

Traction Engine Archive Volume 4

Additional Information and Corrections Richard Willcox

Cover Photograph

The 8 NHP single cylinder Robey engine, number not known, belonged to Joseph Coe of Bulmer, Essex, and is seen here threshing and chaffcutting at Smeetham Hall, Bulmer in 1911. The drum is a Marshall. The Robey was previously owned by Barton and Unwin, dealers, Stow Valley Ironworks, Sudbury. Coe sold the Robey in 1917 to a Mr Moore of Henny Street, Essex.

Fig 12

Photographed outside High Brooms Brickworks, Tunbridge Wells.

Fig 15

Actually photographed in Kings Lynn, Norfolk in 1933, in Palmers ownership, which explains the Burrell chimney fitted.

Fig 17

Although the Great Northern proper did not reach the area, the joint line with the Midland Railway did. The M & G.N. joint line was vested in the LNER in about 1936.

Fig 27

Owners name should read Covill, not as printed.

Figs 34/35

Note also the change in the type of dynamo fitted, and the addition of a heat shield in Fig 35.

Fig 55

I am incorrect in saying these engines had two high pressure cylinders, they were 2 cylinder compounds.

Fig 72

I am incorrect in stating that Fowell's only built three jackshaft engines. In addition to No.2, No. 18 and No. 83 mentioned, add No. 30 (May 1884) and No. 41 (1888), making a total of five. A further two were built by Robey, No. 5412 of 1879, and another later the same year whose number is not on record. The well known Norman E. Box was the grandson of William Box, the patentee of this not very successful design of engine.

Fig 77

Mr E.J. Wood of Crockenhill has kindly written to me to correct this caption, which is not correct. The photograph is from a postcard by F. Judge issued about 1904, which shows No. 684, 10NHP SC, Woods fleet No. 18. This is not one of the pair which went to France as stated.

Fig 83

Photograph was taken near Royston, Herts.

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Fig 99

See the spokes are bolted to the tee-rings, not riveted as usual. Oddly some spoke palms have three bolts, others have four! Notice also how low the back drawbar is on the tender.

Fig 102

My first thoughts were correct- it is most certainly a Sentinel. However the registration V416 was originally issued as stated, and there is a photograph of the Glasgow wagon bearing this registration in John Crawley's Steam Wagon book. However the two wagons are definitely different machines.

Fig 105

Last sentence should say "which I think is a Ruston Proctor product by the look of the badge on the side of it".

Fig 109

Notice that although the engine is in reverse gear, the link and eccentric rods are down!

Fig 122

The portable is not a Marshall but a Ruston Hornsby, with the name clearly seen on the rear wheel hubs, and the transfer on the boiler.

Fig 127

The drum is being fed from the stack on the right of the drum, and the straw stack is being built on the left, not as stated in the caption.

Fig 149

Tony Thomas, our Sentinel expert believes this tractor is No. 6712, registered VD 407, new in November 1926 to Alfred Groves of Milton-under-Wychwood Oxfordshire.

Fig 150

For Lewis, read Lewins.