

Traction Engine Archives Nos 2 & 4

Further Information and corrections by Richard Willcox

Traction Engine Archive No.2

Fig 151. The engine in this illustration is not a Savage but a Dodman. A full account of this mishap is given in "STEAMING" Volume 29, No. 1.

Traction Engine Archive No.4

Fig 5. The Eastern Motor Wagon Co Ltd was a London based firm, who ran a large fleet as you can see from the number of this wagon. Their first of many Foden wagons was purchased new in May 1905, through Foden's London agency, Baileys of Bow. This was No. 926, registered M680. Other Fodens followed both new and second hand, too many to give details here, but 34 in all. They also had a single Straker wagon, second-hand, and in 1909 a new Burrell tractor No. 3109, registered AH 033, later sold to R. Edwards of Swindon. In 1912 they bought their first Allchin wagon, which received fleet No.60, but no works number is recorded. They went on to own a total of 15 Allchin wagons, all but one bought new, the last of these as late as 1925. All were advertised for sale in 1929.

Fig 52. This engine was new to H. Roberts of Barrowden, Rutlandshire, before being sold to Lord Willoughby. Neither of these are recorded as owning any other engines.

Fig 86. I was never very happy about the details given for this one, and rightly so it now appears. The photograph was actually taken in 1900, in Spital Street, Dartford, Kent. The engine is Fowler No. 6936, a B3 single cylinder road locomotive of 1893, belonging to W. Lancefield & Son, Sellindge, Kent, seen delivering beer from Dartford brewery. This engine is known to have been sold into Monmouthshire by 1916. The firm, later known as Lancefield Bros, had four other Fowler compound road locos all new. Numbers are only recorded for two of these, No. 8468, B5, new at Maidstone Show in 1901, for sale in 1915, and No. 12757, A8, sold in 1919. They also had three Aveling & Porter tractors No. 6926, No. 7451 and No. 8190.

Fig 107. This wagon is said to have been designed by Harry Evershed, and it is difficult to know whether it was built at Pershore before, during, or after the takeover by Bomford & Evershed. The wagon saw some use around the Pershore area but was reputed to have been later exported to Turkey for timber haulage on the Black Sea coast.

Fig 119. Fig 146. The correct title of the firm is Slack & Brownlow, the last name being partly hidden.