

One thing can be said with confidence though, and that is that the 1937 Coronation seems to have had a bigger impact on the British fairground than any other royal occasion. I personally was very disappointed with the lack of any special Jubilee fairs in 1977 - I would have thought it were a perfect occasion to put on a big display of the best in the British fairground in the form of at least one big Jubilee fair. However, I must admit that a "Jubilee Twist" or a "Jubilee Scat" would not have quite the same impact as the "Coronation" rides of 1937.

As I said, this has been a very brief and sketchy introduction to the subject. In my next article I will illustrate some of the above comments by reference to the most famous and popular of the "Coronation" machines - the Ark Speedways.



S. Crow & Sons' "Royal Coronation Speedway",
Newcastle Town Moor, June 1972.

(B. Brown

FORUM

FORUM;FORUM;FORUM;FORUM;FORUM;FORUM;FORUM;FO

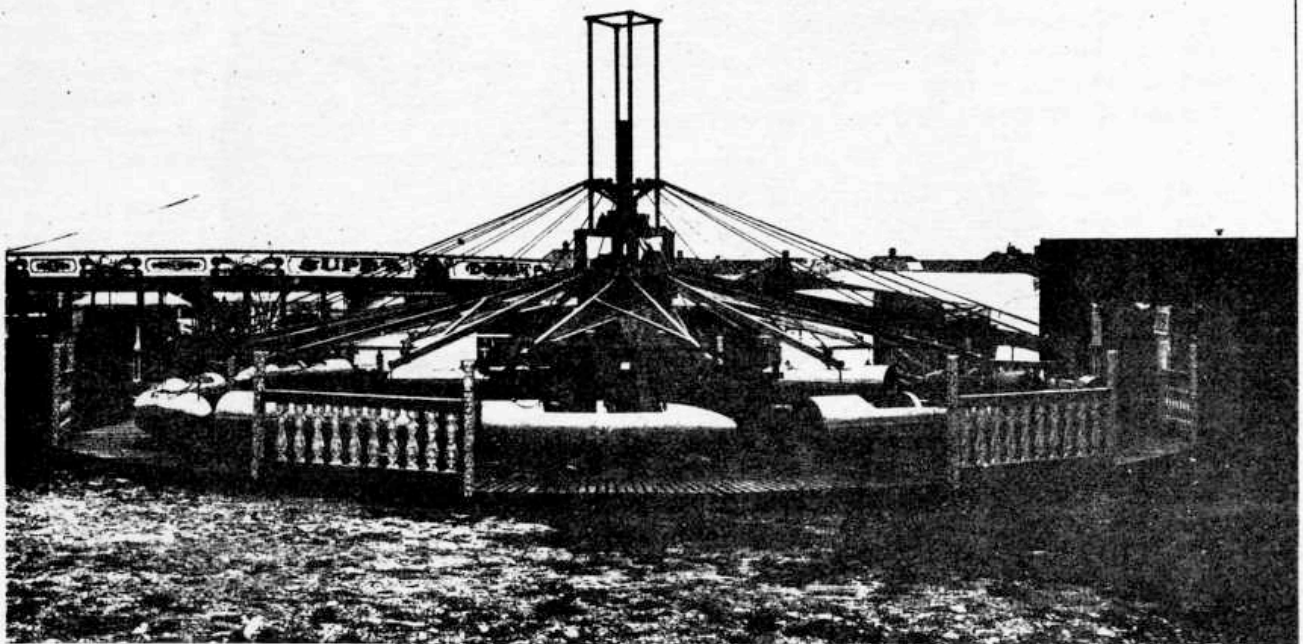
THE PAGE FOR YOUR COMMENTS & QUERIES

Mr. A.T. Arnott, of 102 Wolverley Court, Woodside, Telford, Shropshire, TF7 5QY, asks:

Some twenty years ago I used to admire the characteristic scenic painting of the late 'One Armed Jack' McCormack. His work was often jungle scenes, and they were painted in a most realistic and forthright manner. The rounding boards of the machine depicted on p 102 of "English Fairs" (Starsmore, 1975, Thames & Hudson) may well be by him, and the numberplates on the motorcycles tend to confirm this. Can any reader provide any biographical details, or say if any examples of his work survive?

Mr. C.T. Marlow, of 116 Asfordby Road, Melton Mowbray, Leicestershire, asks:

Some 8-10 years ago at Skegness, in a North Shore amusement centre was a set of Savage 12 section gallopers. It was complete with organ (in derelict order) and the rounding boards were worded: "ENJOY THRILLS OF THE HUNT AND CHASE OVER STICKS ON THE GRAND TALLYO RIDING HORSES". Has anyone news of where these are now?



Georgie Peters new Rockets, Hounslow Heath, Easter 1977. (C. Gee

FOWLER LEEDS

BY

Stephen Smith

SHOWMAN'S ENGINES PART 1

Those of you who read the first newsletter will have seen the request for information on engines of Fowler manufacture used by showmen. I am pleased to report that through this piece, and a letter in the "World's Fair", a list of some two hundred and fifty engines has been compiled. I am sure that this is by no means complete yet, as estimates suggest numbers of three hundred and above. Fowler products were by no means to be found only in the North; those eminent West Country showmen Anderton & Rowland had a few Fowlers in their fleet, and many went to the Welsh-based Studt family. Up in the North they were numerous, especially in the North-east, with the Murphy and Hoadley concerns.

Fowlers were never as numerous as Burrells; the former specialised in agricultural machinery, with their widely successful ploughing engines and tackle, and it is thought that only about eighty-two engines were supplied new to showmen, plus a solitary diesel tractor in 1935.

The earliest Fowler I have on record to have been used by a showman is no. 3013 of c.1872. This was named "LIGHTNING", and was used by Emerson and Hazard of Whitehaven, Cumberland. A photograph of it appears in David Joy's book "Traction engines in the North" (Dalesman Pub. Co. Ltd., 1970), pulling at least six loads.

In an article of this size it is pointless mentioning all of the engines used, so I will do my best to pick out those of interest. In 1885, for example, a single traction centre engine was built, no. 4922, supplied new to John Crampton of Leeds. "WHIRLIGIG", as it was known, was a class 'A'/DCC of 6nhp, and passed in 1913 to Mrs. Baker of Kirkby Moorside, North Yorkshire, and later to Cottams. It was involved in an accident at Loftus Bank, and was reputedly scrapped c.1927. Fortunately a few photographs of this unique engine exist. I have no information which suggests Fowlers built a ride to accompany 4922, but Fowlers certainly did build a few rides. Three Tunnel Railways delivered in 1895 bear witness to this. I am sure that most of those reading this article are familiar with this type of ride, so it just needs to be said that the three built were as follows:

7528 new to M. Burke, London, and sold c.1898 to J.P. Horneng

7529 new to Richardson Bros., Darlington.

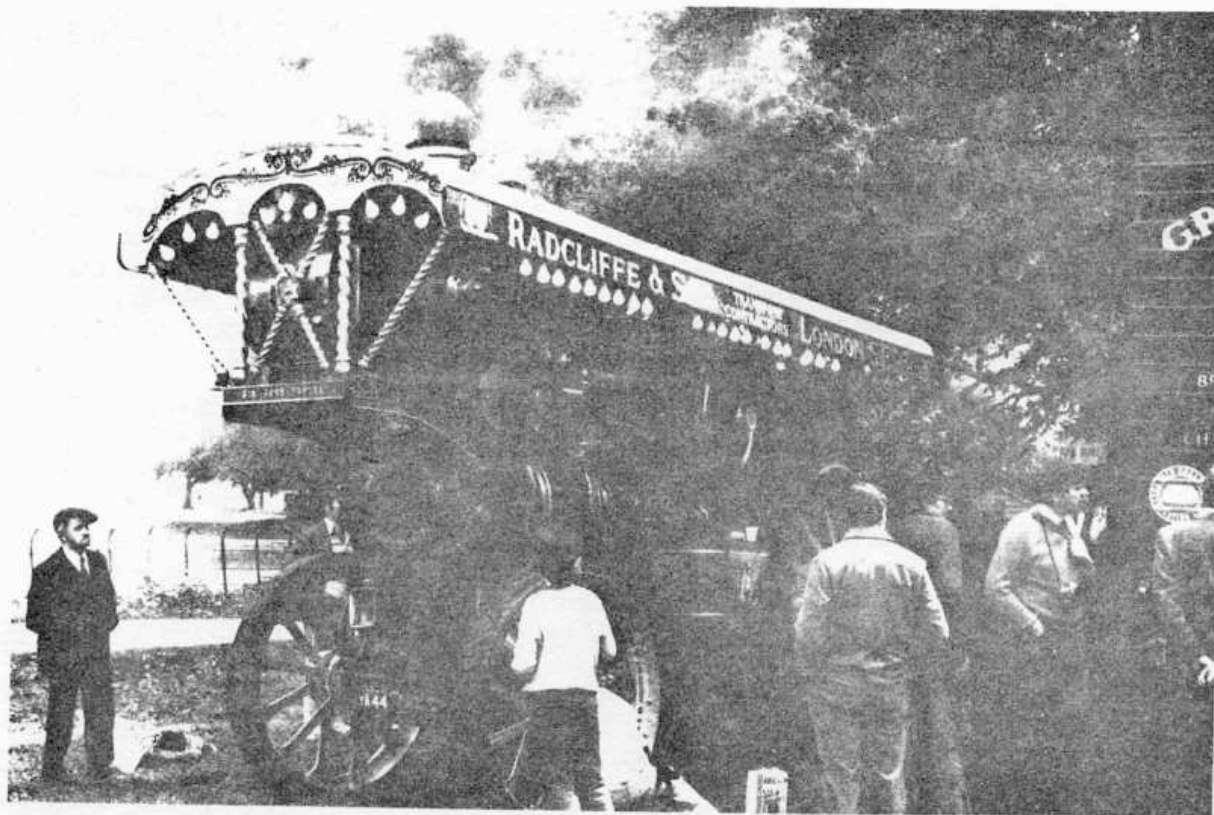
7688 new to J.W. Waddington, Bradford.

Showmen first started using their steam engines for generating by belt from the engine flywheel to a dynamo mounted on a flat truck (an idea some preservationists ought to adopt rather than convert road locos and tractors!). The idea of the smoke box platform came about 1886. The first Fowler to be so built was no. 5348 "STAR OF THE WEST", an 8 nhp model new in 1886 to Herbert Bros. of Redditch. The extension bracket bore little resemblance to those on later models. An engraving of 5348 appeared on the cover of a 25p booklet of stamps issued in October, 1971. The brass fittings and full-length canopy came later.

By the turn of the century the showman's engine had taken the shape we know today. Twisted brass encased awning supports, and a full-length canopy and a round bracket with open armature dynamo were fitted. Few changes can

be seen between these engines and those of much later, though many changes occurred over the following thirty-five years. The open armature dynamo proved troublesome in wet weather, and had to be carefully sheeted when travelling, to stop dust affecting it. This problem was overcome c.1907 with the closed type dynamo which took over. A works photo of no. 9386 shows it to have an open armature dynamo, the engine being W. Haggard's "THE MAID OF CEFN YDDFA". This unusual name was taken from a local love story, which was made into a film by Haggard; the engine was last heard of in the hands of the late W.J. Barlow. It was the oldest original showman's to survive, though nothing has been heard of the engine since Mr. Barlow's unfortunate death.

Another feature of later showman's engines was the Bunker Crane. This is supposed to have been the idea of Yorkshire showman Goldthorpe Marshall. They were built by Thompson and Walton, and thus named "Thompson & Walton Feast Cranes". They were also built by Savages of King's Lynn, and known as the "Savage Pole Crane". Burrells later developed the extended bunker type, which was used on all of their "scenic" engines, as well as some of their ordinary showman's. Fowlers usually preferred the Thompson & Walton type, although the four B6S "Super Lions" of 1932-4 were all fitted with the Burrell type, as was Mrs. S.A. Procter & Sons' Fowler 14593 "ALBERT". In the last case the bunker crane was fitted after the engine was new. Fowler 15653 "RENOWN", new in 1920 to John Murphy, is preserved with a Thompson & Walton Feast crane. Another survives, though this time fitted to Harry Lee's AEC Matador, LUM 955. The latter is used in the building-up and pulling-down of Mr. Lee's Steam Yachts.



Goff Radcliffe's Fowler Showman's, no. 9384, "Sir John Fowler".
Seen at the Sudeley Castle Rally in 1976. (M.A. Smith)

ENGINE LIST:

1 - ENGINES BUILT 1900 AND BEFORE

Makers No.	Class	Date	Name	Owners
3013		1872	LIGHTNING	Emerson & Hazard
3557			-	McMurry
				Waddington
4765	A	1886	-	Reynolds & King
4922	A*	1885	WHIRLIGIG	J. Crampton
				Mrs. A. Baker
				Cottams
5348		1888	STAR OF THE WEST	Herbert Bros.
5753		1888	-	George Baker
6375	B1	1891	SUNNY BOY	William Henry Marshall
6635	A3	1892	JUMBO	E.H. Bostock
				J.W. Waddington
6926	B3	1893	-	F. Bailey
6927		1893	ROSETTA	Mrs. Taylor
6937		1894	WALLACE	H. Gess
7032	B3	1894	EMPRESS	J.W. Waddington
				G. Redfern
				H. Harniess
				G. Tucker
7036	B3	1893	SUNNY BOY No. 2 UNDAUNTED	William Henry Marshall
				G. Church
				G. Collins
				G. Redfern
				Morley Bros.
7213	A4**	1895	ENCHANTRESS	Randall Monte Williams
				W. Holmes
7241		1895	SPRING	C. Manning
7262	B4	1895	MAJESTIC	W.C. Summerhayes
7323	R	1895	ENTERPRISE	T. Norman
7411	B4	1895	BELLE OF THE ROAD	J. Murphy & W. Hoadley
7412	B4	1895	POWERFUL PIONEER	Wm. Murphy & Newsomes
				War Office - South Africa
7457		1895	LUCY	Richardson Bros.
7482	B4	1895	BILLY No. 1	Wm. Murphy & Newsomes
				C. Hamilton
				Alf Payne
7483	B4	1895	DREADNOUGHT	A. Waddington
				J. Murphy & Campbell
				Harniess Bros.
7485		1896	BLACK PRINCE	Mrs. Knighton
7489		1896	EXCELSIOR II	Jennings Bros.
7528	TRL	1895	NOCKALONG	M. Burke
				J.P. Horneng
7529	TRL	1895	PRIDE OF THE TYNE	Richardson Bros.
7643	B4	1896	KING OF THE CATERERS	J.W. Waddington
				War Office (1900)
7688	TRL	1895	PIONEER	J.W. Waddington
7758		1897	EMPRESS WAR HORSE	Twigdens
				Pat Collins
				Sanders
				J. Martin

* denotes traction centre engine; ** reputedly an electric lighting plant.



F. Bailey's Fowler no. 6926 with switchback loads.

(L&DTEC)

No.	Class	Date	Name	Owners
7780	B4	1900	SPANKER KING OF THE CATERERS)J.W. Waddington J. Murphy & Campbell Harniess Bros. Wm. Bailey
7873		1897	-	J. Brewer
7910	B4	1897	EMPRESS OF THE WEST	Davies Bros.
7954		1898	PRIDE OF NORTH WALES MRS. IRVIN	W. Irvin J. Evans
7973		1898	-	J.W. Carrick
8056		1898	-	H. Bishton
8212		1898	GRANITE	A. Martin
8331	R	1899	ELECTRIC	F. Ward J. Bland C. Manning
8384		1899	LITTLE BILLY	J. Bland W.H. Church
8387		1899	IMPERATRIX	J. Botton S. Manning C. Harris T. Miller
8601		1900	TWITCH	
8605		1900	-	

My thanks to John Robinson of Hartlepool, my associate in tracing the histories of Fowler Showman's Engines; also Messrs. R. Hawthorn, M.R. Lane, K.W. Smith, S.R. White for their help.

To Be Continued...

SMALL ADS

OUR LATEST "Snowland Transport" photographic list is now available, price 15p per copy, post paid, including a sample print. Roadrunner Productions Ltd., 3a Alma Square, London NWS 9QD.

LATEST LISTS of photos of fairground and circus interest now available - please send SAE. Also, surplus to requirements, 3 Lesney Showman's Engines; 1 with chains fitted to leading wheels to make it look more authentic; any interest at around 25 each.
A.E. Davies, 64 Mckinnell Cres., Rugby, Warks, CV21 4AU.
FAIRGROUND PHOTO lists, covers large number of machines in many different parts of this country - SAE please. Paul Angel, 10 Norton Avenue, Putson, Hereford, HR2 6DN.

SMALL ADS are available free to members; rates for non-members, and display ads on request.

Decor by

"TATE"

SHOWMANS ARTISTIC DECORATING

P.P. PETS TEL 168 LOSCOE-DENBY LANE
DENBY VILLAGE, DERBY, DES 8PP.
RIPLEY 45002 (evenings)

Many thanks to Barry Brown, R.H.G. Simpson, Charles Gee, and the Leeds & District Traction Engine Club for the use of photos. Special thanks to Paul Angel for cover.

Layout, design & typing by
Michael A. Smith.

Printed by UMIST Union.

RESS: STOP PRESS: STOP PA

Omissions and late news:

Keith James (N&D sec'n) took delivery of new Galaxi (Trabant) at Ilkeston in October, 1977. Built by Turnagain Eng. Co. of Oxford.

Fred Thompson's Carousel Ark reported sold to Geo. Stirling (Scot). This is third ark acquired by Mr. Stirling in the last year. One brought from Ireland has been resold to Slaters; the other, a Lakin machine, came from H. Morrison, also resold.

The Tilt-a-whirl/Waltzer removed from Seaton Carew by Fairworld Ltd. and replaced by a new Maxwell machine was sold to F.B. Manders of Northumberland.

Don Robinson has this season been operating a waltzer in his Scarborough A.P. The machine was purchased from Davis's, and was originally John Thurston's Lakin Ben Hur.

Frank Codona has recently bought an electric Monte Carlo speedway track from G. Irvin. New Italian cars have been fitted, and the ride is currently open in Glasgow's Kelvin Hall.

Also in the Kelvin Hall is Shaw's Moonrocket; Pete Tei of Derby has recently been over this machine with his paintbrush, and it is a great credit to him.