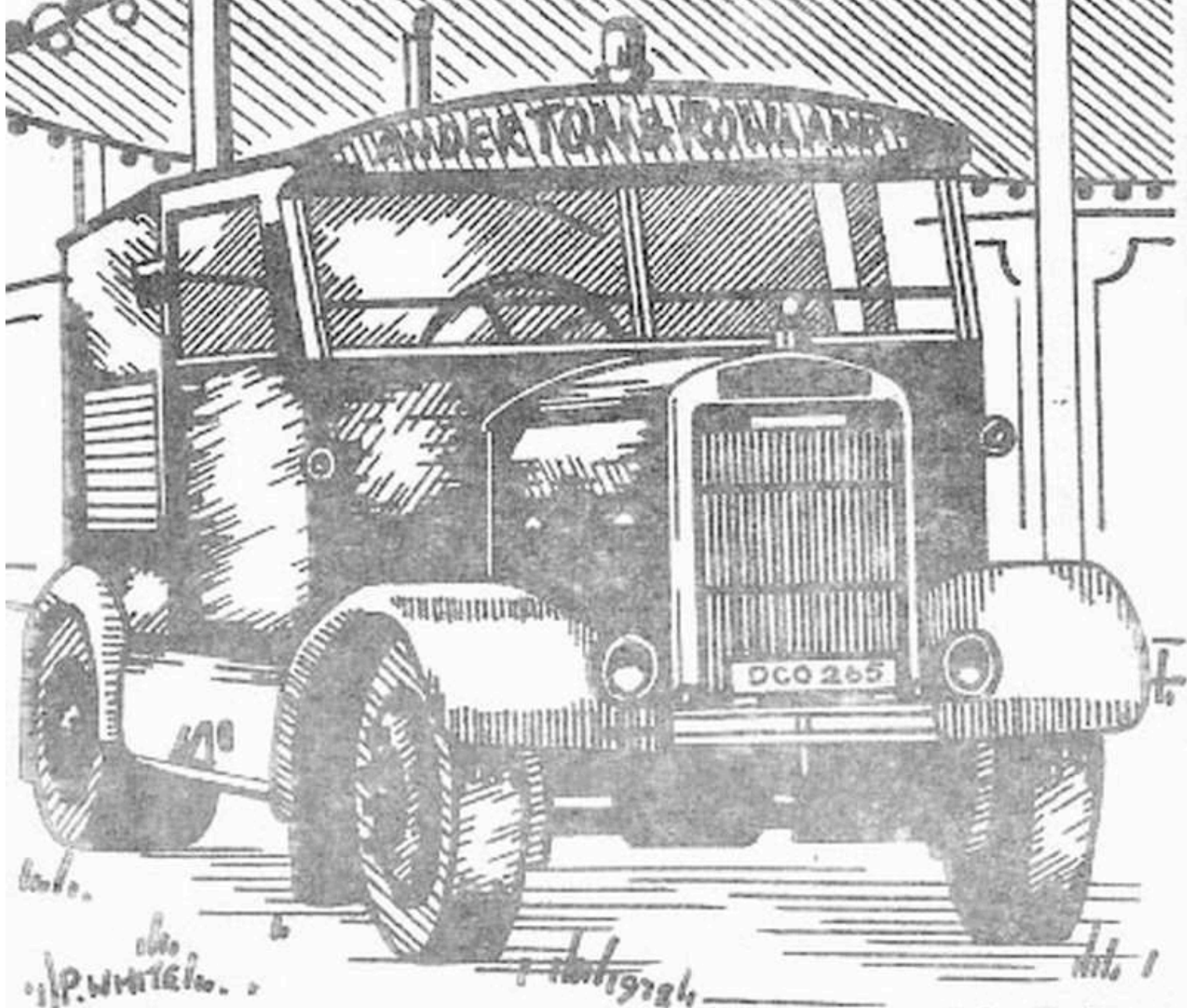


# CENTURY of TOBERS



AN F·A·G·B PRESENTATION

Century of Tobers

Vol. 1; No.5

Edited by Michael A. Smith.

OCTOBER 1978

Please address all correspondence to:

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

Telephone - Disley (066 32) 4825.

All items in this journal remain  
copyright of the contributor and/or  
the F.A.G.B.

Where photographs have been used, 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 occurred.

## CONTENTS

Editorial	2
Machine changes	3
Gallopers	5
Roundabout Germany	8
Gavioli organs	10
Switchbacks & Scenics	10
Traction centres	13
Fowler engines	21
Jack Wilkinson Writes...	23
Transport in South Wales	25
Showtracs in the West	27
Yorkshire Area Notes	29
FOCUS	31
Small ads	32

## EDITORIAL

Since publication of the last "CENTURY OF TOBERS" quite a lot has happened; we have had two committee meetings, and numerous rallies at fairs. Both of the committee meetings, one which was held in Disley, and one in Cardiff, were quite successful, and several points were discussed. Most of you will probably be interested to know the outcome of these:

- a) BADGES - we have had several quotes for the manufacture of these now, and the lowest price so far obtained would entail an outlay of well over £100. This is too much for our funds at present, so at present we are negotiating a loan which would enable us to go ahead with them.
- b) CENTURY OF TOBERS - again we have had several quotes from printers with a view to improving the quality of production. This has largely been unsuccessful, i.e. the firms approached were fully committed with work at present, or would only consider a run of at least 1000 copies, somewhat expensive and impractical at present. The best so far is a price of £160 for 500 copies, and unless we can find any suitable alternatives we will eventually have to go over to this production. When production quality has improved sufficiently, we will be able to start publication of our series of fairground booklets, several titles of which are already in the pipeline.
- c) MEMBERSHIP CARDS - a printing block has been acquired, and these are now in the hands of the printers. If they are ready in time, they will be sent out with this newsletter. Please endeavor not to lose these, as they will be needed to gain admittance to Association meetings and events, and it would also be a help if you could send them in with your membership renewal each year.
- d) WEEKEND CONFERENCE / AGM - rather a poor response was received to our appeal in the last issue, so in the event of no suggestions, the committee will try and make some suitable arrangements, in the hope that attendance will be reasonable.
- e) For the future - an increase in membership would be helpful, and to do this we first need to increase our system of Area Representatives, as these now seem our best source of new (cont. on page 4

# MACHINE CHANGES

## New Machines -

Machine	Owner	Manufacturer	Date
Astroliner	B. Sedgwick (Hyl)	H.G. Mitchell	Summer 1978
Astroliner	T.H.F. (Margate)	ditto	ditto
Astroliner	Webber Bros. (Prestatyn)	ditto	ditto
Astroliner	G. Wilkie	ditto	ditto
Hodgen	J. Beach	Reverchon	7/78
Galaxi (Trabant)	L. Silcock (Blackpool P.D.)	Turnagain	Autumn 1978
Meteorite (Bound Up)	Cross	Cadoxton	9/78
Meteorite	P. Rogers	Cadoxton	8/78
Meteorite	Silcock & Pont	S. Ward	9/78
Paratrooper	W. Warwick	Modern Products	Autumn 1978

## Changes of Ownership -

Machine	From	To	Date
Big Wheel	?	G. Johnson	Autumn 1978
Chairplanes	B. Collins (Alton Towers)	R. Shuffleton	9/78
Chairplanes	Bobby Day	G. Manders	8/78
Jets	J. Guest	?	9/78
Jets	?	Colin McIndoe	Autumn 1978
Motor	Bottone (Skegness)	J.W. Adcroft	Autumn 1978
Satellite	Iles & Potter (Margate)	C. Beach (Whitley Bay)	Spring 1978
Satellite	T.H.F. (Hyl)	W.N. Taylor	Autumn 1978
Skyrider	S. Gamble	S. Matchett	Autumn 1978
Swirl	W. Irvin	S. Gamble	Autumn 1978



# CENTURY OF TOBERS

## Back copies

These are still available at the following rates:

No. 1 - 10p	} Prices are inclusive of F&P to numbers.
No. 2 - 25p	
No. 3 - 30p	
No. 4 - 30p	

Please order these from the Sales Officer, Mr P.A. Angel, in future.

cont. from page 2)  
members. If you are interested in helping please contact the Chairman. Appointments will be made temporarily, and it is not now long to the AGM when the whole system of reps. will be reviewed. The position of Secretary will also become vacant at the AGM, as there is now too much work to be done for me to carry on with both this and CoI editor. Any offers for this?

Other than this, our future seems quite bright. We have a steadily growing membership, and are in a good position financially. As long as we get continued support from our members we cannot fail to succeed in our aims.

Finally, the next CoI is due for publication in January, 1979. We like to publish as wide a range of articles as possible in each issue, so items are always welcome. At present, articles on more modern subjects would be especially welcome, or how about something a little different, such as articles on juveniles, stalls, photography, modelling, etc. Photographs should be black and white if possible, and line drawings black ink on white paper.

## O & S Works Photos

Thank you to all members who supported this venture. The offer closed on 30th September, at which point quite a number of you had taken advantage of this rare opportunity. The photos have now been ordered, and will be distributed as soon as possible.

## Loughborough Model Show

Jim Lawson, our Notts & Derby representative, has been fortunate in securing the use of the John Storer House Community Centre in Loughborough, on Saturday, 11th November, to coincide with the famous Charter Fair. John Storer House is situated at the far end of the fair, just across the road from Hollands' machines, and adjacent to Armstrongs' ground. If you would like to help, exhibit, or want further information, please ring Jim on Leicester 609804.

## Manchester Fairground Extravaganza

I am hoping this will prove to be the event of the year. I have already had many enquiries, particularly from showmen, and it looks as though we will be able to put on a really good show. I am still interested in booking further items, particularly models, and anything else of interest. There is still some space available for trade stands, selling books, records, photos, etc., and also stands representing other Societies. I would welcome some help in the form of stewards, people to help set up Friday evening / Saturday morning, clear up Saturday evening, and take money on the door, etc. It looks as though this will be a unique opportunity to meet fellow members, chat to showmen when they're not busy, and just enjoy yourself. The film show in the evening should be worth attending for anyone able to stay. Details of the programme will be published shortly, and there are still some tickets left at 30p a seat.



## Death of Mr J.T. Bullock

It is with great regret that I must report the recent death of founder member Mr John Thomas Bullock, of Perth, Scotland. Mr Bullock was a lifelong enthusiast, not only of fairs, but also of traction engines, steam trains, etc., and had been in poor health for some time. He had been hoping to pay a final visit to the Goose Fair in Nottingham this year, but I gather his doctor would not allow this - this would have made a total of 52 annual visits, he proudly told me! Our sincere condolences to Mrs Bullock and his family.

# GALLOPERS PROJECT

## PART FOUR:

This is the last part of our major survey covering surviving three-abreast Gallopers. The series will continue in future issues though, as there are still surviving four abreasts to consider, and then if there is sufficient demand, I may go on to cover some of the sets which have, over the years, been destroyed, or exported. I will also continue to give up-to-date news and information on sets already covered.

As always, there are several sets for sale at present. James Shipley's Stourport set has now been extensively advertised, including in the SUNDAY TIMES, no less!

Two sets have been omitted from the previous lists, and are covered below. Screeton Bros. set, the first of these, once again spent the summer season at Billing Aquadrome, Northants, although they are travelling again this back end. Jacksons' set appears to have not yet been sold, and they spent this summer at Dartmouth.

G37            Marshall Hill            Hayling Island            Allchin, Linnell & Co. 1898

Kevin Scrivens relates the following history which supercedes that printed in our no. 4 issue:

Built in 1898 by Allchin, Linnell & Co. with a dcc centre engine supplied by Savages. They were built for Reynolds & King under their Patent No. 15387, but presumably went direct to one of their customers; possibly W.H. Church, Halifax, as they travelled a big Allchin & Linnell set in the Yorkshire area, pre-war.

The set next appeared in 1918 when acquired by Halsteads of Sowerby Bridge, juvenile builders and dealers in fairground rides. In that year Joe Corrigan bought a Switchback from them, but it was a poor operator, and Halsteads were forced to take it back. To replace it, Corrigan bought the Gallopers for £900. At this time the machine was reported as giving a silent and smooth ride. About 1925 the barrel organ was replaced by an 87 key Gavioli paper organ. Around the same time the horse rods and double cranks began giving trouble, and needed constant repair, so Mr Corrigan went to Savages and arranged to let them have the centre truck in January, 1925, to fit new centre pole, gearing, swifts, cranks, and horse rods. The new parts and centre truck arrived in Goole the following March, and Corrigan made new quarterings.

In 1931 the set was sold to Timmy Ray, Derbyshire, and in August, 1949, passed to J.A. Fullen. A few years later it was acquired by Marshall Hill, the present owner.

The machine is a large 12 section 3-abreast, with all mounts double seater. In Corrigan's days it had alternately 2 sections of Horses and one of Cockerels, but now has the middle and outer row of Horses, and the inner row Cocks.

G38            Chipperfield Brothers    Weymouth

This ride attended Salisbury fair regularly in the late 1950's and early 1960's, and was booked for the 1963 fair, but on hearing that Noyce's gallopers were also coming that year, Chipperfields, so it is said, refused to bring theirs, and neither of the two machines have been to Salisbury since.

G49            G. Wilkie                New Brighton

It appears that this set was owned for some time by Bartletts, after W.E. & D. Smith and it was they who added the eagles, which came from their old machine. Ken Smith adds: "I rode on this set at Victoria Park, Salisbury, in I believe 1942, and also at its only appearance at Salisbury fair, 1945, when it stood on the cheese market, as space on the market square was still restricted by air-raid. This was during Chipperfields' ownership. From the photo shown, it would appear to have been altered very little."

I am told that this set was constructed by Hyl Ammenents at their workshops at Hyl, using the set there as a pattern for the basic machine. It should now be possible to trace further details of the ride.

655 Screeton Brothers (Billing Aquadrome) "Savage" 1893

Apparently converted by Savages in 1893 from an Allen-built dobbie set. I have no record of original engine or organ, but my first recorded owner is J. Brewer (it was known as Brewer's Pride of the West). At this time this 42' set had Anderson mounts (including a row of centaurs), carved platform rods on the inside (unusual), and a very nice set of scenic rounding boards.

Subsequent owners included J. Saunders, R. Keeble, and member Percy Sheeran, before passing to the present owners. Much rebuilding has taken place over the years, and this set would now be best described as a fibreglass 'replica', as horses, rounding boards, shutters, etc. are all made of this versatile substance. For some time a Walker centre engine with Savage 4 organ engine no. 690 was fitted. These have since been returned to owner Jeff Bach, and replaced with Belzec 'Savage' centre engine 915, and organ engine 916. A very pleasantly voiced 69 key Black Forrest Gavioli also graces the centre.

656 Jacksons

Barnouth

Tidman

Very little is known of this set, which has been much altered over the years. The remains of the Tidman engine are still to be found in the centre, but there is no organ or organ engine. The animals were originally an Anderson set, but these had mostly been replaced by fibreglass horses last time I saw the set. The only previous owners I know of are Silcocks, from who Jacksons bought the machine, and Thomsons. No doubt someone will fill in a more detailed history.

G101 Ashleys

In any this set is stored is something of a misnomer, as it is now in such a state that it is unlikely to ever open again. What is left of the ride is in the yard at Cropwell Bishop, but I am told that most of the metalwork has been stripped from the machine.

In its travelling days this was one of the finest sets to be seen on any ground, and like all the best sets was a true 'Biban'. It is now thought that the ride was largely built by the Ashley family, using parts from a variety of sources. The motion work was Tidman, various other parts, possibly including the rounding boards were thought to be Walker origin, and the centre engine was a Savage 5 1/2, no. 422 (built in 1887 for T. Lee), with a 3 organ engine, no. 423. A novel little Gavioli trumpet organ, formerly barrel operated, was rebuilt and converted to 46 key operation shortly before the machine went off the road. This 38', 1 1/2 section set had a set of Orton & Spooner horses new in the 1920's, along with a few remaining Anderson cockerels.

G102 J. Beach

Savage c.1893

This set is stored in the London area, and has made a few appearances in the last few years. Its history is a little vague, although it MAY have been the set supplied new by Savages to Bates in 1893, with 5 1/2 centre engine no. 577. Later owners included Matthews, and Hastings, before passing to J. Beach. It is a very ornate set, with beautifully carved domes and droppers to the rounding boards, droppers on the swifts, and and ornate centre. An 89 key Gaudin organ also stands in the centre. Horses also appear to be of Savage manufacture.

A set which has not seen light of day for over 40 years, and I am told is still in fairly good order. The set remains complete with engine, organ, etc. The set of beautiful Anderson horses are now, sadly, beginning to deteriorate. Although built by Savages, the machine has a Tidman centre. Apparently there were a number of sets built like so, as there was a short period during which Savages bought in centres, whilst their own staff were on strike. The set is thought to have been previously owned by Wall Bros.

This set has now been packed up at the Vale of Health, Hampstead, for some 18 years. It was delivered at Whit 1896 to Fred Gray, and was fitted with a Savage  $5\frac{1}{2}$  centre engine, no. 660, and J organ engine, no. 658. The centre truck is of the four-abreast type, but it is not known why this was used. All carvings were by Orton & Spooner, including the deep rounding boards, and set of 36 double center horses. At some later date, the organ engine from Gray's yacht, a no. 4, no. 858 was substituted; but steam power was removed, and the ride electrified, in 1947. The organ is an 89 key Maranghi, still with the set. The last opening away from Hampstead was Southgate Coronation fair in 1953, and the ride continued to open in the Vale until 1960.

Stored at Warburton Park, nr. Lynn, Cheshire. I have little information on this set. Identification would now be difficult, if not impossible, as virtually nothing of the original set now remains. Lythgoe purchased the ride around 1973/4 from J. Rowe, who in turn had bought it from someone in Ireland. The ride has been described as being of either Tidman or Allen manufacture, but we will probably never know its true origins. I gather there are no plans to travel when restoration is complete; it will probably eventually form the centre-piece of a steam museum.

This is a very unusual, interesting set, also quite small at only 34' diameter. It was built as a set of dobbies, and amongst its early owners were Whittingtons, and J.T. North. It passed to Pickners Lake (Cheshire) c.1936, where it stayed for some years. The original centre engine was replaced by one built by a firm in Preston (Stevensons?), and the original 10 figure Gavioli organ was destroyed. It then passed to Newsomes, at Buncle, Anglesey, where it has been ever since, though packed up for the last few years. Newsomes removed the engines, but I believe the interesting set of mounts (horses, bears, dragons, etc.) remain.

I believe this set has recently been rebuilt by Belmeo Ltd., including some very fine restoration of the carved work, and repainting is shortly to be undertaken by master decorator Fred Powle. Therefore this set may be making a reappearance soon, but I have no other details as yet. The history of the ride is somewhat vague, except that it was previously owned and travelled by Albert Thomas, before spending some time at Battersea Park with O'Neills, and then a short while at Southend after the closure of Battersea. The set was packed away about a couple of years ago.

Previously open at Chessington Zoo, this ride has now been in store for several years, with no indication as to its future. I have no details of its history.

There are no doubt many other sets in store, and these will be covered in due course when the necessary information is received. Please send all information on Gallopers to the usual address.

A new series...



## with Michael Bonhoff

In West Germany there are roughly 4000 showmen with 5000 attractions. While at the beginning of the century showmen like Hugo Haase used to have up to 25 rides at the same time, the average showman these days owns a small, easy to manage family operation, consisting of one or two pieces of equipment.

The German showmen are organised in either one of two independent associations: The German Showmen's Guild (DSB) or the H.A.G.D., serving both showmen and market traders. Unfortunately it seems unlikely that an equivalent to the Fairground Association of Great Britain could be established here. There seems to be very little interest from people not directly connected with the business. Furthermore, the showmen's journal 'DER KOMET' is strictly a business publication, in contrast to 'THE WORLD'S FAIR'. Therefore it would be difficult to find out if there are any fellow fairground enthusiasts in Germany.

The travelling amusement business has gained considerable economic importance, as it employs up to 60,000 people, and achieves a total turnover of 1 Billion Marks (over £25 million) a year.

The season starts in Spring, around March, and ends in early December, with the 'DOM' fair in Hamburg being the last major spot. Depending on the size of the operation, and the time required for build-up, pull-down and transport, a German showman visits up to thirty different places in the course of one season. He usually travels in and around his home state, but mainly spectacular rides and novelties can be seen in places as far apart as Flensburg in the far North, and Stuttgart in Southern Germany. Some showmen even cross the border and attend fairs in the adjoining countries, like Luxembourg for instance. In return, a few Dutch shows can be seen on German fairgrounds, but both are exceptions.

There are only very few companies holding leaseholdships of complete fairgrounds. Most of the 6000 fairs in West Germany, definitely all major fairs, are in the hands of the local Markets and Fairs Departments. All fairs are listed in the 'Komet Calendar' (similar to the 'Coming Events' in the 'WF'), together with opening dates and the duration, plus each town's population figures. The calendar is issued annually by the publishers of 'Der Komet'. In addition, many cities also advertise in 'Der Komet' in order to draw the most interesting attractions to their fair.

Each Winter the showmen compile a tour of fairs they intend to visit during the next season. They then have to send their applications to the various towns, containing details about the kind of attraction they offer, measurements, power requirements, etc., plus a colour photograph. Thus they depend entirely on the favour of the fair committees and their so-called ground masters, who select the required attractions from these applications. In the east of Germany's most important (and the showmen's favourite) fairs in cities like Munich, Stuttgart, Bremen and Hamburg, several hundred applications are usually turned down. "Only the best is good enough" is the maxim. Of course the majority of each fairs amusements are regular attenders, with slight variations regarding novelties. Usually local showmen have privileges in their home towns as far as admission to the fair is concerned, but only if their equipment is in top condition.

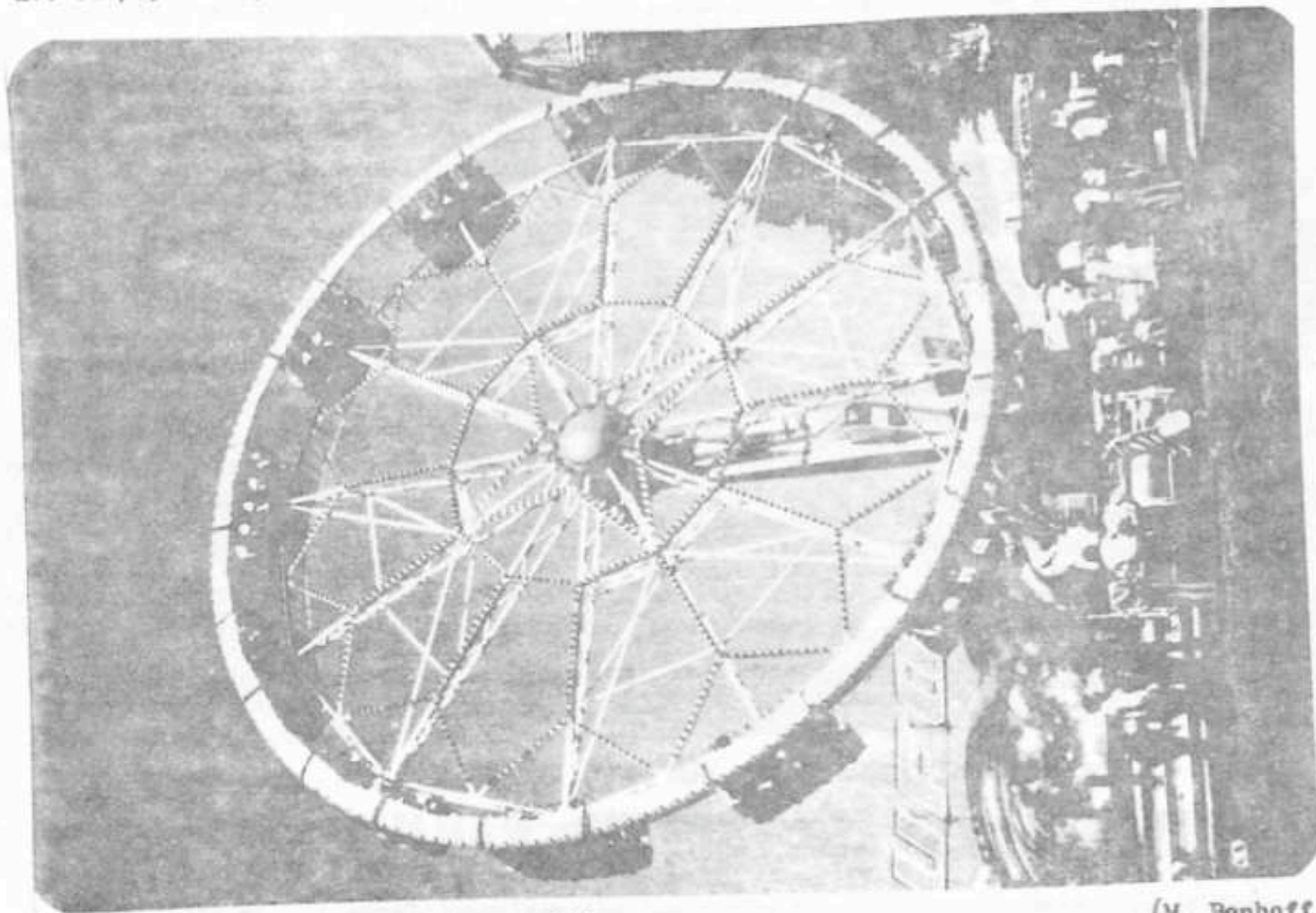
Apart from choosing the amusements the local authorities also determine the layout of the ground. For each fair an exact plan is drawn up, showing where each attraction is to be placed.



## HAMBURG DOM FAIR

Once again the World's Fair is offering a special tour to Hamburg to visit the Dom fair and Altona market. This year it may be especially worthwhile for members interested in Roller Coasters to come to Hamburg, because the world's first portable gravity ride with a 360° loop, the Schwarzkopf-built LOOPING STAR is scheduled to be one of the major attractions of the Dom fair. Another new novelty which is likely to be there is the UFO. This ride is the first of a new generation of Round-Ups (Meteorites) introduced by the manufacturing firm of H.W. Huss, in Bremen. It lifts 48 passengers to a height of 67', moving from 0° to 90°. A picture of it is reproduced below. If any members are intending to visit the Dom please let me know, so that we can arrange a meeting. The Dom fair is being held this year from 3rd November to 3rd December. The World's Fair trip is 17th - 20th November.

(Michael Bonhoff's address is 2000 Hamburg 52, Osdorfer Weg 55, West Germany. Tel. no. 040/890 4127)



The UFO ride, built by H.W. Huss of Bremen

(M. Bonhoff

## GERMAN MOONROCKETS

On several occasions I have been able to talk to some old showmen about Moonrockets in Germany, but I found that they could add very little to what we already knew. Vespermann's St Moritz-Bahn has meanwhile been sold, but is still travelling in Germany. It had previously been fitted with bob-sleighs made by the firm of Anton Schwarzkopf in Munsterhausen, Bavaria. They are normally used for the Schwarzkopf ride 'Bayern-Kurve'. The 'Bob-Bahn' of H.W. Fehring is probably also going to receive a new set of bobs at the end of the season.

According to the recollections of the showmen I interviewed the original German Moonrockets came from the workshops of Friedrich Heyn in Neustadt, River Orla (now East Germany). The company had been established in 1870, and had eventually become famous

for their beautifully carved carousel horses. They also supplied Germany's first major ride manufacturers, Bothmann und Gluck of Gotha (now also East Germany) with horses for their Gallopers. Both companies no longer exist.

Other manufacturers of German Moonrockets supposedly include the firm of Achtendung in Cologne and Heinrich Mack in Waldkirch (the famous organ builder's town in the Black Forest).

## MORE NOTES ON GAVIOLI ORGANS

by Paul Angel

In reply to my article on Gavioli - Musical Giants in the no. 3 'CENTURY OF TOBERS', I was pleased to receive some invaluable information from Philip Bradley, which I am sure he will not mind being related to fellow members.

Referring to GV2, he recalls an inconclusive debate regarding the date of purchase of this organ together with the Gondolas by Percy Cole. However it seems that an article in the 'WORLD'S FAIR' of 11/1/41 "Last of a Famous Machine" established that the machine was moved from Ben Howden's premises to Boston Railway Station early in December 1940. Its first appearance in its ownership is far from certain, though, the earliest sighting traced so far was by the late Cecil Quick, at Martock in July 1941.

With reference to GV8, the last known fair at which this ride appeared outside the Vale of Health was Wealdstone, near Harrow, in June 1936. It then operated in the Vale each Easter, Whitsun, and August Bank Holiday, right through to August 1954. In March 1955 the bottom of the ride was burnt out at the Vale, and the cars taken away for scrap. The organ remained in store there until removed by its first preservation owner in January 1956.

GV25 - Fred Cox's Neptune and Dolphin Scenic (originally Dragons) last opened in their ownership at the 1938 Goose Fair, being sold late in 1942 to Billy Smart, who opened it four times; at Ealing, Easter and Whitsun 1943, Paddington August 1943, and Ealing Easter 1944. It then went to Batlins at Southsea for the 1945-6-7 seasons.

Incidentally, many of the organs mentioned in the original article will be encountered during the Switchback and Scenic articles. These will also serve to illustrate their varied histories.



Paul Angel continues his survey of...

## SWITCHBACKS & SCENIC RAILWAYS

Philip Bradley also corrects and adds some interesting information to "An Introduction to Switchbacks and Scenic Railways" which appeared in the No. 3 'CENTURY OF TOBERS'.

SC1 - The last opening of this ride was at Mitcham fair in 1935, and it was later scrapped, some of the trucks being sold for reuse in 1942. The organ truck became the scenery wagon of Flanagan's Autodrome! It has still not come to light which organ this machine had, so any offers?

SC4 - This was last used by Greens' (static) in 1939, but according to reports, sale to Middlesborough Corporation was in 1943. In fact Greens' had a large display ad in the "For Sale" columns of the 'WORLD'S FAIR' on 28/11/42. This was repeated on 5/12/42, price £1000, to be seen on the trucks at Morecambe. Burrell "QUEEN ELIZABETH" was no. 3840, and not 3846 as stated.

It was perhaps a rather unfortunate decision to group Farrars' Whales (SC8) with the other seven rides; it would have been better to include them with the other machines of a similar type. Philip Bradley outlines the fundamental differences between these types of machines: "These differed from the 'Dragon Seven' in having summits midway

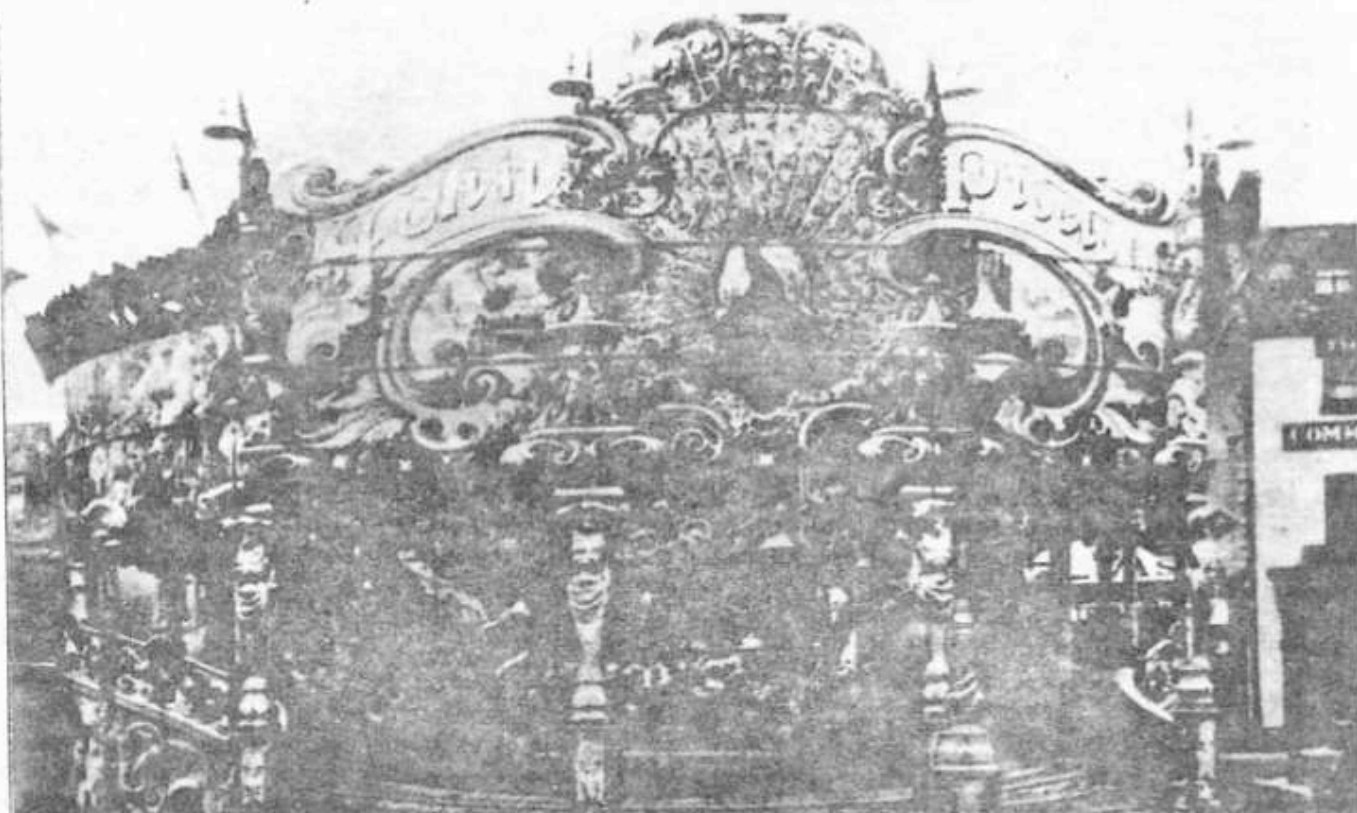
between uprights instead of coincident with them. Extension front boards swept out, coincident with the sweeping handrails of the bottom. False pillar boxes stopped at grating level instead of continuing down to sleepers. 'Figure carved' handrails - these were 'Peacock' on the two with Peacock cars, and 'Ram's Heads' on those with Whale cars."

## Electric Scenics ~ conclusion (6 machines)

SC9

HARRY HALL'S WHALES

Built by Orton and Spooner, and later sold to Butlins, who used them at their Clacton and Skegness camps.



John Proctor's Proud Peacocks.

(Fairground Society

SC10

JOHN PROCTOR'S PROUD PEACOCKS

Orton and Spooner, new in 1923, with a front depicting a peacock with tail outstretched. A 110 key Gavioli, from the Royal Bioscope, was installed. Two Burrell Scenic Showman's engines were used with this ride: Nos. 2796 "JOHN BULL" and 3879 "JACK". Last opened at Nottingham Goose Fair in 1936.

SC11

JOHN PROCTOR'S DRAGONS

New in 1920 from Orton and Spooner, and sold to J. Pullen in 1923. Travelled by him until destroyed by fire at Eccleshall Feast, near Sheffield, on 16th June, 1931. Engines were Foden 14012 "CLINTON" and Foster 14383 "ADMIRAL BEATTY".

SC12

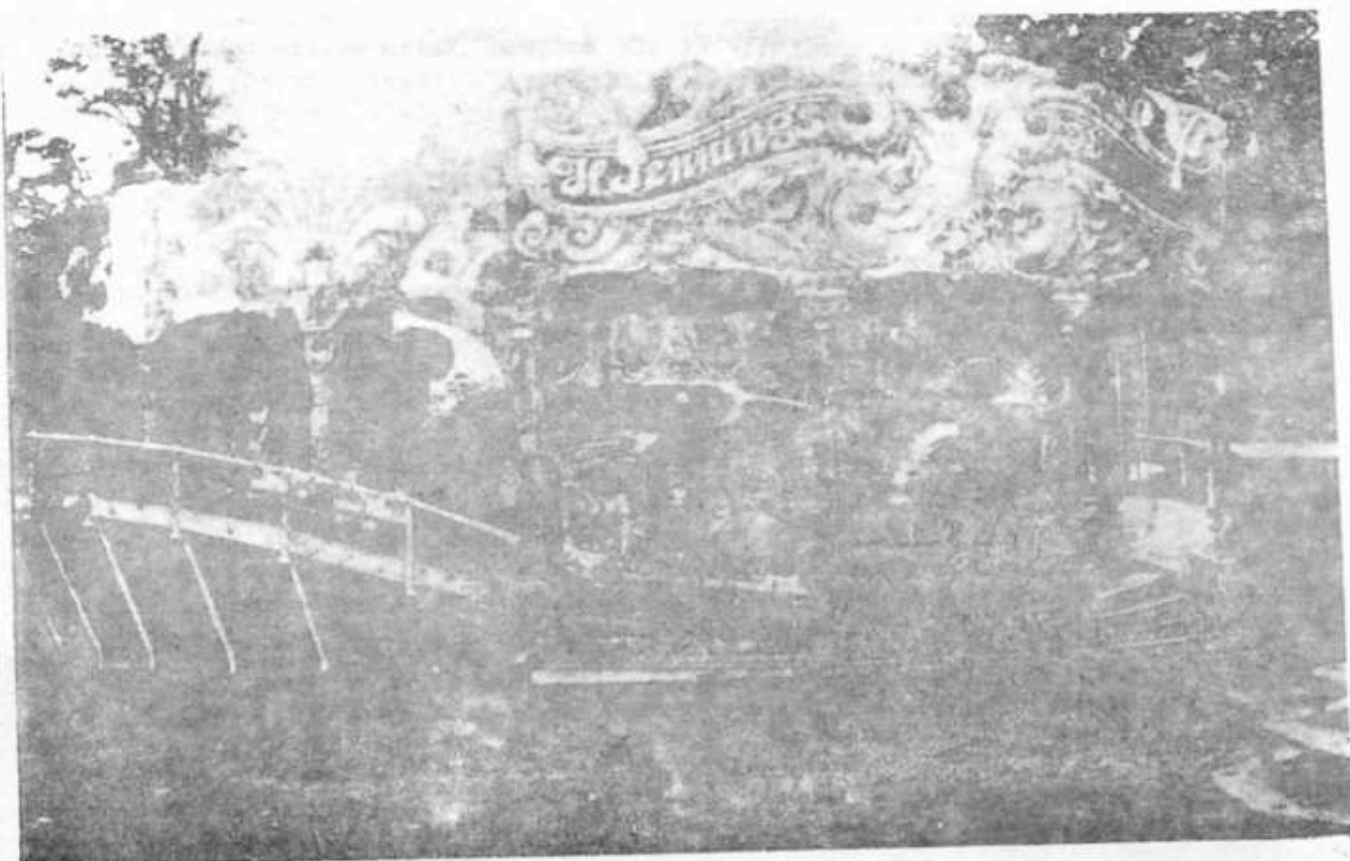
G. MARSHALL'S PEACOCKS

Again Orton and Spooner, but I have no further details.

SC13

H. JENNING'S WHALES

New in 1922, this was a rather unusual light machine, with 98 key Marnghi organ.



Henry Jennings' Electric Golden Whales, Devizes, 1930.

(Fairground Society.)

The engine used was Burrell 3887 "PRINCE OF WALES". The ride travelled until 1937, and later the cars and track were used at Datlins' Littlehampton camp. The organ has been fully restored, and is now owned by B.H. Broad. Many rumours are currently circulating about the fate of this ride.

SC14                      W.S. DAVIES' DIVING DOLPHINS

This was the last Scenic built by Orton and Spooner, making its debut at Warwick Mop fair in September 1925. It was a very plain machine, minus the usual carved work or scenery, possibly with Gavioli or Marengi organ. Engines were Burrell 4030 "DOLPHIN" and Fowler 15118 "VICTORY", later replaced by Fowler 14422 "PRINCESS ROYAL". It is believed that the machine and organ were destroyed by fire in a fit of temper by Wm. Davies.

I would like to thank all those who have greatly assisted me in the compilation of this article, however I must stress that none of the above information is from my own memory, and consequently cannot be held responsible for any inaccuracies. I would again like to appeal for any information and/or photographs of any Scenics or Switchbacks, for the continuance of this study. The Switchback part of this study has brought to light many interesting facts, and I will attempt to relate these in future issues.

---

From the HULL DAILY MAIL: 11th October, 1920 -

"Hull Fair began today in all its prewar glory and long before mid-day the ground was filled with visitors. Among the arrivals this morning was Bostock and Wombwell's Menagerie, which came by special train. By 10 o'clock a dozen or two steam organs had struck up playing the latest ragtime tunes and music hall numbers, selections from the operas, and items of classical music."

SPECIAL FEATURE...

## TRACTION CENTRE ENGINES

by K. Scrivens, S. Smith & P. Wells

The first known ride to have been driven by steam was owned by George Soame, of Norfolk, who applied steam drive to his machine via belts from an engine flywheel in 1865. However, this was not a great success. Frederick Savage, a local agricultural engineer, saw this machine, and developed the idea himself. His first steam-driven rides appeared some five years later; these were Velocipedes, or Bicycle roundabouts, which until then had been driven by the foot power of the patrons. He eventually developed a centre truck which formed the centre of the rides he subsequently built.

Before 1880, it was common practice for packing trucks and centre engines to be hauled from fair to fair by horses; the heavy centre engine needing at least four horses, and extra pairs on hills. This was obviously a difficult way of moving, and took a long time for even a short journey. The traction engine had by this time become quite well developed from the early agricultural portable engine, and quite frequently showmen would use a traction engine to haul their loads on longer journeys. Frederick Savage on seeing a steam traction engine hauling a powerful steam centre engine came up with the idea of combining the two duties in one engine, and in 1880 he patented the traction centre engine (Patent No. 3937).

At this time, however, Savages works were flooded with orders for their new three-abreast horses, platform gallopers, and Sea-on-land rides, so the building of the first traction centres was contracted out to another firm of engineers: McLarens of Leeds, who built the engines, and sent them to Savages for the rides to be built around them.

In the first year following their introduction McLarens built nine traction centres. Obviously it was a good idea, the showmen who purchased the machines had the haulage power, and didn't have a traction engine standing idle on the fairgrounds over the duration of the fairs, as would have been the case if they had had a traction engine before 1880.

Not long after the first machines had been built, electric lighting had been developed to a stage where good use could be made of it on the fairgrounds. In 1886, Aveling & Porter produced a traction engine with a dynamo fitted on a platform in front of the smokebox. This was driven by a belt from the flywheel, and this was quickly followed the same year by Fowlers, with an 8hp engine, No. 5348 STAR OF THE WEST, which was specially produced as a generating and hauling engine for showmen Herbert Brothers, of Redditch.

This type of engine quickly caught on, with showmen eager to have their machine lit by the new electric light to attract punters, and this could be the reason why the traction centres never caught on.

An enterprising showman of the mid 1880's would want three requirements, all of which were most easily fulfilled by steam engines. These were haulage, driving the machine, and generating electricity. No one engine was ever developed to provide all three of these, but there was a choice of ways of dividing them between two steam engines. These were (a) a traction centre engine and a portable lighting plant or (b) a generating traction engine and a centre engine. Most showmen after 1886 went for (b), as the duties of haulage and generating are more suited to one engine than haulage and driving.

That was not the end of the traction centre, however, as a further eleven engines were built spasmodically until 1909, when Savages turned out their final example, and at least one engine had a working life of over forty years, a good age for any engine.

In conclusion, it would be unfair to say that the machine was not a good idea, it was just a victim of progress whilst it was in its very early stages.

In design, all traction centres appear to have been built along similar lines: exten-

ded hornplates carried cheese wheel and gearing, either for switchback, or top motion for gallopers. When erected in the ride, the road chimney was blocked off, and smoke and exhaust diverted up the centre pole. The design was altered in Burrell's 1895 patent (No. 21405) which provided a second set of cylinders mounted on the turret.



## a) McLaren engines

No. 66 was built in 1880, a 6 nhp single cylinder engine for John Geoghegan of Salford. This and the following eight engines were supplied via Savages, and built to the original patent.

No. 72 was delivered 21st July, 1880, a 6 nhp single cylinder, to William Davies, of Stoke-on-Trent, as the centre of a Savage Cockerell ride. The ride and engine later passed to Thomas Hurst of Clifton, Lancs., and was in his ownership until 1906.

No. 95 was delivered 1st December, 1880, a 6 nhp single cylinder, to William Mitchell of Preston, and named LANCASHIRE LASS.

No. 96 was delivered 13th December, 1880, a 6 nhp single cylinder, to Thomas Holden of Accrington, as the centre of a Savage Platform Cockerell ride. The engine was fitted with Boulton wood block wheels.

No. 97 was delivered 5th January, 1881, a 6 nhp single cylinder, to Thomas Hurst of Clifton Junction, Lancs. This one also had Boulton wood block wheels. Thought to have been used in a Savage Platform Cockerell ride.

No. 98 was delivered 27th January, 1881, a 6 nhp single cylinder. It was supplied via Savages, but it is not known whom to.

No. 99 was delivered 15th February, 1881, a 6 nhp single cylinder, to H. Waddington and Sons of Leeds. It was later sold by them as a plain road locomotive.

Nos. 100 & 103 were the last two supplied via Savages, both 6 nhp single cylinder engines, being delivered in March and May of 1881, though again the customers are not known.

No. 271 was delivered 7th April, 1887, a 6 nhp single cylinder. This engine was not supplied via Savages; it went straight to H. Waddington of Leeds, possibly to replace no. 99?

No. 402 was built in 1890, and probably not supplied via Savages. It went to Thomas Holden of Ashton-under-Lyne, and formed the centre of an Ostrich roundabout. Possibly named BON ACCORD. In 1894 it was sold to W.H. Jennings of Leigh, and renamed RAMBLING KATE. Fitted with Boulton wood block wheels.

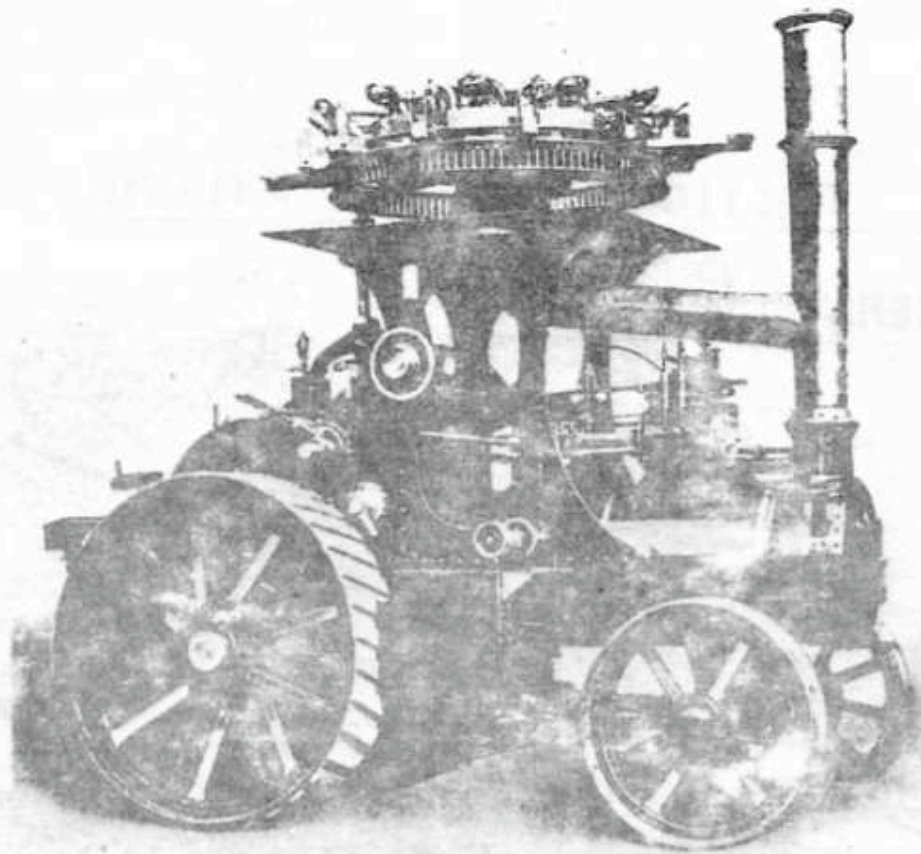


## b) Savage engines

No. 647 was built in 1895, an 8 nhp road loco, for John Studt. Later converted to a traction centre and installed in Studt's Gallopers. It was known as DIAMOND JUBILEE, and later sold to Bakers.

No. 728 was built in 1898, a 7 nhp single cylinder engine, for George Baker. It was fitted with gearing for top motion Gallopers. ENTERPRISE was featured in Savages 1902 catalogue. It later passed to Tom Hurst of Clifton Junction, to replace one of the McLaren engines. It is recorded that Hurst gave his riders the unexpected novelty of circling backwards, using the reverse gear which was necessary when the engine was in use as a road engine. Hurst later fitted a pair of small cylinders to drive the ride, to eliminate the necessity of using the main engine cylinder, which being single was, at times, difficult to start, especially under a heavy load. The engine was later cut down to a road loco.

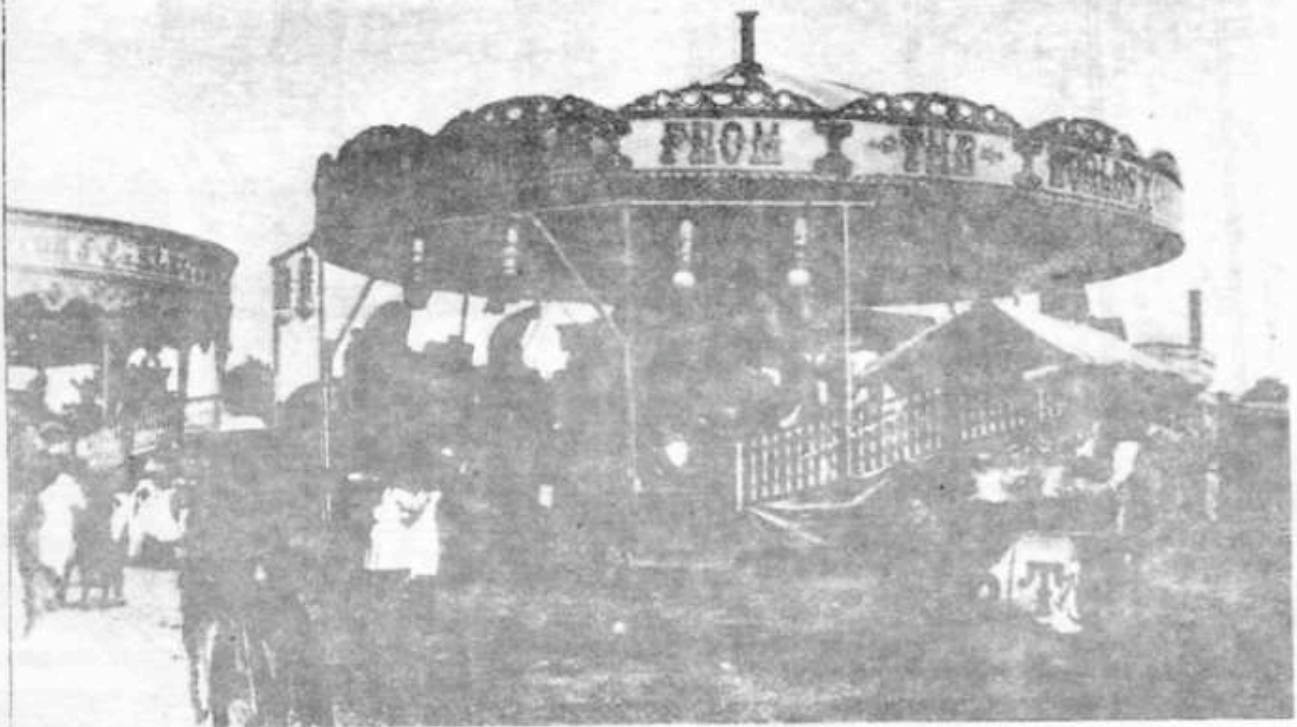
No. 730 was new in 1898, an 8 nhp compound engine, it was supplied to Barker, Thurston & Son, and used in a Savage spinning top Gondola Switchback. The ride was given



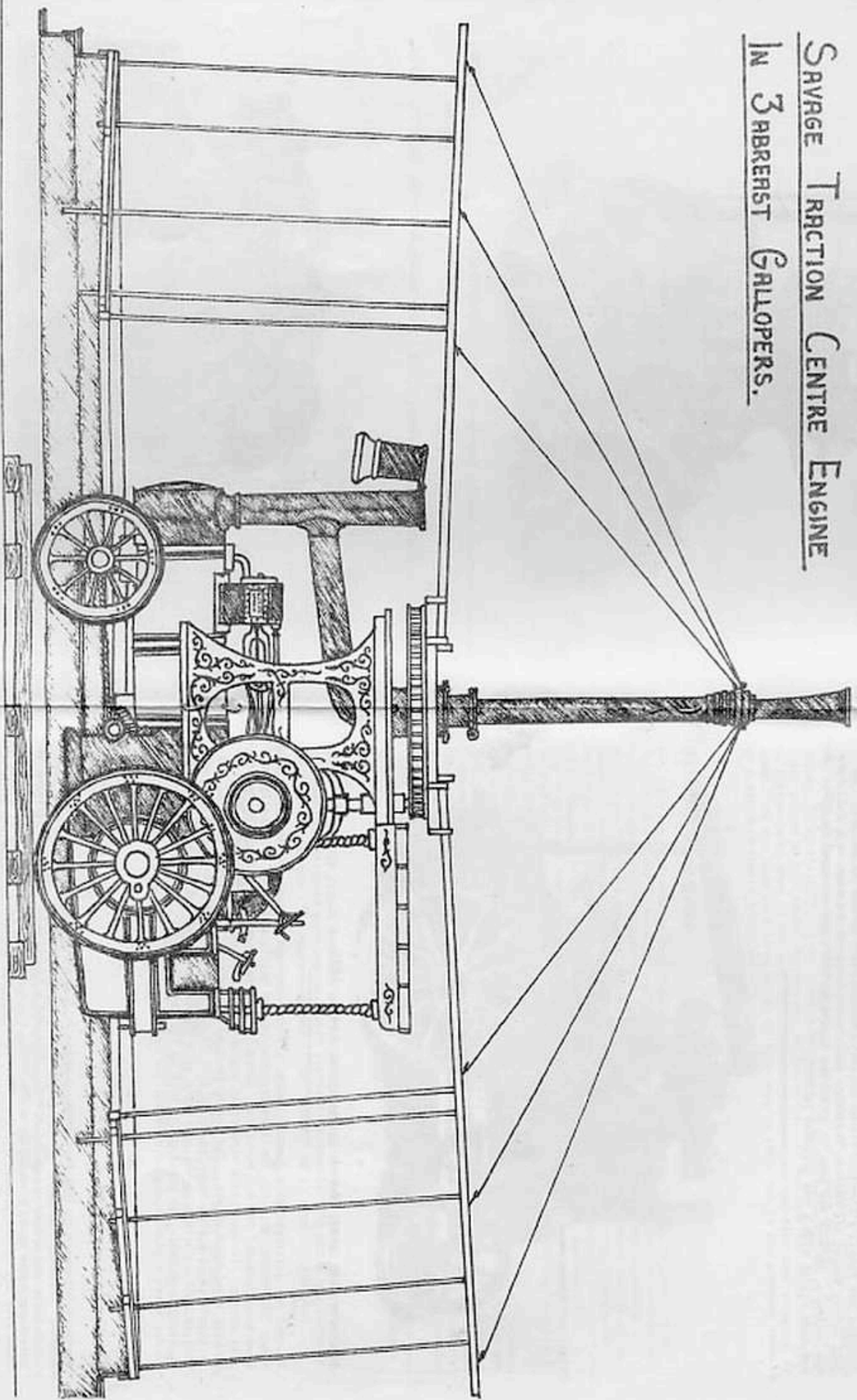
Savage Traction Centre Engine no. 728 'ENTERPRISE'.

(L&DTEC.)

Thurston's Gondolas with Savage T.C.E. 730, Wanstead Flats, 24/5/15. (F.S.)



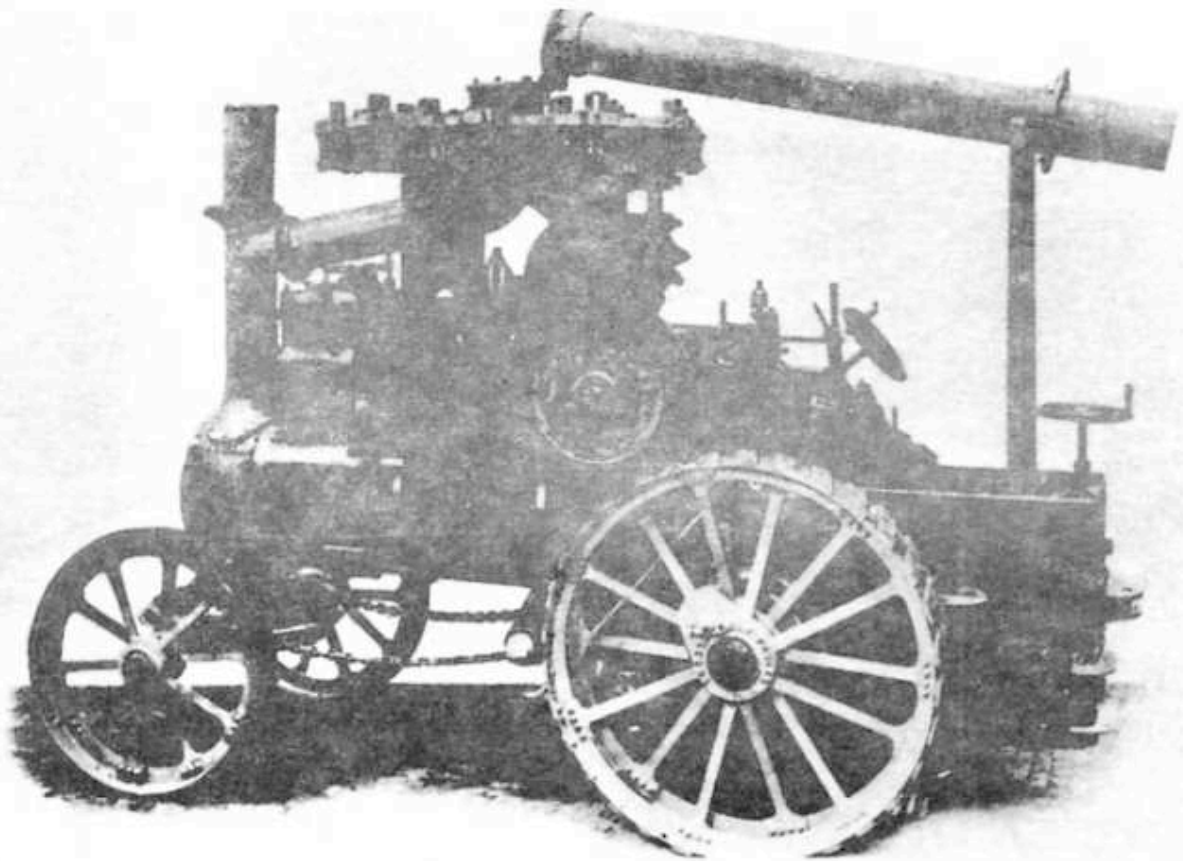
SAVAGE TRACTION CENTRE ENGINE  
IN 3 ABREKST GALLOPERS.



2725.



motor cars in 1908 and continued to travel with them until 1915, when it was transferred into the Barker and Thurston partnership. This lasted until 1917, when John Barker sold his share to Charles Abbott. The machine then travelled until 1920 as Thurston and Abbott's Electric Scenic Railway, though still driven by EMPRESS. In 1920 Abbott bought out Charles Thurston, snr., and converted the ride to a full Scenic Railway. EMPRESS was used to drive the lights in 1920, and scrapped in 1921. She had been fitted with a new cylinder in 1913.



Fowler T.C.E. 4922, new to J. Crampton, Leeds, 1885.

(J. Fowler.)

No. 847 was delivered 26th January, 1909, a 7 nhp compound engine, new to Pat Collins. Named THE WONDER, this was the last traction centre built, and seems originally to have been intended for his Aeroflyte, though was in fact installed in the Gordon Bennett Motors. It was fitted with organ engine no. 848, and in 1913 was fitted with special steel hind wheels. The Gordon Bennett Motors were electrified by 1914, and it is not certain what happened to it till it was laid up at Sutton Coldfield from 1926 to 1931. In 1931 it was converted to a Showman's engine and was used as such right through 1932. It was finally laid up for good in 1933. Despite its long life, it was never a popular engine with Collins' staff.



### c) Fowler engines

No. 4705 delivered on 26th May, 1886, a class A, 6 nhp DCC, to Reynolds & King of London. Converted by them to a traction centre, and appeared at the 1886 Lynn Mart in their patent double crank Gallopers. This was a complicated machine, believed to have been based on an idea of Henry Thurston, snr.; the system was short-lived, and soon gave way to the Tidman system. The engine passed to Robert Clasfor of London in 1913, and its ultimate fate is unknown.

No. 4922 was delivered on 22nd June, 1885, a class A, DCC, 6 nhp engine. Strangely, it was built a year before the above engine, but has a higher number. Fowlers called it a Whirligig engine, and it was their only attempt at a traction centre. It was new for J. Crampton of Leeds & South Shields, and formed the centre of his 3-abreast Gall-oppers. In April, 1925, it was sold to Mrs Baker of Kirkby Moorside, North Yorks, and later passed to her nephew Tom Cottam, of Newcastle. It was involved in an accident on Loftus Bank, when it ran away and overturned; the engine and ride were returned to Leeds. It was then sold to J. Mills of Tyne Dock in 1928, but it was probably rebuilt as a standard engine after the accident.



#### d) Burrell engines

No. 1287 was delivered on 24th June, 1887, an 8 nhp single cylinder engine, for Wm. Shipley of Driffield, as a haulage engine. Among its haulage duties, it used to pull Wellburns centre engine and loads from fair to fair. In 1913 it was converted by Reynolds & King to a traction centre, and fitted in a set of 3-abreast Gallopers which featured balloons on some platforms, and was lit by naphtha flares which produced brilliant star shaped lights. This ride probably travelled as Shipleys' for two years until it was sold, in 1915, to Morley Bros. of Castleford. After the Great War, Morleys acquired a conventional Savage centre, and used the Burrell, now named OUR LIZZIE, as a showman's engine, hauling and generating for their chairplanes. She was eventually cut up in 1933.

No. 1934 was delivered on 19th August, 1896, a 6 nhp single cylinder engine, to showman George Baker of Southampton. It was delivered as a road loco, but shortly after delivery it was converted by Bakers to a traction centre, and installed in a Savage 3-abreast, also new in 1896. The engine was highly decorated, and the canopy lettered "Bakers Hippodrome". It was unusual in that it carried a dynamo in normal showman's engine fashion, but it is doubtful that it was used to generate and drive the machine simultaneously. Engine and ride passed to Tom Smith of Shoreham, and in 1914/5 to Cains of Deptford. They discarded the Burrell engine and fitted a Savage centre engine, No. 869. Both ride and engine are now at Botton Bros. Amusement Park at Great Yarmouth. The fate of the Burrell is unknown.

Under their 1895 patent Burrells built a sole traction centre, but it was never sold, and remained as their yard engine, until replaced by Burrell 1876 which was repurchased from Twigdons. The engines number is not known - if it ever carried one!

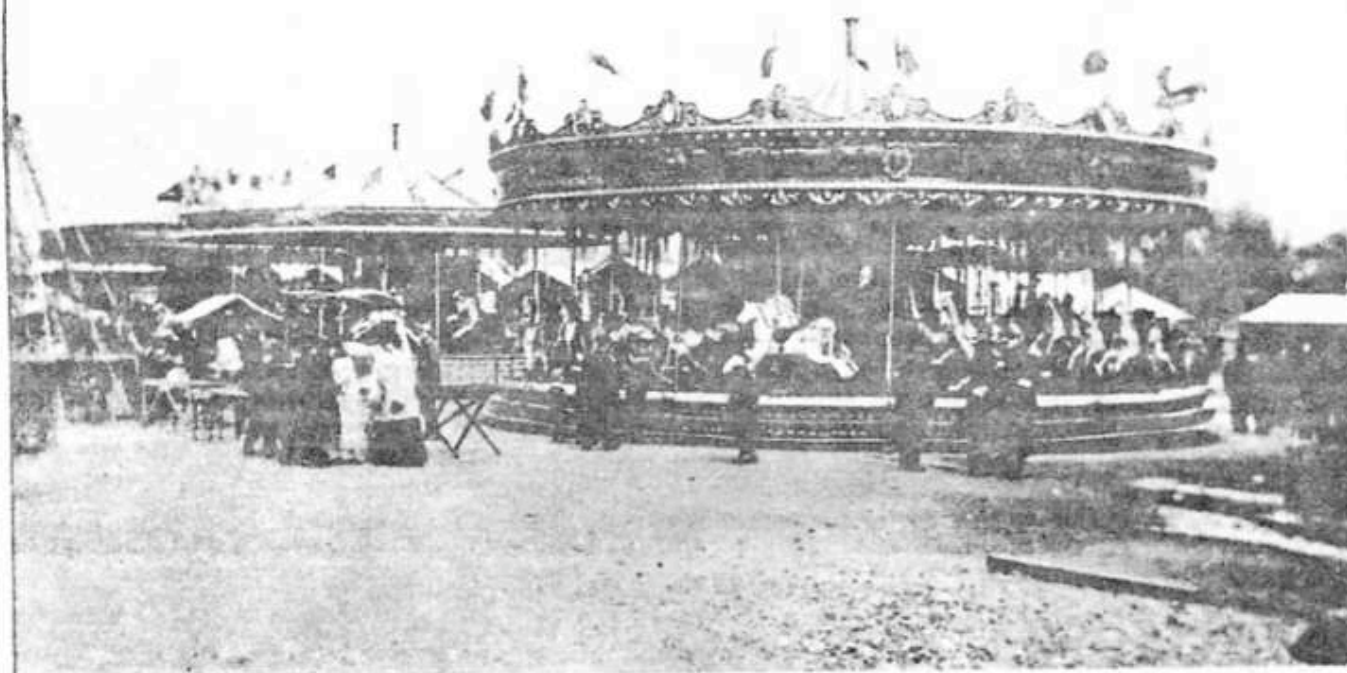
#### e) Hornsby engine

No. 6292 was delivered on 26th March, 1887, a 6 nhp compound named EMPEROR. This was the only engine ever built for a showman by Richard Hornsby. It was new for Henry Thurston, snr., and fitted in his four-abreast Gallopers (Horses, Cocks, & Ostriches). It was sold in 1913 to John Evans of Edinburgh, and survived long enough to the registration number CE 8832 (Cambridgeshire).

#### f) Others?

At least one further engine is known to have existed; a 7 nhp single cylinder, which was owned by George Green, and used in his Sea-on-Land. It later passed to Peter Swallow for his immense five-abreast Gallopers. Some reports say it was a McLaren engine, and others that it was Savage no. 368, new in 1886. It may well have been McLaren 368 supplied through Savages.

A final mystery: in 1907 John Evans' no. 4 Switchback had a new Savage centre engine,



H. Thurston's 4-abreast with Hornsby T.C.E. 6292 'EMPEROR'.

(L&DTEC

no. 834. On the order, instructions were given for a "special stamp for taking cheese from a traction engine". Evans did have the Hornsby traction centre, but this was not until after 1907, so perhaps there was at least one more.

Any information on traction centres will be of great help, and may be sent to the authors at:

122 Carr Lane, Willerby, Nr. Hull, HU10 6JX.

Don't miss it!

**THE LOUGHBOROUGH  
MODEL SHOW & EXHIBITION OF PHOTOS**

ON SATURDAY 11th NOVEMBER, 1978

IN JOHN STORER HOUSE

10.30am ~ 5.00pm

small admission charge for non-members

# FOWLER SHOWMAN'S ENGINES: Part 4

by Stephen Smith

The last article ended with the unusual E1 class converted for showland use for Nelson Noyce; this article commences with an M1 class built as a showman's engine for W. Haggard of Aberdare: KING GEORGE V was the third and final engine built for this family and was number 11815. Although this engine was built in 1910, we pass back to 1909 for the next engine: Aaron Pullen's IDEAL II, which was number 11818. Only built as a road locomotive, this engine travelled with the famous Yachts. This latter ride was powered by a Robey engine, and both ride and engine travelled together until Mr Pullen's death in 1933 when they passed to Tyneside traveller Alf Barker. No more is known about the fate of the engine; the Yachts were sold for £20 scrap!

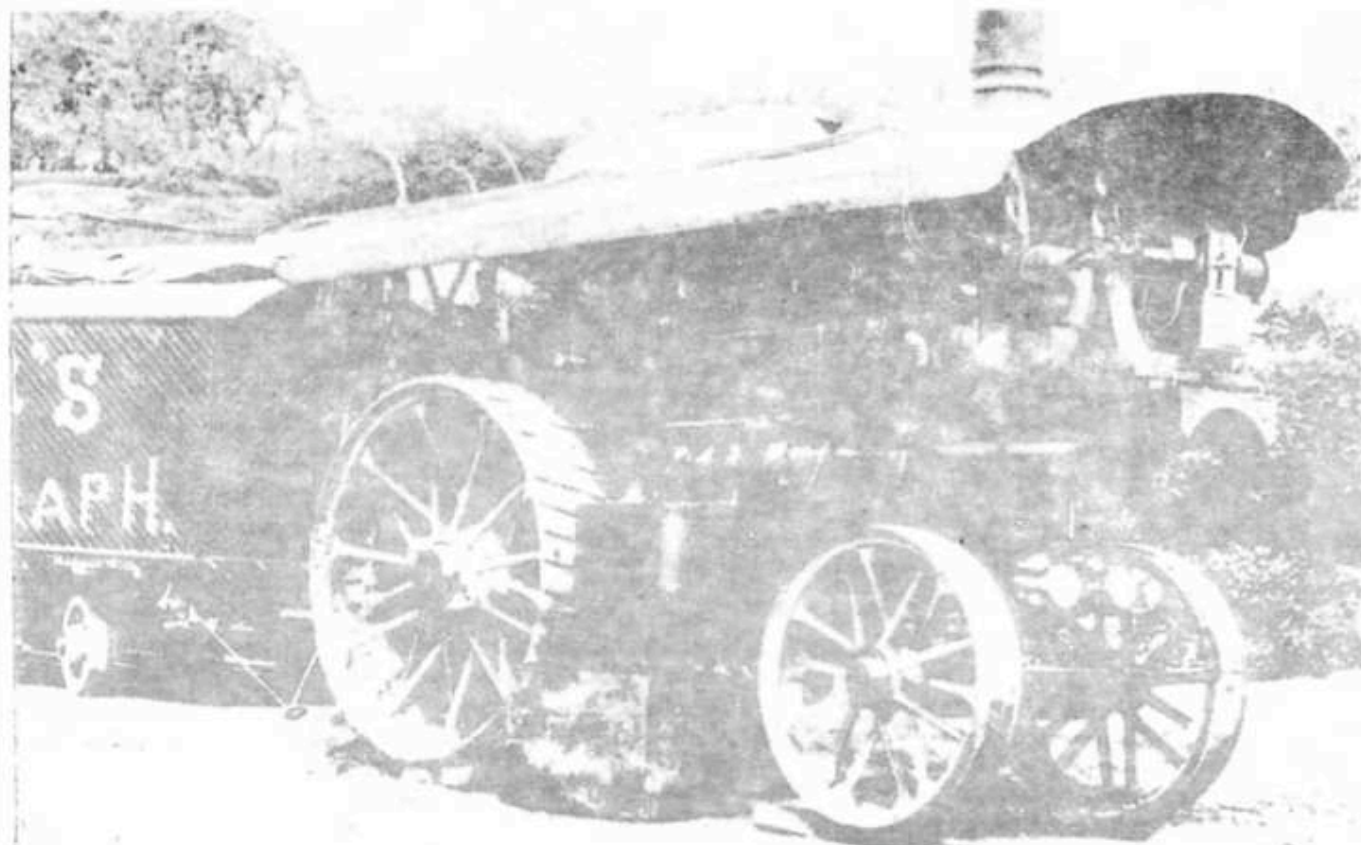
In 1910 Farrar & Tyler took delivery of 11991 VENTURE, an E1 class loco, which later travelled with Farrar Bros' Whales, the canopy being lettered "Farrar Brothers' Whale Island" in 1923. This engine, accompanied by Fowler 15845 BELLANCE and Foster 12575 THUNDERER, travelled with the Scenic (SCH) until the ride ceased travelling, and VENTURE was used with various novelty rides.

Travelling South, Richard Townsend bought Fowler 12255 in 1932, and had it converted to showman's by Messrs Eddison. It was used until 1941 when sold to Mark Loader, father of the present owner. Quickly moving North again; whilst it seems most usual for redundant showman's engines to go to haulage contractors, 13036 DISPATCH was bought in the 1930's by John E. Whiting of Sheffield. This was new in 1912 to N.E. Box of Manchester, a firm which later became a subsidiary of the giant Pickfords concern.

GIRLIE (13922) was one of two 1913 road locos converted by Charles Openshaw of Reading for the late John Hoadley. The other was 12910 KING OF THEM ALL. Both engines travelled with an assortment of rides, such as Arks, Dodgems, Mont Blancs, etc., but when Mr Hoadley took delivery of his Lakin Moonrocket in 1938, he replaced

W. Haggard's Fowler 11815 "King George V".

(L&DTEC



GIRLIE with a Scammell tractor UW 8361. The Fowler later passed to James Slater, and renamed ROCKET. KING OF THEM ALL was sold to Luke Jobson, and renamed JUBILEE.

Many former War Department locos were converted to showman's engines after the war. One such example was B6 class engine 14110, which was converted, as were many others, by the late Charles Openshaw of Reading. It was used primarily by A. Richards of Hull, working with a Hazzle Dazzle. It was named after a French leader of the "Charbonnerie": and underground French party who revolted in 1830 - LAFAYETTE. In 1931 it passed to G. Marshall who renamed it EXCELSIOR, and was later used by Marshall Bros. After its showland career it passed to Dentons of Hyde, who had sister engine 14115. Much controversy surrounds which of these engines survives today. Also from this batch were numbers 14112 and 14119 which were both used by Joe Ling of Doncaster. The former engine, GLADIATOR, was used by J. Studt before passing to Joe Ling, and the latter, THE GREAT BEAR, was sold to Joe Ling after conversion by Openshaw. These engines ended their days, it has been reported, at Wickersley. The canopy from one of them was used in the conversion of Fowler 14758, now owned by Mr A.B. Mason.

Although not as common as the showman's road locomotive, the showman's tractor appeared on the Tobers in a small number. One such example was 14412 LITTLE TIGER, which after leaving employment as a timber tractor was converted for showman's use by John Short, later being used by E. Greenway and Alan Downs. It passed to enthusiast James Harris in 1955.

## Engine list: engines built 1909 - 1918

No.	Class	Built	Name	Owners
11815	R1	1910	KING GEORGE V	W. Hagger; J.T. Danter.
11818	R2	1909	IDEAL II	Aaron Pullen; Alf Harker.
11820	R2	1909	ADMIRAL FISHER	John Studt; P. Philips; L. Way.
11821	R1	1910	BLACK BESS	Toogood & Jobson; T. Miller.
11822	R2	1909	KING EDWARD	G.A. Whittle; W. Smith; G. Baker.
11823	R2	1909	THE PREMIER OF WALES	William Jones; F. Wilson.
11824	R2	1910	INVINCIBLE	E. Danter.
11825	R1	1910	THE ADMIRAL	A. & F. Cox.
11826	R2	1910	KING GEORGE V	H. Studt; J. Studt.
11845	B6	1909	PROGRESS II	Jb. Studt; F.C. Hands.
11846	B6	1909	LORD JAMES	J. & R.M. Williams; Pat Collins.
11987	B6	1909	VIOLET VICTORIA	John Murphy.
11991	B6	1910	VENTURE	Farrar & Tyler; John Farrar; Farrar Bros.
11992	B6	1909	-	Chas. Openshaw for showman.
12129	A4	1909	-	Fowler agent, Germany.
12169	A5	1910	IMPERATRIX	W.H. Church.
12222	B6	1909	-	Chas. Openshaw for showman.
12227	B6	1910	-	Chas. Openshaw for showman.
12228	B6	1911	THE SHOWMAN II	J. & R.M. Williams; Pat Collins.
12233	B6	1910	-	Chas. Openshaw for showman.
12255	D2	1910	PRINCESS	Richard Townsend & Sons.
12414	?	?	-	Robinson's Boxing Show.
12455	R1	1912	UNCLE BILL II	J. Bond; F. Gray.
12458	R1	1912	LADY MARGARET	Edwards & Page; Henry Studt.
12702	A7	1912	KING GEORGE	Sam Smart.
12707	?	1912	REPULSE	Rose Bros.; ? (Ireland).
12739	D2	1911	ENTERPRISE	S. Manning.
12741	?	1911	-	Walter Holland.
12906	B6	1911	-	Chas. Openshaw for showman.

No.	Class	Built	Name	Owners
12910	B6	1913	KING OF THEM ALL JUBILEE	John Hoadley; Luke Jobson.
13036	R3	1912	DESPATCH	J.E. Whiting.
13043	R3	1912	BONNY DUNDEE	J. White; J. Studt.
13047	B6	1914	THE WANDERER	J. Matthews.
13048	B6	1914	MONS STAR	Jacob Studt; Con Studt; Jb. Studt, jnr.; Wroot Bros.
13091	R3	1913	LANCASHIRE LAD	Morley Brothers.
13092	R3	1917	LORD KITCHENER	Jb. Studt.
13142	A7	1913	-	Jas. Crighton.
13149	A4	1913	RAMBLER SUNNY SOUTH	J. Day; E. Pettigrove.
13152	A7	1913	DREADNOUGHT SPITFIRE	J. Sanders; Sam Smart.
13468	R3	1914	QUEEN MARY	Sam Smart.
13469	R3	1914	ILLUMINATOR	Sid Squires.
13472	R3	1914	KING OF THE ROAD	E. O'Brien.
13922	A9	1913	GIHLIE ROCKET	John Hoadley; J. Slater.
13926	A8	1914	DOROTHY	Wm. Cross; W. Codona; N. Henry.
14106	A8	1915	PROVIDENCE	S. Bromby; Wroot Bros.
14109	A8	?	-	Holmes Bros.
14110	B6	1914	LAFAYETTE EXCELSIOR	A. Richards; G. Marshall; Marshall Bros.
14111	B6	1914	GLADIATOR	J. Murphy.
14112	B6	1914	GLADIATOR	J. Studt; Joe Ling.
14113	B6	1914	STAR / THE LION	W. Matthews.
14114	B6	1914	THE TIGER	Henry Irvin.
14119	B6	1914	THE GREAT BEAR	Joe Ling.
14229	T1	1914	-	A. Davies.
14301	R3	1914	FEARLESS	J. Codona.
14329	?	1914	-	E.C. Farrar.
14334	?	1914	VICEROY OF INDIA	Pat Collins.
14411	?	?	-	W. Strudwick
14412	T3	1918	- LITTLE TIGER	E. Greenway; J. Short; A. Downs.

To be continued....

## JACK WILKINSON WRITES...

In the write-up of the Studt family, Fowler no. 8725 is mentioned. Marshalls acquired it in, I believe, 1904 for their Gallopers. I have its nameplate among my souvenirs. I also saw no. 11845 'PROGRESS II' in the late 1930's, in the ownership of the late Fred C. Hands. It still carried the Somerset C.C. water licence on the off-side motion cover. I lost trace of it on being called up for the army in the early 1940's.

Now to part three on Fowler Showman's Engines. 'ONE OF THE BEST' had small belly tanks and driver Thomas W, McIntosh told me there was a bracket on the offside of the SMOKE-BOX for the exciter. I think one of the Studt's had one so fitted. On Fowler engines used for Scenic driving the off-side belly tank was the usual place for the exciter, and I saw several. But Goldthorpe Marshall's 10329 'ENVOY' had its exciter on the near side tank, as did also one of the North of England Fowlers I once saw, but I forget whose it was.

I do not remember ever seeing no. 11126 'OUR FANCY' with Joe Ling, and I've known Lings

since they started out with the Yachts in the early 1920's. A Foden by the name of 'DUCHESS OF YORK' was used for the first few years, and then replaced by 14119 'THE GREAT BEAR'. In later years no. 14112 'THE GLADIATOR' was added.

No. 10324 'ENTERPRISE' was not, at any time, owned by Will Starr. On only one occasion (maybe 1919) I saw it with Harniess Brothers' Velvet Coasters (ex-P.R. Collins), the ride manager being Will Starr.

No. 10329 'ENVOY' was new for Charles Marshall, but he did not have it long. His nephew Goldthorpe took it over. It differed from all others by having a 5' diameter flywheel. Mr Marshall told me it was specially specified for the dynamos then in general use, and allowed slower running, besides having less wear and tear.

No. 10398 I first saw on the Whitesands, Dumfries, in the mid-20's, and met the Lawrence family for the first time. 'THE ROVER' was a single cylinder, and on it was lettered 'Under 12T 15cwts'.

No. 10693 was acquired by Timmy Ray about 1934. Its boiler and flywheel had aluminium covering. One of the fans has its unusual style of twisted brass, but I thought Rays scrapped it.

No. 10696 'GEORGE THE THIRD' had a spoked flywheel. No. 10924 was owned by the late William (not Aaron) Pullen, and called after his daughter 'BEATTIE'. New for G. Carter and delivered 31st January, 1907; it was later acquired by Pullen for his steam swings. It was painted a dark bluey-green, and first used as a haulage engine, with half-length cab. A dynamo bracket was later fitted, and later still the cab extended to full length. I last saw it in a Castleford boiler yard.

No. 11105 was new on February 24th, 1909, for Harris & Wood, quarry owners, of Shepley (half way between Huddersfield and Penistone). I used to see it there, as a haulage engine, when cycling to Shepley feast. Tuckers got it and converted it to showman type, using an electric motor from a Tillings-Sievens petrol-electric bus as a dynamo. It was scrapped in 1937.

No. 11107 'MONARCH' I first saw around 1921 at Ilkley with Walter Shaw's steam-driven Jungle Scenic Railway. Church bought it at Whitsuntide, 1939, as his Fowler had broken its crankshaft. It was scrapped at Huddersfield in 1947.

No. 11126 'OUR FANCY' was new for Farrar & Tyler. Later acquired by Tippler White and renamed 'FELIX'. I never saw it with Lings! Collins Bros. had it in the 1930's when I photographed it.

No. 11127 'HERO' (of which I have the nameplate) was new for W.H. Marshall's picture show in 1908. I saw it first helping 10318 with the Big Motors, but it took over the flying Chairs when they made their debut. It had car-lift crane, now on Harry Lee's Matador. Last used by Waddington's at Halifax Spring Fair in 1947, and cut up for scrap on Bowling fairground two years later.

No. 11368 was delivered new to J. & J. Dyson, Stannington, on 24th February, 1908. I saw it with Ray's in the mid-1930's. 'SALLY' was a big, clumsy two speed engine with 7' driving wheels, and sold to Ireland during the Winter of 1938/9. Its nameplate was kept for a Burrell which Rays used as replacement.

No. 11444 was an R2 compound, new for Warner & co. on 24th December, 1908. I never saw it but understand its road registration was MO 812.

There is no disputing the fact that Fowlers built the best engines for the fairgrounds. I knew most of the roundabout proprietors in the 'good old days' and those using various makes always favoured Fowler. Foster came next, and then Burrell. When Goldthorpe Marshall switched over to Fowler for driving his scenic, he told me it was more economical on coal and water than the Burrell. Fowlers were invariably given the heaviest loads. When Marshall's Peacocks moved across country from Hull to Kendal, the Fowler had frequently to uncouple and pilot the Burrell on the Penines, even though 'THOMAS WILLIAM' had the lightest loads.

Terry Agland looks at...

## SHOWMAN'S TRANSPORT in SOUTH WALES

The valleys of South Wales, with their narrow twisting roads and steep hills, have presented the showmen over the years with many problems as they traversed them on their way to various gaffs. Many a story is told by the older showpeople of the time the valleys were travelled with traction engines, and the various problems encountered and the accidents that occurred.

Today, the Welsh showmen rely on powerful tractor units of various makes, to transport their equipment from place to place. Whereas in many parts of the country the drawbar tractor is a thing of the past, the work being taken over by high capacity 8-wheeled vehicles, the Welsh showman will always have to rely on the short wheelbase tractor to navigate the roads with his loads.

To outline the main operators in South Wales I will start off in the Swansea area, where the famous Studt family are still very much in command.

Edward Tuson Studt travels the main Swansea valley, and as far out as Builth Wells for his famous May run along the Marches of the Hereford border, and up to Borth for a short season during the peak holiday weeks.

Transport for the Dodgem is a modern Scammell Trunker, PKG 781H, and an ERF, YEH 177H, both these tractors being finished in two tone grey with red reliefs. Son John travels a Waltzer with his father, and this year brought an ERF tractor into service - YUT 167H - which replaced Scammell Trunker RDE 860H. Mr Studt's son-in-law, Abie Danter, travels with him for most of the season with his Easyrider (the ex-Deakins' Ben Hur), and this year bought an ERF tractor HPP 821G, which is finished in a maroon livery. The ERF replaced Atkinson NWP 511E.

Also travelling with E.T. Studt is Jack Evans, with several juveniles, and he has a Scammell Highwayman tractor MYH 259D, finished in maroon and red.

Another branch of the Studt family is Vernon, who travels Swansea and West Wales with his Dodgem. Tractor units here are Scammell Highwayman MLN 376D and Scammell Trunker MJL 789H, both finished in beige and cream livery.

Roland Studt purchased Scammell Highwayman WUU 795 many years ago from Shell Oil, and following the sale of his Skid the tractor has done very little work. It has been kept in immaculate condition, however, in its two tone blue livery, and has been brought back into full service this year following the purchase of a Twist from Bob Wilson.

Also travelling the Swansea valleys and West Wales is Sid Linsey, with his Waltzer. Mr Linsay was fortunate last year in purchasing a very attractive Scammell Trunker from a haulage firm that ceased business. The tractor, MNK 13L, is fitted with a Rolls Royce engine and power steering, and had done very little work when acquired. It is painted maroon and red.

Brother Percy travels with juvenile rides, and has an ERF tractor NKU 711H, also in red and maroon.

Harry Case travels a Dodgem around the same area with two highly decorated lorries. The tractor unit is a Scammell Highwayman, which is ex Shell Oil artic unit 208 BGO, and a Foden 8-wheel box van, EYA 897C.

Another famous name in West Wales is the Booth family, who now only travel side stalls and hooplas. Peter Booth is another traveller to choose an ex-Shell unit, this one being Scammell Highwayman 192 DUL. Bill Booth has an ex-WD AEC Matador, EBX 833, which has a coach built body housing sleeping quarters. John Booth has a Ford D800 tractor which was formerly an artic unit, EYX 452C.

J.T. Danter travels with a Noah's Ark in West Wales, spending some time at Tenby during the summer months. Motive power here is another ex-Shell Scammell Highwayman, 184 BGO, painted two tone grey, and proudly carries the name PRIDE OF WALES on the radiator, the plate coming off one of the firms traction engines.



There are dozens of various lorries with the side tenants, and to mention them all would be impossible in the space available. One of those deserving mention is the Atkinson 6-wheel box van travelled by George Coles, mostly in the Swansea area. It is kept in immaculate condition, and is finished in grey and cream, with red lettering. Reg. no. 789 AIX, it was previously owned by Arthur Stevens.

Coming over to East Glamorgan and Gwent, we have Denzil Danter who travels a Dodge and juveniles. Transport is finished in maroon, and consists of a Foden tractor UEE 191J, and an Atkinson 8-wheel frame lorry, HCY 950D, which entered service this year. The juveniles are carried in an Albion 6-wheel box van, WWO 433, and spare in the yard at Gorseinon is Scammell Trunker HWV 492E.

Travelling with Danter's for part of the season is John Coles with his Octopus. Transport for this is an ERF 4-wheel frame lorry, 564 GWW, which tows the machine centre of the road. A similar ERF, 142 DCJ, houses a haunted castle and carries a moon walk.

Also on Denzil Danter's run for part of the season is Roland Holmes' Waltzer, and motive power for this machine is a Foden 6-wheel tractor, TWY 253F, which was formerly a cement mixer lorry.

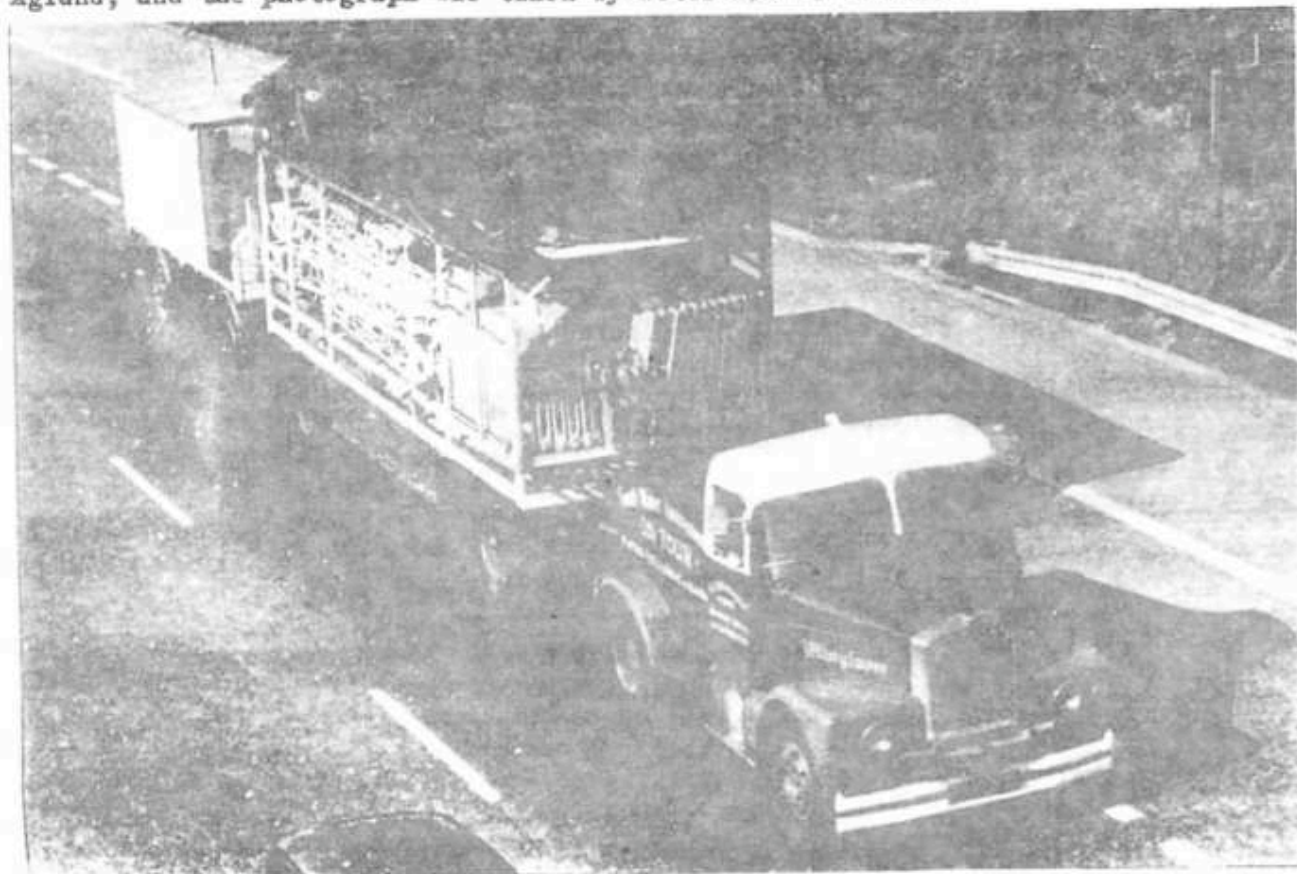
Coming right into Gwent we have the old established and famous firm of A. Deakin and Sons who today only travel with a Dodge and Jets. The Dodge is transported by two 8-wheelers, Foden WFK 788, and Atkinson 126 DCY, and the Jets by Scammell Highwayman 223 DUL, which once again is ex-Shell.

Whaymans travel mostly in Gwent and East Glamorgan with their Dodgema and Jets. The Jets are the ex-Codona set, and were travelled for a few years on Leyland Octopus KRS 755, still in Codona's livery, and carrying their name on the cab, and fleet no. 4. With the arrival of the new Dodge, a reorganisation of the transport took place.

★

★

Whayman's Scammell Highwayman, 172 BGO, WHAYFAIRER, moves out on to the M4 motorway en route to Newport Carnival with the Jets truck and generator. The load has just come down the Western Valley from Abertillery along narrow, twisting and hilly roads, which in places a Police escort was necessary. The lorry is being driven by Terry Agland, and the photograph was taken by Peter Lee of Cardiff.



A Bristol 8-wheeler was acquired from Billy Danter, NLJ 79, which was new to BRS. It has a frame body, with covered in top which carries part of the fleet of cars. The tractors in the fleet are both Scammells: HDW 961N is an ex-WD Pioneer, and 172 BGO is an ex-Shell Highwayman. 172 BGO is sometimes driven by myself, especially when the firm have a quick move to make, or when one of the Whayman Brothers is away.

Travelling the same area is the Freeman family. The late Billy Freeman's Dodgem is travelled by his wife, assisted by the sons, and they have a Scammell Pioneer, HUH 422, which has been with the firm for 20 years. The second tractor came from Billy Danter, and is also a Scammell XXW 945, which was new to Pickfords Heavy Haulage. Son Billy travels an Octopus, and has a modern Scammell Trunker, EOS 550G, as his prime mover. It is finished in a blue livery.

One of the famous old names of Welsh showland is that of Scarrott. They now only travel side stuff, under the name Scarrott Brothers. Transport is an Albion 6-wheel box van, LBD 957E, and AEC 4-wheeler, 3262 FK, which came from the GUS fleet.

This has briefly outlined the transport of the main operators in Wales, and there are plenty of interesting vehicles among the side stall operators. The transport scene is constantly changing as the rugged terrain through which the vehicles operate takes its toll of engines, gearboxes, etc. I am pleased to say, however, that accidents are very few, and I cannot recall one serious accident on the Welsh roads involving a showman's vehicle, which is a tribute to the Welsh showmen as they take their giant loads up and down our narrow, twisting and hilly roads.

---

## SHOWTRACS IN THE WEST

by Peter White

A vehicle which remains popular with travelling showmen in Devon and Cornwall, over thirty years after its first appearance on the tobers as a Sidney O. Harrison demonstrator with Mr John Thurston, is the Scammell 'Showtrac'. Well equipped to deal with the winding roads and steep hills typical of the two counties, of the 'Showtracs' which were originally completed, six were acquired by West Country amusement concerns.

The following list catalogues these, and includes two machines which were 'Showtrac' conversions on second-hand chassis; from the vehicles identified below, seven have been regularly working during 1978.

### Anderton & Rowland

#### GLADIATOR

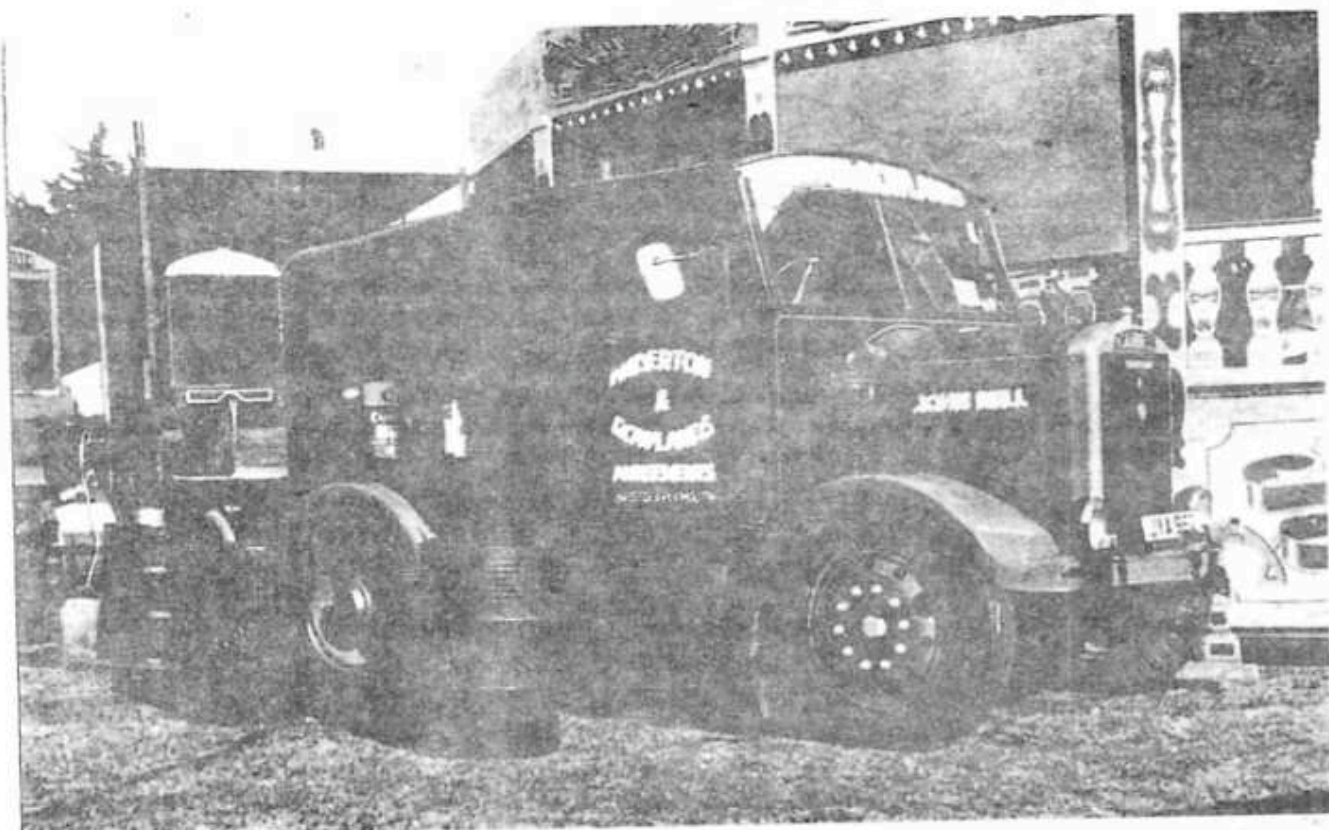
Owned since new by members of the DeVey family of A&R based at Cullompton, Devon, and travelled with a Supercar alloy Dodgem for the last thirty years. The vehicle was extensively restored by Mr George DeVey and Mr Bob Phipps during 1970-1. One of the finest and most original 'Showtracs' remaining in regular fairground use.

#### DRAGON

Operated by the Bristol-based No 1 section of A&R, another 'Showtrac' in near original condition. Completely redecorated in 1974 in a striking deep blue and signal red livery, the tractor is attached to the firm's Orton & Spooner 'Psychedelic Speedway' Ark, and in recent years has hauled the ride's lighting sets, a living wagon, and the firm's 'Sugar Puff Train' load.

#### JOHN BULL

Relined and lettered to a high standard in 1977, and finished in A&R's traditional maroon livery, this 'Showtrac' travels with A&R's No 1 Dodgem, in the charge of Mr Ernie DeVey.



Anderton & Rowland's Showtrac "John Bull".

(G.G. Downie

#### THE SHOWMAN

Little information available unfortunately. However, I believe the vehicle is currently owned in preservation by Mr Neil Corner. Further information on the tractor and/or a photo would be gratefully received.

#### LION

Withdrawn from service with A&R's Ark in 1975, its loads being transferred to an Atkinson 8 wheeler, this vehicle reappeared on West Country fairgrounds in 1978, owned by R. Phipps & Son, from Cullompton. Employed by this showman to drive his Octopus, and pull a brand new Garlick living wagon, the tractor is, I gather, to be rebuilt to original Sidney O. Harrison specification. (Built on a second-hand chassis).

### T. Whitelegg & Sons Ltd.

#### CITY OF EXETER

Supplied new to this well-known Plymouth and Exeter based firm, this 'Showtrac' is attached to the Orton & Spooner 'Cyclone Speedway' Ark, and was considerably modified in the 1960's, with I believe a new Gardner engine unit which necessitated some lengthening of the bonnet, new front box wings with twin headlamps, and a new wind-screen. More recently named CITY OF PLYMOUTH.

#### ELIZARETH II

Belonging to Mr F Whitelegg, and used with his Dodgem set, this is another tractor which has been much altered in recent years. Fitted with an unusual feature, a

wrap-round windscreen, it was renamed OSCAR in 1971. (Built on a second-hand United Dairies artic chassis).

## J. Rowland

CITY OF BRISTOL

My records show this 'Showtrac' to have been originally named KING CARNIVAL. It is another West Country tractor which retains much of its original appearance except for the removal of the characteristic overhang above the windscreen. Used by this Cornish firm in recent years with their Super Dodgem, it is now prime mover for the Big Wheel which Rowlands purchased from Adlams Amusements in 1974.

Care has been taken to compile accurate information in the above list. However, corrections or any additions to the same would be welcomed. Please send them to: Peter White, 3 Beach Terrace, Long Rock, Penzance, TR20 8JE.

---

## YORKSHIRE AREA NOTES

by Stephen Smith

Stephen Ross has acquired a waltzer from John Nichols this summer. Previously owned by Morrisons', it is a 1930's Lakin Ark, but with modified flat back, and Waltzer cars fitted to the platforms. He is having new fibreglass cars fitted, and is to have it redecorated as a 'Discotheque People Mover'.

Mr G. Mander of Burton-on-Trent has acquired an old Tube Shooter for restoration. If anyone can help with photographs of same he is anxious to hear from them. He especially needs photographs of the rear of one of these old attractions. The van has stood in a yard for some time, and before that was used as a living van for many years. Anyone able to help can contact Mr Mander at: 'Ashfield', Derby Road, Stretton, Burton-on-Trent.

Talking to Joseph Ling recently, I took the opportunity to ask about walter Lings rachts, and according to him some time ago the yard in which they were stored had to be cleared, and they were sold for scrap. Joseph has recently acquired a new tractor to replace the old ex W.D. Albion; it is a six wheel guy, registration no. DYN 993J.

Miss Jane Wormald of Stokesley is working on a project on Stokesley fair, and anyone who can give any information on the rides, engines, showmen, etc. who have attended in the past, or any historical details, may contact her at 23 Riverslea, West End, Stokesley, North Yorkshire.

From the HULL DAILY MAIL: 12th October, 1924 -

"At 12 noon on Friday, after successfully undergoing the preliminary inspection by Hull Markets and Abattoirs Committee, Hull's great carnival got into its stride.

"Exactly on the stroke of the hour the first roundabout started to the tune of 'Pasadena', and the others were not slow in following suit. Contrary to the general rule, all the big shows and machines were open for business straight away, and crowds of mud-splashed though happy children took full advantage of the low afternoon prices. Most of the old attractions are with us again, but a notable feature of former fairs - the Fat Girl - is missing."

THE FAIRGROUND ASSOCIATION  
OF GREAT BRITAIN

PRESENTS

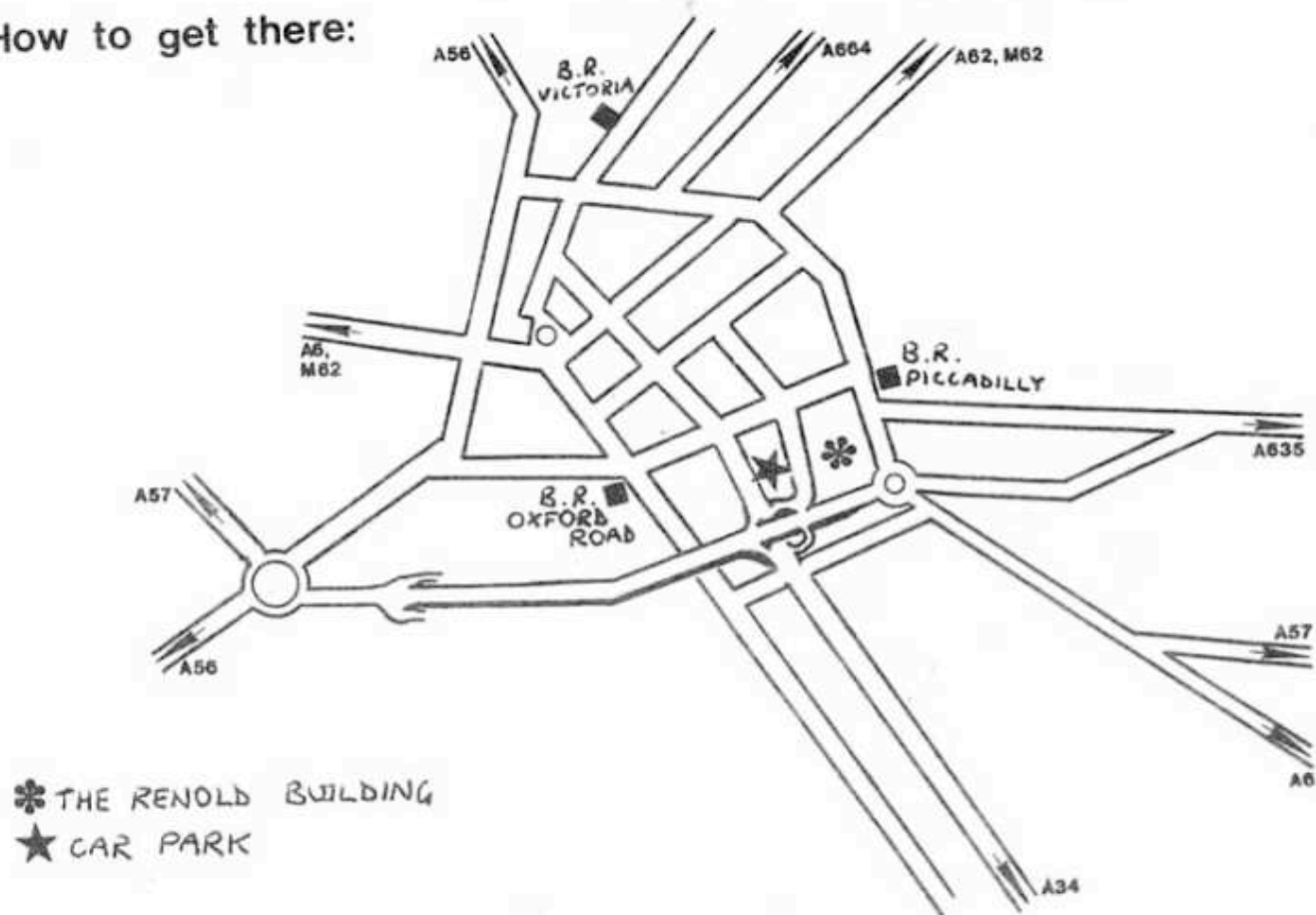
# THE MANCHESTER FAIRGROUND EXTRAVAGANZA

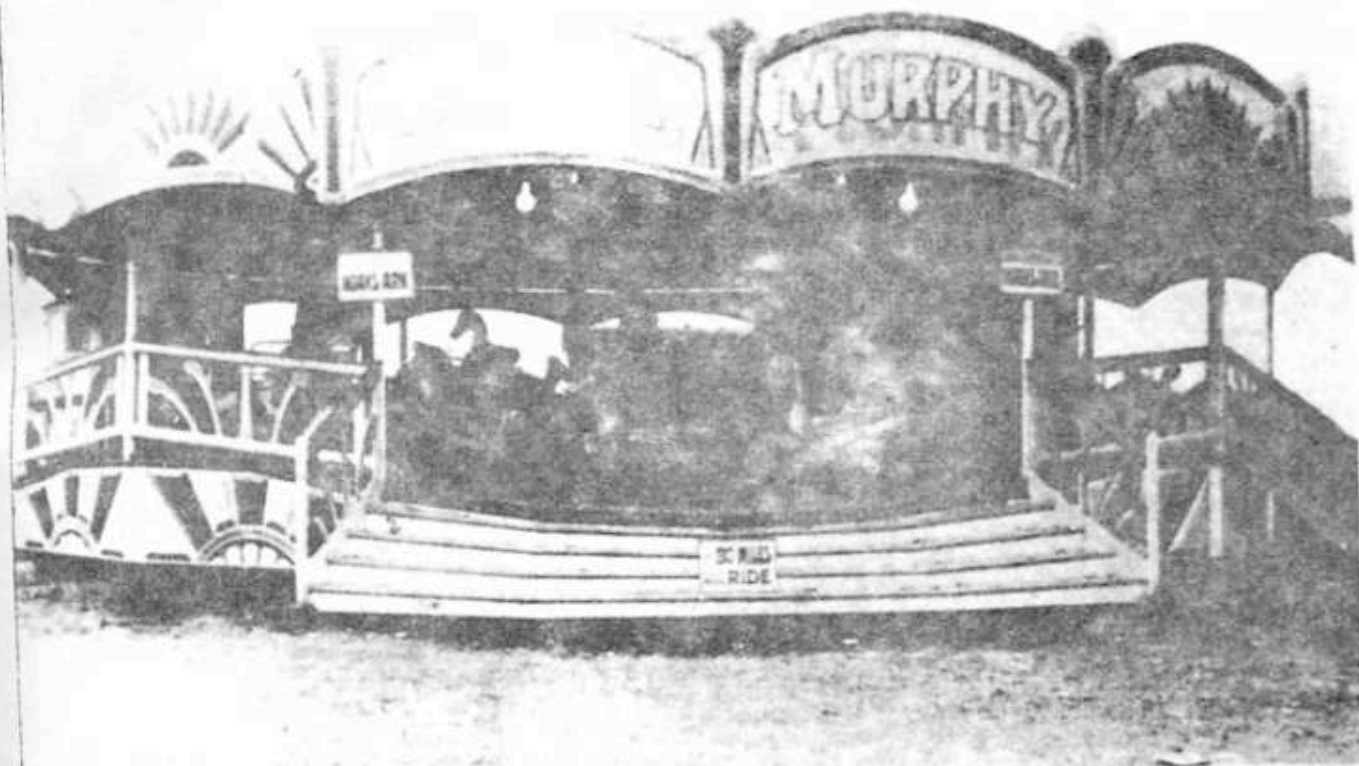
ON SATURDAY 2nd DECEMBER, 1978  
IN THE RENOLD BUILDING, U.M.I.S.T.

10.30am ~ 6.00pm

ADMISSION 30p; MEMBERS FREE

How to get there:



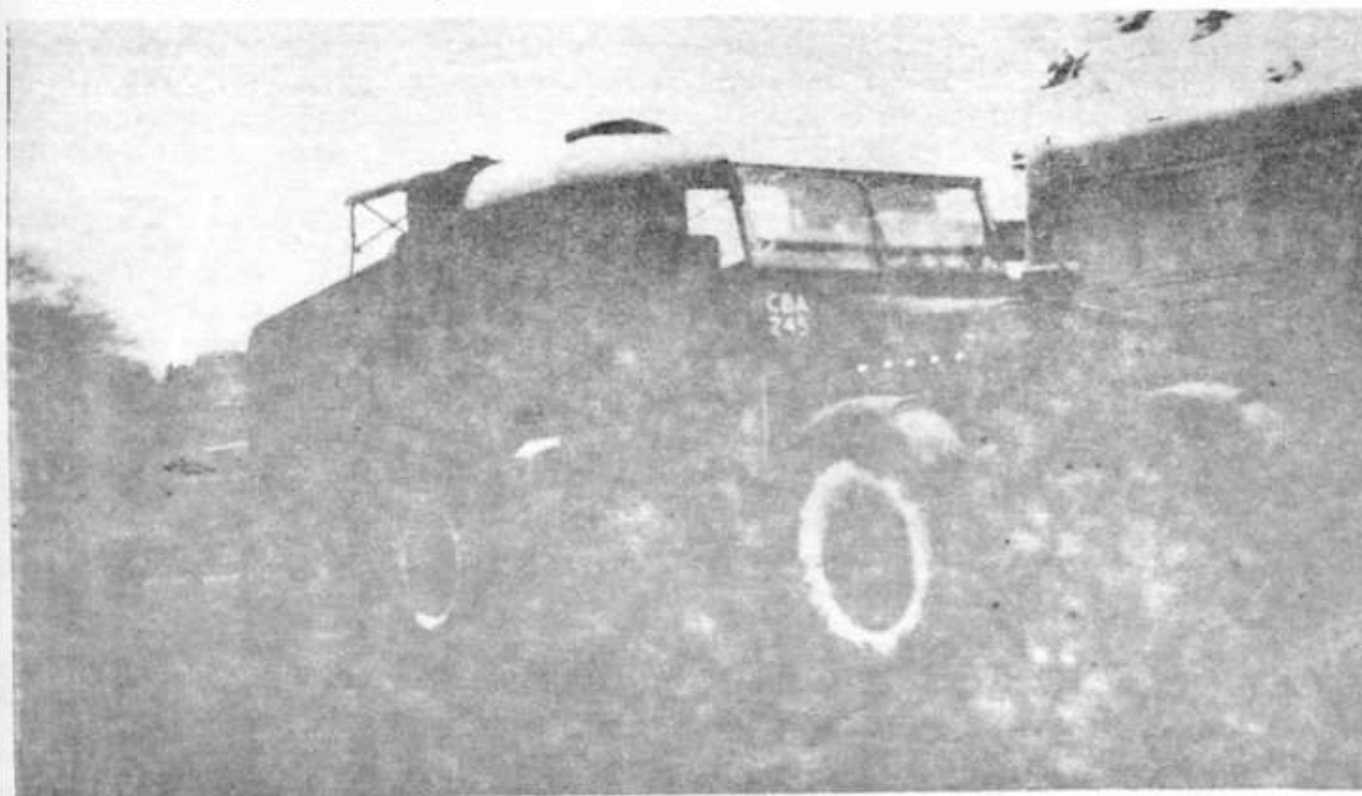


John Murphy's early Orton & Spooner Noah's Ark, when new.

(L&DTEC)

One for the transport enthusiasts: Arthur Bates Scammell Pioneer CBA 245, seen here at Heaton Park, Manchester, 28/5/55.

(S. Medley)



## 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.

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.

---

### Important Notice

Will all members please note that when sending money through the post, all cheques should be payable to the F.A.G.B. and MUST be CROSSED!

---

Will all Area Representatives collecting subscriptions and all money to the treasurer PROMPTLY please.

---

## STOP PRESS

---

Typing, design & layout by M.A. Smith.

Printed by the UMIST Union.

Published by the F.A.G.B.