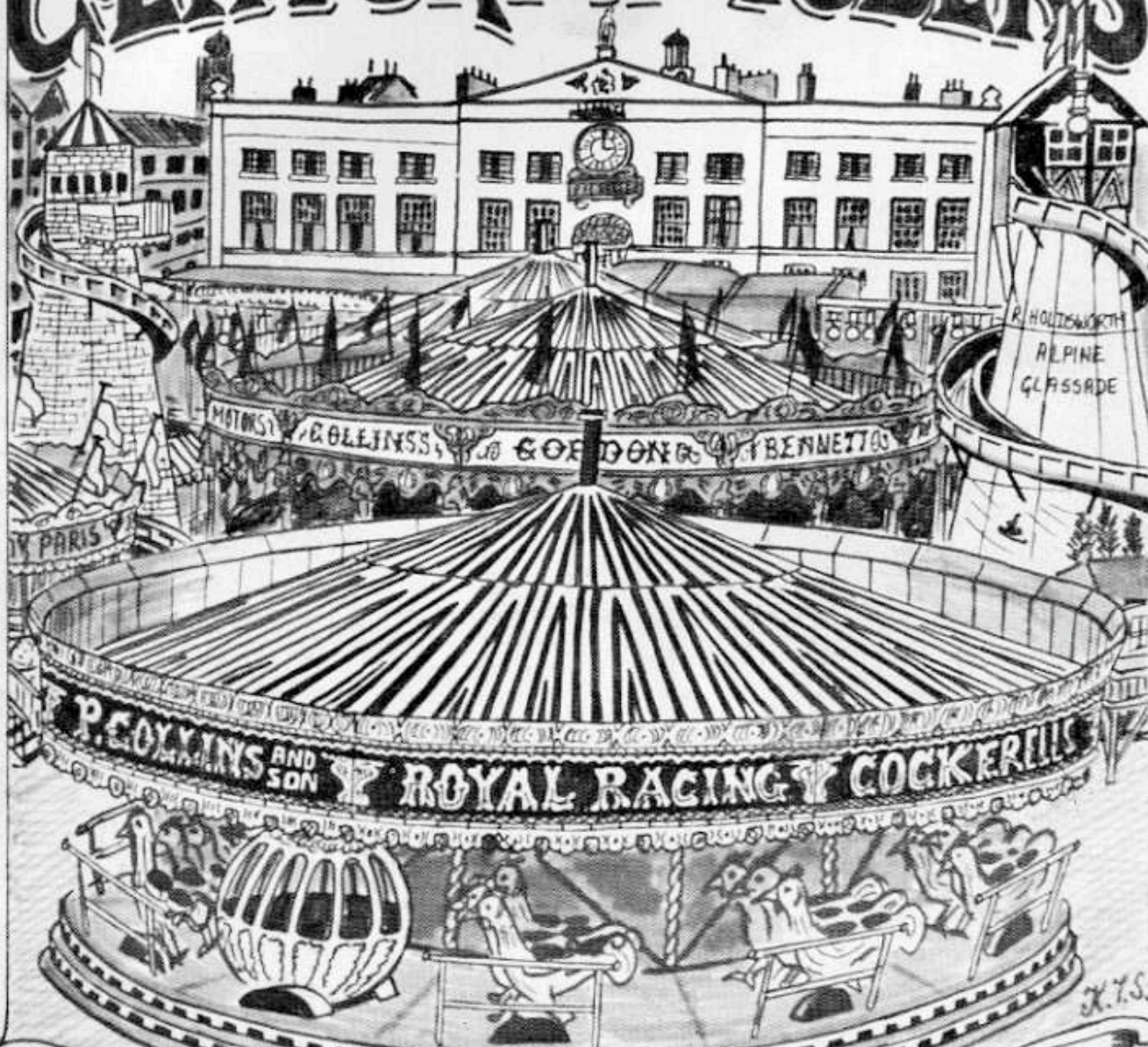


FAIRGROUND

ASSOCIATION OF

GREAT BRITAIN.

# CENTURY OF TOBERS



GOOSE

1907

FAIR.

INSIDE -

- \* SAFETY ON GERMAN FAIRS
- \* DEAKINS' BEN HUR
- \* THE MODEL TOBER
- \* MCLARENS
- \* CULINES

The Fairground Association  
of Great Britain:

Century of Tobers

Vol. 2; No. 3

Edited by Michael A. Smith

DECEMBER 1979

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

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

## CONTENTS

|                        |    |
|------------------------|----|
| Contents / Editorial   | 2  |
| Machine Changes        | 3  |
| Barry Island           | 5  |
| News from Yorkshire    | 6  |
| Coming Events          | 6  |
| Deakins' Ben Hur       | 7  |
| The Model Tober        | 10 |
| Culines'               | 12 |
| Safety on German Fairs | 16 |
| McLaren Engines        | 21 |
| Northern Notes         | 26 |
| FOCUS                  | 27 |
| Small Ads              | 28 |
| Stop Press             | 28 |

## EDITORIAL

Unfortunately, yet another long period has elapsed since the production of the last issue of "CENTURY OF TOBERS". I have had several setbacks; my new job has meant working away from home much of the time, and the recent Manchester Fairground Extravaganza has kept me very busy when I have been in Manchester. This should all be sorted out shortly, with my permanent appointment to a particular depot location, so hopefully our magazine will return to its normal quarterly publication dates.

**WHAT YOU CAN DO TO HELP:** Don't forget that to keep going we need your articles, news items, photographs, and so forth. Suggestions are always welcome for improvements to the layout, new features which could be included, and topics which you would like to see covered. We like to keep the variety of material included as great as possible, so with luck there is something for everyone.

**AREA REPRESENTATIVES:** In the past we have included occasional news items from our area reps. We will shortly be re-electing and strengthening our reps, and in anticipation of this (at the AGM) might I ask that in future they could send in news more regularly, thinking particularly in terms of details of ride/transport changes, etc., within their area, as this sort of information is of interest to a great many of our members.

I would like to close by wishing all members and friends a very **HAPPY AND PROSPEROUS NEW YEAR** on behalf of myself and the committee.

Michael A. Smith  
Dec. 1979.

# MACHINE CHANGES:

## New Machines ~

| Machine             | Manufacturer  | Owner             | Date  |
|---------------------|---------------|-------------------|-------|
| Dodgems             | Reverchon     | Bob Wilson        | 7/79  |
| Flying Coaster      | Maxwell       | Tom Benson        | 6/79  |
| Flying Coaster      | Pollard       | Michael Wallis    | 9/79  |
| Galaxi (Trabant)    | Turnagain     | Billy Crow, jnr.  | 8/79  |
| Lifting Paratrooper | Leisure Sales | George Ling       | 9/79  |
| Meteorite           | Sam Ward      | Billy Danter      | 9/79  |
| Orbiter             | Woolfs        | Bob Wilson        | 5/79  |
| Pathfinder          | Stocks        | Stocks            | 78-9  |
| Rib Tickler         | F.M. Jennings | F.M. Jennings     | 78-9  |
| Rib Tickler         | R. Bond, jnr. | R. Bond, jnr.     | 78-9  |
| Waltzer             | H.P. Jackson  | Allday (Barmouth) | 4/79  |
| Waltzer             | Maxwell       | M.A. Collins      | 10/79 |



## NEW RIB TICKLER

Lancashire section member Martin Jennings, and his wife Linda, with the Rib Tickler which he built last winter; the new ride is due for completion this winter, including decoration.



## Changes of ownership ~

| Machine        | From                               | To                               | Date      |
|----------------|------------------------------------|----------------------------------|-----------|
| Ark            | Wilson & Mason<br>(Chas. Heal)     | Wonderland A.P.<br>(Cleethorpes) | Summer 79 |
| Ark            | M. Morley                          | J.W. Remblance                   | Summer 79 |
| Ark            | W. Nichols                         | J. & J. Stokes                   | 7/79      |
| Ark (part)     | G. Sherratt                        | C. Coombs                        | 8/79      |
| Big Wheel      | U.S.A. imported                    | R. Harris                        | 78-9      |
| Big Wheel      | U.S.A. imported                    | G. Saunders                      | 78-9      |
| Big Wheel      | U.S.A. imported                    | J. Edwards                       | 78-9      |
| Chairs         | M. Vickers                         | A. Owen                          | 6/79      |
| Chairs         | ?                                  | G. Dekoning                      | 6/79      |
| Dodgems        | J. Botton                          | W. Searle                        | 78-9      |
| Dodgems        | H. Botton                          | J. Botton                        | 78-9      |
| Dodgems        | R. Wilson                          | J. Shipley<br>(Stourport)        | Summer 79 |
| Dodgems        | J. Shipley (S'port)                | P. Booth                         | Summer 79 |
| Dodgems        | H. Case                            | R. Lindsay                       | Spring 79 |
| Flying Coaster | U.S.A. imported                    | M. Houghton<br>(Whitley Bay)     | 78-9      |
| Gallopers      | N. Smith                           | J. Coupland                      | 78-9      |
| Mojo           | Roy Simons                         | Tommy Bradley                    | 8/79      |
| Paratrooper    | U.S.A. imported                    | R. Dailey                        | 8/79      |
| Satellite      | U.S.A. imported                    | K. Emmett                        | Summer 79 |
| Satellite      | U.S.A. imported                    | Lord Bros,<br>(Mablethorpe)      | Summer 78 |
| Satellite      | Scandanavia<br>(via Leisure Sales) | Jones Bros.                      | 4/79      |
| Satellite      | Michael Wallis                     | D. Knowle                        | 5/79      |
| Satellite      | Billy Crow, jnr.                   | S. Reeves                        | 8/79      |
| Skyliner       | S. Reeves                          | J. Manders                       | 78-9      |
| Swingaround    | Nordisk Tivoli Pk.                 | P. Collins (Barry)               | 78-9      |
| Twist          | M. Hammond                         | A. Scarrott                      | 6/79      |
| Waltzer        | Allday (Barmouth)                  | Triangle Ams.<br>(Hunstanton)    | 78-9      |

## ATHAS

Athas have now converted their ex-M.A. Collins' Maxwell Easyrider into a Waltzer. Nine of the cars have been taken from their small Lakin-built convertible machine, whilst a tenth identical one has been purchased from the manufacturers: Hibbertsons. The Easyrider style bikes are now being transferred to the large Orton machine, and it is expected that the Lakin Ark will now be sold.

## MARGETTS' GHOST TRAIN

The Ghost Train which Claudie Margetts acquired last winter from Tommy Bradley, of the Lancashire section, has now been redecorated to a very high standard by Newcastle based artist, and FAGB member Paul Wright.

# NEW RIDES AT BARRY ISLAND



Pat Collins' Waltzer, Barry Island, 27/5/79.

(P.A. Angel)

The 27th May, 1979, saw the first ride on another major investment in the South Wales amusement complex at Barry Island, by showman and Association member, Pat Collins.

The new machine, a 10 car Maxwell Waltzer was ordered to combine the most successful details of previous rides, together with many recent innovations.

It is a conventional three hill machine, and sees the return to the once familiar steeply sloping back flat, the entire bottom being of alloy, with wooden run-ups, uprights, and platforms.

Drive is conventional, from the centre, the dancer being chequer-plate aluminium, and supporting a new style rectangular paybox. Platforms are alternate large/small, with quite a big difference between them. On them are the fibreglass cars, which run on silent nylon castors. Handrails are moulded fibreglass, with the well-known face motif; decoration throughout the ride, including the paybox and cars, is traditional, with the basic colours being yellow and orange. Lighting for the machine being fitted is standard lamp battens. The delivery of the front flash and roundings are expected later this year.

Also new this year at Barry is the 14 car Swingeround machine, bought second hand, and open at a fair on the continent the day before being shipped over.

## NEWS FROM YORKSHIRE : Stephen Smith

There can be little doubt that Waltzers ride better 'up North' by their sheer number. The ex-J. Codona Speedway which Gordon Eddy purchased last year operates mostly as a Waltzer, without a flat back, and the motorbikes see very little use. The 8-wheel Foden 'Showman's Tractor' ARA 54G which travelled with the machine has been sold to Johnsons' for use with their Ark (ex-Gallaghers, Hull) and has been replaced with a box lorry.

The Ling family machines have seen further improvements and also an addition. David Ling's Easyrider, or as many will recall, Ben Hur, has a smart set of red perspex weather shields. Joseph Ling, jnr's, Waltzer has been given a set of rounding boards and front; made by Thos. Tinsley, they have yet to be painted, but when they are will make the machine much smarter. George Ling, who now travels the ex-W.H. Marshall Waltzer, has acquired a brand new Bennett Lifting Paratrooper. This opened for the first time at Oakes Park, Sheffield, on 1st September. It is built on an articulated unit, towed by Leyland TUM 123H, named 'the Gladiator', after Joe Ling's famous Fowler.

J.F. Day of Tip Top fame is now travelling an upright Paratrooper, mounted on an articulated trailer, but I do not know from where this has come.

Marshalls' L'Everest ride has made several appearances this last season, but has been 'topless' due to an accident caused by leaving it built up at Atlas Mills all winter; a new top is due to be fitted.

Harry Lee's Yachts remain in cold storage at Paley Road, but news is in that the 46key Chiappa organ from the set has been thoroughly rebuilt recently.

The Waltzer sold to Nichols to Simon Boak and Stephen Ross last year is supposed to be now owned by Carvills at Brislington, but does not (yet?) travel. It was opened only once by Boak & Ross, at Pickering Rally 1978, where both starter and motor burned out. As non-guild they were faced with problems, and thus the machine was sold after opening for only about two hours.

Browns' Arcade on the Esplanade in Bridlington (neighbouring John Ling's) had a brand new Jackson Waltzer early in the season, and plans are on hand to develop the site further.

---

## COMING EVENTS

LONDON: there will be an informal get together on 26th January, 1980, to mark the departure of our present rep, Ben Lovell, from the area. Bring your models, photographs, etc., plus a bottle if you want a drink. It will be held at Flat 2, Windover, London Road, Harrow-on-the-Hill, starting at 6.00pm. Our best wishes to Ben on taking up his new job in February, in the Lake District.

DARLINGTON: Northern rep Barry Brown will be presenting his first ever social on Saturday, 2nd February. The venue is the Speedwell Hotel in the city centre, close to the bus station, and only a stone's throw from the car park used by Crows for their fairs in the city. Anyone requiring further information should ring Barry on 0325 484269.

## PAUL ANGEL tells the story of **DEAKINS' BEN HUR**

A legend in its own life time, and if the old showmans' saying "a lucky machine" was ever true for any, it surely is applicable for this ride. Throughout its life it has been popular, and although 'modernised' several times, still retains its own particular atmosphere.

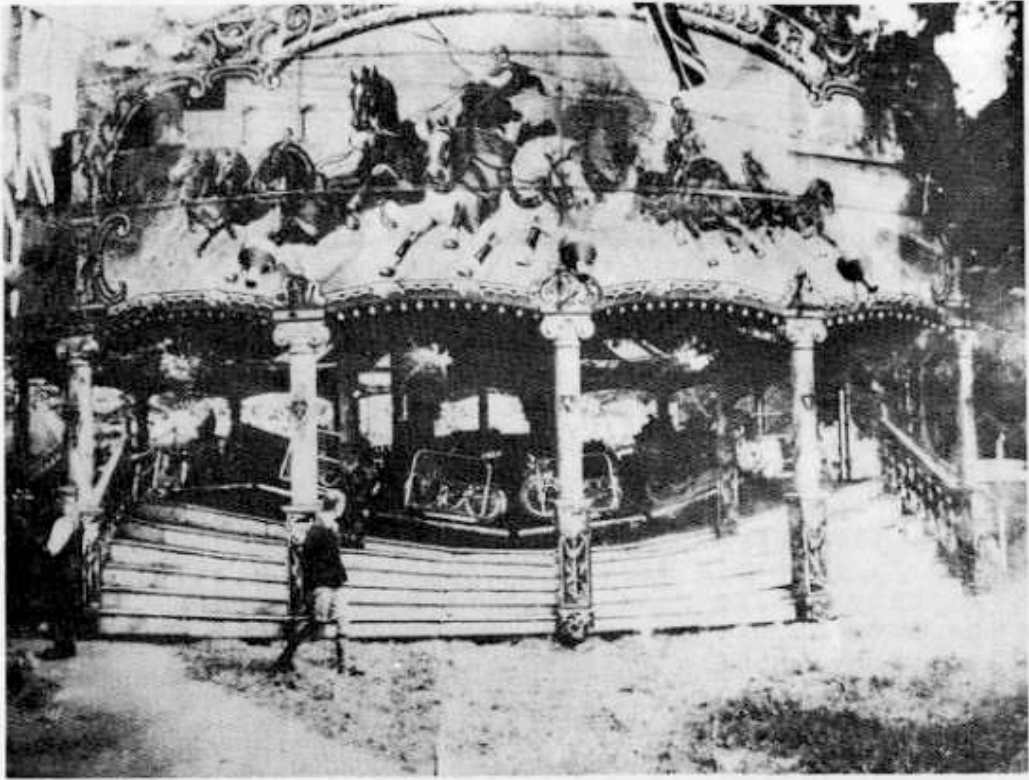
Early history is rather scanty, but what is certain is that it was built at a much earlier date than commonly believed. Built by R.J. Lakin of Streatham, London, and delivered new to A. Deakin; its original format included a four pillar extension front featuring a hunting scene, similar to the one which still exists, and is sometimes used on F. Pelham's Ark. Handrails were of the rustic foliage variety. A photo of the ride as above is recorded as having been taken by the late Harry Walley in August 1933; the one which appears here was loaned by showman H. Ravenscroft.



To commemorate the Coronation of King George VI and Queen Elizabeth in 1937, the ride was rebuilt by Lakins; it then featured a five pillar, 12 board front, depicting a Ben Hur Chariot scene, and bore the legend "Deakins Super Thrillar". New handrails were fitted which made the exceptionally steep hills more noticeable. Also at this time Motorcycles appeared amongst the mounts. The ride travelled in four box trucks plus its two-wheel centre. A photo of the machine in this state is shown over.

In the 1950's the large 12 board front was dispensed with, and in its place came the 8 board front with additional outward curving matching boards at either end. The roundings were reduced to only one section deep. The ride was travelled extensively in this form upto about 1964 when it was laid up in their yard. Six years of inactivity had taken their toll when Edward Tuson Studt purchased the ride, and it was soon decided that too much work was needed to put it on the road, and it was again packed away.

However, Mr Studt's son-in-law Abie Danter decided to attempt to travel it. I saw the machine in 1971, when it still retained the

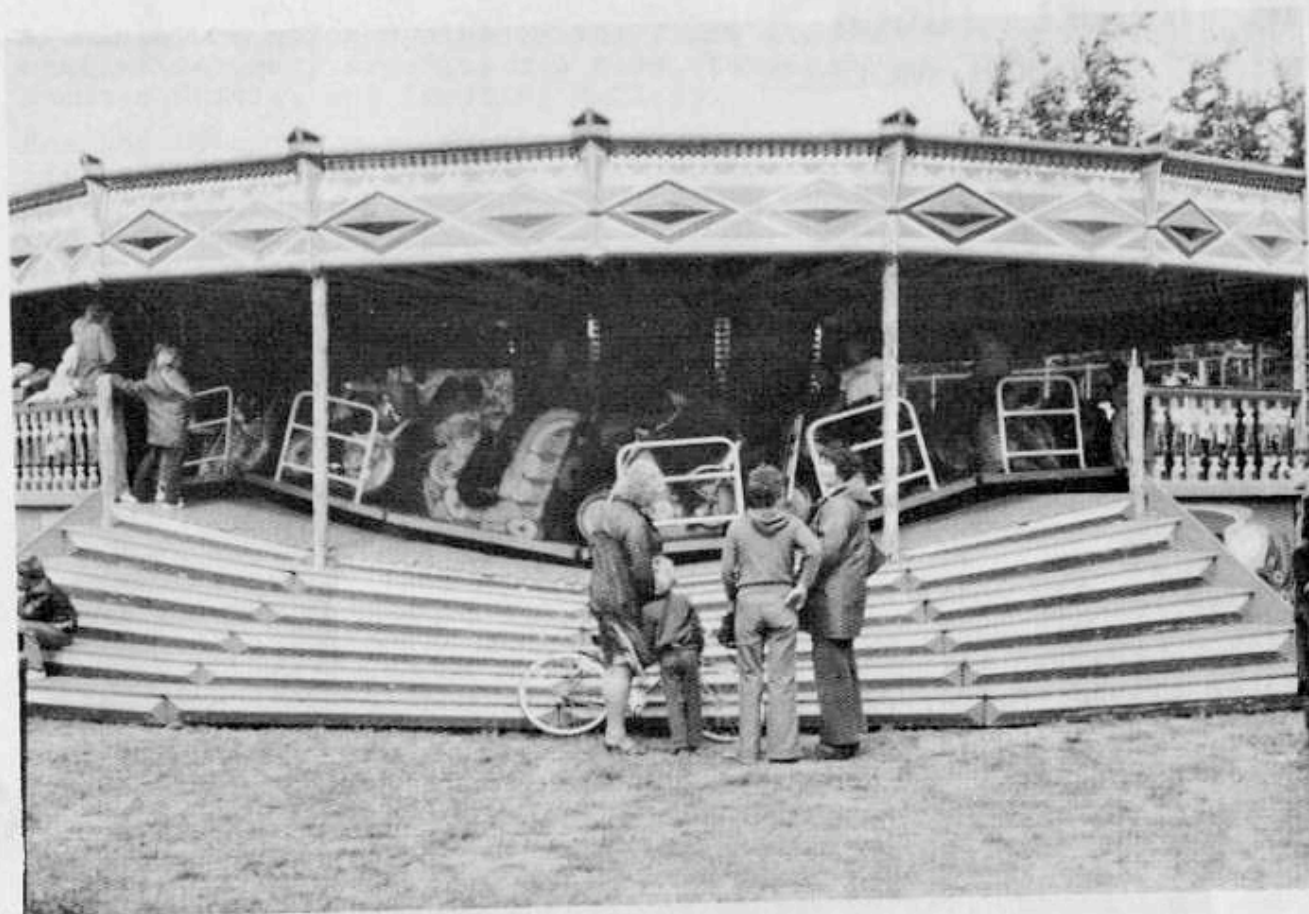


jungle scene shutters, paybox and original mounts. The roundings, front, and internal scenery had been quickly discarded. Following a great deal of repair work it was decided to have the machine completely rebuilt, the work being carried out by H.P. Jack-

A. Deakin's Ark building up at Banbury, 16/10/62. (P.W. Bradley







As it looks today: Abie Danter's Ark at Hereford Carnival fair, 7/79.  
(M.A. Smith)

---

son & Sons of Congleton, over the winter of 1973/4. A new paybox, shutters, and flat top were fitted, with a second-hand set of mounts. The originals were all sold to a collector in London.

Throughout 1974 improvements were made to the machine's lighting, and in 1975 a set of fibreglass roundings from Thos. Tinsley were added. In 1976 the outer row of motorcycles were replaced by Tinsley fibreglass Easyrider bikes; later the same year a new set of platforms were fitted. Other work carried out since then includes the addition of a further row of Easyrider bikes, fitting of fibreglass ceilings (1978), and replacing the conventional lighting with 40 strips of Mainwend on rafters and ceilings, also in 1978. New guard rails have also been fitted to the platforms.

1979 is probably the last year that the ride will travel in its life-long homeland, for it has been sold to Gary Grey, a Midlands traveller.



## F.A.G.B. BADGES:

These are now available in gilt metal, with back fastening for lapel, or as tie pin. Price £1 each; please include STRONG SAE. Order NOW from Sales Officer, 10 Norton Ave., Putson, Hereford, HR2 6DN.

# THE MODEL TOBER

## Part 3: WHICH MODEL?

by Vic King

We have now looked at the various scales, sources of information, and basic marking out techniques, but for a beginner the choice of a first model is very important.

If you are an engineer, technician, or craftsman by profession you will probably be able to choose almost any type of model, but if your employment is what is generally referred to as "white collar" and you have no other modelmaking experience, you should choose your first model with a certain amount of caution.

My advice to a modelmaker who is completely new to the hobby would be to start with a completely non-mechanised model, but this need not mean non-working. A fairground organ is a good example, and makes an excellent first model. It will test your skills at construction (mostly using wood), and decoration with some carving added if you wish, although there are ways of using fretwork techniques to achieve a "carved effect". By carefully concealing a small loud-speaker fitted in the correct position, your model can be made to work, and the addition of a number of miniature electric lamps will complete the effect. There are a number of other examples of non-mechanical "working" models which can be extremely attractive, such as the Wall of Death, which could also have a concealed speaker, playing tapes pre-recorded at an actual Wall of Death act. There are good opportunities for frontal lighting effects, and the display

---

1/24th scale model of a "Bioscope Show" based on Studt's. This was built in the early 40's by the late Neville Rainsley, who used to have a small show of models at St. Giles Fair in the 20's and early 30's. Now in the Oxford County Museum, adjacent to the Town Hall.



of miniature motor cycles on the front staging. Other models in a similar category are Bioscope Show, Boxing Booth, Wild West Show, Haunted Castle, and Shooting Gallery.

For the slightly more ambitious there are the simple revolving models and by this I mean the ones that revolve in one plane on a simple bearing, and have no harmonic movements, or complicated geometry. The following models would come into this category: Chairplanes, old time Dobbies, Monorail, most Juveniles, Big Wheel, and fixed Paratrooper. One might also argue that a Skid or Moonrocket would come into this category, but in fact these are models with quite complex driving mechanisms, and definitely not recommended for a beginner.

Finally, for the experienced modelmaker there are many harmonic rides such as Gallopers, Scenics, Switchbacks, Arks, Autodromes, Waltzers, Mont Blancs, and the Cakewalk, and the many modern machines using rotating and hydraulically operated movements, and constructed mostly of metal.

Of the harmonic rides, I would say that a Noah's Ark or Waltzer is probably the easiest to start with once you know the technique of constructing and assembling the moving platform. Designs for both of these are currently available in the M.F.D. range.

Your choice of model may of course be motivated by cost, although fairground model making, like most other forms of scratch building, is relatively inexpensive, when compared with most other modelmaking activities. The basic "house" structure of most fairground models can be built for not much more than you would expect to pay for one of the elaborate transport kits now on the market. Mechanisms and their costs vary considerably, depending on the model, and also in direct proportion to the degree of authenticity of the driving unit. Simple worm and wheel drives including a robust electric motor can be built for as little as £6, whereas an authentic type driving mechanism can be as much as £40 for a 1/24th scale model, rising to £100 or more for a 1/12th scale. With Gallopers there is also the additional cost of the brasswork to be taken into account. This may not be too great for a small model, but can be really frightening on a large one. What is generally not realised is that as the scale doubles, the mass or weight goes up 8 fold; for example, let us assume that the brasswork on a 1/24th scale model weighs 1lb, and costs £5, then for a 1/12th scale model it would weigh 8lbs, and cost £40.

Lighting a model to an adequate standard will probably cost as much or even more than its construction. A figure of 25p per lamp would not be unrealistic, but I will deal with this all important aspect of the hobby at length in a later article.

Many models of fairground rides can be built "on the kitchen table" with very basic tools such as a clamp on vice, fretsaw, junior hacksaw, hand drill, small screwdrivers, sanding blocks, and needle files. A hammer will hardly ever be used, except for centre punching metal parts for drilling. Not absolutely necessary, but very helpful for accurate vertical drilling, is a power drill mounted on a drilling stand. Modest equipment such as this will only be adequate if you have lots of available time, and are in no particular hurry. Also if you are content to fit simple worm and wheel drives.

There are however certain models that really can't be built successfully without the use of a small metal turning lathe, or being prepared to pay for the turned parts to be made. Gallopers would certainly come into this category, together with any other model requiring a sophisticated centre mechanism. If available time is an imp-

ortant factor, and you are prepared to indulge yourself with a few power tools, I would personally list them in the following order:

(A) A two speed power drill, with both vertical and horizontal stands, plus a drill vice for holding work while drilling.

(B) A small bandsaw, such as the Burgess, with general purpose and metal cutting blades.

(C) A small lathe such as the Unimat for metal turning and precision drilling, but you will need additional speed reducing attachment for turning steel parts. Alternatively, if you are working in 1/12th scale, or larger, you would most certainly need a much larger lathe such as the Myford ML10, or one of the series 7 machines to produce the parts required. Machines of this type will cost £500 to £1000, and should be considered only if your ambitions are likely to embrace the subject of live steam engines at some future time.

(D) A power fret saw or jig saw, as it is more often termed, such as the one marketed by Cowell Engineering Ltd., of Norwich. However, I have placed this item last on the list, as I have always found hand sawing to be almost as quick as far as plywoods are concerned.

With excellent small workshop machines such as these, it is quite feasible to cut building time to one tenth of that required using basic hand tools. Time can also be saved by using inexpensive "tools and jigs" which you can make yourself; I shall be referring to these in later articles.

In the next issue: Part 4 - Model mechanisms and Motors.

---

## The rides & transport of Fred Culine

by Barry Brown

A ride that enjoys much popularity among the County Durham villages that it visits is the Silver Rodeo Speedway owned and operated by veteran North-east showman Fred Culine. Much of Fred's yearly run is taken up with village galas; his only really big fairs being Newcastle Town Moor and the Miners' Gala at Durham.

The ride is still mostly in original condition, with very little modernisation having taken place. At a few fairs, part of the old front is put up in the shape of a cowboy mounted on a horse, with the words "CULINES LEAD" written underneath. The ride certainly looked grand when the large false pillars, which went round the complete machine, were erected (see photo), but sadly these pillars seldom make an appearance these days. Originally the machine was painted silver, this being how it got its name. The ride is of Orton manufacture, and was originally owned by Corrigans. A few years ago, Culines also travelled a small set of Dodgems known as the "GOLDEN DODGEMS"; this set passed to Arthur North in 1973.

Turning to transport, Fred uses two smartly painted and lettered "Mickey Mouse" cabled Foden eight wheelers, one being 883 HUP - a flat bed lorry, and the other, 882 HUP, being fitted with a frame body and set. As well as these two lorries, Fred has a large six wheel box truck; the large flat sides have been used to the full with "FRED CULINES SILVER RODEO" emblazoned down both sides.

The above transport replaced, in 1974, to older Fodens of the FG type. One being SUM 69, and eight-wheeler fitted with a luton box



Culines' Silver Rodeo at Newcastle Town Moor, June 1974. (M.A. Smith)

body, and the other a six-wheeler, CHN 182, which had a frame body and set. A third Foden FG eight-wheeler flat bed, PSN 665, was used with the Dodgem track, but was scrapped by Arthur North soon after he acquired the Dodgem from Culines.

## **F. A. G. B. SALES:** **'CENTURY OF TOBERS' Back Copies:**

These are still available at the following rates:

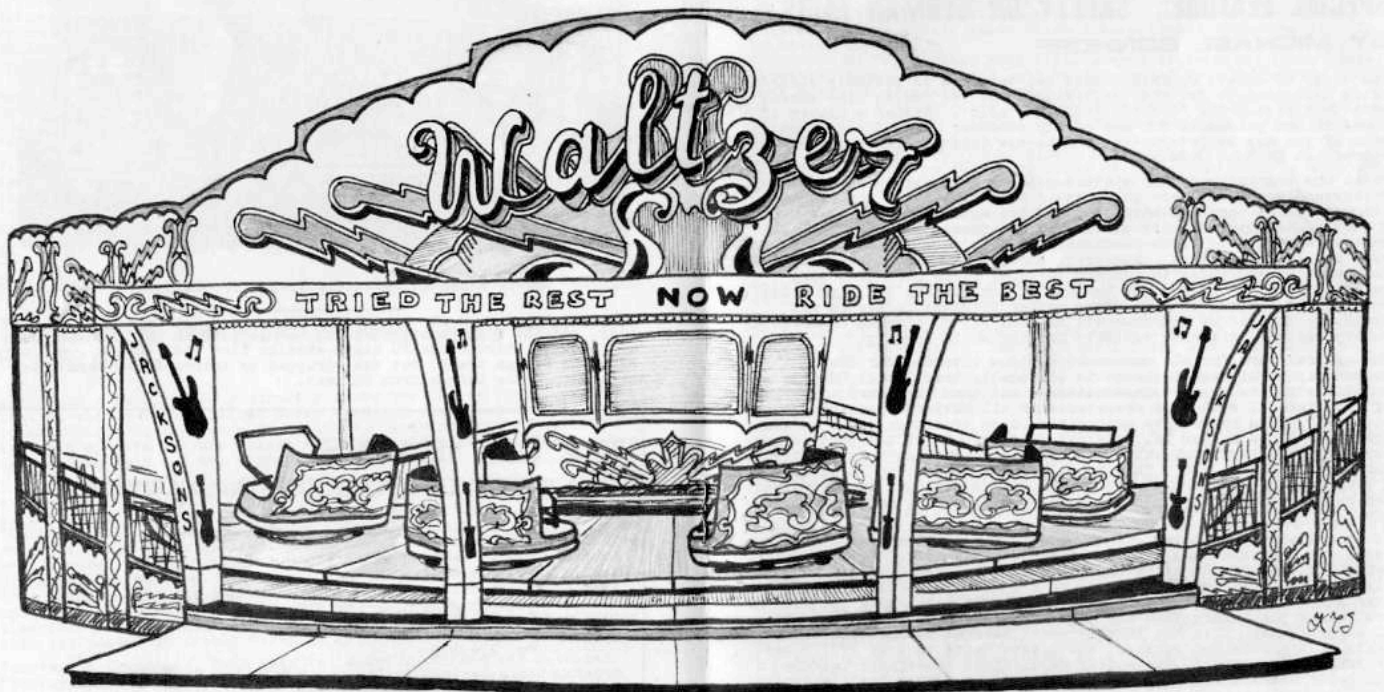
Vol. 1; No. 1 - 10p  
No. 2 - 25p  
No. 3 - 30p  
No. 4 - 30p  
No. 5 - 30p

Please add 10p P&P to total order

Vol. 2; No. 1 - 30p  
No. 2 - 40p

Orders should be sent to the sales & publicity officer:  
Mr P.A. Angel,  
10 Norton Avenue,  
Putson,  
Hereford,  
HR2 6DN.

All P.O's./cheques made payable to the F.A.G.B. and **CROSSED.**



Jacksons' (Southport) Waltzer



## **SPECIAL FEATURE: SAFETY ON GERMAN FAIRS**

### **BY MICHAEL BONHOFF**

The topic of safety on fairgrounds has been and is probably still being discussed in Britain, following those two tragic ride accidents last year. The "World's Fair" has also published a number of comments and proposals for new safety schemes. For a comparison, some of you may be interested to read how this problem has been approached in West Germany.

Until the beginning of the sixties special regulations concerning fairground equipment were only issued sporadically by the authorities of those towns in which major fairs were held. As there was a lack of technicians with sufficient experience in this field, general uncertainty often resulted in safety requirements which were highly exaggerated. Moreover, showmen even had to make changes in their own equipment to conform to local rules each time they built up on a new fairground because of conflicting building codes between the various states. This rather problematic system was obviously in need of improvement; the aim was to provide an official safety code of universal validity for the whole country.

The general term for all amusement devices intended for frequent reassembly in different places is (literally translated) "flying buildings"; i.e. mobile constructions, and thus the Board of Works of each federal state has competence in all matters concerning such equipment. The respective authorities made provision for a working committee to be called in, consisting of members of all parties concerned, including representatives of the two showmen's associations, the manufacturers, etc. This committee was authorised to undertake a programme of research towards developing a standard set of rules and regulations which would guarantee public safety on our fairgrounds.

It succeeded in compiling enough information to issue a set of proposals for a precise and legally binding safety code. By 1961 the code, entitled "Guide lines for the construction and operation of Flying Buildings", was introduced by a number of German states. Ever since the committee has been involved in developing the code by evaluating the information and experience gathered from its practical enforcement. This has brought about several changes and improvements of the original version, the latest being that of 1977. And as originally planned, the safety regulations concerning fairground equipment and the rules for their enforcement have meanwhile become fixed components of the official building codes of all German States.

Let us now take a closer look at this comprehensive safety code. It settles the inspection scheme, as well as all basic safety requirements in view of construction, installation and operation of fairground equipment, even imposing special conditions on the site where a fair is intended to be held (i.e. firm surface of the ground, access to freshwater supply and drainage systems, dimensions of approach

roads and emergency alleys, etc.)

Special regulations dealing with the construction of rides include such items as:

a) dimensions of staircases; "The depth of each step should be at least 24cm (9½"), but should not exceed 40cm (16"), with a height of between 14cm (5½") and 20cm (8") per step".

b) passenger vehicles; "Cars which swing out when the ride is in motion must remain at a safe distance of at least 50cm (20") away from other parts of the construction". "Openings used for boarding the cars, gondolas, etc, may not lie on a higher level than 40cm (16") above the platform of the ride, and must have locking devices such as safety bars, which remain closed while the ride is in motion".

c) "Open rides with lifting arms or swinging parts (Jets, Skydiver, Enterprise, etc) must be surrounded by a fence with alternate entrance openings not wider than 2.5m (8' 2")".

d) "The entrance openings of a Round Up cylinder must be completely covered by sliding doors which cannot be opened from the inside".

e) "Seats of Chairplanes must swing out higher than 2.70m (8' 10") whilst they are above parts of the ground open to spectators and passers-by. Otherwise the ground has to be fenced off accordingly".

f) "Moonrocket cars must be connected together by a continuous rope on the inward facing side as a precautionary measure against being flung out by centrifugal force".

There are similar rules for all other types of equipment like roller coasters, ferris wheels, rotors, fun houses, dark rides, dodgems, swings, etc, as well as walls and globes of death, beer tents and mobile restaurants, and even shooters. Regulations handling the operation of such equipment include age-limits and special instructions for the passengers, instructions for the operator, and also for the lads who collect the money ("not whilst the ride is in motion!"). Special requirements of operation settle maximum speeds of rotation for certain rides, intervals between consecutive starts of roller coaster cars, etc.

Of equal importance to these guide-lines is of course a control system in order to ensure that all fairground equipment actually complies with the regulations laid down in the safety code. Therefore an official licensing and inspection scheme has also been developed. This was again intended to ensure that all applications for building and operating permissions receive equal treatment by the competent authorities of every German state, and that the respective licences/certificates are also accepted throughout the country.

The scheme requires that before building any kind of new amusement device the showman or manufacturer hands in an application for a building licence at the appropriate issuing office (usually the inspection department of the Board of Works of their local state). The application must include all technical drawings, calculations, and descriptions of the planned construction in duplicate. The office then sends all technical data to a "department for the examination of constructional statics" for a revision according to the safety code. While phrasing the general guide-lines which form the safety code, one had been anxious not to define the requirements too closely, in order to leave ample space for the development of novel constructions. At this stage of application, however, all essential details of the proposed device have already been laid down, and it is now that additional requirements which might appear necessary can also be precisely defined. For that reason, the above mentioned



department usually cooperates with experienced engineers of the Technical Control Board (TUV), especially when the equipment in question is being regarded as complex. (This applies to all gravity rides, ordinary round rides of every kind, giant ferris wheels, rotors, jolly tubes, joy wheels and similar devices in fun houses, motordromes, tents holding more than 1000 persons, plus any novel amusement machinery.)

The reviewed data are later sent back to the issuing office together with a list of special requirements and conditions for the construction and operation of the device which have been considered necessary. If the office requires any additional information, it can ask other competent departments for comments. It then evaluates all the material received and compiles everything in a so-called "Construction Manual" (also known as the inspection book). When the applicant has received this manual he has the permission to begin with the construction of his equipment according to the examined data under consideration of the additional requirements.

From time to time, engineers of the Technical Control Board visit the manufacturers premises in order to take samples of the materials used, and to examine welded joints, especially on all parts of the construction under stress during operation (lifting arms, etc.). By the way, foreign manufacturers (which in this instance includes British manufacturers) wishing to export their products to West Germany have to provide certificates of origin for all materials used in their constructions to enable a similar examination.

When the construction has been completed, all complex equipment (as previously defined) has to be built up for a thorough inspection and for trial runs. As this approval testing can take several days or even weeks (as in the case for gravity rides with loops or corkscrews, for instance), it is recommended that the inspection takes place at the manufacturers yard, where corrections can be carried out right away, should they prove necessary.

The approval testing is being performed by the same engineers who had previously examined the plans for that particular piece of equipment. Now all parts of the finished device are being measured out and compared to the respective drawings and specifications in the construction manual. Other major items of this inspection include firm standing, safe functioning of the electrical system, the electronic control systems, emergency brakes, and so on, not forgetting the stress testing of rides.

For that reason the passenger vehicles are filled with loads exceeding the normal weight of the average passengers by several times. For ordinary round rides and gravity rides sacks filled with sand are normally used as "dead loads", but for the new giant swing boats (see drawing by Kevin Scrivens in Vol. 2, no. 1) one manufacturer supplied specially designed water tanks which fitted exactly across each row of seats, and which were heaved onto and off the boat by cranes.

Packed with these loads, the rides are given several trial runs. Even emergency situations are simulated, by cutting off the electricity supply, engaging the emergency brakes, stopping a roller coaster car in the middle of the track while other cars are following behind, and so forth.

After successful completion of the approval testing a permit is granted for operating the device on all fairs in Germany for a period of between one and three years, depending on the kind of equipment in question, as follows:

- i) mobile restaurants, beer tents and similar portable buildings - 3 years.
- ii) juveniles, slides, fun houses, motordromes, chairs, waltzers, switchbacks and other rides with simple rotating movement - 2 years.
- iii) gravity rides, fast running machines, and any type of novel machinery incorporating combinations of lifting, tilting, swinging and rotating movements - 1 year only.

After that period another thorough inspection has to be undertaken; the approval testing has to be repeated in order to receive a prolongation. After several years of supervision without any serious objections, the validity of the operating permit can be extended from one to two, or two to three years respectively. However, if a device is meanwhile undergoing changes of construction, another inspection has to follow immediately afterwards. The use of such a device is forbidden until the changes and alterations have been approved by the authorities.

In addition to the severe controls, intermediate safety checks are carried out on each and every fairground prior to the opening of the event. The checks are mainly in view of firm standing of the equipment, search for defective parts, examination of safety pins, bolts and chains, etc. Correct assembly is also being checked through, according to the data in the construction manual, and the results of these brief inspections are recorded in the manual.

The local inspectors also have the authority to compel owners of equipment which has been found unsafe to make necessary corrections before they are allowed to operate. A note of this would appear in the manual.

Up to this stage we have only looked at fairground equipment which was built after the new safety code came into force in 1961. What about all the "veterans" which were built long before that year and which are still around today? Naturally these devices did not comply in every respect with the regulations of the new code. In such cases an adaption to these regulations would have been very costly for the owners. Therefore the authorities also considered whether the device and all parts of it had so far stood the test in actual operation without failure.

For an examination, new plans and specifications had to be provided anyway, or existing data updated accordingly. The final decision as to whether extensive changes had to be made, or whether the device could be tolerated in its present state then largely depended on a comparison of the newly provided calculations of strain on certain parts of the construction with the actual stability of these parts. Other vital safety requirements were also taken into consideration.

In any case, the respective owner was granted interim periods of between three and five years to have the necessary changes or corrections made.

Although 31st December, 1969, had been set as the ultimate deadline for adaption to the new regulations, there may still be some rides around today which do not comply entirely with the code, because they had been stored for some years. For them, as well as for foreign equipment which is intended to operate on German fairs temporarily, the authorities would make provisional arrangements in a way similar to the one just described. British showmen wishing to take their equipment over to Germany for a season can consult the representatives of the Technical Control Board (TUV) for further details. Their address is:-

12/13 Suffolk Street,  
St. James's,  
London,  
SW1Y 4HG,  
England.

Phone: 01 930 7251.

The German system of supervising fairground equipment may sound as if it is rather wrapped up in red tape (which it is in some cases, apart from being quite expensive, especially for the ride owners). It also puts the local manufacturers in a difficult situation on the export market, because in addition to the application and inspection fees, high initial research and development costs for things like computer estimates of centrifugal force have a considerable influence on the fairly high price tags.

But concern for safety does of course pay off. For the German manufacturers, as well as those in the Netherlands, Italy and France who also apply the safety code to all their products, it is a great advantage to offer the highest possible safety guarantee, because today that is the best recommendation they can have.

To a large extent, the enforcement of the code also keeps foreign competitors out of the German market if they are not able or not willing (because of rising costs) to comply with these regulations.

And as for showmen, the inspection system relieves them to a certain degree of being held responsible for the safety of every part of their equipment. And even if a 100% safety record is unattainable, the whole industry is protected against overreactions of a single authority when the impossible does happen every once in a while. Therefore everyone in the industry has willingly accepted the safety code and inspection system, and everyone is very cooperative in this respect.

What is worrying the showmen, however, is a new attempt at making things difficult, particularly for the ride owners. Over the last year a proposal was being discussed by the working committee as to whether every owner and operator of a complex ride should be required to obtain a special operator's licence, by attending special training courses. The question now arises: what is it going to be next?

(Editor's note. My special thanks to Michael Bonhoff for putting in a great deal of work preparing this interesting article on a subject which is of such great importance at present. I would welcome serious comments, criticisms and suggestions, and I will be presenting a selection of the most interesting in a forthcoming issue.)

---

## SWITCHBACKS:

Corrections to Paul Angel's survey of SWITCHBACKS which appeared in Vol. 2, no. 2:

SB1 Aspland & Howden's Gondolas

Does anyone know when the outside balcony was dispensed with? It was still present at Salisbury fair in 1946.

SB2 William Wilson's Rodeo Switchback

The machine did make some appearances at travelling fairs in Billy Manning's ownership.

# McLAREN SHOWMAN'S ENGINES: PART TWO

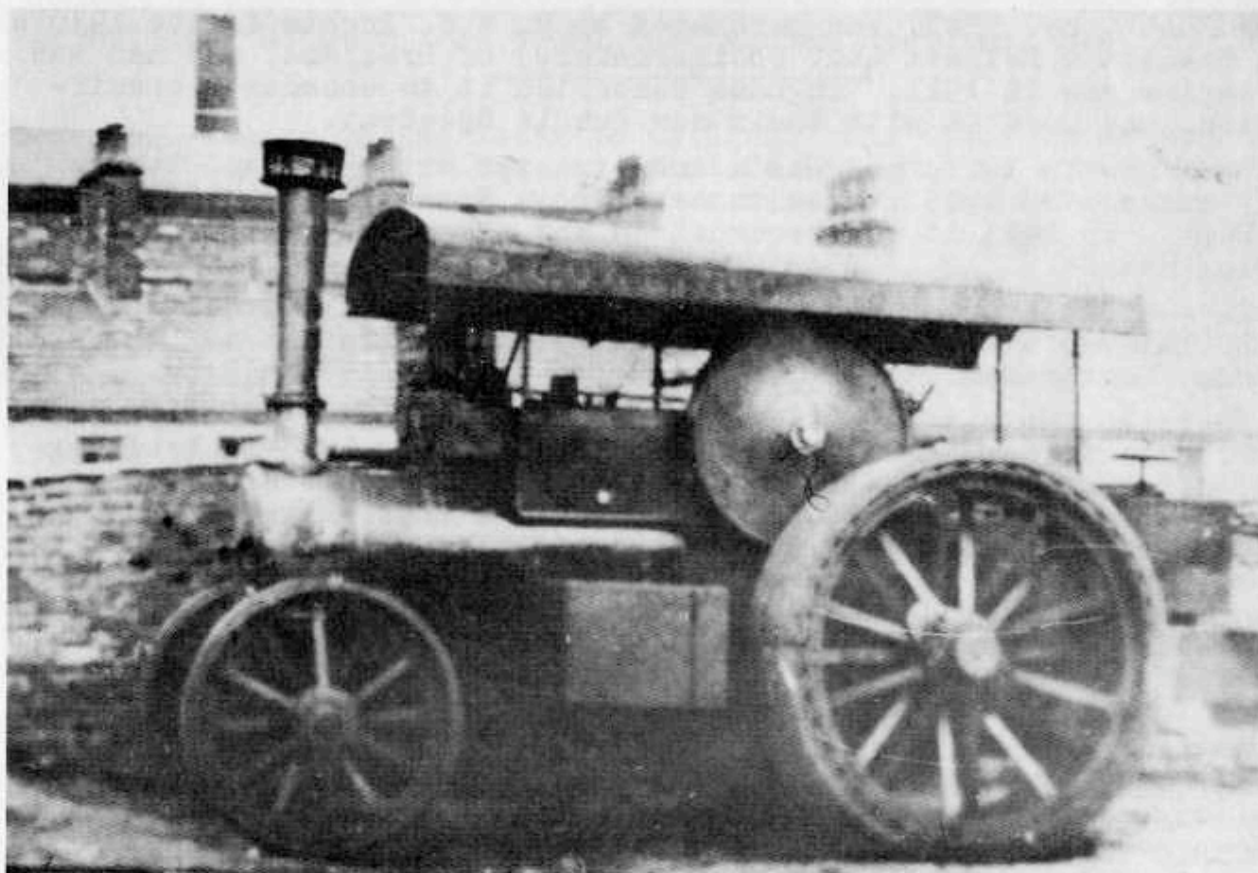
by Stephen Smith & Kevin Scrivens

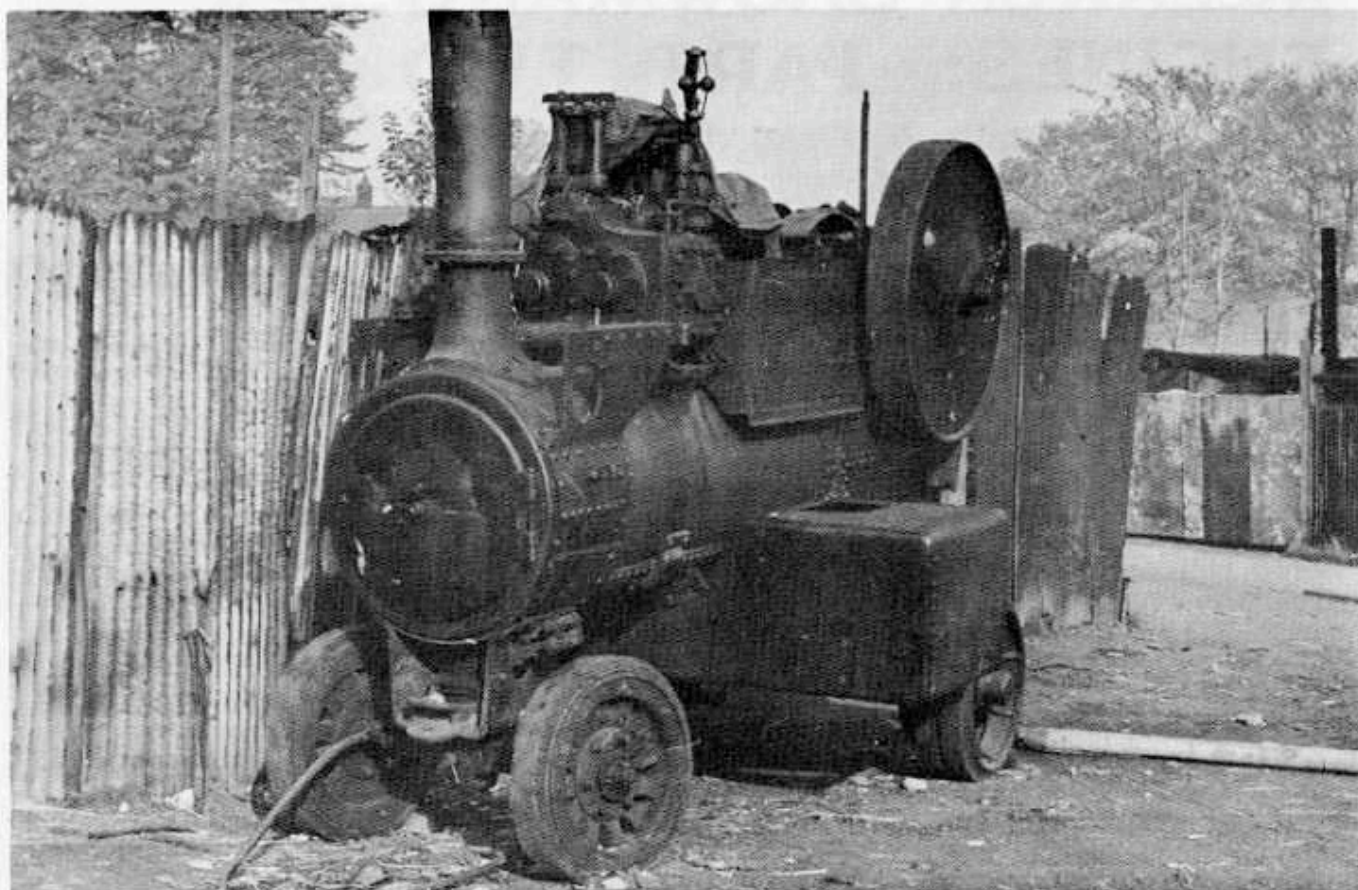
Steve Waddington's engine 956 "BEN HUR" never travelled with a machine of the same name. It replaced his aged Burrell 1915 "EXCELSIOR" and worked with his Cakewalk, and later Overboats, before being sold to Alan Knight in 1933 for use as a haulage engine. New to C. & J. Stubley of Batley in 1907, it was unusual in having rack steering, and was a 10nhp, DCC engine.

It is certainly true that the majority of McLarens used on the Tobers worked in the Northern half of the country. Another such engine was 1053, "MAGIC", of Arthur Bates. New in 1909 for Norman Box, Manchester, and converted to showman's in the 20's, it was used initially with the Gondolas, but by the 1930's was travelling with "Bates' Auto Scooter Cars", as the canopy boards proclaimed. During the war she was sold to Sir Lindsay Parkinson, and was used on an opencast coal site at Temple Newsham, Leeds, still complete with all showland fittings. "MAGIC" was one of the few engines which carried rows of electric lamps along the canopy, an idea much exploited by present day owners. The engine was cut up on site in 1946, by Wards of Sheffield, and at the time an employee commented in conversation to the late Jack Wilkinson about the "enormous number of brass screws used for holding the lamp holders in the cab" (L&DTEC Newsletter, 6/70). Another peculiar feature of "MAGIC" was the small rear wheels.

---

Pat Collins' McLaren 1436 "THE WHALE", Burnley, 1931. (J.R. Scott





Boiler and motion of 1599 (ex Collins), Tottenham 20/10/51.  
(J. Meredith)

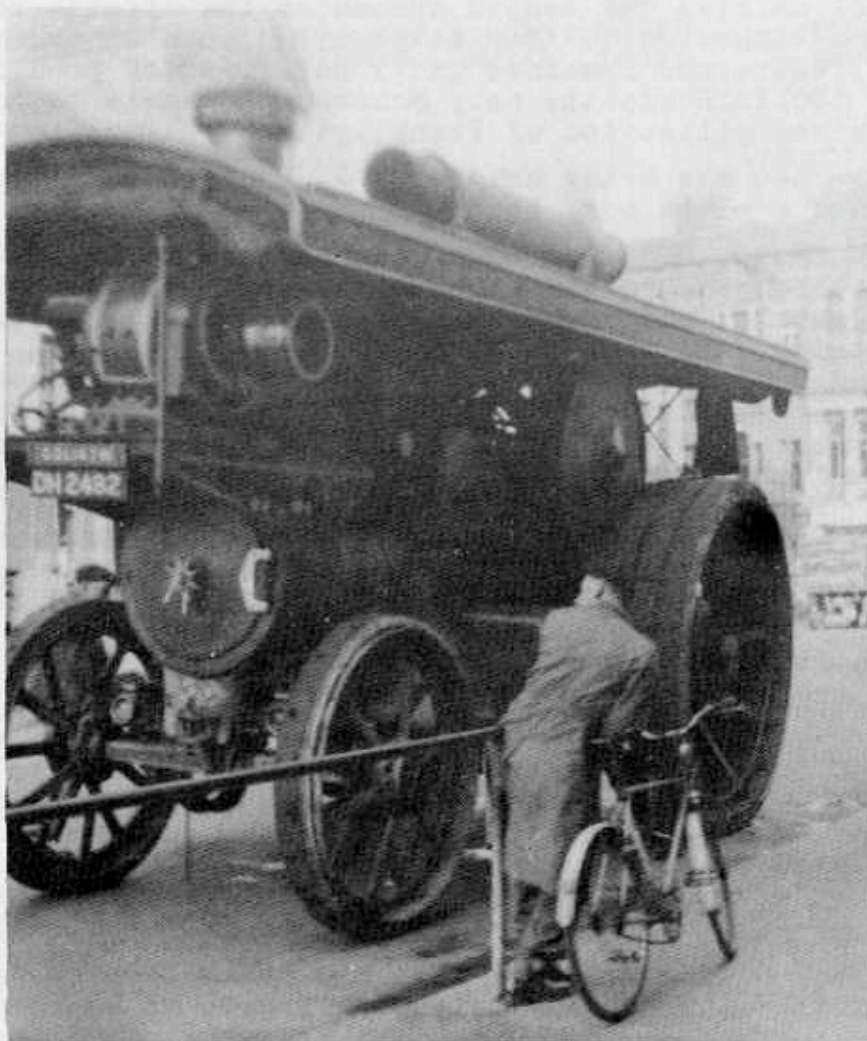
"JOHN BULL", no. 1247, was purchased by R. & E. Ingham in the 1930's from Hewlett & Kellett Ltd. (boilermakers) of Bradford, who had had the engine new in 1911. Inghams converted it to showman's specification, and used it with their new Jungle Speedway.

1301 was new in 1911, and was a 4nhp tractor with  $\frac{3}{4}$  cab and large belly tanks. By 1915 it was in service in France as no. 5501 of the War Dept. By 1923 it was recorded in the use of showman J. Harris, of Biggleswade.

Tom Kaye of Manchester used 1346 "SIR ANTHONY" with his Gallopers. By the late 30's this 8nhp engine was lying derelict at the Mersey Grounds, Northenden.

Two Scottish engines were 1523 "ROYAL SCOT" and 1578 "PRIDE OF SCOTLAND". The former was a 10nhp DCC road loco, new 1918 to Road Engines, Kerr Ltd. (Glasgow). By 1935 she was in use as a full showman's, accompanying Frank Codona's brand new Ark. Like many others she carried no brasswork. The latter engine, built in 1918 was with Joe White by 1920, and used with his Razzle Dazzle until 1929, after which she accompanied a Hey Day, and later a Jungle Ark. Bill Oswald claims she was "the most handsome McLaren ever to appear on any fairground" (Steaming, vol. 12; no. 1): it had a very attractive copper-lagged boiler, flush bunker, oval brass safety valve uptake, twosited brasses, and a Foster-type dynamo bracket.

Pat Collins' fleet of engines is always considered to have been the largest of any in the country, and contained four McLarens. 1141, "ELECTRIC", was supplied new to E.C. Farrar on 20/1/10, and this



Pat Collins' McLaren 1623 "GOLIATH", Burton Statutes, 1953. (A. Jones

8nhp, DCC engine passed later to Collins. The other three were all ex-W.D. engines, and it was said that Collins had to obtain special permission to use them on roads, as a result of their huge size.

1438 was new in 1917, a 10nhp DCC engine, used by the War Dept. at Alton. Collins purchased it and used it with their Whale Island Scenic (SC6) as a haulage engine, even retaining the twin tubs at the rear instead of the more conventional bunker. It was appropriately named "THE WHALE". It went off the road by 1933 as it needed a new firebox.

1599 and 1623 were both new to the War Dept. in 1918, and were also used at Alton. Collins acquired them in 1920, and they were converted to showman's specification by Chas. Openshaw, with dynamo brackets very similar to Foster's. Even after conversion, the two engines retained their identical looks. 1599 was known originally as the "No. 2 Mac", and only in later years was it named "SAMSON". Along with 1438 and the Burrell 3865 "No. 1" it accompanied the Whale Island. In 1942 it was sold to London showman J. Watts.

1623 was known to Collins' staff as the "No. 1 Mac", but was later named "GOLIATH". It travelled with the Golden Dragons (Joby Farr-ell's machine), assisted by Fowler 14424 "DREADNOUGHT". Although both engines were fitted with extended brackets to carry an excitor,

"GOLIATH" in fact carried her second dynamo on the offside belly tank. Collins continued to use her until 1953, when she was retired to Alton Towers, where she remained until acquired for preservation in 1970. Today "GOLIATH" is the only McLaren showman's to have survived, and is in the collection of Frank Lythgoe.

New in 1918, no. 1640 was being used with J. Penfold's Gallopers by 1920, but remained a plain road loco.

1650 was another 10nhp, DCC, War Dept. engine, new in 1918, and used later as a haulage engine in West Yorkshire. By 1932 she had been converted to showman's, and named "WHARFEDALE TERRIER" by Chris Thompson. About the same time he also bought 1716, an 8nhp, DCC engine, which had been new in 1923 to C. & J. Stubley, a Batley firm. This second McLaren was named "H.R.H. CHRISTINA ROSE" after his daughter, and both were used with his Ark. In 1934, 1716 ran out of control during a gearchange on Hollins Hill, near Otley, and ended up on its side. The only damage incurred was a crushed cab, and no one was injured; Thompson considered it so miraculous he renamed the engine "THE MIRACLE". In 1938, 1650 was sold to Kerrs of Glasgow for use as a road loco., and in 1946 Tom Harniess acquired 1716, but it is not thought that he ever used it, as the job he had in mind for it never materialised.

1652 was the last of a batch of five ordered by the War Dept. for gun haulage, but as it wasn't completed until 1919, the war was already over, and it went straight into commercial ownership in Lincolnshire. In 1928 it was acquired by Edwin Corrigan, converted to showman's, and named "GIGANTIC". However, the engine was found to be too heavy, and thus was disposed of in 1929 to a Hull firm of boiler-makers. This engine survives as a  $\frac{1}{2}$ cab road loco, but still carries some of its brasses, reminding us of its showland days.

Tom Kaye used 1668, a 4nhp tractor, with his Steam Yachts; by the late 30's this engine lay derelict along with 1346 at Northenden.

An engine with two names was 1712; she carried the nameplate "LADY VIOLET" on the motion covers, but also had one, "DREADNOUGHT", on the smokebox. New in 1919 as a road loco., this engine was later converted to showman's, and used by Kit Johnson with his Chairplanes and Gallopers, along with Fowler 9381 "LADY BETTY".

W.H. Church used 775 "BLACK DIAMOND" from about 1905-16, and in 1947 another McLaren was purchased. Box's, the famous Manchester contractors, had found 1058 "ROVER" inferior to their Fowlers, and in the late 1930's had it rebuilt to diesel power. It re-emerged as 2683, and soon gained the nick-name of "THE HAUNTED HOUSE". After 1947 it travelled with Church's Orton Ark, but its fairground life was short. In 1952 another McLaren diesel was put into service with the Ark. Again bought from Pickfords, this time it was the unnamed 3933 of 1940. This was a similar vehicle to Hibble & Mellor's Fowler "JUBILEE", with traction engine rear wheels, and pneumatics on the front; the McLaren differed by having forward control (cab over engine). With Church's it carried a generating set on the back.

A further McLaren engine later converted to showman's remains as yet unidentified; this was "STELLA MATINA" used by G. Biddall of Edinburgh.

So ends the story of the relatively few McLarens which saw service on the Tobers. Any further information on the subject would be greatly welcomed; please contact Stephen Smith at 122 Carr Lane, Willerby, near Hull, HU10 6JX.

# Engine list: engines built 1907 ~ 1940

| Makers no. | Type    | Date | Name                                  | Owners                                  |
|------------|---------|------|---------------------------------------|---|
| 956        | SRLc    | 1907 | BEN HUR                               | S. Waddington                           |
| 1020       | SRL     | 1907 | LUCKY DURHAM                          | Wm. Murphy;<br>H. Testo;<br>W. Shipley. |
| 1053       | SRLc    | 1909 | MAGIC                                 | A. Bates                                |
| 1141       | SRL     | 1910 | ELECTRIC                              | E. Farrar;<br>Pat Collins               |
| 1247       | SRLc    | 1911 | JOHN BULL                             | R. & E. Ingham                          |
| 1301       | Tr      | 1911 | LORD LASCELLES                        | J. Harris                               |
| 1346       | SRLc    | 1912 | SIR ANTHONY                           | Tom Kaye                                |
| 1438       | RdL     | 1917 | THE WHALE                             | Pat Collins                             |
| 1523       | SRLc    | 1918 | ROYAL SCOT                            | Frank Codona                            |
| 1578       | SRLc    | 1918 | PRIDE OF SCOTLAND                     | Joe White                               |
| 1599       | SRLc(S) | 1918 | SAMSON (No. 2 Mac)                    | Pat Collins;<br>J. Watts                |
| 1623*      | SRLc(S) | 1918 | GOLIATH (No. 1 Mac)                   | Pat Collins                             |
| 1640       | RdL     | 1918 | -                                     | J. Penfold                              |
| 1650       | SRLc    | 1918 | WHARFEDALE TERRIER                    | C. Thompson                             |
| 1652*      | SRLc    | 1919 | GIGANTIC                              | E. Corrigan                             |
| 1668       | Tr      | 1919 | -                                     | Tom Kaye                                |
| 1712       | RdL     | 1923 | { LADY VIOLET }<br>{ DREADNOUGHT }    | Kit Johnson                             |
| 1716       | SRLc    | 1923 | HRH CHRISTINA ROSE )<br>THE MIRACLE ) | C. Thompson                             |
| 2683       | DTr     | ?    | ROVER (HAUNTED HOUSE)                 | W.H. Church                             |
| 3933       | DTr     | 1940 | -                                     | W.H. Church                             |
| ?          | SRLc    | ?    | STELLA MATINA                         | G. Biddall                              |

SRL - Showman's road loco  
 Tr - Tractor  
 c - Conversion  
 D - Diesel  
 (S) - Special Scenic engine

## NEW!

### FAIRGROUND ASSOCIATION

# CAR STICKERS:

Plastic, size 6" x 4", printed in four colours.

Available NOW from Paul Angel, 10 Norton Avenue, Putson,  
 Hereford, HR2 6DN.

## Only 20p each plus SAE



# NORTHERN NOTES

by Barry Brown

A number of transport changes have been made this season by North-East showmen. The Crow family have three 'new' vehicles in their fleet this season. With the arrival of a new Cadoxton-built Meteorite at the end of the last season an extra vehicle was needed; this came in the shape of a Seddon four-wheeled fifth wheel tractor, CVN 814L. It started the season as a fifth wheel unit, but has recently been converted to a drawbar tractor, with smart body sidepanels and generating set. A very smart Foden six-wheel tractor, HWY 146J, has come into the fleet, for use with the Dodgems. It has been fitted with an aluminium body, and carries two generating sets. These two tractors have been painted in Crows' usual colours, but not yet lettered, at the time of writing. The third 'new' vehicle for Crows is a Bedford TK tractor, XUE 344H, which Stanley Crow is using with his Luna Jets. Transport enthusiasts will probably remember this tractor when Arthur Herbert used it with his arcade. Stanley has made it into a smart unit by fitting a luton box body to house a generator. These additions have meant the withdrawal of two old favourites: the Mickey Mouse cabled Foden tractor, 4571 EH, and Stanley Crow's old Foden tractor, VND 437. Although not new this season, but worthy of a mention, is the Atkinson eight-wheeler which Crows brought into use last year with the new Easyrider Speedway. The lorry is in first class condition (as are all of their vehicles) with an excellent paint job, and must be the envy of many a showman.

Colin Noble has recently made a mid-season change in transport. The big Scammell tractor has been retired, and replaced by a faster Foden six-wheel tractor. The Foden has been fitted with a box body to house the generators fitted. Colin has painted the tractor red and white, and at the time of writing was due to be lettered. The Leyland eight-wheeler that Colin uses with his Twist has been repainted to match the tractor, and smartly lettered out in gold. The two lorries are a credit to their owner.

Bill Clark, who travels the ex-Jobson Waltzer, has replaced his Guy eight-wheeler with a smart ERF eight-wheeler, JTN 581D, which has received the body from the Guy.

Leslie Cooper brought into use this season two very smart lorries for transporting his Juveniles and side stuff. One is a Dennis four wheel luton van of a type still comparatively rare on the fairground. His second acquisition is an ERF four wheel luton van. Both lorries are painted in Leslie's smart green and white livery, with the ERF being nicely lettered.

A few changes have been noted to some North-East rides. Crows' Waltzer has been fitted with coloured perspex side screens, similar to the Easyrider; these give the ride a cosy atmosphere. Bill Clark has been busy during the winter doing some redecorating on his Waltzer. Handrails, cars, rounding beards and front have all got the treatment, and a very nice job too.

James Crow's Vampire Jets have been treated to a smart new modern paybox in aluminium and perspex, built by John Crow. James is also now operating the ex-Anthony Harris Skid at Whitley Bay amusement park, and I understand is highly delighted with the machine, which is proving a popular addition to the park.

Billy Crow, jnr., has recently taken delivery of a brand new Turnagain Galaxy, the old Satellite being sold to Stanley Reeves.

# FOCUS



Another two interesting old transport items in this issue's FOCUS: ABOVE is Jack Mitchell's Mack tractor, KTF 268, "LANCASHIRE LAD", date and location unknown; BELOW is Wroots' White tractor at Lincoln, date unknown. (S. Medley / Photographer unknown)



## SMALL ADS

FAIRGROUND PHOTOS - Superb colour prints of many machines in many different parts of the country. Please send large SAE for extensive lists; 1979 list out soon! P.A. Angel, 10 Norton Avenue, Putson, Hereford, HR2 6DN.

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

WESTCOUNTRY FAIRS 1969 - 1973. Many interesting colour photos available of transport, also rides, shows, including buses and other transport no longer in service. SAE for lists please, to N.P. Vanstone, 1 Valley Road, Bude, Cornwall, EX23 8EP.

## STOP PRESS

David Rowland has now taken delivery of his new Jackson Waltzer - it is of the low-front design.

Gordon Eddy has sold the old Lakin Ark which he travelled as an Ark/Waltzer before acquiring the ex-J. Codona Maxwell machine to John Evans in Scotland. John Evans has in turn sold his Double Dive Bomber to John Stewart.

Michael Collins' old Maxwell Waltzer has been sold to John Coneley.

William Hill (Lancashire) has acquired the diesel yachts formerly owned by Shufflebottom & Manning at Southsea, while the Coronation Ark (originally Whites) has gone to Bridlington.

Charlie Hart (of Tipping Paratrooper fame) has acquired a Grasscutter Twist from the US.

Webber Bros. (Rhyl) have bought William Knightly's Pollard-built Coaster for a site on the Ocean Beach amusement park.

---

Typing, design & layout by  
Michael A. Smith.

Printed by J.A. Hilton,  
Phone: Hadlow 472.