

# Traction Engine Archive Volume 1

Additional Information and Corrections Richard Willcox

The original photographs used in the preparation of this book were mostly of post card size, some even smaller. The enlargements printed in the book; now reveal much more detail than was originally discernable when the captions were written.

Below are given some additional notes, and a few errors corrected. For these I have to thank Bill Love, Iwan Jones, Larion Frost, Graeme Thirkell, Derek Rayner.

7. I am told that Eddison No 107 was 4965 (not 4824 as on the back of the photo) and was later sold to Durham County Council. The driver is Bert Adams from the firm's Brecon depot, and the photograph was taken just outside Builth Wells.

23. This engine has been fitted with a new boiler from the Oxford Steam Plough Co. Owned by C Cherrington of Hadleigh, and seen here at Bilderstone in June, 1935.

26. Photographed at Thetford when new, and not yet finish painted. No ashpan is on the engine. The engine was steered by gearing worm and quadrant, which is why no steering chains are to be seen.

27. Note that the original crossarm governors have been replaced by one of the Pickering type.

33. The names quoted should be "CORNISHMAN" and "CORNISH LAD". No "the".

55. Not a Fowler at all, but a Burrell short chain plough engine with single cylinder. One of a pair, 397/598, new in 1867 to "NALDER" (of Vantage 7) rated oddly at 11 n.h.p. Later owned by Joseph Gale, of Garsington, Oxon, then by 1876 by a J.H.Gibbons, address unknown.

59/60. Note that whilst both these engines cylinders are otherwise similar, opposite handed cylinders are fitted. Note also that both engines are straked up backwards, one also having wider strakes than the other.

61. "The Wakeman" means in essence "the watchman". Ripon has a centuries old tradition of funding a "wakeman" to police the night, and still appoints someone to conduct a ceremonial setting of the watch. The Wakeman blows a buffalo horn nightly, at each corner of an obelisk in the market square.

62. The repair to the flywheels of early three speed Fowlers was not exactly a strengthening plate. The third speed pinion on these engines ran on splines cut from the cast iron on a specially shaped boss. In use these splines wore quickly or even broke, also cracks appeared between the boss and the face of the flywheel. Fowler's repair solution 'was to machine out the old boss, and fit a new cast steel one, which included the splines, and this is what you see bolted on. Some engines, like that in figure 66, came out new with this fitment not to waste flywheels already cast and in stock. Later engines had a splined crankshaft.

64. Not a Fowler, but a Greens roller, belonging to the Oxford Steam Plough Co. Picture 123 is also of this accident, which occurred on March 13th, 1936, at Norton cum Studley. You will notice that the second driving pin is not engaged, probably the cause of the mishap. Fortunately no-one was injured, the crew, the two brothers Gee jumping clear before the engine overturned. The engine was No 1452 of November 1900, originally supplied new to H.Lewis & Son of Reading and later registered BW 4848 in 1921 by the OSP Co, in whose large fleet it was No 53. For more pictures of this accident please see Old Glory for July 2011.

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66. At the time of this accident the engine was less than a week old. It hangs over the edge of a shear drop of over 100ft.

85. Unusually for a Marshall this engine has left hand steering, and yet the cutout to the footplate remains on the right. This engine was sprung on the firm's earlier system of coil springs, with a floating ring in the differential.

86. Again a left hand steered Marshall. Finished when new in unlined khaki green, with aluminium boiler bands. Henry bought this engine to work with his rollers on tar spraying contracts. It's job was to haul and operate the heavy four wheeled tar tanks used on this work, and also to supply steam to heat them. They would be refilled at the nearest railway goods yard to the job in hand.

93. This shows engine 81357 new in 1926, to Jack Simpson, of Snitterby, Lincs, where it was scrapped in 1945. Despite my criticism there is no doubt that it would have beautifully made, as were all Marshall engines.

99. Naylor should read Nayler.

96. Henry Douthwaite is shown on the footplate of his engine. In front of the engine, with a stick, is Jon Stalker, owner of a Penrith foundry and engineering works. Behind the wall in the picture was a narrow lane, on the other side of which was a steep drop into a stream, in which Aveling roller No 3523 lay on its side after the road edge collapsed. Using jacks and packing, the roller has been uprighted, and the McLaren was being used to winch it back on to the road, which task it has just completed. For a picture of the distressed roller see John Crawley's book "Steam rollers in focus", page 26. Note the unusual, and very sensible way the McLaren has been rubbered, with one complete circumferential band in the inside, then cross rubber strakes on the remainder of the wheel width.

100. The Earl of Pembroke was the first owner of this engine, and it was used on his estate at Wilton when new.

102. Not Ipswich at all, nor 31066. This scene is in South America, almost certainly Rosario in the Argentine - where Mantels y Cia were agents for Ransomes. I was not aware Ransomes built any crane engines other than their own works engine, and both myself, and others have sought, as yet in vain, to identify the engine.

109. This engine was supplied new to Welsh showman John Studt, and at one time carried showman's fittings. Not a good buy I suspect. It was originally one of two "anular compounds", where the high pressure cylinder was inside the low pressure one, and it ran thus until 1924, when it was recylindereed with a normal single cylinder.

116. Confirmed as John Allen's yard at Oxford - but it shows not a Thornycroft wagon, but a Wantage - rarer still.

151. This is a class A9 engine in Fowler's records, wrongly transcribed as R3 by Alan Duke, whose lists I used re these details.

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