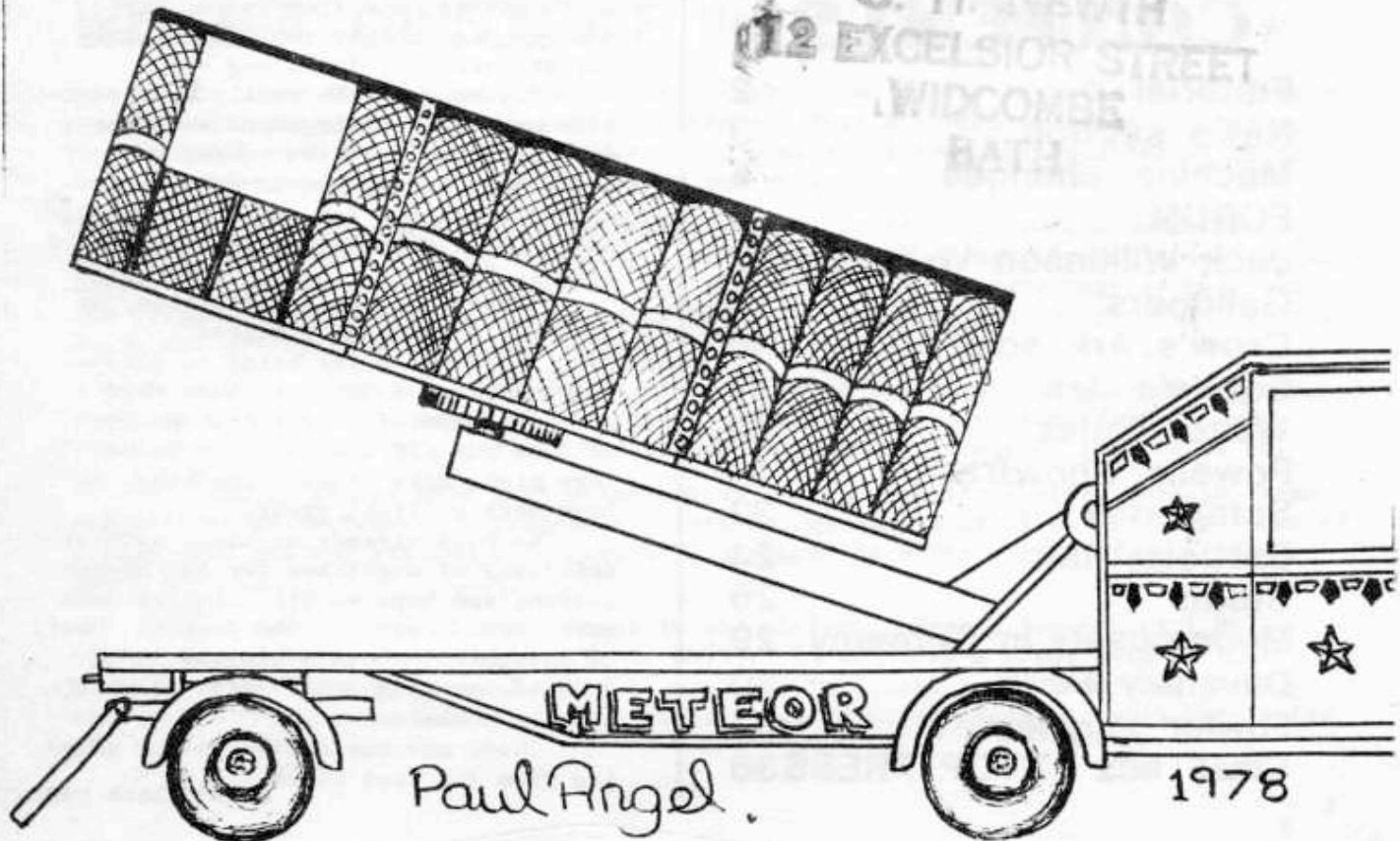


CENTURY OF TOBERS

AN F.A.G.B PRESENTATION

G. H. NEWTH
 12 EXCELSIOR STREET
 WIDCOMBE
 BATH



Paul Angel.

1978

The Fairground Association of Great Britain:

NEWSLETTER

Volume 1 No. 4

Edited by Michael A. Smith.

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Where photographs have been included the greatest possible care has been taken to credit them correctly; this is not always easy, especially with old photographs, where the origin is often obscure. We apologise for any errors which may have appeared.

JULY 1978

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EDITORIAL

We are now well into the 1978 travelling season, so most members will have been out and about quite a lot by now. We have had several very successful meetings on grounds up and down the country, and I have had the pleasure of making many new friends, as well as meeting ones whom I have previously only corresponded with. I hope that the series of meetings will continue throughout the summer, and will then be followed by further meetings when possible during the winter months. Two important events, I hope, will be the Manchester Exhibition, and the 1st AGM/conference. Membership is still steadily increasing, and we will shortly be producing the first edition of our membership list, which I hope will encourage further cooperation between members.

The last edition of "CENTURY OF TOBERS" seems to have gone down quite well, except for one or two criticisms. It has been said that we should be more wary of what we print, for fear of getting a bad name. It has also been commented that we should print more news items, and less history. In answer, I would like to quote two short pieces: one from one of our members, and one by the 13th century Chinese scholar, Tai T'ung -

"...many of the really knowledgeable men in the fairground world have died over the last few years; many of the remainder are old or unwell; records are all too few and far between, and it will soon be too late to record facts..."

"Were I to await perfection, my book would never be finished".

I apologise for being so philosophical, but I think it puts over a worthwhile point, and I hope no one will be put off contributing in case they might have missed something, or have made a slight error.

We have already received several donations of negatives for the association, and hope we will acquire some more soon. Later in the year it should be possible to have a list of these printed, so that copies will be available to members.

There are one or two points arising from the last issue (cont. back page

Fred Fowle designs Association symbol



The Association now has a symbol. Based on a drawing specially made for us by master decorator Fred Fowle, it shows the head of that mythical winged messenger, the ancient god Mercury.

As well as being, in ancient times, the patron of fairs and markets, and the protector of travellers, Mercury has figured as a motif in the collection of images used by Fred in his work. It is most commonly seen on Swirls (Traylens' and Parrishes' being two good examples) where it is used as a symbol of speed and energy.

It was felt that its ancient significance and its connection with the modern generation of fairground amusements made it an ideal choice as the symbol of the Association.

We have already received quotations for its production in the form of a small metal badge which we hope will be available in the Autumn.

We are grateful to Fred Fowle for his generosity in preparing the original drawing for us. It is a matter of pride for us that the country's leading showman's decorator has been able to make such a notable contribution to the Association.



WEEKEND CONFERENCE PLAN FOR WINTER

One of the ideas being considered for the first A.G.M. of the Association is to make it part of a programme of a weekend conference. What has been proposed is that we book a hotel with conference facilities (and real ale!) from the Saturday afternoon to the Sunday morning, one weekend during the winter months.

In addition to the A.G.M. session the weekend could include film and slide shows, lectures, and a bumper photo swap shop - all the sort of things, in fact, that usually happen when enthusiasts get together, but this time with the advantage of more time at our disposal to spend on each item, plus the opportunity to just simply relax over a drink and gossip into the night.

As with our inaugural meeting, a Midlands venue has been mooted as giving the majority of members an equal of attending. Naturally, members (and friends) who would wish to attend only part of the weekend's programme would be free to do so.

So, can we please have your reactions to this proposal and also, perhaps, some suggestions as to venue and programme. Ideally, we want a hotel within easy reach of a main line railway station which would be prepared to offer a good discount for a block booking.

Please address all correspondence to the chairman, Graham Downie, at 1 Holly Court, Frome, Somerset, telephone Frome 66335. It would be a great help at this stage to know how many members would be prepared to attend such a conference. A reasonable estimate of likely attendance will enable us to negotiate with hotels for the best possible rates.

MANCHESTER EXHIBITION PLANNED

Plans are now underway for the Association's first major exhibition and film show, which will be staged in Manchester this December. The date to remember is Saturday, 2nd December, and the venue is the 'C'-floor concourse of the Renold Building, at UMIST. This is conveniently situated in the centre of the city, next to Piccadilly Station, a few minutes walk from Chorlton Street Coach Station, and with frequent buses from Victoria Station. A large free car park is adjacent, and access should be available for people wishing to drop exhibits off at the door. The hall covers an area of about 5000 sq. ft., so there should be room for a fair number of exhibits. We hope to include a selection of painted boards, shutters, etc., carved work, scale models, and photographs, plus of course, anything else of interest. Application forms will shortly be available, from the Exhibition Secretary, at 28 Buxton Old Road, Disley, Cheshire, SK12 2BB.

Later in the afternoon there will be a film show, to be held in one of the tiered theatres, with a large screen. Films to be shown include the Arts Council film on the work of Fred Fowle, and a documentary style film, loaned by Lancashire section showman and member Michael A. Collins.

The show is obviously going to cost the Association quite a lot to stage, although admission charges should cover some or all of the costs. We have already received the offer of one generous donation which will be a great help, and further offers of financial assistance would be most welcome at this stage. Also members able to give up some of their time on the day, in order to help on the door, etc., are asked to contact the secretary.

Further details will appear in the next edition of "Century of Tobers", and also in the "World's Fair". A poster is in preparation, and will be sent free on request from any member. Admission to the Exhibition will be free to all members, although there is a small charge for the film show. As numbers are limited, please obtain your tickets well in advance, from the secretary, at the usual address. Prices are 30p for adults, and 15p for accompanied children under 14.



HULL EXHIBITION SUCCESS

Yorkshire area representatives Charles Gee and Stephen Smith are presenting the Association's first exhibition, in Hull, which has been a great success. The venue was the foyer of the Central Library in Hull, and the exhibition lasted from 3rd-15th. This coincides conveniently with the Summer Fair, held on the usual ground in Walton Street, from July 7th to 15th. Space was limited, but good use was made of that which was available, and an interesting selection of photographs, models and other small items was mounted.



'Something Like This'

A film entitled "Something Like This" has been made by Joseph Mara of Hull, and is based on Hull Fair. Set to electronic music by Terry Riley, an American contemporary composer, it is an abstract film about the light structures of the fair. The film has cost £1000 to make so far, but needs a further £500 to complete, and Mara is finding difficulty in obtaining the extra cash needed. He has approached many local bodies, but no-one seems interested. When the film is printed it is to make its debut at the Hull Film Theatre before going to London.

MACHINE CHANGES

New Machines -

Astroglide	G. Furborough	G. Furborough	5/78
Astroliner	C.P. Evans (P'cawl)	R.G. Mitchell	5/78
Cobra	T. Wilmot	?	Spring 1978
Easyrider	Crow Bros.	Maxwell	7/78
Flying Coaster	W. Knightley	Pollard	7/78
Meteorite	Aberavon Miami Bch.	Cadoxton	Spring 1978
	T. Kaye	Cadoxton	5/78
	J. Smith	J. Smith	Spring 1978
Mystic Swing	W. Thurston, jnr.	Lylie	Summer 1978
	G. Lock	?	Spring 1978
Paratrooper	B. Bishton	B. Bishton	4/78
Satellite	S. & J. Manning	Turnagain	Summer 1978
Space Shuttle	G. Guyatt, jnr.	Modern Products	Spring 1978
Swinging Gym	H. Botton, jnr.	Lylie	Spring 1978
	T.J. Wyatt	Lylie	Summer 1978

Changes of Ownership

Machine	From	To	Date
Ark	Lord Bros.	J. Perks	Winter 1977-8
	E. Percival	M. Morley (Yorks)	5/78
	Henry Danter	R. Daniels (BVAP)	Spring 1978
(Coronation)	Crow Bros.	"Armroyd Lane"	5/78
Cakewalk	B. Ayers	R. Howard	Winter 1977-8
Dive Bomber (S)	Wilmots	Leslie Burns	Winter 1977-8
Dodgems	A. Owen	H. Stanworth	Winter 1977-8
	Maxwell, Tynemouth	R. & S.J. Cubbins (Blackpool)	Spring 1978
Flying Coaster	A. Roberts (Margate)	G. Irvin	Winter 1977-8
	J. Hackett	M. Taylor	Spring 1978
Gallopers (3-ab)	B. Collins (Alton)	Goss, Clacton Pier	Spring 1978
Hustler	? USA	H.K. Manning	Summer 1978
Jets	? Ireland	A. Botton	Winter 1977-8
Octopus	Fletchers	J. Gale	Winter 1977-8
	Wroots (Belle Vue)	Hickey	Summer 1978
Satellite	?	J. Taylor	Summer 1978
Swirl	T. Wilmot	J. Taylor	Spring 1978
Twist	S. Raywood	G. Wilmot	Winter 1977-8
Waltzer	R. Daniels	Harrison & Vickers	Spring 1978
	W. Bates	J. Whiting	6/78



LING ROCKET SAVED

The Maxwell/Lakin Moonrocket which was delivered now to Joe Ling in 1938, travelled until 1962 by John Ling, and which has since been in store in their yard at Burn, near Selby, in Yorkshire, has now been sold to member Philip Knightbridge of Stratford. Several members have spent some time at weekends helping to move the ride, and it is now mostly in covered storage, so work can be begun. The top of the machine is mostly rotten, and will need to be extensively rebuilt, but the bottom is in excellent condition. It is planned to concentrate on the bottom initially, and probably try and get the machine into an openable condition as an open topped Rocket, like the continental machines. I am told that what is needed now are people willing to put money into rebuilding this machine now that it has been saved. Help is also needed to undertake the rebuild, and particularly members with special skills, as there are an assortment of tasks. Anyone willing to help should contact Philip direct on Stratford 66303.



FORUM : The page for your comments/queries

Mr D.C. Bankin, of 170 Station Road, Glenfield, Leicester, LE3 8GT, asks:

As a recent member of the F.A.G.B. I wonder if anyone can advise me where it might be possible to obtain information about the correct painting of fairground models. I am having some small problem at the moment with my latest model, of a Mont Blanc, which will be finished in the style of the early days of this ride, i.e. the mid-50's. The scenic decoration of the boards, shutters, etc., is known, but that of the general woodwork is not; any advice would be appreciated.

The following is from Ken Smith, of 82 Wellington Way, Salisbury, Wilts.:

From the Salisbury Journal, 14th October, 1921 -

SALISBURY FAIR.

Laugh and grow fat

The best show you ever saw

For big, little, old or young

A proper good cheer up

Everybody enjoys it who sees it

Don't fail to see it

KITTY DE SMILLO'S SHOW

It's the best in the fair.

From the Salisbury Journal, 15th October, 1922 -

SALISBURY FAIR.

Don't fail to see the show that made the

Princess Laugh

KITTY DE SMILLO'S JOLLY SHOW

Special show for children

each afternoon.

The only other reference I have seen to the above was that it attended Stratford Mop in 1925, so it was not a local effort. Who was the Princess? Can anyone tell us more about this show.

Mr H.E. Ambrose, of 109 High Street, Blunham, Bedfordshire, writes:

I am interested in buying prints of steam yachts, preferably postcard size, and list the following sets which I still need to complete my collection. I will pay agreed prices, and all P&P costs - Mrs Bird's, J. Evans', A. Harter's, Woolf's, A. Billen's, C. Spencer's, J. Wyatt's, C. Howard's, and Grahams'.

JACK WILKINSON WRITES...

...Steam Pigs, Arks, Fowler engines ...

With Holdsworth's Steam Pigs the engines were "THE PRINCE" and "THE PRINCESS". In the very early 30's when old rides had gone out of favour, Reuben Holdsworth got an early German Noah's Ark. Also, he took over the Bridge Inn, Stockbridge, Keighley, and introduced a beer garden and children's playground. Along with Aaron Pullen he was killed in a car crash at Chain Bar cross roads, near Cleckheaton, soon after. The Pigs went to McGurk in Ireland in later years, and the Burrell to Pat Collins; the Fowler went to Billy Smart prior to the start of World War Two. Billy Smart promised me the nameplate from this engine, but I never got it. The pigs were 42' in diameter: I described them with an illustrated article in the World's Fair about 1936.

Regarding Arks - The "Rocket" ride was originally new at the beginning of 1953 from Bob Lakin to W.H. Marshall, and delivered as a Jungle Speedway. It was one of Bob's earliest scenic Arks; Jack Pullen had the first. Post war came W.H. Marshall's (Grandson of the former) Lambretta Speedway, following his marriage to Dahlia Wallis. The caption "E. Corrigan's No. 2 Speedway" in the last "Century of Pipers" is wrong; Edwin had Corrigan's second Ark, with Burrell "TRY AGAIN". This view (by Jack Mellor, who was responsible for the incorrect caption) is of J. Corrigan & Sons (James and Albert) machine, the third to be built for Corrigans. Later they had a fourth, called the "Kentucky Derby", and I saw it at Halifax Summer fair - the first with a flat (Odeon) front. Post war they had two more.

As regards Fowler engines, No. 9495 was not "THE LION". It carried an engraved (not cast) plate on the offside motion cover - "LION". Ex W.D., it was acquired by I. Bentley & Co. Ltd. for boiler haulage duties, and I took several snaps of it. I told Alf Pepper it occasionally hauled Holdsworth's Pigs, but he evidently misunderstood me. It was NEVER owned by Holdsworth, or fitted with dynamo. I last saw it in Allen Knight's yard (post war) where it was cut up. No. 9292 ended its days in a drift mine at Mosborough, where it had been used pulling out tubs with the wire rope.

"GENERAL HULLER" was scrapped in August, 1947, but had not been used for years. I was working in Harrogate at the time, and turned my head as the bus passed Shipley as I couldn't bear to see its inglorious end. No. 8919 was a B6 agricultural on springs, new on 21st May, 1902, for a contractor in Devon. No. 8922 was new on 28th February, 1901, for Portland Stone Quarries, and No. 8927 a single cylinder, with spoked flywheel, new for Townsend & Woodbridge, Bath, on 14th February, 1902. No. 9273 (new 1902) was first called "PRIDE OF YAPTON" for a contractor. I scrapped 9290 at Blackheath pre-war; it was used for hauling and had no dynamo - or belly tank!

No. 9381 was new for Smith's Tadcaster Brewery on 28th April, 1902. Front wheels were set back for working in a confined space. My dad was one of the first to have a motorbike in Bradford (AK60) and when he used to go to York, he said that after leaving Killingbeck tram terminus (Leeds) to Dringhouses tram terminus (York) the only other mechanically propelled vehicle he saw was this engine taking beer to Tadcaster Railway station. No. 10291 was built for Matilda Hoadley and delivered on 29th March, 1906. Her name was still on the offside motion cover when I saw it at Blackheath in 1938 - yet Forrests had had the engine and ride since about 1921. No. 10302 (A9) was new on 6th May, 1908, for Arnolds, contractors, of Paddock Wood. No. 10318 was acquired by Edward Box in the early years of the war; dynamo bracket cut off, and the cab three-quarter length. I last saw it in Denton's yard, rusting away, but Frank Morgan (Box's Manager) had acquired Walter Denton's business in (I believe) 1940.

I think the photograph of "THE SHOWMAN" was taken at Bedlington railway station by the late S.P. Johnstone. That at King's Lynn (c1924) by Jewsons, local photographers. As regards Green's Dragons - the ride left the Tower Grounds, New Brighton, early in the war, and built up on the Winter Gardens ground at Morecambe. I think it went to Middlesborough from there.



GALLOPERS PROJECT

Part Three:

As usual, there are several sets of Gallopers currently for sale. Advertised recently were Benny Irvins and John Beachs. The Brian Collins set formerly at Alton Towers mentioned as being on the market in the last issue has now been sold to Goss's (The Clacton Pier Co.). It is now installed on the pier, and I am told looks well.

Duncan Price's set has made only one appearance so far this season, and I believe they have gone to Maldon, on the Essex coast, for the summer season.

I hear that Dicky Deek of East Anglian Amusements (Fakenham, Norfolk) has acquired a "rough" 40' Tidman set from Keith Emmett, Stony Stratford, Bucks. The ride is believed to have come from the Butlins Camp at Mosney, Ireland, fairly recently. I have no further details about the history of this machine - can anyone oblige? Onsite Developments are currently doing a rebuild, and the ride should be placed on a permanent site on completion.

Travelling Machines - additional information

G3 W.H. Dorman

The Savage $5\frac{1}{2}$ centre engine no. 529 was in fact acquired from Charles Byass in June 1965, and not from Franklins as previously stated. This engine was from Teale's 3-abreast at Shipley Glen, Bradford.

G4 J. Downs

Savage centre engine no. 638 is in fact a no. 6 and not a $5\frac{1}{2}$ as stated in "Century of Tobers" no. 2. I saw this engine in steam on a visit to this year's Cambridge Midsummer fair; it looks and runs very well.

G6 Harris Brothers

The engine originally fitted to this set was Savage $5\frac{1}{2}$ no. 421, with a 3 organ engine no. 418. These were new in 1887 to J. Davies, and came into Mr Harris's hands about 1911. Whether there were any intermediate owners I cannot say, nor does there appear to be any trace of the set which was originally powered by them.

The engines were sold by Harris's in 1958 to H. Derby, and passed to G.T. Cushing later the same year. They are still on view in Cushing's Steam and Organ Museum at Thursford, Nr. Fakenham, Norfolk.

G8 B. Irvin

It is now known that Savage $5\frac{1}{2}$ centre engine no. 699 was never fitted; this remained in its original set until coming into Billy Bagnall's possession. Bagnall sold it to the late Tom Alberts of Bolton.

G11 Pettigrove Brothers

The engine fitted to this set is a Tidman, and not a Savage as previously stated. It was last steamed on Sunday, 10th July, 1966, following a rebuild, and has spent most of the time since that date sheeted over. I was able to have a look at the engine at the recent Cambridge Midsummer Fair, as the sheets had been removed. It would appear that the engine is in very good condition indeed.

G16 J. Wilmot

The Savage centre engine no. 335 "THE WONDER" was driven by Jimmy Gannon of Perth for many years, and 1906 - 1923 by Shoey Smith, of Newlands Street, Bridgeton, Glasgow. In 1923 £90 was paid for a new firebox, smokebox tubeplate, and smokebox. Its return from Savages was delayed, and a no. 6 engine was used temporarily; a no. 6 engine is 3" wider and longer than a $5\frac{1}{2}$.

Eastern England permanent sets - additional information

G20 Gordon Warrington

First owners were Readheads (not Redheads - apologies for the typing error!), and the first travelling owners were Mellor Bros., as the acquisition of this set predated the famous Hibble and Mellor partnership. Billy Nichols had the set for a season or two in the mid-50's; this was after being owned by Bretts, and before Butlins took over the machine.

G25 Triangle Amusements Hunstanton

Galloper expert Dr J.L. Middlemiss tells me that this set is definitely not of Savage manufacture, so the history set out in the last issue must be incorrect. It appears that this ride is a Walker built lot! The animals are of Walker type, and the twisted brasses are without ball mounts at either end - Walker machines often being thus. There is a gap of about 12" between the bottom of the cheese and the centre truck deck, as the smokeduct is lead off the smokebox at tube level to the centre pole - a further Walker characteristic.

G33 T.D. Nightingale Margate

Following the history given in the last issue, I am now able to clarify some details on origins of various components of this set. The top frame was built by Howcrofts, of West Hartlepool, and a Savage centre truck and gearing was used. The centre engine - known as "WILDFIRE" - had a boiler by Beasley's, Barrow (built 1890, which makes the Forrest set older than previously thought), and engine motion by Stephenson's of Longton, near Preston. The Savage no. 3 organ engine came from John Evans, but was previously owned by Joe White.

G34 Butlins Ltd. Bognor Regis

This set was better known as Woolls Bros., of Erith, Kent, who travelled it in the South. They acquired it c.1935, and later sold it to Phil Phillips.

- additional set

G54 Goss's Clacton-on-Sea Savage 1897

This fine Savage machine was built in 1897, and delivered new to D. Cooper and H. King, with a Savage $5\frac{1}{2}$ centre engine no. 699 "DAWN" and 3 organ engine no. 703. An 89 key Marengi organ was also fitted. Both engine and organ are now in preservation, the engine being bought by the late Tom Alberts, of Bolton. Cooper & King sold the ride to W. Matthews, from whom it passed to Tom Smith of Shoreham, and then A. Bates. In 1957 Billy Bagnall bought it, and during the years which followed it passed into the hands of Pat Collins, and then Brian Collins, when it was placed at the Alton Towers amusement park. After being put up for sale earlier in the year, it was sold to Goss's/The Clacton Pier Co., and was moved to Clacton Pier recently.



3-ABREASTS on PERMANENT SITES: Western England

G37 Marshall Hill Hayling Island Savage

Another of the more interesting sets, this Savage lot has at some stage been rebuilt to thirteen sections! It also looks as if it may have started life as a 4-abreast, but little is known of its early history. One of its early owners is thought to have been the Corrigan family, who later sold it to Timmy Ray (Derbyshire). J.A. Pullen acquired the set from Rays in August, 1949, and a few years later it passed to the present owner. I believe it was complete with organ when it first arrived at Hayling Island, but this has since been destroyed. The set has also been modernised, and now lacks the usual carved work, etc. Although not ornate, it is well painted and very smart - a credit to its owners.



G38 Chipperfield Brothers Weymouth Tidman

A smart little 12 section set, complete with tuneful 46 key Marengi organ - an unusual item in itself. Chipperfields bought the ride from Charlie Penfold in 1953 but no previous history has been recorded.

G39 Batlins Ltd. Minehead Allen

A very unusual set, being one of only four built by the firm of Allens of Oxford. This particular machine was formerly travelled by Arnolds on the Isle of Wight, but I have no other history.

G40 J. Shipley & Sons Stourport-on-Severn Walker 1923

This was one of the last sets to be built by Walkers, being electrically driven from the start. It was delivered to J.W. Fletcher of Cardiff in 1923, and from him passed to Ted Hobson, of Leicester, in about 1939. William Gallagher bought the set in 1946 and travelled it for a fairly long period, reselling it in 1968 to Albert Thomas of Reading. James Shipley later acquired it for his Stourport amusement park, and I am told it has been there since about 1975. It would be especially interesting to know what organ was with this set when acquired by Gallaghers, as an 80 key Gavioli Trumpet Barrel organ was bought by a Leeds collector from Gallaghers a few years ago. I don't think that Gallaghers have ever had any other machine which might have housed an organ.

G41

Collins Brothers

Barry Island

Allchin

Another rarity, this unusual Allchin built set was bought only a few years ago by Collins from a member of the Forrest family. The only other previous owner known is G. Billing, so a good opportunity for any member familiar with this ride when owned by Forrests to fill in some details. The only other point worthy of mention at present is that some fine Anderson horses are still with this machine.



Collins Bros. 3-abreast, Barry Island, May, 1974.

(M.A. Smith.)

G42

John Crole

Porthcawl

Savage 1896

This set is thought to have been delivered new to one of the Danters, possibly in 1896, with Savage 5½ centre engine no. 657 ("DORIS") and 3 organ engine no. 656. These engines are now owned by an enthusiast in Lincolnshire. The ride passed to Porthcawl Recreations Ltd. at some point before the Second World War, at which time it still had its Savage centre engine, and Gavioli organ. It passed to Croles post-war, but has remained in situ, basically unchanged, except for the removal of engine and organ.

G43

Sketchleys

Aberavon

?

This set is to be seen in the Miami Beach amusement park at Aberavon, where it has now been since its purchase in 1974 from John Crole, Barry Island. On arrival at Aberavon it looked as illustrated here, but since then modernisation has changed its appearance somewhat. A string of previous owners are thought to include (in reverse order) Botton Bros., Mannings, Whiteleggs, and Baraks, but there is still a lot to be sorted out.

G44

Days

Aberavon

Tidman

Housed in a little space at the rear of the family's arcade, this must surely be one

of the finest permanent site sets in the country. A 42' twelve section machine, it was previously owned by Alf Pettigrove, who travelled it around London and Kent. The late James Day acquired the ride in the 1920's, and it has been with the family ever since. Little of the original machine now remains; extensive rebuilding has taken place over the years, but it is still all wood - no fibreglass! The centre engine was removed shortly after the war, and new horses were also fitted about the same time, as the originals had been destroyed. The magnificent 89 key Gavioli organ is still in the centre of the machine.



Sketchley's 3-abreast, Miami Beach, Aberavon, 1974.

(M.J. Smith)

G45 J. Shipley & Sons Drayton Manor Park Savage 1901

I am told that there are no less than eighteen places with the name Drayton in the Gazetteer, so for those who are not familiar with this site I should point out that Drayton Manor is three miles South West of Tamworth, Staffs. Now back to the set at this site. It was delivered new in 1901 to Richard Wall - father of Wall Bros., and Grandfather of the present John Wall, snr. When Mr Wall went to collect them from Savages at King's Lynn, he was allowed to open them at Lynn, and he earned just enough money to have them transported by rail to Farnborough for their official first opening.

In 1940-1 they were sold to Dan Baker (Mrs Doris Wall's father) for £500. He travelled them for a couple of seasons, and in about 1945 they were sold to Charles Evans, in Wales. Later still they were acquired by Whaymans, the famous Welsh snowmen. The present owner bought the machine from Whaymans, and put them in the park at Drayton. It is believed that much of the original machine has been replaced following fire damage.

It is thought that the ride was powered by Savage 6 centre engine no 774 when new.

G46 Butlins Ltd.

Pwllheli

Savage 1895

This set was delivered new in 1895 to J. Jennings, jnr. It was fitted with Savage $5\frac{1}{2}$ centre engine no. 627, and 3 organ engine no. 624. W. Nichols acquired the ride in 1919, and it was he that added the excellent Marengi organ - reputed to be one of the finest ever built - which now lies sadly derelict in the set at Clarence Pier, Southsea (G36).

The machine and organ next passed to S. Manning (c 1938), and it was during the war years that it acquired massive rounding boards, and was redecorated in Pink and White. This got it the nickname of "The Wedding Cake", not surprisingly! The ride was sold to C. Mumby of Cleethorpes in 1947, but didn't stay there long, being sold to Walter Coneley in 1950. At Easter 1951 the engine was sold to Miss Sally Beach, and it is still fitted to her former set (G1). This and Noyces' famous set stood next to each other at a few places in the mid-50's - an interesting sight, no doubt. In 1957 Butlins purchased the machine, and it now stands (as far as I know) in their Pwllheli camp. The organ engine is thought now to be in King's Lynn museum.

G47 Trust House Fortes

Rhyl

Savage 1896

There is now so little of this set remaining as original that it is difficult, if not very nearly impossible, to trace its true origins. I believe it to be the set delivered new to Miss Maggie Collins in 1896, with Savage $5\frac{1}{2}$ centre engine no. 664, and 3 organ engine no. 662. The set was acquired from Miss Maggie in about 1940, and has stood at Rhyl since then. The centre truck has been replaced by an ex-WD radar truck, and now the only part of the original machine to remain is the centre pole and top gearing. The horses, rounding boards, etc. are fibreglass, and were cast by Harle, Peel & Co. of South Shields. The present decor is by R.W. Weston.

G48 Arthur Barnard

Colwyn Bay

Tidman

I know very little about this machine, except that it was previously owned by Pat Collins, jnr., who also had it at Colwyn Bay for some time, before it passed to Arthur Barnard. The centre pole is now mounted on a frame, so there is no centre truck, but it is believed that the ride was built by Tidmans of Norwich.

Wilkie's 3-abreast, Palace Amusement Park, New Brighton, February, 1977. (M.A. Smith)



G49 George Wilkie New Brighton Walker 1910

This is a superb set, being extremely ornate, and in beautiful condition, as it has been housed indoors for many years. It was delivered new in 1910 to J. Smith, and a string of owners since then include W.E. & D. Smith, Chipperfields, Wallis's, and the present owners, Wilkies. The set houses an 89 key Verbeeck organ, one of the largest built by that firm, and thought possibly to be the one recorded on some of those famous 78's, subject of much correspondence in the "World's Fair" last year. The horses one of which carries the carved initials of their first owner, are a set made by Andersons of Bristol, and there are also a few cockerels fitted.

G50 Sunnysands Leisure Southport Walker

One of the worst machines of an otherwise excellent selection to be found at Southport's Pleasureland amusement park. It has stood here since about 1950 when Martland Bros. (the previous owners) bought it from a showman in the Leeds area. The only other point I have of interest is that it was rebuilt by Savages in 1958, which accounts for the Savage centre in this Walker set.

G51 Trust House Fortes Morecambe Modern Products

A recent machine, although I am not sure of the delivery date, formerly housed in the Golden Mile Centre at Blackpool. The ride was moved to the Winter Gardens Park at Morecambe in Winter 1976-7, where it replaced an older set which has now disappeared. Virtually the whole of the machine is aluminium and fibreglass.

G52 G. Nicholson Morecambe Maxwell

Being one of the few places to have to sets of gallopers, it is strange that both of the Morecambe sets are of recent manufacture. This set stands on the Pleasure Beach site, further along the promenade to the above. Maxwells were only responsible for this single set, which was delivered new to Frankie Codona at Ayr. I will not pass further comment on the appearance of this machine, but anyone who has seen it will understand that it is only included for the sake of completeness!

G53 Butlins Ltd. Ayr ?

The first known owner of this set was Bert Searle, who sold it to Joe Stevens in the mid-50's. After a couple of seasons it was replaced by G13, and sold to Butlins. The rounding boards have recently been redecorated by Fred Fowle.

MEMBERSHIP LIST

This is currently being prepared, following many enquiries from members, and will be published late July/early August. To offset printing and postage costs, copies will be available at the fully inclusive price of 20p each to PAID UP MEMBERS ONLY. It is our intention to revise the list annually, and it will include members' names, addresses, and interests. It is hoped that this will encourage exchange of information and ideas between members with similar interests, and also meetings between members living in the same area. As always, please make cheques & P.O.s payable to the Fairground Association.



Committee Meeting:

There will be a committee meeting on Saturday, 5th August, in the secretary's flat in Disley. All committee members and area representatives are asked to attend if possible; please let the secretary know if you will be able to come or not. There are several topics to discuss, and if you have an item to place on the agenda, please contact the Chairman. If the business can be sorted out quickly it should be possible to do a tour of some Lancashire fairs later in the day.

CROW "CORONATION" SOLD



As it was when new, in John Barker's ownership, 1937.

(Fairground Society.)

This fine machine was sold by Crows late in May this year; the new owners being Amroyd Lane, and the ride now being in the care of Harry Wigfield. It was delivered to and built up at Long Marston airfield by Crows, and it was there that it made its first official opening with its new owners, at the Wild West show held there over the weekend of 3rd-4th June. This event was an unfortunate disaster, to the disappointment of the showmen, many of whom had travelled long distances to attend. It should be pointed out that this event was not organised by Harry Wigfield to compete with the local guild fair at Chipping Campden, and the business man who was responsible has since conveniently disappeared!

Since Long Marston, the ride has appeared at the Banbury Traction Engine Rally, and the only other planned appearances for this year, to date, are Fairford Rally, Gloucestershire, and Ironbridge (dates should be checked in the "World's Fair"). A possible further outing will be to the Stourpaine Bushes rally in September.

The Maxwell-built replacement is, I understand, nearing completion, and should be delivered mid July. I am told that this new machine is also a three hill, similar to the old Coronation which has served the family so well all these years. It is interesting to note that the three hill bottom was originally an idea of Mr James Crow, snr., and the ride was based on this by Orton & Spooners. Crows could not afford such a machine when it was built new in 1937, so it was delivered to John Barker who travelled it in the Eastern Counties. It was returned to Ortons when about 18 months old, and it was then that Crows decided to buy it.



Sid Squires & Sons' Noah's Ark

A short history by Paul Angel

Following the recent article as an introduction to Noah's Arks, and before the in-depth study is completed, there may be room for a small study of an individual machine, which I think will prompt a further line of investigation.

The ride in question is the Noah's Ark Speedway now owned by Sid Squires & Sons. Following a lengthy talk with its present owner at Malvern Easter Fair last year, I gathered that it had previously been owned by Sutton Bros., and I was directed to Worcester Fair with the aim of seeking out Mr Harry Sutton.

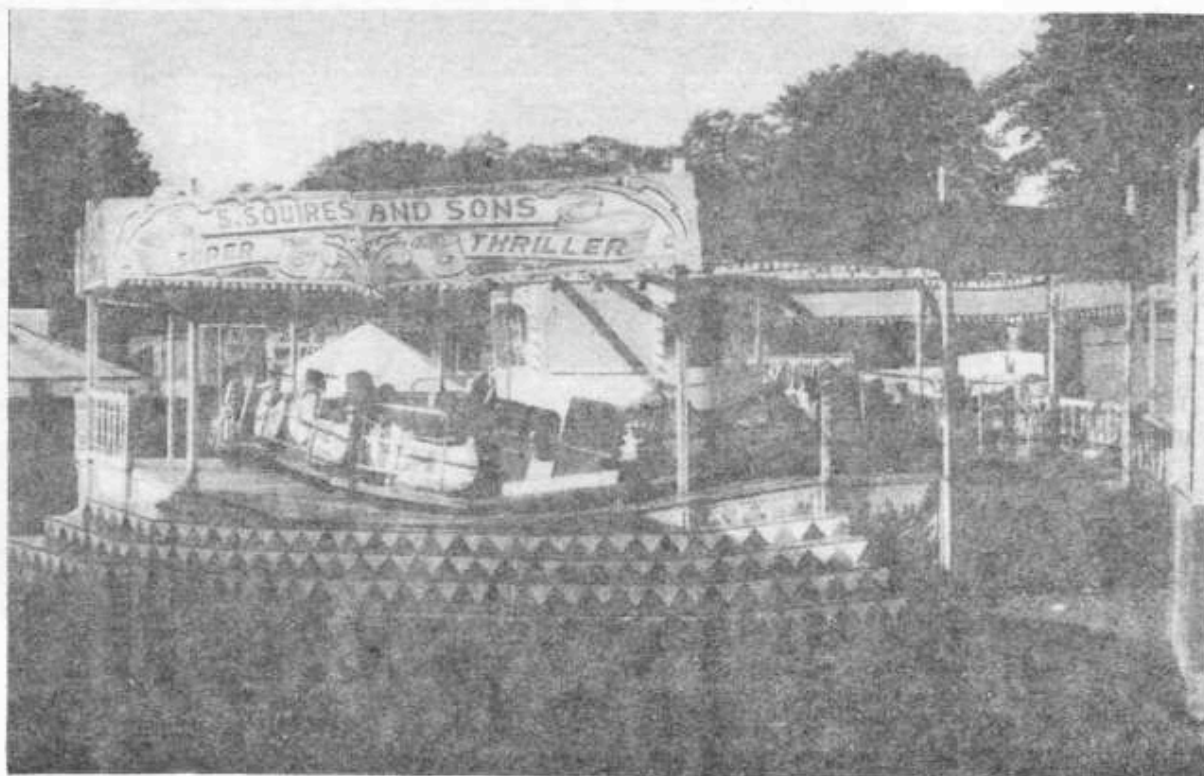
During an extremely informative talk with him I was told that it was built by R.J. Lakin, and was delivered direct to Aberavon, to be built up for the first time on the sands there in 1932. The metal work of the ride arrived by rail in open coal trucks from Scotland, while the wooden parts were sent up from London. It was said that the machine was erected without any difficulty, despite having been built by two separate manufacturers some distance apart. The total cost of the ride at that time was £1750. I assume that the metal parts were actually built by Maxwells, but I do not know what arrangements existed between these manufacturers.

When originally delivered the decoration of the roundings and shutters was of the usual jungle scenes, with the front depicting a Ben Hur chariot racing scene. However at a later date the roundings and shutters were redecorated with motorcycle racing scenes as can be seen on the accompanying photograph.

This ride, like many others, operated throughout the war under total blackout, with a tent being erected at the front of the ride, in which a selection of stalls were housed.

In about 1959 the ride was acquired by the Squires family, since when a considerable amount of modernisation work has taken place. The original rounding boards have been cut down and redecorated, the roof has been lowered (a move the owner reg-

Sid Squires & Sons' Noah's Ark, Gloucester Barton Fair, October 1977. (M.A. Smith



rets), a new paybox by Jacksons fitted, and several other less noticeable changes. Further improvements are planned to keep the machine up to date; one of the most obvious will be fitting of a set of fibreglass "Easyrider" mounts to replace the animals and motorcycles.

JIM LAWSON TALKS TO: WALTER BATES

It was a rare occasion when Walter Bates, senior, invited me into his trailer in my home town of Syston, four miles north of Leicester, on a Sunday morning in June. Rare, because Syston is one of the few places he travels to outside of the city of Leicester. The reason for this is that the Bates' have the rights and privileges to all corporation owned property and parks in the city limits, and with several large council housing estates and their surrounding areas it is not uncommon to only travel five miles and open for ten days for a new set of punters. In fact their total mileage during 1977, including visits to Burton-on-Trent, Oadby racecourse, Hinckley, and Syston, amounted to only 170.

Walter, snr., and his wife Margaret have been travelling around Leics., Notts. and Deby area for about 35 years now, except for a period during the war when they lived in Middlesex. Many of the sites they travel to were also attended by Walter's father (also Walter), who was born in 1882, and died at the ripe old age of 90. His first ride was a pony driven roundabout, which was later converted to a steam centre engine, and eventually sold. He then travelled with various stalls including a coconut sheet.

Going back to the present Walter, snr.; his first machine was an Autodrome, which he subsequently exchanged for an Ark (see CoT no. 3), this was bought from Mablethorpe. During the following years three more rides and two sons featured predominantly in the lives of Walter and his wife Margaret. Mrs Bates is one of nine children born to another well-known Midland family, the Barkers.

The Ark was eventually sold, and was replaced by an Octopus which was acquired from Bert Stocks, a relative of Mrs Bates. This also was sold, the present owner being Alfie Barwick of the Yorkshire section. Following the Octopus came a Waltzer and a Twist. These two machines passed to eldest son Billy, although the Waltzer has recently been sold to Jim Whiting.

Both sons are now married; Billy being married eight years, and Walter, jnr., five years. When Billy was married, I was invited to attend the reception at the Bounty Hotel in the centre of Hinckley, in the company of Reg Turlington of Leicester. During the afternoon, Reg and I took turns at the keyframe of his tuneful Bruder fair organ, entertaining the guests as well as interested passers by. A dance with a band and disco followed with about three hundred people attending throughout the afternoon and evening.

Apparently Walter, jnr's, wedding was an even more grand affair at the Leicester Post House. This was attended by television personalities who were involved in the TV documentary from the series "A Kind of Freedom", filmed in 1974. Walter, jnr., married local Leicester girl Ann Harding who then worked as a knitwear designer. They tried to settle down in "civvy street", living in a flat, but after eleven months as a demolition worker, he returned to the family business. He now owns a juvenile and his wife has a candy floss.

Although Mr and Mrs Bates, snr., are grandparents to three children, they still maintain an active part in the business with Walter running a juvenile, and Margaret a canteen. During our chat they proudly showed me various newspaper cuttings and letters from charities, whom they had helped by giving free rides to handicapped children at their run of fairs.

JOHN POWELL'S "SHOWTRAC"

by Barry Brown

A vehicle which has always attracted a great deal of interest on the fairgrounds is the Scammell "Showtrac", which is probably the most famous of diesel tractors to have been used by showmen. A little known example of the "Showtrac" is still being used regularly here in the North-East by the Powell family with their amusements at South Shields Amusement Park.

The "Showtrac" was delivered to the late John Powell on the 21st May, 1946, and was registered CU 4667. It was purchased to use with an Orton & Spooner Speedway, but finished its travelling days with Powells' Dodgems around 1962. The tractor was fitted out with the familiar roller-shutter coach-built body enclosing a large dynamo and winch which it still carries. It can also be considered as being rather unique as it was the only "Showtrac" to have been owned and travelled by a showman this far North. Hoadley's did use a purpose built Scammell tractor around the North-East but this was some years before the genuine "Showtracs". Although Powells no longer travel, the tractor still puts in a full days work, generating for Jack Powell's Chair-planes, and attracts much attention from punters.

Unfortunately the tractor's original smart paintwork and lettering had to be painted over with a more protective paint as the sea air was damaging the bodywork, but on a recent visit to the park I found that the tractor's paintwork had been tidied up and it had also been relettered. It may not be in gleaming showroom condition, like certain Anderton & Rowland examples, but it is in original condition, and like the other "Showtracs" still working it is capable of a full days work. Lastly, the Scammell is the pride and joy of the Powell family, and is definitely NOT FOR SALE!



SHOWMANS ARTIST

MELBOURNE, COXES FARM
RD, BILLERICAY ESSEX.

TEL. BILLERICAY 4972

FAIRGROUND ASSOCIATION

Please send us any interesting articles or letters from

Fair unfair to anglers — claim

THE FAIR is being unfair . . . at least that's the claim local anglers are making against the funfair recently pitched on the centre of Worcester racecourse.

A letter from the Worcester and District United Anglers' Association was read out to the city's racing committee complaining about the problems created by the fair — which they claim was no fun at all.

The letter said the fairground vehicles had churned up the access road to the building used by the anglers and that stalls had also blocked the right of way.

It was also claimed that the condition in which the access road had been left, had led to broken exhaust pipes on some anglers' vehicles.

The committee agreed that, with the centre of the course due to be open soon for caravans, it was necessary for the road to be repaired and surfaced and the city engineer is to be asked to have the work completed as soon as possible.

It was also agreed to make recommendations for the size of future fairs to be scaled down and for proper supervision to ensure that access roads are not blocked.



12/4/78

Worcester Evening News

22/4/78

Fisherman's story

SIR — The tendency for fishermen to exaggerate is well known, and there is more than a whiff of hyperbole in the Worcester and District United Anglers Association's complaints to the racecourse management committee concerning the Easter Fair on Pitchcroft, as reported in your columns.

It is incredible that a bunch of men who, in other circumstances, would claim to be able to cast a line within an inch of its intended spot could not pilot their vehicles along an access road through the fair which was being comfortably navigated daily by oil tankers servicing the showmen's generators.

As to the supposed condition in which the access road was left, the fair's organiser, Mr Billy Watkins, has been the lessee of the Easter Fair for a quarter of a century now and his record of living up to the obligations of the tenancy will bear examination. Damaged exhausts usually result from careless driving or, more to the point, corrosion of a terminal nature.

It would be grossly unfair if the anglers' allegations were to lead to the showmen being discriminated against, as has been suggested: Pitchcroft is an amenity for all and, regardless of the ambitions of certain sections of the community, should be managed in a spirit of tolerance.

GRAHAM DOWNIE
Chairman,
The Fairground
Association of
Great Britain

Holly Court, Frome,
Somerset.

The address of Kevin Scrivens was unfortunately omitted from the end of his article on Arks which appeared in our last issue. Anyone wishing to correspond on this subject, or on Moonrockets, or any other subject, should note that his address is:

25 Marmion Road,
Southsea,
Hants.

SCRAPBOOK

your local paper for inclusion in future issues

MOVE TO CUT HULL FAIR RUBBISH TOLL

ATTEMPTS are to be made to cut the cost of refuse collection at Hull Fair.

Hull Leisure Services Committee, who accepted a recommendation that this year's fair should be held between October 7 and 14, excluding Sunday as in previous years, received a report on a meeting with members of the Showmen's Guild. It had been pointed out the estimated cost of site cleaning had risen from £4,480 to £5,500.

The increase arose from the enlarged area of the fairground, recent pay increases for manual and supervisory staff, and increased charges for refuse disposal by Humber-side County Council.

Showmen suggested it might be possible to make savings if the number of fairground collections was reduced.

The City Engineer is to look further into this and the Director of Leisure Services will be asked to examine other expenditure to see whether estimated provision was being exceeded.

The showmen had given an assurance that everything was being done to ensure machines and rides were in a safe condition.

HULL FAIR NOW PART OF CITY'S HERITAGE

Stop the Fair!

I MUST protest at the further unnecessary waste of ratepayers' money by the City Council — the waste I refer to is the £5,000-plus cost of removing refuse from Walnut-street fairground during and after Hull Fair (Hull Daily Mail, June 6).

The stallholders bring the refuse to the fairground in the form of wrapping, chip papers, candy tins, etc., so logically speaking they not the ratepayers, should pay to have it removed.

The majority of ratepayers, if asked, could care less about the fair so why not use this valuable piece of land for much needed houses? This would save the £5,000-plus each year in refuse collection alone, not counting the cost of manpower of our short-staffed police force and extra traffic and roadworks during the fair.

Let's get rid of this old-fashioned, antiquated way of wasting ratepayers' money by the City Council and by the ratepayers, who allow themselves to be conned every year out of thousands of pounds and then go home grumbling at the sheer uselessness of it all.

J MUNDAY,
16 Deben Grove,
Longhill Estate,
Hull.

I WAS most disturbed by Mr J Munday's letter (Viewpoints, June 17, "Stop the Fair") on a subject he obviously knows little about. His killy attitude is most out of place in a city which boasts the largest travelling fair in Europe.

The City Council are to be thanked for their policy of removing refuse from the showmen's area during the summer. The job of cleaning Hull is a very important one and it is a pity that Mr Munday really has no idea how this should be done.

Hull is a very clean city and it is a pity that Mr Munday is not a member of the Council. He should be a member of the Council and should be a member of the Council.

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HE should be a member of the Council and should be a member of the Council.



6/6/78

Hull Daily Mail



17/6/78

24/6/78

BARTLETT'S FAIR

Reminiscences by Ted Wyatt

"All the fun o' the fair." "Try your luck sir," was the cry that was heard over 50 years ago as you entered the Bartletts' fairground, one of the fairs that travelled "from Fordingbridge in Hampshire" and covered the Southern towns and villages from 1840 until 1959. As you entered the tober, you were confronted by the striker capped by the Fleur-de-lys 40 - 50ft. above; this was manned by one of the Conelley family. Over on the left the coconut shie - "Come on sir. Only the best coconuts. Four balls a penny." The naphtha lamps flickered in the wind, with their train of smoke whispering off into the night air.

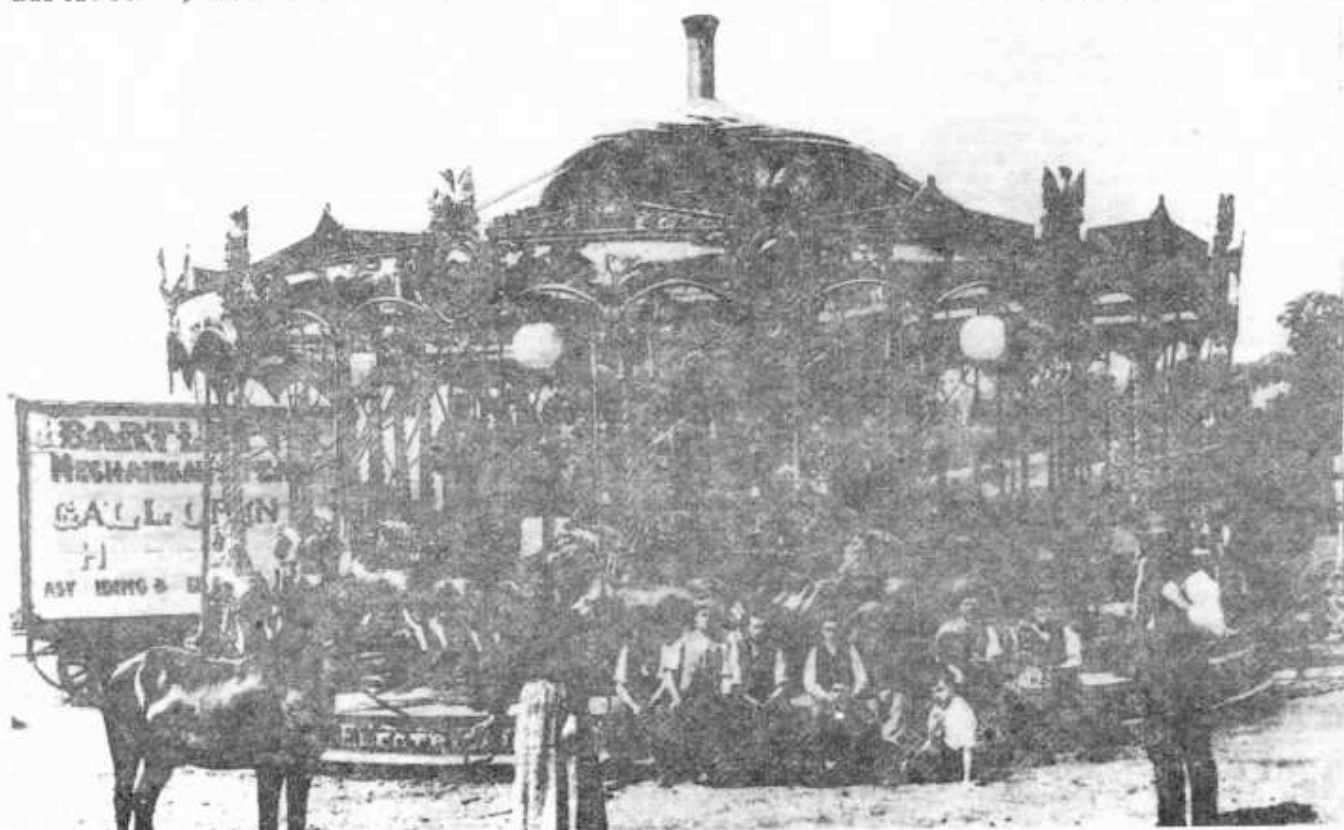
On to the side shows - Bunty-pull-a-string, Pick-a-straw. I believe between these there was a toffee apple stall of Mrs Manley's (fifty-odd years is a long time ago!), then there was a set of six swing boats. Around the top end, the gem of the fair: Bartlett's famous set of gallopers and chariots, with its glass-cased organ, barrel converted to book; with its Tidman engine giving power to this "New Forest Stud". The beautiful ornate roundings, with their excellent carvings and artistic hunting scenes, the arc lamps glowing white, and old Dick shovelling the coal into the hungry firebox. I've seen the old set doing more than her 8 rpm after Dick had had a few pints, and before calling "Hurry up for the last ride tonight". Dick, at a ripe old age, had his last ride a couple of years ago, and is missed by many. A character to be remembered with his old broken clay pipe always in his mouth.

Down the other side, the shooting saloon. At one time the water balls and moving animal targets here were propelled by a steam boiler and pump at the side. Darts, rings, skittles, Aunt Sally's, and a fortune telling van followed. Through the centre the hoopla, roll-a-penny and the spinner, with the centre pole supporting an airship with a propeller drawing it round and round on a long arm.

Above all this was the crazy smell of coal, steam and hot oil which was a lure

Bartletts' 3-abreast.

(Fairground Society.)



for any steam engine devotee. Alf Bartlett, James his father, and his brothers before him, had the following engines at one time or another:

Barrell	no. 1470	(1890)	"PRIDE OF THE SOUTH"	7hp, single cylinder	
Barrell	no. 1909	(1895)	"MAJESTIC"	8hp, SCC.	MO 5578
Barrell	no. 1455	(1889)	"THE RAMBLER"	7hp, S/C	MO 5559
Barrell	no. 3415	(1912)	"PHILADELPHIA"	6hp, compound	CR 5825
Barrell	no. 5906	(1921)	"EARL BEATTY"	5hp, compound	CR 5850
¹ Fowler	no. 14862	()	"EXCELSIOR"	7hp, compound	DW 2255
² Barrell	no. 5621	(1914)	"EXCELSIOR"		BP 6135

Notes - ¹ now "EVENING STAR" owned in preservation by Monty Thackray

² this was a conversion from a general purpose engine

Abraham Conelley had Fowler no. 9971, a class D2 5hp engine, reg. no. HO 5655, and Tasker B2 tractor no. 15261 "LITTLE GIANT", reg. no. AA 115, whose front wheels used to pop off the ground if the hand on the regulator was too heavy.

With these boyhood memories of "Bartlett's Fair" over fifty years ago, I decided to build the fairground as it was then, to a scale of $1\frac{1}{2}'' = 1'$. The centre truck and the Tidman centre engine are well under way, but more specific data is required. Any information relating to the fair in general will help my research and construction. Any photographs would be treated with great care, and if permitted, a copy taken, and the original returned.

I understand that some time between 1956 and 1959, the roundabout was bought and built up by Doubledays at the Kursaal, Southend-on-Sea. I feel sure many detailed photographs of this set must have been taken. If you have one, and have found this article interesting, please don't forget fellow member Ted Wyatt, of 56 Newtown Road, Eastleigh, Hants.

It is by this kind of fellowship in our Association that enables and encourages us to press on and achieve an accurate model of this grand old machine.

SATELLITE MODIFIED

One interesting modification noted recently was the fitting of fibreglass hoods to the Satellite of Lancashire section showman and Association member, Michael Wallis. This is the first time that hoods have been fitted to this type of machine in this country, although I believe the idea is not uncommon abroad. The hoods, which cover alternate cars, look extremely smart, and offer the punters some protection when the weather is wet. The modification was carried out by Pollards, of Ilkeston, who both made and fitted them, the job being carried out to their usual high standard. Michael tells me he is very pleased with them, and I wonder if the idea will catch on, as did the fitting of canopies over twist cars, octopus cars, etc.

Pollards are now nearing completion of their first nine car Flying Coaster, which will shortly be delivered to Bill Knightley, for his permanent site at Town, near Rhyl. Two more Coasters will follow, one for Billy Crow, and the second for James Mellors.

CENTURY OF TOBERS

Back copies:

These are still available:

No. 1	- 10p	} prices are inclusive of P&P to members.
No. 2	- 25p	
No. 3	- 30p	

Ron Taylor takes a look at: "THE STUDD FAMILY"

Of the many famous names in showland none can be more enterprising than that of STUDD. Over the past few weeks or so I have been doing a little research on the family, and have been amazed at the great number of rides, engines, etc. that they have had. Of course it is very difficult to obtain exact dates when dealing with events of up to three quarters of a century ago, and would therefore welcome any corrections or comments from our members.

There were originally three brothers: Henry, John and Jacob. They were well established long before the turn of the century. During the 1880's the brothers were operating such machines as Sea-on-Land, Tunnel Railways, Bicycle rides, Three Abreasts and Steam Switchbacks, and Jacob was well-known, at least in later years, as being the first to own a Showman's engine, the Barrell no. 1451 "MONARCH".

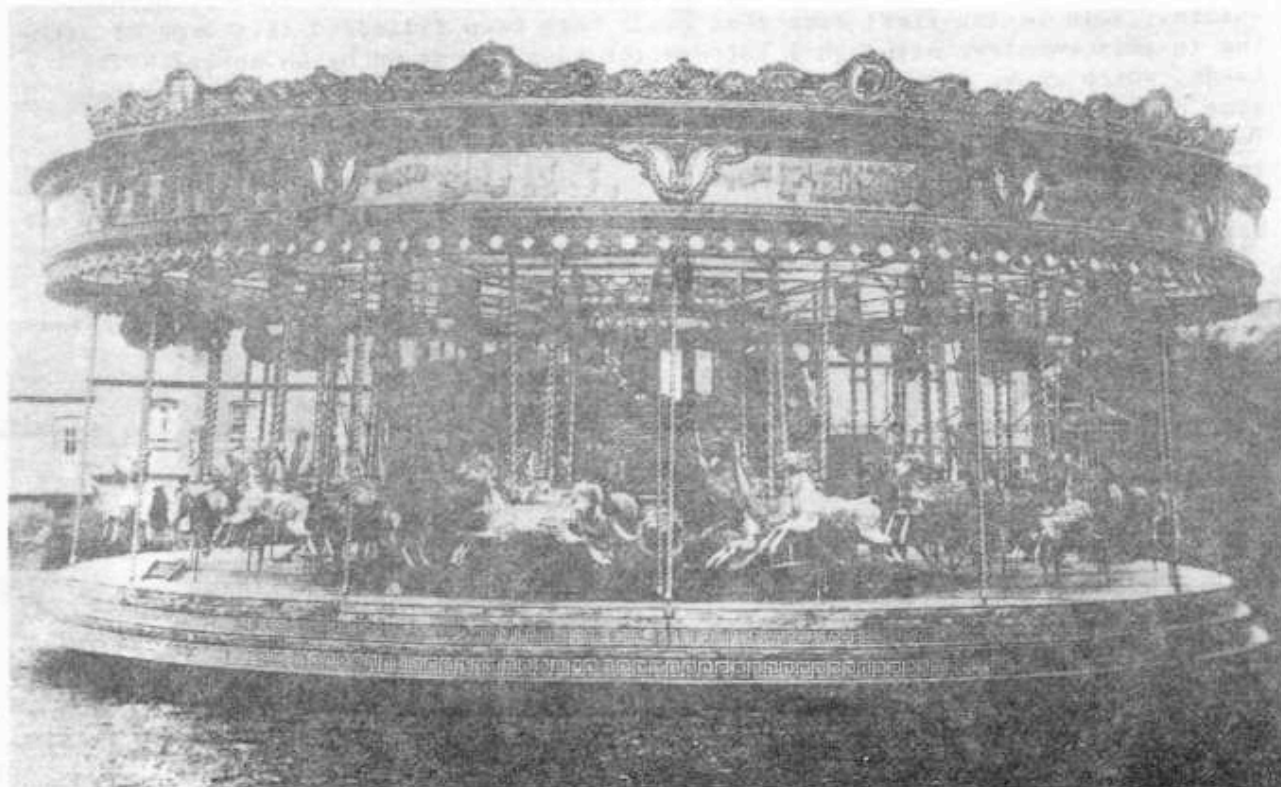
By 1890, John, on selling his three abreast, acquired his no. 1 four abreast. Henry too had a new four abreast, the famous "Zoölogical" machine, new in 1900, some two years after acquiring Barrell no. 2058 "KING EDWARD VII", which he used for 35 years. Jacob in the meantime had bought himself the Barrell 1909 "MAJESTIC" in 1896, and Fowler 8725 "GENERAL BULLER" in 1901; the year after he opened his two wagon fronted Bioscope with 87 key Gavioli organ.

In 1904-5-6 Jacob opened a new machine each year. Firstly a Walker-built four abreast, followed by a Helter Skelter, then a Savage-built Motor Switchback. During these years he also acquired the Fowlers 9911 "BLUE BEARD", 9501 "QUEEN ALEXANDRA" and 9702 "EMPEROR" (later renamed "KING EDWARD").

By the turn of the century John Studd had acquired some three Switchbacks, and two Four abreasts. In 1905 he exchanged a Tunnel Railway for a set of Bicycles. Late in 1904 came a Helter Skelter, followed the next year by a new Savage Motor Car Switchback. During this time he also had Fowler 8924 "CORONATION" and the first of the famous Admirals "ADMIRAL TONGO".

Henry Studd's Zoölogical 4-abreast, Cardiff, 1911.

(W.H. McAlpine)



It was either in 1902 or 1906 that Henry put into service a brand new Savage Motor car Switchback, with 87 key Gavioli organ later replaced by a large Marenghi. This ride was later sold to Hadfields. Fowler 9391 "HIS MAJESTY" was acquired new in 1904.

Nothing much seems to have changed then until 1910, when, until the outbreak of World War I, perhaps more changes took place than in any other period of the history of the family. Two new engines came to Jacob in 1910: Burrell 3177 "THE GLADIATOR" and Fowler 11845 "PROGRESS". These were followed by Burrell 3279 "PRINCE ALBERT" in 1911 and Burrell 3371 "LORD GEORGE" in 1912. In 1914 two more Fowlers were purchased; 13048 "MONS STAR" and the unnamed 13092. Also that year Jacob's son Jacob, jnr., acquired a new Burrell 3579 "MONARCH".

Ride wise, their Venetian Gondolas were sold to Swales Forrest in 1910. Next year at Lynn Mart they opened a new Savage Scenic, followed by a Joy Wheel in 1912, and around 1913 a second Scenic was acquired. President Kemps "Dreamland" Marenghi was bought in 1915 to replace the Gavioli in the Four abreast. This was around the time that Jacob, jnr., acquired a Savage Motor Scenic.

John acquired his second Admiral in 1907, "ADMIRAL BERESFORD" (Fowler 11044), and a Cakewalk in 1908. "ADMIRAL FISHER" came new in 1909, with a Joy Wheel in 1911. The next year came the unfortunate death of Mr John Studt.

Henry Studt bought the Fowler 11826 "GEORGE V" new in 1910, together with a new 98 key Marenghi. New Scenic Motors were put into service in 1912, followed the next year by a Joy Wheel.

Two more engines were new, one in 1912: Fowler 12438 "LADY MARGARET", and later Burrell 3599 "KITCHENER". Dragons replaced the Motors in the early 1920's, when Burrell 3948 "JOHN BULL" was new. Mr Henry Studt died in the mid-20's. I'm afraid I can't put a date on Mr Jacob, snr's, death, but Mr Jacob, jnr., died during the Second World War.

NORTH OF THE BORDER

with Stewart Thom

As you will probably know, the highlight of the year for Scottish showland is Kirkcaldy Links Mart, which is the longest and oldest street fair in Europe. A few of our English members made a pilgrimage up on Saturday, 22nd April, and we had a small rally. Present were Barry Brown (Darlington), Chris Russell (Devon), Michael Smith and Alison Hopkins (Cheshire), and myself. We were slightly short of time, because of the travelling time for people coming long distances.

Scotland has now got a brand new Cobra, owned by Thomas Wilmot. I have not yet actually met up with his machine, but I do know that there has already been a spot of trouble with the hydraulic motors, and had to be returned to the manufacturers to be fixed. Thos. Wilmot's old machine, Scotland's only Swirl, is now in the hands of Joe Taylor, and this is probably the worst machine of its type in Britain. However, it is going to have a lot of work put into it by its new owner, so I hope to see quite an improvement in it next season. Another new machine to Scotland is Stanley Codona's Satellite, and again I haven't seen it yet, but I am told it is only two years old.

By the time you read this, Nathaniel Codona's Speedway will have lost its impressive "Famous Codona's" type front. The paintwork on this front is believed to be original, c1950, and I am sorry to see it go, as none of the more modern fronts are quite like it.

I have already visited more fairs this season than I had done in my whole life up until six months ago, and have now got an idea of the pattern of the Scottish travelling year. In March and April there are a lot of fairs which stay for a long period of about a month. This has been the case for many years now, but many of the showmen feel that trade would benefit by the duration of the fairs been reduced.

Then, after Kirkcaldy, there are a lot of three week fairs after which come the run of one week fairs in late May and all of June, which support various gala days. In July, most fairs are at seaside resorts, to take advantage of the holiday trade. The season rounds off with fairs which support Highland games and Agricultural shows, which are generally in August.

I look forward to visiting more fairs throughout the summer, and will keep you all informed of any interesting developments.

MOONROCKETS IN GERMANY

German member Michael Bonhoff has also been able to contribute something to our quest for information on Moonrockets. It seems that the ride has had similar problems in Germany, and I think many have been broken up, being no longer competitive. It is not easy to get information on their manufacture, as the major ride building cities of Germany are now in the East. It would appear, though, that the machine definitely originated in Germany, as he sent me a photocopy of a page of advertisements from the "Hamburger Anzeiger" dated 14/15 November, 1936. In the top left hand corner is a ad which reads "Sensation! Brand New: Rocket Ride to the Moon!". The machine was presented by showman Carl Bohm, and seems likely to have been the one seen by John Hoadley. It was probably one of the first Rockets built in Germany, as Michael tells me all new rides attended the Dom fair, as it was, and still is, the last important fair of the season.

Michael goes on to say: Last year there were still two modernised versions of the old Moonrocket travelling in the Northern parts of Germany. Both were advertised for sale at about £20,000. As the space theme has now been adopted by the more advanced rides, such as "Moonlift", "Skylab" and "Enterprise", the above mentioned Rockets were fitted with new bob-sleighs, received a winter sports theme, and were named "Bob-Bahn" and "St Moritz-Bahn".



Another cutting was also enclosed showing an advertisement from the German showmen's journal "Der Komet" in 1975. A photograph shows a machine called the Tidal Wave Ride, which appears to be a modified Rocket. As all the German rockets it has an open top, and 15 pivoted cars were arranged around the inclined circular platforms. At high speed the boats swung outwards like Mont Blanc cars, but were longer than Blanc cars, and the passengers sat facing one another. Unfortunately, Michael does not know the date of manufacture, so is not able to say whether a German showman applied William Codona's idea to his ride, or vice versa. The ride was completely rebuilt for the 1975 season, and had an overall diameter of about 52'.

FAIRS IN DAVENTRY 1961-1978

by Albert E. Davies

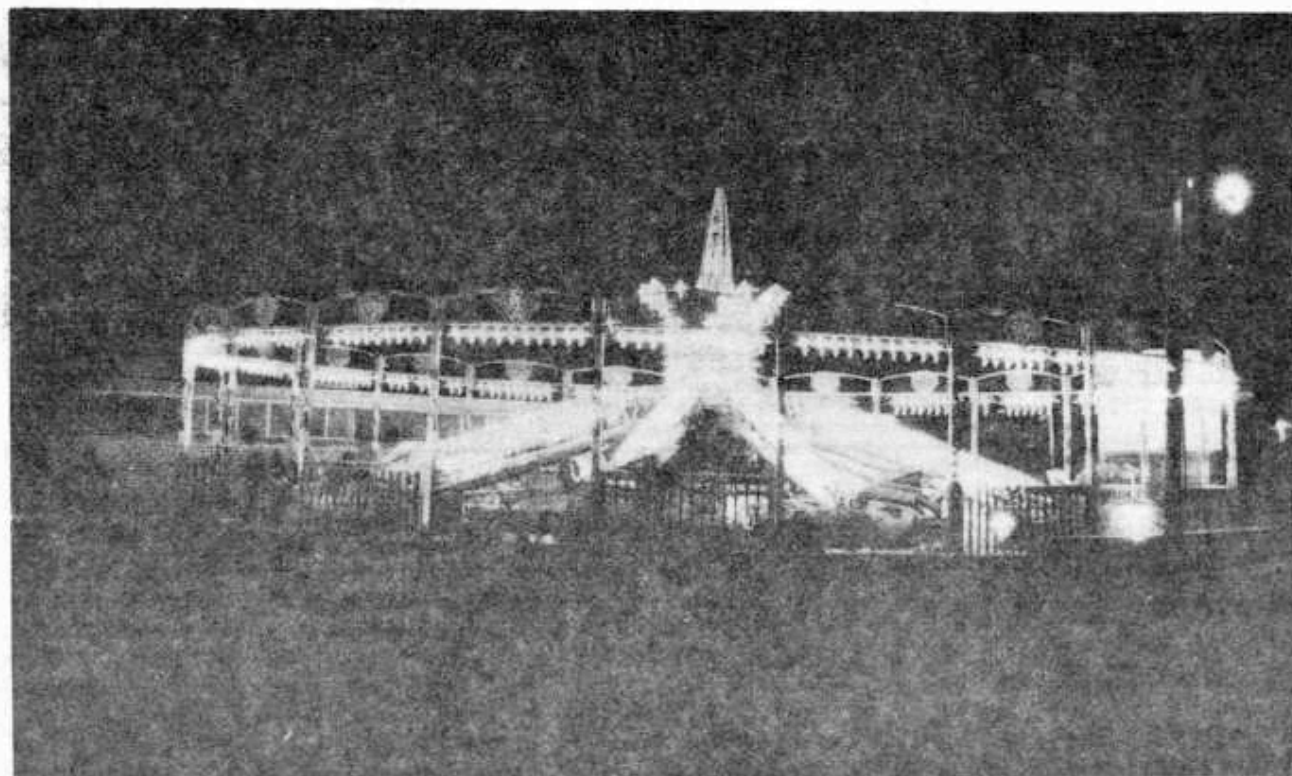
Although the age of steam on fairgrounds had disappeared before the period covered by this article, the scene even in this small town is ever changing. Up to 1961, apart from the war years, fairs were held in the Recreation Ground on New Street every July and October, the latter being the Mop fair which into the High Street and Market Place on three successive Wednesdays originally, and returned to the Recreation Ground in the intervening period. Gradually, unlike Banbury and Stratford-on-Avon that still hold fairs in the streets during October, Daventry's last Mop fair in the High Street took place on 23rd October, 1963.

It was decided to ban fairs from the Recreation Ground after the ground got very churned up during a very wet pull off; I have it on record that the July, 1966, fair was held on the Rec., the October fair in 1966 tried a new site on the Old Railway Station Goods Yard, which did not seem very successful. In 1967 the Daventry Swimming Pool car park was used, but due to the opening period of the Swimming Pool, the fairs were then held in April (instead of July) and October.

Rides at the July fairs, held under the Henry J. Thurston banner, varied very little for a number of years, consisting the lessees Dodgems and Meteorite Rockets, supported by William Thurston's Waltzer. Henry J. Thurston at the time had a couple of FWD tractors: ANH 973 and MPD 767 "LONDON PRIDE", plus a Crossley ANH 23 and an Albion GSK 343. William Thurston used a Scammell YW 9861 and a Leyland GO 7812. 1964 saw H.J. Thurston's Dodgems (the Rockets having being sold), H. Parrish's Swirl and J. Scarrott's Octopus. 1966 saw F. Thompson's Chairplanes at the July fair.

The last 10 years have seen quite a selection of different Riding Masters at Daventry, including W.G. Webb (Flanagan's Fairs), J.T. Wyatt, J. Coles, J. Manning (Wyboston), Thurston Bros., Stanley Thurston, J. Appleton, C. Farrell, J. Scarrott, C. Gooch, K. Emmett, P. Manning, and E. Prateley.

Henry J. Thurston's Meteorite Rockets, at Daventry.





H.J. Thurston's Albion tractor, HNH 984F, at Daventry.

J. Scarrott & Sons took over the H.J. Thurston circuit when HJT retired from travelling, also HJT's Dodgems and Albion tractor HNH 984F which he travelled along with his Octopus. The Octopus has since been sold to J.H. Mellors, and replaced by a Waltzer obtained from T. Gallagher of Hull.

NOTTS & DERBY EVENTS

Notts & Derby area representative Jim Lawson tells me that he has finally been given the go-ahead for a model and photo exhibition at John Storer House Community Centre. This will take place on the Saturday of Loughborough Charter Fair, and John Storer House is conveniently situated in the town centre, alongside ground normally occupied by Armstrongs. The exhibition will occupy about $\frac{1}{3}$ of a large hall, the remainder of which will be used for the serving of refreshments.

Anyone wishing to help with the exhibition, either by providing material or models for display, or by making themselves available for a few hours during the event, should contact Jim direct. Entry forms will shortly be available, and all enquiries should be directed to 11 Merton Avenue, Syston, Leicester.

Jim also points out that Charnwood Borough Council has put a 15% increase on rents for the Charter Fair this year, which will bring in another £540. However, this is likely to be reflected in higher prices on rides, etc.

Other events planned in the Notts & Derby area are a stand at the Rempstone Traction Engine Rally, and a stand at the Hinckley T.E.R. Jim has been lucky in having been offered help by Bob Thompson, also of Leicester, who will be taking along items from his own collection, which should prove of great interest. For anyone interested, Bob currently has an exhibition in Blackpool a selection of posters, programmes and photos from his collection, though I believe these are mainly on the theme of the Theatre.

U.S. ROCKET CONVERSION



Lancashire Section showman and member David Wallis has kindly sent me a cutting from "Amusement Business", the American equivalent of our "World's Fair". It shows a photograph of Jerry Bohlander's Super Streaker - which turns out to be a German built Moonrocket, brought to the States in 1959. It was delivered new to the Charley Miller Amusement Company, but was put in store in later years. Jerry found the ride in store, and has refurbished it with new scenery, sound, etc. I think it made its first appearance last year, and seems to have been something of a success.



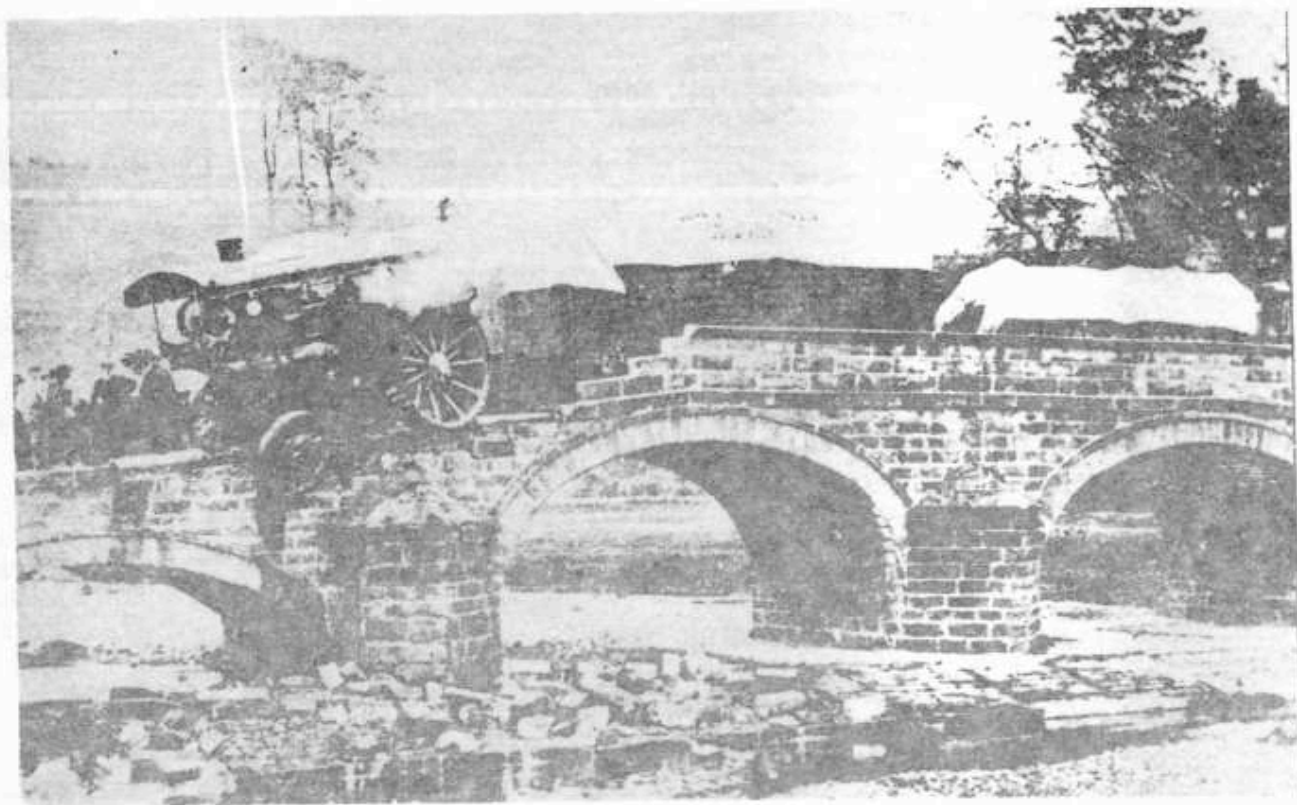
FOWLER SNOWMAN'S ENGINES: Part 3

by Stephen Smith

In the last few weeks I have been able to devote some time to the project, and a list of some 160 engines has now been compiled. Previous lists, though not inaccurate, have been amended and I hope a new list will be available to members shortly. The mystery of "SIR JOHN FOWLER" has deepened; it seems that both engines 9582 and 9584 were bought c1925 by members or relatives of the Anderton & Rowland families. The engine which survives passed from G. Anderton to Nelson Noyce, and was number 9582 and NOT 9584 as I had suspected; the latter engine was scrapped in 1941.

It seems a great tragedy that if some engines had not been involved in accidents photographs of them might not exist today. One well known accident involved Wilson Bros. (Scotland) Switchback loads and Fowler 10528 "DAWN OF THE CENTURY" on Wooler Bridge, Northumberland, in 1908. The engine, as may be seen on the photograph, demolished part of the bridge, and ended up balanced precariously on the edge. This B5 class was rebuilt and later became Henry Irvin's "ONE OF THE BEST", travelling with a Whale Scenic, together with ex-W.D. Fowler 14114 "THE TIGER". 10528 was one of the few Fowlers to carry an exciter dynamo on the offside belly tank. After the Whales were destroyed by fire (how else?) it travelled with a Swirl and was eventually scrapped.

W. Wilson's Fowler 10528 "Dawn of the Century", with loads, in accident at Wooler.



Now to move South. "DREADNOUGHT", no. 11108, after serving with John Birch, was used by members of the Cole family from Ilton (Somerset) before passing to G. Scarrott of Kidderminster (Worcs.). The engine now stands derelict at a garage at Quadring, near Spalding, Lincs.

No. 11124 "LITTLE ALF" was new to Hall & Proctor for the last Savage-built Steam Switchback, new in 1908. The engine and ride (which featured Motor Cars) later passed to Harry Hall along with Fowler 9292 "LORD KITCHENER". In 1926 the ride passed to Woolls Bros. of Erith, Kent, who travelled it until 1938. "OUR FANCY", no. 11126 was new to Farrar & Tyler, later passing to Tipler White, who renamed it "FELIX". Subseq-

uent owners included Joe Ling of Doncaster, and Michael A. Collins. In the last mentioned ownership it was used with their Dragon Scenic, a ride converted from an earlier Motor Scenic, and the one which is supposed to have been the first to be fitted with tropical scenery. The ride was destroyed by fire (not another!) at Pendlebury in 1947.

"PRIDE OF ERIN" was delivered to its only owner, William Piper, and was used by them until scrapped at Hawlbowl. The canopy and brasses now adorn a Lister generator. This is used, as was the Fowler, to power a beautiful little 3-abreast which Pipers still operate. This set contains a rare Varetto trumpet barrel organ and a Walker centre and organ engines.

The last engine to be dealt with in this article is 11799 "THE VICTORY", the sole survivor of a batch of E1 class engines new to the War Dept. This unique class incorporated a third cylinder with Walschaert valve gear. This engine was used in showland by Nelson Noyce, and was a sister engine to "SIR JOHN FOWLER". "THE VICTORY" is now owned by Mr L.J. Searle, who also has Burrell 3887 "PRINCE OF WALES".

Finally, I would like to thank Messrs A. Padgett and K. Smith for their invaluable assistance.

Engine list: engines built 1905 - 1909

Makers No.	Class	Date	Name	Owners
10321	B6	1905	BULLER	W. Swallow
10323	B6	1905	ADMIRAL TOGO WELSH HORSE	John Studt White Bros.
10324	B6	1905	ENTERPRISE	Dabell & Son (Northern Cinematograph Co.) Harniess Bros. W. Starr
10328	B6	1905	DAWN OF THE CENTURY ONE OF THE BEST	Wilson Bros. H. Irvin
10329	B6	1905	ENVOY	C. Marshall K. Johnson Taylor Bros.
10365	R	1905	-	Richardson Bros.
10398	B6	1906	THE ROVER	J. Lawrence
10690	R1	1906	WILLING	J. Wingate C. Wilmot
10693	R1	1906	THE SUN	Capt. T. Payne T. Ray S. Barker
10694	R1	1906	EVENING STAR	Geo. Biddall Evans Amusements
10695	R1	1906	GENERAL FRENCH	J. Brewer
10696	R1	1906	GEORGE THE FIRST	Aspland & Howden Dagnalls Ltd. E. Hill
10699	R2	1907	WILLIAM III	Wm. Murphy Walter Murphy
10700	R	1907	ANGLO-SCOT	Geo. Green Horne Bros.
10702	E	1906	-	H. Searle
10924	B6	1907	BEATTIE	Aaron Pullen
11043	R2	1907	DUCHESS OF NORTHUMBERLAND	Walter Murphy
11044	R2	1907	ADMIRAL BERESFORD	John Studt W.A. Freeman
11045	R1	1907	CYMRU AM BYTH	W. Haggart

G. H. NEWTH
12 EXCELSIOR STREET
WIDCOMBE

BATH, BA2 4JB
AVON.

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Makers No.	Class	Date	Name	Owners
11105	A5	1909	CONQUEST	G. Tucker
11107	A5	1909	MONARCH	H. Wildman
				J. Evans
				W. Shaw
11108	A5	1909	DREADNOUGHT	W.H. Church
				W. Cole
				P. Cole
11112	A5	1908	LITTLE SHAMROCK	G. Scarrott
11122	R1	1908	-	J. Murphy (Dublin)
11124	R1	1908	LITTLE ALF	Mrs Day
				Hall & Proctor
11125	R2	1908	SHAMROCK	Harry Hall
				Cox & Cox
11126	R2	1908	OUR FANCY FELIX	T. Whitelegg
				Farrar & Tyler
				T. White
				J. Ling
				J. Collins
				M.A. Collins
11127	R2	1908	HERO	W.H. Marshall
				H. Waddington
11302	A7	1910	DREADNOUGHT	W.J. Stokes
				E. Stokes
11368	B6	1908	SALLY	T. Ray
11416	A4	1908	ESTER	H. Barnard
				W. Bailey
11419	A4	1908	- GENERAL WHITE	H. Steel-Parry
				White Bros.
				T. Drakeley
11440	R1	1908	INDOMITABLE	C. & J. Howard
11441	R2	1909	VICTORIOUS	(Chas. Openshaw)
				T.G. Richards
11442	A5	1908	FLOWER O' DON	J. Stewart
				Taylor & Stewart
				A. Evans
				C. Culine
11444	R2	1908	EVENING STAR	J. Beach
11445	R2	1908	PRIDE OF ERIN	Wm. Piper
11661	T1	1909	-	J. Beach
11799	E1	1909	THE VICTORY	Nelson Noyce



Fowler Works Memorial Appeal

An appeal was launched recently by the Leeds & District Traction Engine Club for the sum of £3,000 to commemorate the now demolished Steam Plough Works of John Fowler & Co. Ltd., Leeds, which closed in December, 1973.

John Fowler established this Works in 1861 on the corner of Leathley Road and Hunslet Road, and during its existence it turned out thousands of Road Steam Engines and many railway engines for use both in this country and around the World.

Probably Fowler's greatest contribution to our National heritage was the double engine and balance plough system of cultivation which was used in many overseas countries as well as extensively in this country. As well as traction engines, steam wagons, and Showman's road locomotives, Fowlers also built many steam rollers.

(cont. on back cover-

SMALL ADS

START A collection of fairground ride and transport photos (Circus transport also available). Rides are constantly being replaced, sold, and vehicles either change hands with rides or are replaced with more modern vehicles. Write now for my current lists, enclosing SAE to: A.E. Davies, 64 McKinnell Crescent, Rugby, Warks, CV21 4AU.

WANTED: PHOTOS of Scammell "Showtracs" and other purpose built showman's tractors. B&W preferred. S.R. Smith, 122 Carr Lane, Willerby, Hull, HU10 6JX.

FAIRGROUND PHOTOS - Superb colour prints of many machines in many different parts of the country. Please send large SAE for extensive lists - P.A. Angel, 10 Norton Avenue, Putson, Hereford, HR2 6DN.

HISTORIC PHOTOS: copies of the L&DTEC photos used in this publication are catalogued in the Leeds & District Traction Engine Club photographic list. Some 400 vintage photos are available. Postcard prints 10p each. Please send large SAE and 20p P.O. for list and ordering details to: L&DTEC Photo section, 5 Knightscroft Avenue, Rothwell, Leeds, LS26 0PF.

Fowler Works Memorial - cont.

Other products included Colliery Winding engines and Stationary engines, and latterly Diesel locos and Crawler tractors.

So that some tangible form of reminder of the presence of this great engineering works, its products and its importance remain in Leeds - the Steam Engineering centre of the World - the Leeds & District TEC have commissioned a memorial, illustrated in the enclosed brochure, to stand on its site, adjacent to and by kind permission of E.J. Arnold & Son Ltd. who are having a new printing works built there.

Donations for the memorial should be sent to the fund's treasurer: Mr M. Clark, 4 Wedgewood Grove, Leeds, LS8 1EG

STOP PRESS

Wilsons have sold their Twist to Roland Studd. Their new "Zipper" has arrived, and appears to have become quite an attraction already. They will shortly be having a new Dodgem track.

The Fly-o-plane ride from the Southend Kursaal has now been modified, and is been travelled in the Home Counties by J. Peters. Built originally by Eyerly, it is the only one of its kind in this country.

Albie Rogers Ark, pictured on page 25 is in fact not in original state. It was rebuilt after fire damage, Billy Watkin has pointed out, and within days of distributing the newsletter I heard the news that Waltzer conversion was being undertaken.

For those interested in the firm of Geo. Orton, Sons, & Spooner, of Burton-on-Trent, a couple of interesting points. Firstly, following the piece on Moonrockets in the last issue, Marshall Hill has told us that the Rocket new to Hill Bros. was in fact an Orton-built machine, the only one of that type they ever constructed. Secondly, it has come to light that the glass plate negatives for Ortons' works photos are still around, and the Association is at present negotiating a bulk purchase of copies on your behalf. These are likely, however, to be fairly expensive.

One piece of good news for any one interested in continental rides. German member Michael Bonhoff has agreed to contribute a regular series of articles on various aspects of the business in Germany, including such topics as the showmen, the fairgrounds, continental manufacturers, and Rides, Shows, and Transport.

Finally, No. 5 should be out in October, so please get your contributions in before mid September, if possible.

M.A. Smith
July 1978

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