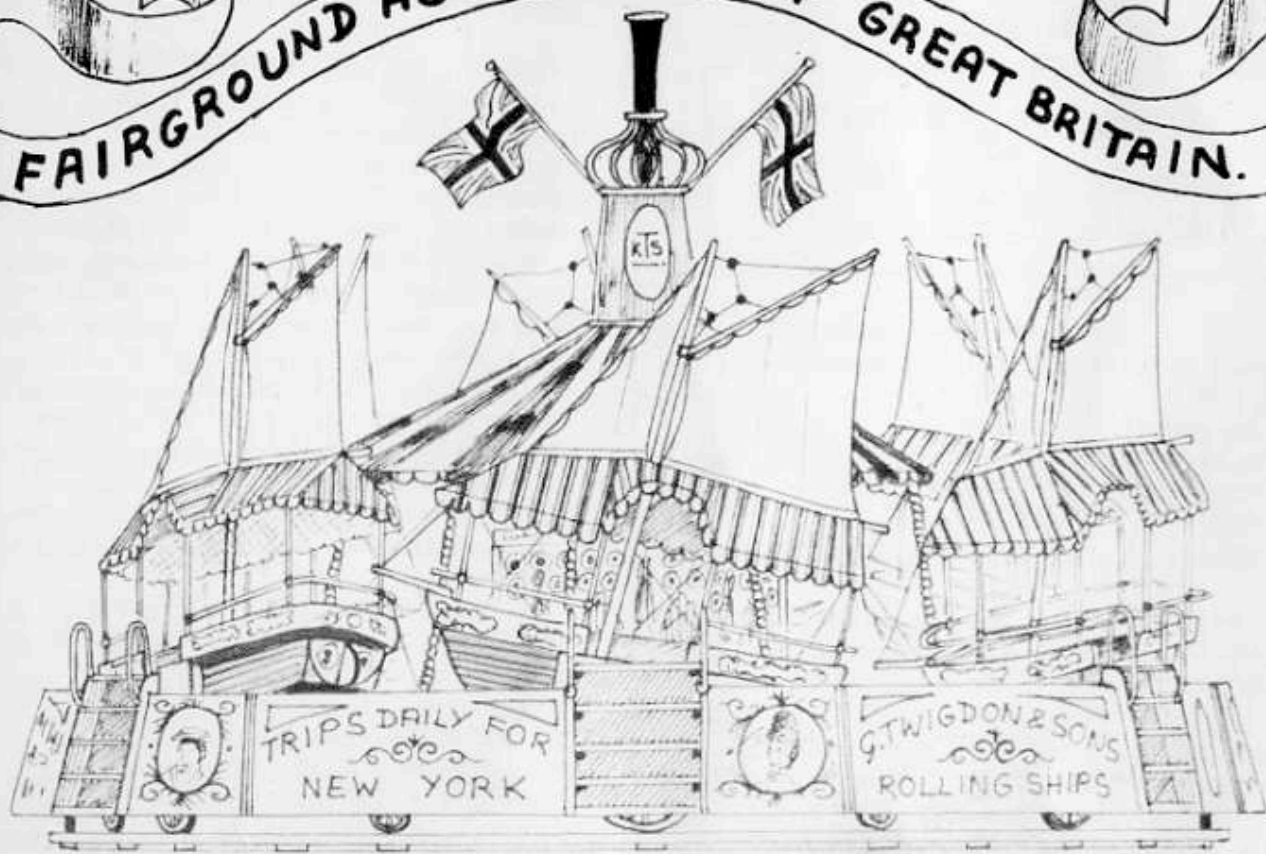


FAIRGROUND ASSOCIATION OF GREAT BRITAIN.



G. Twigdons Savage Sea on Land 1885

A CENTURY of TOBERS.

John Wall's Maxwell Waltzer 1977



The Fairground Association of Great Britain:

Century of Tobers

Vol. 2; No. 2

Edited By Michael A. Smith

JUNE 1979

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often obscure. We apologise for any
errors which may have occurred.

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EDITORIAL

Firstly, my apologies for the long delay in producing this issue of "Century of Tobers". This has been due to two reasons: firstly my time has been largely taken up recently with revision work for forthcoming exams, and secondly, we have been awaiting a committee meeting to approve the move to a new printer. This is the first magazine printed by our new printers and I hope it will prove satisfactory. I should be pleased to have your comments and criticisms, so if necessary we can improve further.

Since the last magazine we have had several highly successful events, and a somewhat poorly attended General Meeting. This was reported fully in the "World's Fair" at the time, so there is little use in going over the points covered here. One matter arising from that meeting is however our magazine: if the recommendations of the AGM had been adopted, then the magazine would have been reduced to two per year, (take note all those who have been asking why this issue is late), rather than have an increase in the subscription. With this new printing it may prove possible to keep to four a year, but I think with soaring costs an increase in the subscription will eventually be inevitable.

Badges are now available, and I believe are selling extremely well; if you have not already got one, then order now from Paul Angel.

Please note that we hope to get the next issue out more or less on time (i.e. July), so please send your articles, etc., to the editor.

Michael A. Smith, June 1979.

MACHINE CHANGES:

New Machines -

Machine	Owner	Manufacture	Date
Acrobat	A. Holland jnr	Wards	4/79
Flying coaster	Stanworths	Pollards	4/79
Ghost train	D. Gray	Lylie Engineering	4/79
Jolly tubes	R. Bugg	R. Bugg	Wtr. 78/9
Lifting paratrooper	J. Guest, jnr	Leisure Sales	4/79
Meteorite	J. White	Wards	12/79
Meteorite	T. Smith	Leisure Sales	4/79
Rib Tickler	C. Smith	F. Smith	Wtr. 78/9
Rib Tickler	E. White	E. White	Wtr. 78/9
Scat	H. Anderson	H. Anderson	Spng. 1979
Space shuttle	G. Freeman	Modern Products	Spng. 1979
Swinging Gym	T. Smith jnr.	?	Wtr. 78/9

THE COMMITTEE AND MEMBERS OF:



The Fairground Association of Great Britain

SEND THEIR CONGRATULATIONS TO THE



ON THE OCCASION OF THEIR 75th ANNIVERSARY

Twist	J. Stevens	Stevens	Wtr. 78/9
Waltzer	B. Collins (Alton Towers)	Maxwell	1/79
Waltzer	A. Botton	Maxwell	3/79
Waltzer	Browns (Bridlington)	Jacksons	4/79
Waltzer	Collins Bros. (Barry)	Maxwell	Spng. 1979
Wiggle Woggle (Rock & Roller)	G. Penfold	G. Penfold	Wtr. 78/9



Changes of Ownership -

Machine	From	To	Date
Ark	H. Silcock (Silcock & Jeffries)	A. Silcock	Winter 78/9
Ark	Morrisons	P. Hatwell	Winter 78/9
Ark	M.A. Collins	E. Atha	3/79
Big Wheel	U.S.A. imported	G. Johnson	Autumn 1978
Big Wheel	H. Remblance	T. Sneap jnr	Winter 78/9
Big Wheel	Robertson (Aberdeen)	Farrow	Spring 1979
Chairoplanes	Adlams	J. Harris	Winter 78/9
Dodgems	K. Emmett	H.J. Wallis	early 1979
Dodgems	A. Crole (Blackpool)	G. Irvin	11/78
Flying Coaster	G. Irvin	Cullum, Eire	12/78
Jets	E. Harris	Chessington Zoo	Winter 78/9
Jets	A. Botton	C. McIndoe	Autumn 1978
Jets	J. Guest	F. Jones jnr	9/78
Jets	D. Parnham	T. Holland	late 1978
Jets	A. Evans	J. Robinson	11/78
Jets	Felecey (Cleethorpes)	J.W. Codona	Winter 78/9
Octopus	G. Grey	F. Pearson jnr	Winter 78/9
Paratrooper	U.S.A. imported	B. Irvin	Winter 78/9
Rotor	Wynns	Grahams	Winter 78/9
Satelite	U.S.A. imported	D. Codona	Spring 1979
Skyliner	?	Manders	Winter 78/9
Swirl	S. Bailey	H. Smith	Winter 78/9
Twist	J. Stevens	W.J. Studt	Winter 78/9
Twist	W.J. Studt	?	Winter 78/9
Twist (Polland)	McCormick, Eire	J. Codona	Winter 78/9
Waltzer	A. Bell	B. Shufflebottom	Winter 78/9

ERRATA

Roses Jets and Dunwell Parnham's Twist are not in fact sold, as was stated in Vol. 2, No. 1.

FORUM: The page for your comments & queries



Trabants

Mike Haworth would like to know if anyone can supply information on the history of the Trabant (satellite) ride. Photos are also required, and Mike will pay for these, as well as refunding postage. He can be contacted at 21 St. Mary's Hall Road, Crumpsall, Manchester, M8 6D2.



Henry Wallis

Lancashire section showman and member Henry J. Wallis writes to say that he is anxious to track down any material relating to his great-grandfather. This could include photos taken by him, photos of him, or any of his equipment, and newspaper cuttings about any of the fairs he used to attend, or giving any other information about him.

Henry says he will meet any reasonable expenses incurred, and anyone who feels they may be able to help in any way can contact him at 13 Heathfield Road, Maghull, Merseyside.



Shayler's Amusements

R.F. Fright writes from Castletown Engineering, Upper Beeding Steyning, West Sussex, BN4 3TF, to say that he has been asked by Sussex showman Peter Shayler if any FAGB members can supply any information on the history of his three rides. These are as follows:

Lakin 9 car Swirl, once travelled by Con Oxley in the Kent area.

Supercar Speedway track, 70' x 50', previously owned by Peter Prateley and Ted Prateley, snr. of Banbury.

36 seat Chairplanes, formerly sited in Felixstowe Amusement Park, where they were last used in Summer 1973.



Sheppard's Gallopers

E.J. King, of 151 Banbury Road, Kidlington, Oxford, OX5 1AL, writes to ask if anyone has any idea what happened to the Gallopers which used to come to Oxford c.1920-5. They belonged to T. Sheppard, and came from Northamptonshire. Mr. King is also anxious to purchase a photo of the Butlins, Minehead, 3-abreast. They were, of course, built in Oxford by Allens; this firm still exists as Grove, Allen and build telescopic cranes, etc..

GALLOPERS PROJECT - 6

James Shipley's 3-abreast, (G40) advertised for sale last year, is no longer at Stourport-on-Severn, and is thus presumably sold.

As most people will now know the set of Gallopers (G101) travelled by the Ashley family until 1974 was recently advertised for sale in the "World's Fair", where it was described as incomplete. It would appear that most of the gearing, etc. has been stripped from the centre and centre engine. The brasses are all missing, as are the rounding boards, shutters, and cockerels. Only just over half the horses, a superb set carved by Charlie Spooner, remain, and the complete organ unit has disappeared.

News comes from London member Malcolm McKenzie about the J Beach set, (G102) which has been stored for about three years now in the family yard at Ashford, Middlesex. The organ and Scammell tractor GLF 725 'PRIDE OF THE SOUTH' are in an open fronted shed, and consequently shadowed by the packing trucks which stand in front. The other Scammell, TGJ 315, has the centre truck behind it. The latest news is that the set is thought sold to John Ayers, and should travel again, probably next year.

4-Abreasts

Only two four-abreasts now remain in this country, both originally Savage built, and both on permanent sites.

Butlins 4-abreast Gallopers at Clacton-on Sea, 1950.

(W. H. McAlpine)



Built for John Studt in 1900, this set was originally fitted with Savage 6 centre engine, No .762 'ENTERPRISE,' with 3 organ engine, No. 768. These engines are now thought to be in preservation.

This 14-section machine was returned to Savages in 1914, and subsequently resold to White Bros. Some years later it was acquired by Butlins, and has been at their Skegness camp now for many years.

The last set of gallopers built by Savages, this machine was turned out 1921, and delivered new to Harry Gray. Centre engine was a No. 6, No.899, with 3 organ engine 900. In 1945 the set passed to Butlins, and for many years was located at their Clacton, Essex, camp. In 1971 the ride was purchased by Harry Wigfield for restoration, and finally appeared at the Warwick Steam Fair in May 1977. Shortly afterwards, the machine was purchased by Messhams and installed in the amusement park at Chessington Zoo. The centre engine is now in J. Baldock's 3-abreast at Hollycombe.

F. A. G. B. SALES CENTURY OF TOBERS

Back copies

These are still available at the following rates:

Vol. 1. No.1 - 10p)
 No.2 - 25p)
 No.3 - 30p)
 No.4 - 30p)
 No.5 - 30p)
 Vol. 2. No.1 - 30p)

Prices include p & p to members

Membership survey - last few - 20p + 10p P & P.
 Available to members only.



BADGES

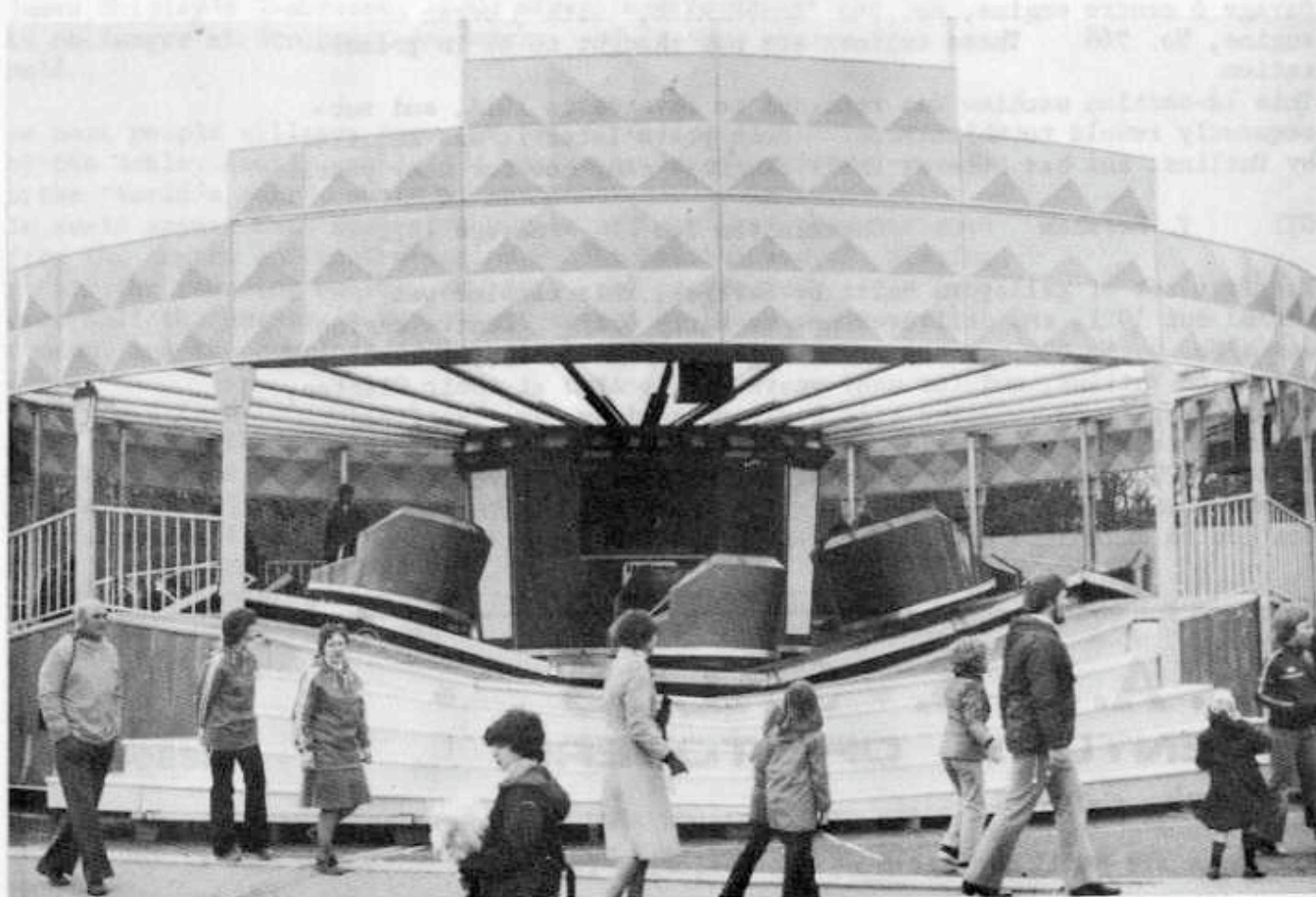
These are now available in gilt metal, with back fastening for lapel or as tie pin. Price £1 each; please include strong SAE.

Please order all of the above from the Sales/publicity officer:

Mr. P.A. Angel
 10 Norton Avenue
 PUTSON
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 HR2 6DN.

All P.O.'s and cheques must be made payable to the F.A.G.B. and crossed.

New Waltzer at Alton Towers



Brian Collins took delivery of a new Maxwell Waltzer earlier this year for his permanent site at Alton Towers. It would appear that the machine incorporates several new features, so a description may be of some interest to members.

The machine is a standing top with conventional back flat. Drive is hydraulic, with friction transmission to the rim. The bottom is aluminium, with high gates, although the centre is very low, so the platforms slope quite steeply up to the outside of the machine.

The dancer is aluminium, and fitted with a skirt, and supports one of the new style payboxes, similar in shape to the one in Billy Crow, jnr's Easyrider. Both platforms and run-ups are wooden, but the only wood on the machine. Although the platforms are alternately large and small, there is in fact little difference in size between them. The cars are moulded in colour impregnated metal flake fibreglass, and the paybox carry no additional decoration. Moving to the outside of the machine, both uprights and handrails are of box section aluminium. Shutters are again colour impregnated fibreglass, with no decoration. The base colour is pale pink. Rounding boards and pillars are constructed likewise, this time in sky blue. The front is made up of the rounding boards above which are two more boards of similar width in the middle, and two half width boards, one either side. The ceilings are in transparent fibreglass, and no lights are fitted.

WHEN DID IT ALL BEGIN?

by Stephen Smith

In 'Century of Tobers' (Vol. 2, No. 1) there appeared a letter from member, Mr. B Fielding of Liverpool, who submitted an article reproduced in a Halifax paper which suggested that there existed in Yorkshire, a steam roundabout in 1863. This precedes previous records by two years and holds claim to the title of the earliest recorded application of a steam engine to drive a fairground ride. Further research on the subject of the development of the steam ride has revealed the following information.

David Braithwaite, in his book 'Fairground Architecture', states that "Sidney George Soame presented the first steam driven roundabout" at Aylsham Fair in 1865. He claims this is "the first one on record", but he is mistaken. Soame's application was crude and inefficient it would seem. It worked by means of a portable engine built at his works at Marsham, and drive was by a flat belt. The position of the engine in respect of the ride does not seem to have been recorded, but Anthony Beaumont has suggested it might have been "a locomotive engine which ran on a circular track inside a ring of hanging horses".

Steam engines had been used on the fairground since 1860 when mention is made of a "donkey engine" driving a barrel organ; it was also about this period when Savages built their "peep show" engines. Hitherto the earliest record of a steam engine actually driving a fairground ride had been in 1865, and that of Soame. Mr. Fielding's evidence disputes this. There did indeed appear a letter in 'The Halifax Courier' of 18th June, 1864 and I am most fortunate in having a photocopy of it as it was originally printed, but the copy I have was signed by one 'Safeguard'. The letter refers to the previous year's fair, at which there was reputed to have been a steam ride.

It seemed unlikely that such an appearance could possibly go unnoticed by the observant local press and I appreciate the help given to me by Halifax Central Library, who carefully searched through contemporary newspapers and sent me a photocopy of a lengthy article from the 'Halifax Guardian' of 27th June, 1863. The report of "Halifax Midsummer Fair" which commenced on 24th June, 1863, contained the following paragraph which not only proves the existence of a steam roundabout but also gives an insight to the evolution of the roundabout:

"Perhaps in no other section of the fair is the march of improvement shown more fully than in the "roundabouts". Instead of the old wheel, laid horizontally, and supporting horses and carriages of strange proportions, and which required the earnest and struggling labours of scores of 'young Halifaxonians' to set into motion, behold the gaily decked, canopied concerns in the fair! The horses and carriages touch not the ground, being suspended from the wheel overhead, which wheel is moved by a crank turned by hand power. As far as paint and gilt can go, these are perfection, and when lighted up at night by rows of gas jets, to the juvenile mind must be perfectly bewildering. But still further onward. Lo, from a quite corner is heard the shrill

whistle of the steam giant, and behold a roundabout of huge proportions, driven by a steam engine, and whirled round with such impetuosity, that the wonder is the daring riders are not shot off like cannon ball, and driven half way into the middle of next month."

This whimsical description unfortunately provides us with little insight of either the type of ride or the engine. It is, however, the earliest record, to date, of a steam driven roundabout at a fair. It is quite possible of course that earlier experiments existed and have so far gone undiscovered. In conclusion I would like to thank first Mr. Bernard Fielding, who brought the matter to light; I would also like to thank Halifax Central Library, and Mr. D. Bridge in particular, for the generous help given to me.

NEW 'FAIRGROUND ART' BOOK

"As some of you already know, F.A.G.B. member Geoff Weedon is currently preparing a book in "Fairground Art" which will be published at the end of the year by New Cavendish Books. He would very much like to hear from anyone who could supply him with information on the following showman's carvers and decorators: Anderson's of Bristol; C.P. Horner of Abbots Langley (known as Peter the Painter); Fred Packer; Whiting (a portrait painter who worked in Norwich at the turn of the century): and William Sconce and Co. of Kings Lynn.

He is also looking for good quality colour (preferably colour slides) or black and white photographs of the following boxing booths: Len Johnsons, Jack Gages, Bob Parkins, Harry Woods.

Any photographs lent, would be well cared for and safely returned and all help properly acknowledged in the book.

He would also like to know if anyone knows where there might be a galloper that still has Lakin's horses. Also, does any F.A.G.B. member have any pre-war catalogues from European fairground ride manufacturers that he might look at?

You can write to Geoff at 14, Norfolk Road, Brighton, Sussex BN1 3AA (Phone 0273 77064) or care of his publishers New Cavendish Books, 65, Marylebone High Street, London W.1."

RENEWALS

Members with YELLOW membership cards (Nos. 300-368) are reminded that their subscriptions are now due, and payable not later than 30th June.

PLEASE NOTE that all subscriptions and renewals should be sent to our new treasurer, Mr. John Ray, 57 West Way, Stafford, ST17 9XS. Please use the enclosed reminder form when sending your renewal; all cheques and P.O.'s should be made payable to the F.A.G.B. and crossed. Please enclose an S.A.E. for the return of your new membership card.

THE MODEL TOBER

PART TWO:

by Vic King

In my first article, I reviewed some of the building scales in popular use. The smaller scales of 1/76 - 1/48 & 1/32 are not all that common, and likewise the larger scales above 1/12. It is therefore reasonable to assume that the majority of modelmakers work in either 1/24 - 1/16 - or 1/12, and it is this range of scales to which I shall generally be referring in this and subsequent articles.

When taking up fairground modelmaking the fact that has to be accepted is that you will be virtually isolated as far as any help from commercial hobby sources is concerned. As far as I am aware, no one has yet marketed a kit of parts of any model fairground device, with the exception of one or two showman's engines. You will therefore have to make most of the parts yourself from available materials, but before a start can be made you must have a full knowledge of all of the workings and sizes of whatever you decide to build.

There are a number of ways in which you can obtain this information, the easiest being the acquisition of reasonable working drawings. Current manufacturers of fairground machines do of course have drawings of contemporary and sometimes extinct rides but they are very busy people and approaches to them for drawings will often, quite understandably, be ignored so this is a course of action I would not advise.

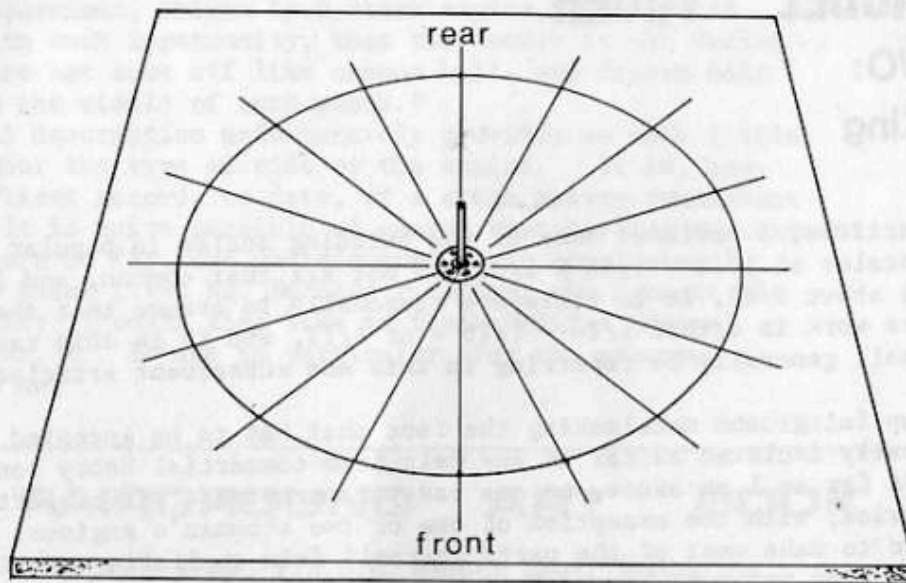
Quite a number of the original "Savage" drawings are held on microfilm at the London Science Museum, and you can research these yourself if you wish, but it is advisable to contact first to arrange a convenient time.

A few years ago, Bernard Murdock published a number of excellent drawings for modelmakers under the title of "The Showland Library". These were blue prints and were quite accurate interpretations of the actual machines, mostly drawn to a scale of 1/24th, but dimensioned to the full size machine sizes. As far as I know they are no longer available, but quite a number of well established modelmakers have them and a letter to the "World's Fair" might discover someone willing to loan or part with a set. I know that one of the series was of a "Dragon Scenic" of the early Orton & Spooner period and comprised about seven separate drawings.

My own "Model Fair Designs" series of plans are currently available and for the most part relate to the popular machines of the 1930s. Unlike the blue prints of Bernard Murdock, the ones that I publish are specific model designs, based fairly accurately on the original machines, but with all materials and parts specified, together with mail order supply sources - thus enabling the modelmaker to start immediately without the necessity for time consuming preliminary work. Most are for building to 1/24 scale but Gallopers can be built to this and larger scales. At the moment almost 500 modelmakers have taken advantage of this service.

The only other way to obtain the required information is to approach a showman and ask if you can measure up a machine. The best time to do this is when the machine is being built up in circumstances where the showman is able to take plenty of time. If you choose to do this it is also advisable to photograph the machine as many times as possible during the erection stages, including as many detail shots as you think will be helpful to you. You will of course need to borrow a 60 or 100 feet surveyors tape measure and a fairly long pole of batten marked off in feet with 3" divisions. From the information you obtain, it is advisable to quickly make rough drawings of the plan and elevation at the scale that you intend to build your model.

To construct a fairground model accurately, it is essential to have a firm, level



Marking out baseboard

base to build it up on. Blockboard or Chipboard of not less than $\frac{1}{2}$ " in thickness should be used and its size should be a little larger than the area of the model-including the steps. For models of 1/24th scale and smaller, the base will suffice if left as a plain board, but with larger models it is desirable to frame this up on the underside with $1\frac{1}{2}$ " or 2" square battens to keep it absolutely flat. The board should be sealed on both faces and if you use ordinary white emulsion paint, this will provide an ideal surface for marking out the base of the model.

To mark out the diameters, one would ideally use a beam compass but as these are quite expensive I would suggest the simple method which I normally advise in the M.F.D. building instructions. For this you will require a Meccano bushwheel and short Meccano axle and a strip of $\frac{1}{2}$ "x $\frac{1}{2}$ " aluminium (hardwood will do at a pinch) about 1" longer than the largest radius on the model. Proceed as follows - Drill a $\frac{3}{8}$ " dia. hole in the exact centre of your base board and insert the Meccano bushwheel by pressing the boss into the hole until the flange is flat to the base. Screw down bushwheel with 2 small c/s woodscrews. Next, drill a No.20 size hole in the aluminium strip - $\frac{1}{2}$ " from one end. Mark off from the exact centre of this hole, the longest radius and cut off squarely at this point. Insert the Meccano axle into the hole in the end of the strip and then into the bushwheel. Sharpen a hard grade pencil to a chisel shaped point and holding this firmly against the end of the strip, draw round the complete circumference. Any other circles required can be marked by simply reducing the length of the strip.

When you have drawn circles for all of the required marked out diameters-take an accurate "straight edge" and draw a "Centre line" from front to back of the base board, passing through the exact centre of the bushwheel. This line will represent the centre line of the front and rear sleeper (in the case of base built models). To accurately mark the centre lines of all other sleepers you will need a large compass or pair of dividers. Working round the each half of the largest circumference, divide circumference accurately into the number of segments required for the particular model you have chosen to build. Again using the straight edge, mark across all of the other sleeper centre lines, and in each case the line should pass accurately through the centre of the bushwheel. This method of marking out can not only apply to models with a sleeper base, but also to "spinning top" models such as Gallopers, where the same method may be used for the "Jigging" of swifts and platforms.

Marking out should be completed by drawing in the full width of sleepers or swifts and accurately marking the positions of post - gates - quarterings- etc.

In my next article, entitled "Which Model?", I will discuss some of the models suitable for beginners and the more advanced modelmaker, and give some approximate building costs.

BIG WHEEL MODEL

Member David Harrison of Hyde, whose models made quite an impact at the recent Manchester Fairground Extravaganza, is now busy building a scaled down Big Wheel for Blackpool showman Peter Sedgwick. Construction is now well under way, being mainly of $\frac{1}{8}$ " brass angle and $\frac{1}{8}$ " x $\frac{1}{16}$ " brass strip, fastened by $\frac{1}{16}$ " copper rivets. All the wires are to be fitted as per the real thing, and drive is to be via rope, rope boxes and pulleys. David says that Peter Sedgwick has been most helpful, and has provided original American photos of a Wheel being built at the factory, which are very detailed.

AREA NEWS

New NORTHERN Representative:

Barry Brown has now taken over as Northern Area rep., Jack Redpath having recently got married, and being rather busy at the moment. Our congratulations to Jack and his new wife Shirley, and also to Barry on his new appointment. He can be contacted at 32 Eastmount Road, Darlington, DL1 1JY; phone: 0325 484269.



LONDON & HOME COUNTIES:

Our congratulations to Ben Lovell on taking up the post of London Area Representative. Anyone wishing to contact Ben can do so at Flat 2, Windover, London Road, Harrow-on-the-Hill, Middlesex, or by phoning 01-422-9945.

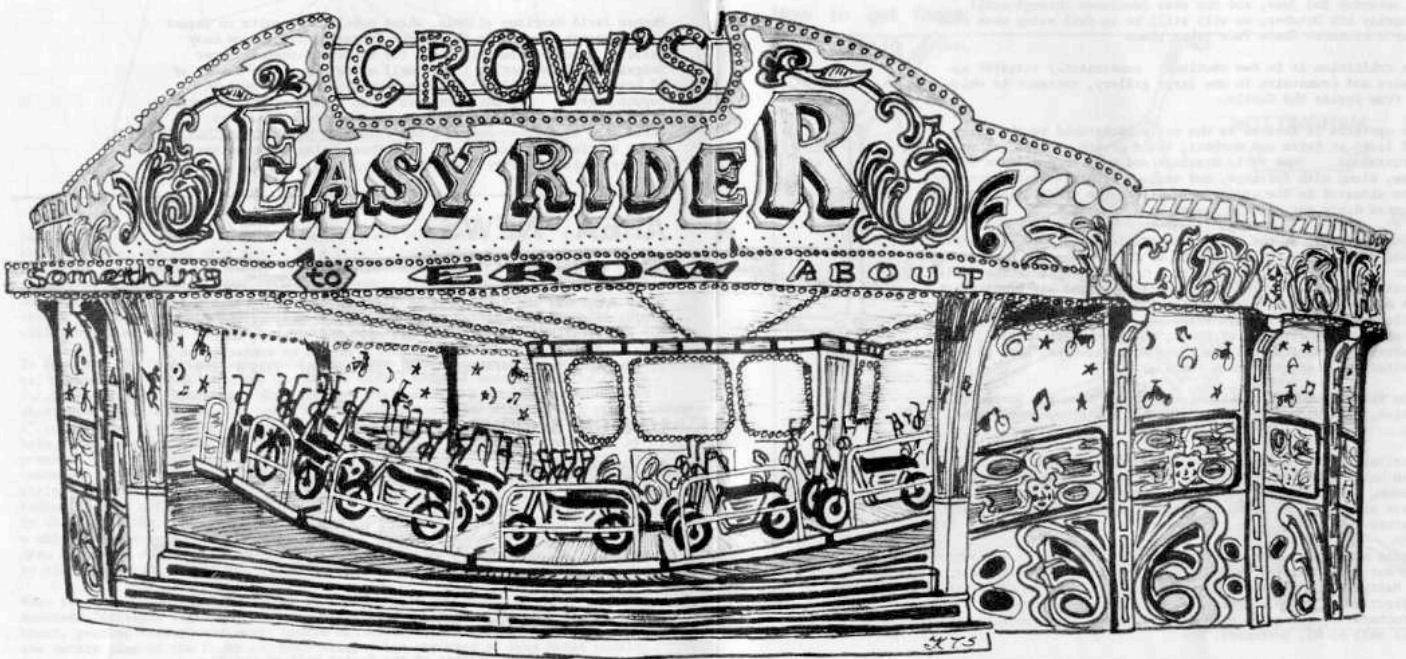
Plans are in hand for a social in the Ealing Common area at August Bank holiday. Offers of help, etc., would be most welcome, and members should watch out for further details.



Plans for another Stratford social

Following the immense success of the Social held at the 'One Elm Inn', Stratford-on-Avon, on Sunday 1st April, Rod Spooner is planning another for ~~Sunday 12th~~ October. With Stratford on the Friday, and Warwick that day there should be plenty of showmen and enthusiasm in the area. Rod is currently seeking a suitable venue, as the room taken previously at the 'One Elm Inn' is not now large enough. Anyone wishing to help, or who can provide suitable slides or films can contact Rod on 052-785-3869.

Sunday 14th



Billy Crow, jnr's, Maxwell Easyrider Speedway

MUCH OF INTEREST FOR GOOSE FAIR EXHIBITION:

(Nottingham Castle, 2nd June ~ 6th October)

Most members will already be aware of the Goose Fair Exhibition being staged at the Nottingham Castle this summer. Opening is on Saturday 2nd June, and the show continues through until Saturday 6th October, so will still be in full swing when this year's historic Goose Fair takes place.

The exhibition is in two sections: conveniently situated upstairs and downstairs in one large gallery, entrance to which is from inside the Castle.

The upstairs is devoted to the early background to the fair, and looks at fairs and markets, their growth, and social repercussions. Some early drawings and paintings will be on show, along with fairings, and various other items of interest. Also situated in the upper part will be the ex-Gilligan trailer mounted dooby set, kindly loaned by York museum.

The second part of the show is in the lower gallery, and this looks at the more modern aspects of fairs - tracing the development of shows, rides, stalls, etc. It is here that the really outstanding items are on show. Billy Watkins has kindly lent his entire Freak Show, famous for its attendance at many larger Midlands fairs until a few years ago. There will also be items relating to other kinds of shows, and especially Bostock, and Wombwell's Menagerie and Mme. Tassuad's Waxworks, both of which visited the Goose Fair many years ago.

From Kings Lynn once a selection of items from the Savage collection, consisting of various drawing, patterns, photographs, etc..

A collection of galloper mounts of varying age and type have been built up from many sources, including Wookey Hole, York Museum, John Newsome (Benllech Bay, Anglesey) and others. There are also many items of carved work from these and other sources.

Coming more up to date, the most outstanding item is the superb Ben Hur front painted by Edwin Hall, and used until recently by Matty Reid Jnr. on his Shooting Gallery. It is now in the collection of Pete Tei, and will be housed in a temporary structure adjoining the main gallery, along with the shop, which will sell books, postcards, etc..

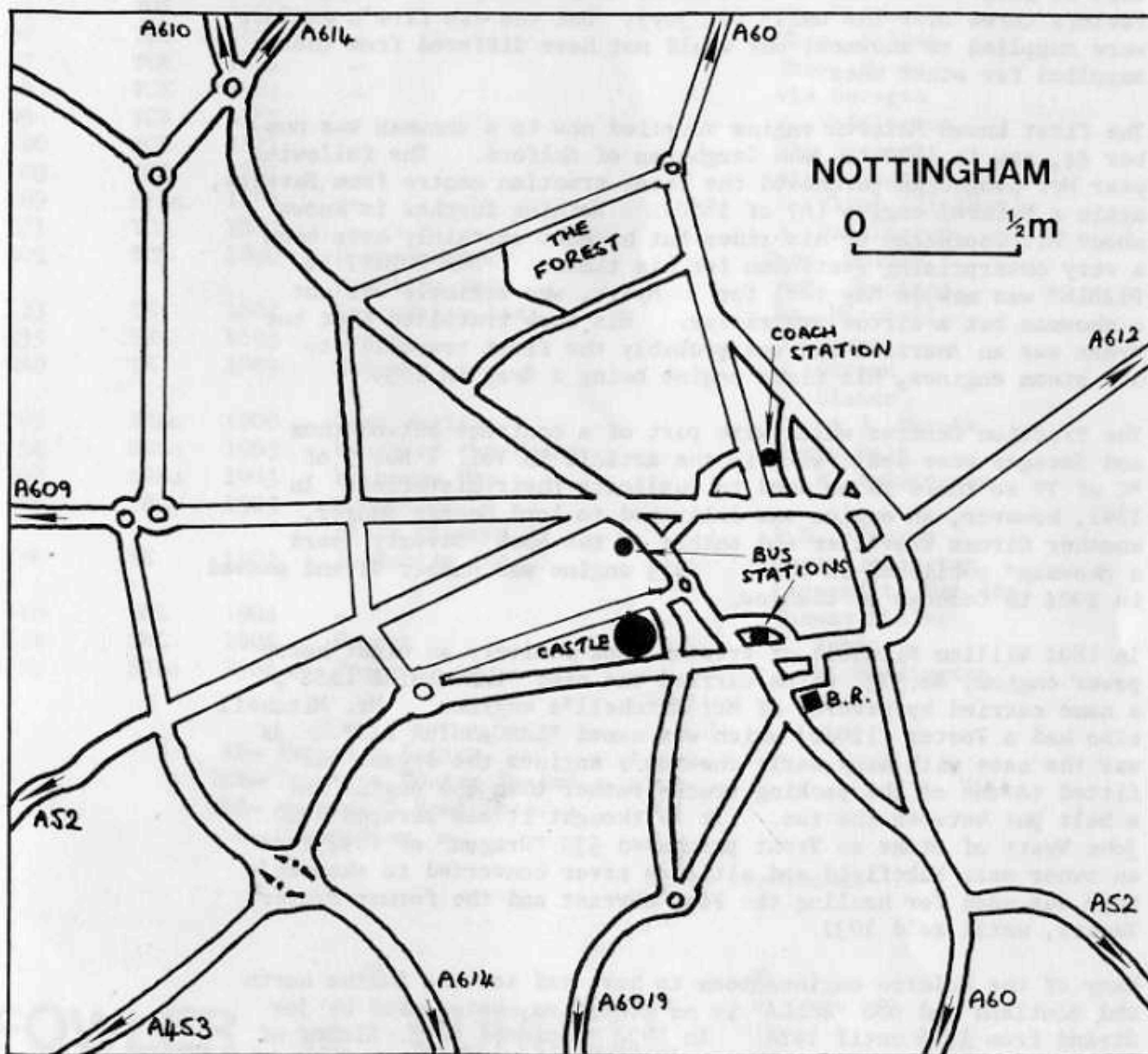
Other 'modern' items will include more boards from Pete Tei's collection; a selection of mounts, and other items from Edwards' Noah's Ark, including the pay box only recently replaced; the popeye from the ex-Ling Moonrocket, now owned by Philip Knightbridge; and more.

To bring things right up to date, there will be a few items of fibreglass moulding kindly loaned by Thos. Tinsley.

In addition to everything mentioned above there will be numerous other items, many still to be confirmed, along with large numbers of photos, posters, drawings and other graphic material. All in all, it should be an excellent exhibition, and great credit to the designer, Arnold Rattenbury. Most members will probably find it worth a visit - watch out for further details of the various events which will take place during the course of the four months it is on for.



How to get there:



DECISION NOT TO HOLD FAIR

The "Oxford Times" of Friday, 15th March, 1979, tells us that "despite objections from Warborough and Baldon Parish Councils, Wallingford Town Council has decided not to reinstate the August fair on the Kinecroft.

"This week members voted to stick by last September's decision to discontinue the fair".

McLAREN SHOWMAN'S ENGINES: PART ONE

by Stephen Smith

Having finished the series of articles on Fowlers' engines it is by request that the engines of J. & H. McLaren of Midland Works, Hunslet, Leeds, are examined. McLarens' yard was so near Fowlers' that it used to be said that McLarens used "the pieces which Fowlers threw over the wall" (D. Joy); but the two firm's engines were supplied to showmen, but would not have differed from those supplied for other uses.

The first known McLaren engine supplied new to a showman was number 44, new in 1879 to John Geoghegan of Salford. The following year Mr. Geoghegan purchased the first traction centre from Savages, again a McLaren engine (67 of 1880). Nothing further is known about Mr. Geoghegan or his rides but he must certainly have been a very enterprising gentleman for his times. "SIR ROBERT LE DIABLE" was new in May 1881 for J. Myers, who strictly was not a showman but a circus proprietor. His show travelled Kent but Myers was an American and was probably the first traveller to use steam engines, his first engine being a Bray in 1859.

The Traction Centres which were part of a contract between them and Savages were dealt with in the article in Vol. 1 No. 5 of "C of T" so there is no need to duplicate their histories. In 1881, however, an engine was delivered to Lord George Sanger, another Circus traveller and author of the book "Seventy Years a Showman" published in 1926. This engine was number 91 and passed in 1904 to Codonas of Glasgow.

In 1894 William Mitchell of Preston took delivery an eight horse power engine, No. 523, which carried the name "LANCASHIRE LASS", a name carried by several of Mr. Mitchell's engines. Mr. Mitchell also had a Foster (12940) which was named "LANCASHIRE LAD". As was the case with many early showman's engines the dynamo was fitted to one of the packing trucks rather than the engine and a belt put between the two. It is thought it was scrapped 1920. John Wyatt of Stoke on Trent purchased 535 "Dragon" of 1894 from an owner near Wakefield and although never converted to showman's type was used for hauling the Four-abreast and the former Danter Yachts, until sold 1932.

Many of the McLaren engines seem to have had service in the north and Scotland and 680 "BELLA" is no exception, being used by Joe Strand from 1926 until 1928. In 1928 it passed to J. Slater of Carlisle and was used with his Wiggle-Woggle and also Chairs, until 1930. 768 "PRINCESS MAY" was used by Walter Waddington with his Yachts along with Fowler "HERO" from which the Thompson and Walton crane now fitted to Harry Lee's Matador came. The McLaren ended its days threshing. There is something of an anomaly with 829 as this Fowler 9817 both travelled with J.W. Waddington's Yachts, later A. Birds, and both seem to have carried the name "PROGRESS". The Yachts were regular visitors to St. Giles and in later years were transported by two former Dennis buses.

Engine list: engines built 1879 ~ 1905

Makers				
No.	Type	Date	Name	Owners
44	TE	1879	-	J. Geoghegan
67	TCE	1880	-	J. Geoghegan
72	TCE	1880	-	Wm. Davies
85	TE	1881	Sir Robert Le Diable	J. Myers
91	TE	1881	-	Lord Sanger Codonas
95	TCE	1880	-	Wm. Mitchell
96	TCE	1880	-	Thos. Holden
97	TCE	1881	-	Thos. Hurst
98	TCE	1881	-	via Savages
99	TCE	1881	-	A. Waddington
100	TCE	1881	-	via Savages
103	TCE	1881	-	via Savages
169	SRLc	1883	-	L. Flint (Ireland)
271	TCE	1887	-	A. Waddington
402	TCE	1890	Bon Accord	Thos. Holden
			Rambling Kate	W.H. Jennings
523	TE	1894	Lancashire Lass	Wm. Mitchell
535	TE	1894	Dragon	J. Whyatt
680	TE	1899	Bella	J. Strand J. Slater
703	SRLc	1900	East Anglian	C. & J. Barnes
754	SRLc	1903	Kings of the Peaks	Harry Hall
768	SRLc	1903	Princess May	J. W. Waddington
775	TE	1903	Conqueror)	
			Black Diamond)	W.H. Church
776	TE	1903	Yorkshire Bob	Harry Ashington (Loaned to Manders)
818	SRL	1904	-	Thomas Miller
824	SRL	1905	Magnet	H. Testo
829	SRLc	1904	Progress (?)	J. W. Waddington

TE- Traction Engine
TCE- Traction Centre Engine
SRL- Showman's Road Loco.
c- Conversion

to be continued:- . . .

* * *

FOWLER vs. BURRELL

I answer to the article by the late Jack Wilkinson in "Century of Tobers" Vol. 1 No. 5, Mr. Wilkinson maintains that 'Fowlers' built the best engines for the showman, but I think his story is misleading, as there were more Burrells on the fairground and on agriculture work than any other make of engine. As for Fosters, they only built toys. Burrells built more engines at Thetford than all the other manufacturers put together.

I agree that a Fowler engine was faster on the road, with a load

behind her, but the noise from the gearing of a Fowler was enough to drive the driver/steersman scatty, and when a Fowler faced a steep down hill road, she could not hold her load as she was so highly geared even in bottom gear, and there is many sad of a Fowler running away on steep hills. A Burrell not quite so fast as a Fowler on the road, and would get to her destination up hill and down dale safely with an equal load. When a Burrells had booster dynamos fitted making the engine far more economical on fuel and water, as Burrells catered more for the showman than any other maker. Least but not last, Burrells dressed their engines more ornately than Fowlers, and when I was on the footplate in the 'good old days', many a time I can remember a crowd of young and old, some standing with awe while others were jumping with joy and admiration at my Burrell, a symbol of perfect engineering in every possible way.

G. Evans, Caravan Park, Gresford, Clwyd.



Amendments to Fowler Engines List

Vol. 1; no. 2:

6937 should be 6933
8212 should be 8218

Vol. 1; no. 3:

929? should be 9294, 'OLD BILL' later 'SWIFT'

Additional engines:

9490	B5	1904		J. Bryant
9610			Lady Betty	Wm. Cross
9634	A4	1903		A. Richards
9886	R	1903		S.C. Chapman
				Wright Bros.
9970	D2	1904		J. Toft (Ireland)
9991	R	1904	Haig	J. Studt
10289	R1	1905		?
10303	A5	1908		A. Brewer

Vol. 1; no. 4:

Additional engines:

10691		1906	Perseverance	A. Broughton
10697		?		J. McGirk
11484		?		R. Edwards

Vol. 1; no. 5:

Additional Engines:

12104		?		F. Blockly
12701		?	Joan	Botton Bros.
14100	A8	1914	Empress of Ireland	M. Wakefield
14401		?		Hives Bros.
144??	Tr	1914		J. Spencely

Vol. 2; no. 1:

Additional engines:

14858	B6	1918	Dame Clara Butt	J. Leonard
14952		?		P. Collins

PAUL ANGEL continues his survey of... **SWITCHBACKS**

To continue my survey of "Switchbacks" we must go back in time, away from the ornate and technically advanced "super scenics" to the first years of the last century, when Savages of Kings Lynn first developed and perfected the switchback machine.

The very early machines, known as toastracks, (this name taken from the appearance of their cars), were very primitive and little seems to be known about their ownership or history, although in researching I have come across many references to early machines.

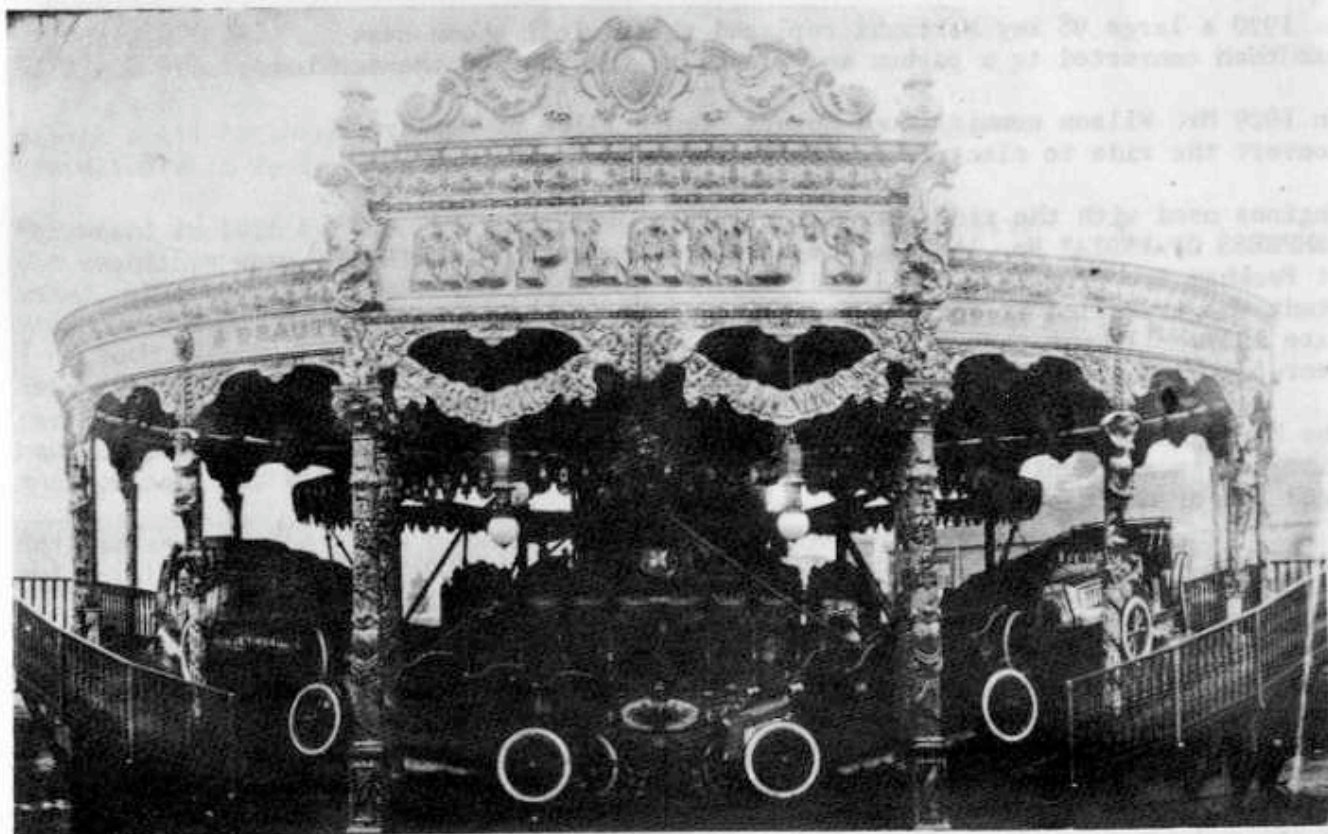
The task of research is colossal and I am not even going to attempt to put them into any sort of order however I have given them a reference as usual for purposes of identification.

I felt it might be advisable to wet the appetite by relating histories of machines which will be wellknown to quite a few of you.

SB1. Aspland & Howden's Gondolas

Built by Savages of Kings Lynn in 1894 these Venetian Gondolas were driven by a 4 H.P. double cylinder centre engine No. 740, with an 87 key Gavioli Trumpet organ gracing the centre. In 1906 the switchback was rebuilt with motor cars replacing the Gondolas but retaining the Gavioli organ.

Asplands' Motors with new front porch, Cleckheaton (Yorks), 1910 (Fairground Society



In 1910 Orton & Spooner fitted a large extension front to the ride and a few years after this the gondolas were refitted.

In 1926 the 110 key Gavioli from the Royal Bioscope was rebuilt by Verbeeck of London on the 98 key Maverghi scale and fitted in the centre. The 87 key Gavioli was sold to Chris Johnson for his gallopers.

After the Gondolas ceased travelling they were laid up at Ben Howdens depot in Bolton until in early December 1940 they were moved to Boston Railway Station where they were to be despatched to their new owner Mr. P. Cole.

One source says they passed through the hands of a Mr. G. Dunmoor who indeed did own at one time the Electric light engine No. 537 which he later sold to Mr E. Middleton.

Percy Cole travelled the ride regularly and during the 1955-6 winter converted it to electric drive but still retaining the centre engine now dormant and in 1958 the rounding boards from Hibberts Switchback were fitted, but retaining the existing front.

In 1977 the ride and organ were sold to the George Cushing Trust Museum at Thusford, Norfolk, and is being restored there.

* * *

SB2. William Wilson's Rodeo Switchback

Built from the track and centre of James Pettigroves Chariot Switchback. Some motor cars and a 87 key Gavioli were purchased and in later years a variety of animal cars were fitted, these included, Teddy Bears, Dragons, and Felix the Cat.

In 1920 a large 98 key Maverghi replaced the Gavioli whose case was then converted to a paybox and placed at the rear of the machine.

In 1929 Mr. Wilson commissioned Messrs. Grove Allen of Cowley to convert the ride to electric centre drive.

Engines used with the ride were Burnell "QUOVODES" No. 3938 and "EMPRESS OF INDIA" No. 1887. The machine stood partially erected at Peckham Rye from 1940 until 1945 when it was sold to George Studt who travelled it for two years then sold it to Billy Manning late 1947. It was then stored until it was erected at Clarence Peer Southsea early in 1960.

The Maverghi organ had suffered badly from storage and effects of time and an accident whilst the ride was being repaired, damaged the organ beyond repair.

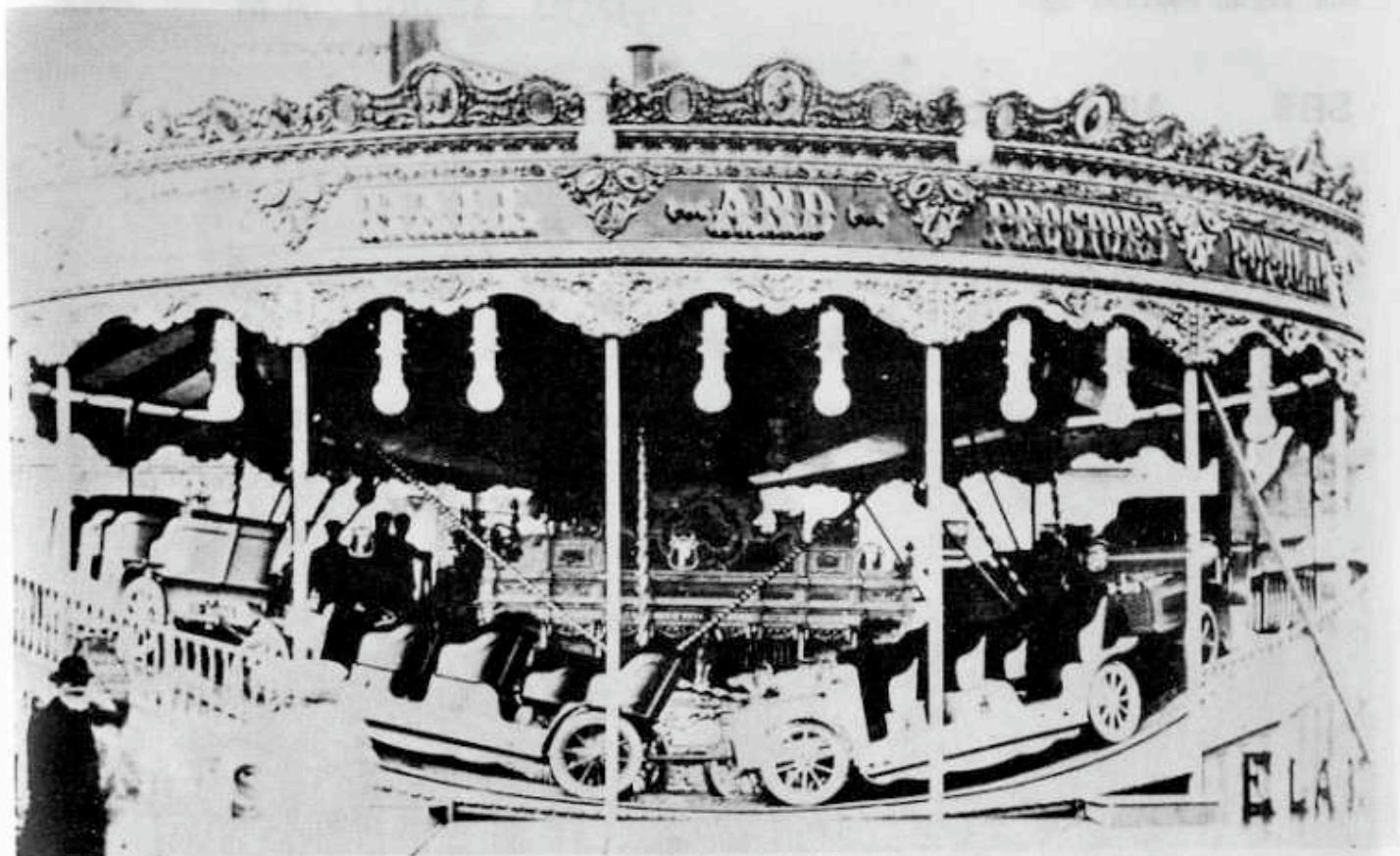
An 87 key Gavioli was acquired from Ireland once owned by Fred Ward of Kent and during the following years the carvings from the Maverghi were fitted to this.

Early in 1960 the organ was rebuilt by Victor Chiappa and by 1961 the ride had been completely restored and all of the heavy carvings refitted. However in the following years the ride slowly went downhill with the organ eventually ceasing to play.

At the end of the 1973 season the ride was bought by J. Williams

who repainted it and exported it to U.S.A. at the end of the 1974 season.

SB3. Hall & Proctor's Steam Motors



Hall and Proctor's Steam Motors

(L&DTEC)

Savage built believed 1907 with double-cylinder CE No. 839 and travelled with Fowler No. 11124 "LITTLE ALF" new in 1908

Purchased in 1926 by Woolls Bros. and converted to electric drive. the roundings were retained with jungle scenery and waterfall added, also the 112 keyless Gavioli (GV21) from J Crightons No. 2 Bioscope was cut down to 110 key and used with the ride.

This travelled until 1937 after which it was laid up at the firms yard at Erith. The organ was saved by George Flynn and has now been completely rebuilt and is in excellent order playing as it does on both 110 and 112 key scales.

Engines used during Woolls ownership were Foster 12505 "KING GEORGE VI" and Burrell 3804 "INDEPENDANCE".

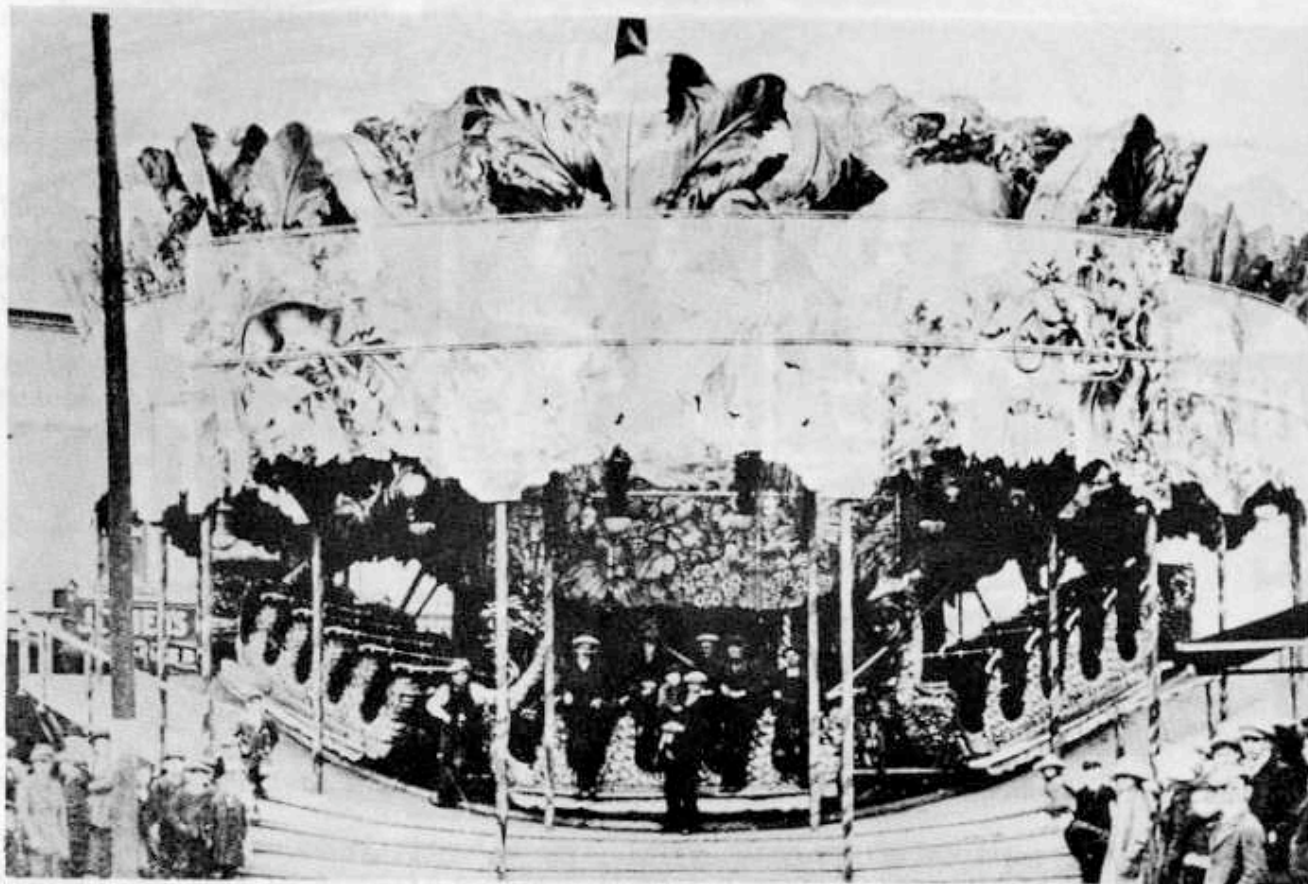
SB4. Hollands' Electric Motors

New in 1912 at Lincoln April fair. Later it was converted to a Whale Scenic and first opened as such in 1922. It had 9 whales, the extra one housing the organ's proscenium in the shape of a whale's mouth, which was the 89 key Gavioli from Annie Hollands

"Palace of Lights" Show.

Engines used were Foster No. 12514 "PEEPING TOM" and Burrell Special Scenic No. 3724 "VICTORY". The ride was laid up for many years then sold to Butlins who used it at their Edgebaston Amusement Park near Birmingham built up minus roundings and uprights and the organ boarded up.

SB5. Albert Holland's Dragons



Savage-built Motors new for Walter Murphy January 1910 with CE No. 855; 5 H.P. Double-cylinder engine.

The ride was acquired by Holland Bros. after the first World War and fitted with the Roundings and Scenery from Ralph & Pedley's scenic.

In 1919 the ride was rebuilt by rail with Burrell No. 3093 "DREADROUGHT" taking the organ truck.

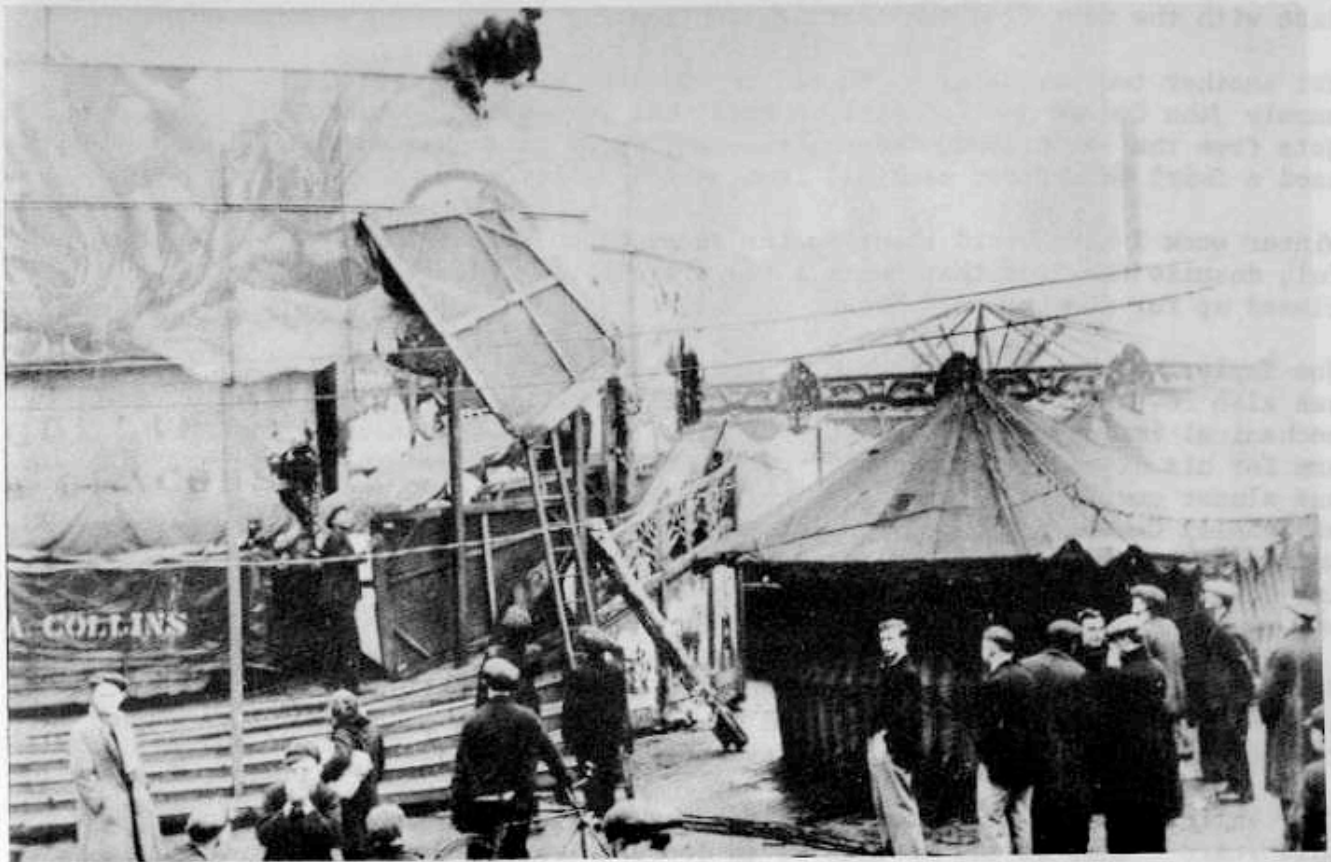
In 1922-23 the ride was electrified by Orton & Spooner, who fitted it with four Peacock cars, a balcony, "Brittania" extension front and four golden caryatids on the front pillars.

The machine was then accompanied by a new Burrell, No. 3909, "PRINCE ALBERT" (now renamed "SIR WINSTON CHURCHILL".)

The organ was the Ex Edwin Laurence 112 keyless Gavioli converted

to 110 key scale. The scenic was laid up for some years at Sand-
acre and then sold to Butlins during World War II and later
broken up by then.

SB6. M.A. Collins' Dragons



M. A. Collins' Dragons building up at Bolton New Year fair, December 1935 (W. Coley

Savage Motor Car scenic built to the order of Patrick Collins in
1911 with new Barrell No. 3291 "EMPEROR" and Foster No. 13052
"CLARA" new in 1913.

Shortly after the first world war the motors were changed to
Dragons and in 1920 the ride was acquired by J. Collins and
gives to Michael Albert as a wedding present. The ride had a
deep extension front depicting George and the Dragon with the
Gavioli 110 key (GV7) installed in the centre.

In the late 1920's the ride was modernised and the waterfall done
away with, it then travelled in a much more bare form until one
Thursday night early in September 1947 when at Pendlebury, Lanca-
shire, it was destroyed by fire. The roundings were later used
on the firms waltzer.

* * *

Again I call upon all of you for constructive criticism of this article
and welcome any information however small and insignificant it
may seem to you.

SCOTTISH NOTES

by Stewart Thom

The last article I wrote was for "Century of Tobers" No. 3 so I came to conclusion that it was high time I let you all know that I am still alive and kicking, and of course keep you up to date with the news from the Scottish section.

Yet another two new machines to add to the list since last issue namely John Codona Jnr (of octopus fame) has purchased a set of Jets from the Wonderland, Cleethorpes, and Harry Smith has purchased a Swirl (his first machine) from Swales Bailey.

Winter work I have heard about so far seems to be quite plentiful, despite the fact that quite a few travellers have only been closed up for about 6 to 8 weeks.

Joe Taylor has had a new floor made for his Ex-Wilmot Swirl and has also re-panelled the cars so this should be a significant mechanical improvement on before. Leslie Burns has made a new arm for his divebomber over the 6 weeks he has been closed and has almost completed the new cars for the machine also. Both of Stanley Gamble and Sons' machines have been touched up by Andrew Easton this winter, a repainting of the uprights and rounding boards on the twist and touching up and varnishing of the Front and rounding boards on the Ex Billy Irvin Swirl.

Matty Taylor's Mont-Blanc/Speedway convertible (Ex Crows) has had the bikes and blanc cars painted up, and now sports an outer row of easyrider bikes (with stainless steel handlebars).

J.R. White's Dodgem was redecorated for the Kelvin Hall carnival this year. This is the machine which doesn't travel, but opens for the summer in Salcoats. A new set of Reverchon cars was also fitted (bought secondhand from Codona's A.P. in Aberdeen at any one season old).

I hear that Codona's have ordered 2 new sets of cars for the A.P. Dodgems and also their travelling one. This season, their twist will be in the Amusement Park and so will not be travelling - a sad loss as this was the best twist in the section. Stanley Taylor's Ex Whites Waltzer has been lowered by about 2 feet this winter by converting the centre to one in which the wheels are removed during operation. Previously the centre retained its wheels and had to be driven up on to a wooden framework rather like a set of gallopers. L. Horne and Nat. Codona's speedways are now the only two rides in the country which retain their wheels.

Albert Wheatley's Telstar Wheel has been trailer mounted over the winter months and John Walter Codona's "flying pigs" type jets have been converted into an octopus.

With about a dozen new machines in Scotland over the past year, competition is getting really fierce for ground. Established sites are now being hammered to death with extra fairs and new sites are in high demand. Dundee based Leah Horne and sons have successfully negotiated exclusive rights for 3 fairs a season in the City's Caird Park, in addition to their own fairs in their winter quarters, "Gussie Park".



Two more for the transport enthusiasts; ABOVE: A. Fletcher's Maudslay at Quorn (Leics) in September 1965, and BELOW: Culin's A.E.C. Matador tractor at Newcastle Town Moor in 1967 (Photographers unknown)



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.

SOUTH WEST fairs. Colour photographs of rides, shows, transport, road trains en 'route', etc. SAE for latest lists to N.P. Vanstone, 1 Valley Road, Bide, Cornwall, EX23 8EP.

* *

This small ads service is available free to all MEMBERS; please forward all ads in plenty of time for the next edition. Display ads ($\frac{1}{4}$, $\frac{1}{2}$ and full page) are also available rates will be supplied on request.

STOP PRESS

New Jackson Waltzer to All - days at Barmouth at Easter; their old Jackson Waltzer has been sold to Triangle Amusements Hunstanton.

Collins Bros. at Barry Island have now taken delivery of their new Maxwell Waltzer.

R. Lindsay has now taken over H. Case's Dodgem.

Ron Harris is now travelling a Big Wheel recently imported from the U.S.

R. Wilson & Sons have now taken delivery of an Orbitor from Richard Woolls, of Erith, Kent.

Couplands are now travelling the set of Gallopers formerly owned by N. Smith, apparently they are still unaltered.

A. Botton has now started travelling a Dodgem car track; this has a new Supercar bottom, and the old top from C. Heal's track.

Jimmy Botton has sold his Dodgem track to Billy Searle, and taken over the former Henry Botton track.

Michael Wallis's Satellite has now gone to its new owner in Scotland: D Knowle.

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