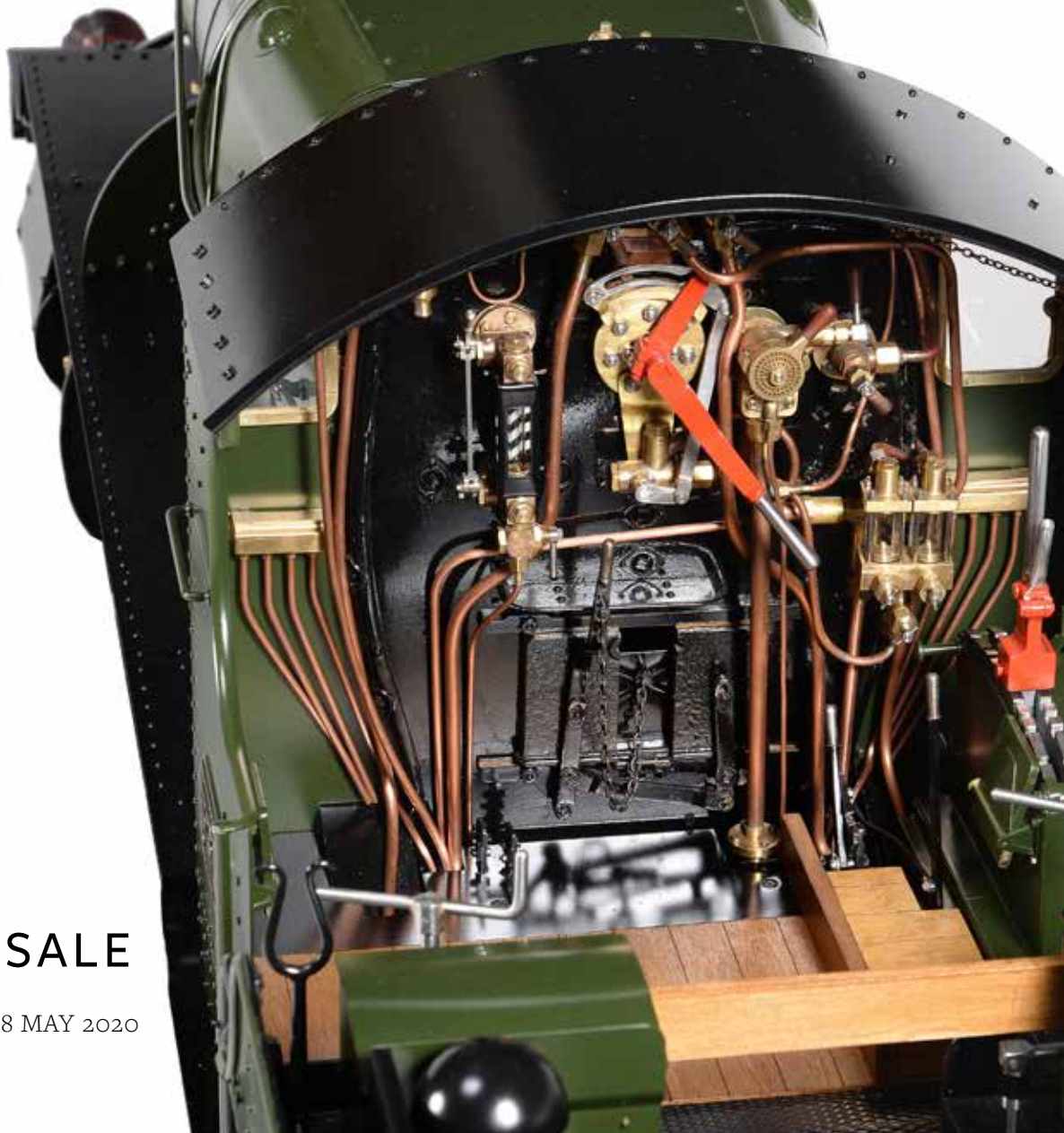


DREWEATTS

EST. 1759



THE TRANSPORT SALE

DONNINGTON PRIORY | THURSDAY 28 MAY 2020



INVITING ENTRIES | THE GARDEN SALE

Dreweatts is pleased to announce that entries are now open for a dedicated auction of garden statuary and ornament, to be held on 10 September 2020. The auction will follow previous successful sales of outdoor statuary, including the auction of works from the Sculpture Park, Surrey in 2019 and sales of selected contents from the collection of Piet Jonker, the Netherlands, in 2017 and 2015. The sale will celebrate the variety and quality of garden design and is set to include a broad range of outdoor items, from traditional weathered figures and urns in stone and metal, to innovative work by contemporary sculptors.

Selling with Dreweatts

As a leading UK auction house, Dreweatts has long held a strong position in the active market for garden ornament in the home counties and beyond, and our auctions have in recent years achieved outstanding results for lots in this category.

In addition to a broad team of experts and over 250 years of experience as auctioneers, Dreweatts offers:

- A scenic location: our Donnington Priory saleroom is set within its own picturesque grounds, providing an ideal setting for displaying garden ornament, located only an hour away from London
- An expansive client base of local and international private collectors and dealers
- Fully illustrated and expertly produced auction catalogues
- A dedicated marketing campaign surrounding the auction across digital and print media.

How to consign

We are welcoming consignments of garden ornament, furniture and statuary of all ages. To consign or to arrange a free auction valuation, please contact Charlotte Schelling at: sculpture@dreweatts.com | +44 (0) 1635 553 553
Entries close 10 July 2020.



DREWEATTS | THE TRANSPORT SALE

EST. 1759

DONNINGTON PRIORY | THURSDAY 28 MAY 2020 | 12PM

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Buyer's premium is charged per lot at 25% of the hammer price (30% including VAT) up to and including £500,000, 20% (24% including VAT) of the hammer price from £500,001 up to and including £1,000,000, and 12% of the hammer price (14.4% including VAT) in excess of £1,000,001

REGISTRATION FOR THIS SALE:

New clients wishing to register and bid in this sale must register at least 24 hours in advance of the sale.

To register, you will need to provide two forms of identification:

- 1) Photographic ID (passport or driving licence)
- 2) A utility bill or document showing your name and address

Registration for new clients will close at 12 noon (local time) on Wednesday 27 May 2020.

Payments for lots purchased by first time bidders must be paid for by bank transfer, in cash up to £8,000 (subject to relevant money laundering regulations), or by debit or credit card with cardholder present.

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TO REGISTER TO BID VIA DREWEATTS.COM:

Existing clients should visit the website and create a new login, which will be verified against their existing account. New clients should send us two forms of identification (one to be photographic) along with their registration. Once verified, clients will be able to bid in all future auctions.

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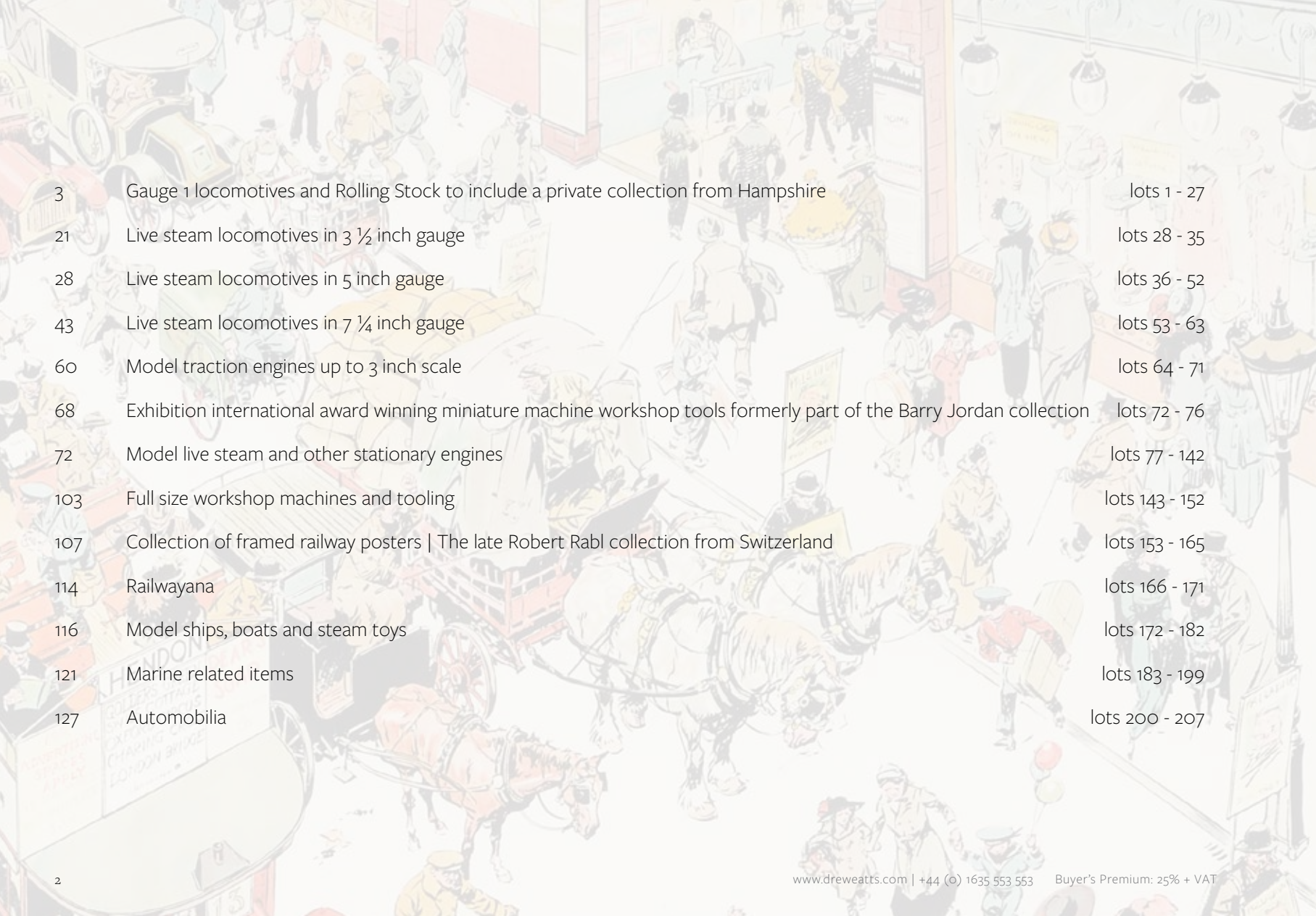
AUCTION:

Dreweatts
Donnington Priory
Newbury
Berkshire RG14 2JE

Front Cover: Lot 62
Back Cover: Lot 76

Catalogues £15 (£17.50 by post)





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Gauge 1 locomotives and Rolling Stock to include a private collection from Hampshire



1



1



1

A rake of 10mm scale gauge 1 Southern Railway Maunsell coaches in 1930's livery, consisting of a brake compartment 3rd class coach, compartment 3rd class coach, compartment 1st class coach and an open 3rd class coach, restaurant saloon coach, a gang-way bogie luggage van and a Peter Alliot BR bogie coach starter kit. Coaches 56cm, 60cm and 62cm in length. (7)

£1,500-2,000



2



2



3



2

A rake of 10mm scale gauge 1 Southern Railway Isle of Wight Stock, consisting of two bogie brake 1st/ 3rd class coaches, four wheel compartment brake 3rd class coach, four wheel compartment 1st class coach and a four wheel luggage van SR No 2745. (5)

£500-700

3

A collection of four 10mm scale gauge 1 Southern Railway pieces of rolling stock, to include two utility vans, one converter couplings link, bogie SR goods brake van, two Southern Railway bracket signals, two starter signals and two ground signals. Coaches measure 35cm in length. Goods brake van length 39cm. (9)

£300-500



4

4

A collection of 10mm scale mixed rake of goods wagons, to include Gauge 1 stock four wheel wagon, four seven plank wagons, two five plank wagons, two tube wagons, one petrol wagon, United Dairies tanker wagon and a GWR Orient low loader. (17)

£300-500



5

5

A collection of seven 10mm scale gauge 1 assorted goods rolling stock, to include a NE fruit wagon, GWR cattle wagons, GWR van, Two Southern Railway vans, bogie bolster four wheeler with log load, rectangular tar/petrol tanker and a GWR Toad goods van. (7)

£200-300



5



6

6

A 10mm scale gauge 1 Märklin model of a DB Prussian 4-6-0 P8 tender locomotive, having fluted motion, Walschaerts valve gear, detailed pipework, smoke deflectors and head lamp. Finished in traditional black and red livery. Length 59cm.

£400-600



7

7

A collection of gauge 1 track and equipment, to include approximately twelve metres of bullhead track, toolbox, assorted loco maintenance tools oiler etc. One four channel mains charger and leads for loco batteries. Strikalite NMH rechargeable battery packs, pamphlets and sundry items associated with models being sold in this collection, electric motors, spare wheels, coach bogies and axles. Items as per photograph in catalogue.

£100-150



8

8

A 10mm scale gauge 1 model of a London Midland and Scottish 2P 4-4-0 tender locomotive No 40634, built from a Barratt kit with Swiss motor, Walsall wheels and axles. The model finished in British Railways black livery with fitted steps and handrails. Electric powered with rechargeable batteries and Peter Spoerer remote control system. The six-wheel tender with coal panel concealing electrical components. Boxed. Length 56cm.

£600-800



9

9

A scratch built gauge 1 model of a 0-6-0 Bullied Austerity tender locomotive No C34, having styrene body, brass chassis, Walsall wheels and axles. Electric drive with rechargeable batteries and Peter Spoerer remote control system. The model finished in Southern black livery with six-wheel tender. Cab detailing with figures. Overall length 109cm.

£150-250



10

10

A scratch-built gauge 1 model of a 4-4-0 LSWR Drummond T9 tender locomotive No 338, having styrene body with brass chassis, Walsall wheels and axles, electric drive with rechargeable batteries and Peter Spoerer remote control system. The model finished in Southern lined livery, fitted steps, handrails and copper pipe detailing, eight-wheel tender, cab detailing with driver. Length 59cm.

£400-600



11

11

A 10mm scale gauge 1 model of a LSWR Drummond Railmotor No 5, having piston detailing and driver with styrene body, brass chassis, Walsall wheels and axles. The model finished in Southern livery. Third, first and luggage. Length 53cm.

£200-300



12

12

A 10mm scale scratch-built gauge 1 model of an Adams 0-4-4 side tank locomotive No 21 'Sandown', the model finished in British Railways black lined livery with steps, handrails and pipework detailing. Length 32cm.

£200-300



13
A rake of three gauge 1 DB six-wheel coaches, finished in traditional green and black livery with fitted steps. Each 42cm in length.

£500-700



14

14
A Hermann Swiss 2' D 1' (4-8-2) Ae 4/7 Electric locomotive No 10921, painted in SBB/CDD green, with considerable exterior and interior detail, fitted with twin motors and spar axles. Length 37cm.

£500-700



15

15
London Transport (ex GWR) o-6-o PT No L 90, by Aster, live steam, spirit fired. Finished in traditional red livery. Length 30.5cm. Original box.

£1,500-2,000



15 (detail)



16



16 (detail)

16

Great Western Railway King Class 4-6-0 tender locomotive No 6005 King George II, by Aster No K005, live steam, spirit fired. Length 66cm. Original box.

£2,500-3,000



17

17

A Lombardi for Fulgurex Swiss SBB C six-coupled electric shunting locomotive No 16331, built in 1986, No 34 of 75 on plate under chassis, painted in brown with considerable external detail and pantograph, sprung chassis and hinged coupling rod connected to blind axle, in original box (some chips, minor damage to pantograph and one step missing).

£200-300

18

SBB Class C8 6/8 1-CC-1 No 14201 Gotthard type electric locomotive, for Fulgurex, No 44/100, 1991, two rail electric with interior and chassis detailing, lighting and glazing. Length 43cm. Original box.

£500-1,000



18



19



19

19
CIWL twin bogie corridor Pullman coaches, by Elettren for Fulgurex, including two 1st Kitchen/Dining Car Nos 4105 and 3638 and 1st Saloon No 4075 with interior and chassis detailing, lighting and glazing, each 55,5cm in length. Original boxes.

£500-700



20

20

Two CIWL twin bogie corridor Pullman coaches, Nos 4008, for Fulgurex, with full interior and chassis details, lighting and glazing (some glazing loose), each 54cm in length. Original boxes.

£500-700



21

Two CIWL twin bogie corridor coaches, for Fulgurex including 1st Sleeping Car No 3482 and 1st Dining Car No 3342B with full interior and chassis detailing, lighting and glazing, each 53,5cm in length. Original boxes.

£500-700



21



22



22 (detail)

22

A fine gauge 1 model of a Princess Class tender locomotive No 6203, built in 10mm scale by Mr Dave Parker of Buxton with a 10 ton riveted tender, single chimney (1938 period), full cab detailing. The model finished in LMS Crimson Lake livery and electrically powered by Brian Jones equipment and charger with remote radio control. Locomotive length 74cm.

£5,000-6,000



23

23

A fine gauge 1 model of a LNER A1 Class 4-6-2 tender locomotive No 60120 'Kittiwake', being electrically powered with cab detailing, cab side doors, lamp irons and fluted motion. Eight-wheel tender. The model finished in British Railways green and black lined livery with fitted smoke deflectors, steps, handrails, couplings and vacuum hoses. Overall length 75cm.

£3,000-4,000



24



24 (detail)

24

A gauge 1 Märklin model of a German 4-6-4 side tank locomotive No 8402, with detailing including fluted motion, steps, handrails and finished in dark green and black livery with lamps and couplings. Boxed No 5746.

£800-1,200



25

25

A gauge 1 live steam model of the British Railways 4-6-2 tender locomotive No 46232 'Duchess of Montrose', built by Bassett-Lowke, circa 1980. The locomotive with fitted pressure gauge, water sight-glass, regulator, whistle, fluted motion and fitted smoke deflectors. The model finished in British Railways dark green livery with lining and transfer to six-wheel tender. Detachable name plates and 'The Caledonian' smoke box banner.

£3,000-4,000



25 (detail)



25 (details)



26
A gauge 1 model of a Great Western 'Siphon G' braced wagon No 1450, fitted with battery power, sound and removable roof, finished in brown and black livery. Built by Gordon Nightscale.

£500-700



27
Two gauge 1 model 'DB' corridor coaches, finished in blue livery. Built in 1/32nd scale by John Waggot J & M Models of Dorset. Length 66cm.

£400-600

Live steam locomotives in 3 1/2 inch gauge



28

28
A well engineered 3 1/2 inch gauge model of a Class 8F heavy freight 2-8-0 tender locomotive No 8628, the silver soldered super-heated copper boiler with fittings including steam pressure gauge, water sight-glass, regulator and lever operated direction control quadrant. The chassis having twin outside cylinders with Walschaert valve gear and ratchet lubricating system, clack and safety valve (one not present). The six-wheel tender with suspension, rivet-work detailing and hand operated water feed pump. The model finished in green and black lined livery with brass boiler bands, fitted steps, handrails, linkage and vacuum hose. Overall length 127cm. Cab width 16.5cm. Carrying cases.

Boiler History: No boiler history available.

£1,000-1,500



28 (detail)



29

29

A well engineered 3 1/2 inch gauge model of a Great Western Railway 4-6-0 King Class tender locomotive No 6010 King John, (incorrect cab-side number plate). The silver soldered copper super-heated boiler having fittings including steam pressure gauge, water sight-glass, steam brake control drop down fire box door, steam whistle and regulator. Chassis having twin outside and twin inside cylinders, Stephenson's valve gear, fluted motion and guides. The six-wheel tender with fitted tool boxes, hand operated water feed pump, fitted steps, handrails and lamp irons.

The model built to the original design by Collett which was withdrawn from service 30th of June 1962. And finished in Great Western green and black lined livery having detailed rivet-work, fitted steps, handrails, vacuum hoses and couplings. Overall length 129cm. Cab width 16cm.

The model is sold together with a carrying case, display track and glazed hardwood case. Black and white photograph. Locomotive being run at Blenheim Palace in the 1960's.

£2,000-3,000



29 (details)



30

30

A well-engineered 3 1/2 inch gauge model of a 4-6-2 Standard Class 7 British Railways 'Britannia Class' tender locomotive No 70049 'Solway Firth', the silver soldered copper boiler with fittings including steam pressure gauge, water sight-glass, regulator, lever operated fire-box doors, checker-plate cab floor, side cab doors, screw reverse, safety valves and injector. The chassis with twin outside cylinders having Walschaert valve gear, fluted motion and fitted whistle. The six-wheel tender with coal compartment and fitted ladder to rear. The model finished in traditional Brunswick green and black lined livery with name plates to smoke deflectors. Fitted steps, and hand irons. Overall length 192cm. Cab width 25cm.

Boiler History: No boiler history available.

£3,000-4,000



30 (details)





31

31

A well engineered 3 1/2 inch gauge model of a 0-4-0 side tank locomotive 'Juliet', built to the design by LBSC. The copper boiler having super-heater and cab fittings including regulator, steam pressure gauge, water sight-glass, direction control with quadrant. The chassis having twin outside cylinders, Stephenson's valve gear, clack, injector and safety valve. The model finished in green and black livery with polished bright-work. Length 52cm. Cab width 17cm. Six blue print drawings.

£200-300



31 (detail)



32

32

A rare restoration project model of a 3 1/2 inch gauge A4 LNER 4-6-2 tender locomotive 'Silver Fox', built by the late Mr Bill Dwyer of Surrey over a period of ten years. The copper boiler was removed in 2000 but is being sold with the lot. No back-head fittings present. Sadly due to ill health Mr Dwyer was unable to rebuild the engine. The chassis with fluted motion and Walschaert valve gear. It comes with an eight-wheel tender having water feed pump and also a driving trolley. Overall length 142cm. Cab width 20cm.

Awards. Best 3 1/2 inch gauge entry in the 32nd International Model Locomotive Efficiency Competition Leyland SME 8/9th. Just 2000 signed by Mike Chrisp. (Photocopy of the award).

Boiler History: Southern Federation of Model Engineering Societies Certificate No 2528 Guildford MES. Hydraulic Test Pressure 120 psi. Expired the 8th/9th June 2000.

BOILER HISTORY DISCLAIMER

Please Note: All boiler history records and references made in this catalogue are made for guidance only and the auctioneers are not able to convey any guarantees or warranties as to the safety of the boilers or their present condition.

£3,000-4,000



Bill Dwyer with his LNER A4



32 (detail)



33

33

A well engineered 3 1/2 inch gauge model of a 0-6-0 side tank live steam locomotive, the model with silver soldered copper boiler having fittings including steam pressure gauge, water sight-glass, regulator, and safety valve. The chassis with twin outside cylinders having internal Stephenson's valve gear. The model finished in traditional black lined livery with fitted tender rails, handrails and steps. The model comes with its own display track.

Boiler History: No boiler history available.

£1,500-2,000



33 (detail)



33 (detail)



33 (detail)

34

A well engineered 3 1/2 inch gauge model of a 0-4-0 'Juliet' side tank locomotive No 16 'Deborah', built to the design by LBSC and having silver soldered copper boiler with fittings including steam pressure gauge, water sight-glass, regulator, direction control lever with quadrant, safety valves, clack and other usual fittings. The chassis having twin outside cylinders with drain cocks and internal Stephenson's valve gear. The model finished in light blue and black livery with porthole cab windows, polished brass boiler bands and fitted lamps.

Boiler History: No boiler history available.

£400-500

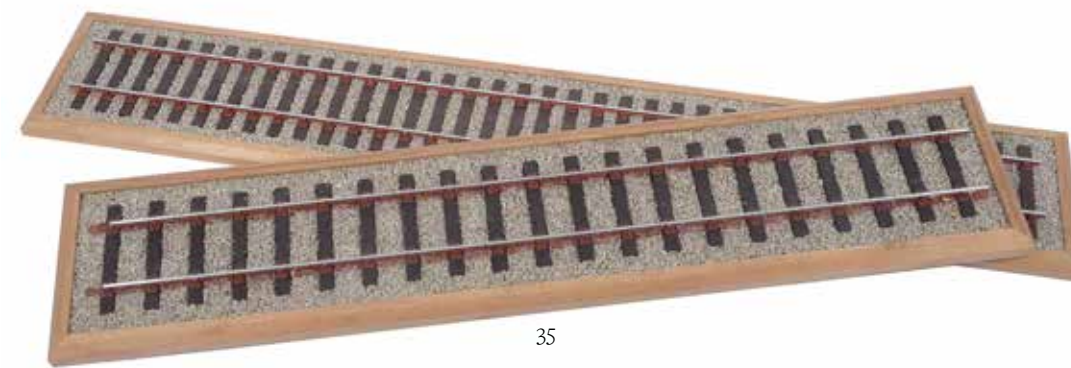


34

35

Two 3 1/2 inch gauge locomotive display tracks, in oak with gravelled panels.

£100-150



35

Live steam locomotives in 5 inch gauge



36

36

A well-engineered 5 inch gauge model of the o-4-2 Liverpool and Manchester Railway tender locomotive 'Lion', built to the design by LBSC with slip eccentric valve gear rather than the original fragile 'gab gear'. The silver soldered copper boiler with 'haystack firebox' traditional cab fittings including steam pressure gauge, water sight-glass and regulator. The boiler with wooden cladding and polished brass bands. The chassis with twin gunmetal cylinders, mechanical lubricator, axle driven water feed pump and auxiliary hand feed pump. Finished in traditional dark green and black livery with polished bright work.

* The original locomotive was ordered in 1837. This locomotive is often better known as 'The Titfield Thunderbolt' from the famous 1953 cinema film.

Boiler History: Boiler Identity No 1A01. Southern Federation of Model Engineering Societies past boiler records and a current Station Road Steam Ltd. Hydraulic test certificate No SRS-EC-6944. Test pressure 120 psi. Working pressure 80 psi. Valid until the 11th of December 2020.

BOILER HISTORY DISCLAIMER

Please Note: All boiler history records and references made in this catalogue are made for guidance only and the auctioneers are not able to convey any guarantees or warranties as to the safety of the boilers or their present condition.

£2,000-2,500



36 (detail)



37

37

An award winning 5 inch gauge model of Great Western Railway King Class 4-6-0 tender locomotive King Richard I No 6027, built by Mr R. Bates of Shrewsbury, with a copper super-heated boiler, the fine quality cab with hardwood planked floor, fitted pressure gauge, sight glass with drain cocks, regulator, vacuum control, wheel, reverse control, lever operated firebox doors, detailed copper pipework, the chassis detail including twin outside and twin inside cylinders with Stephenson's valve gear, scale injector, fluted motion, cab controlled drain cocks, lubricators, whistle, brakes, full sanding gear and other usual fittings, the six-wheel tender with fitted hand feed pump, brakes, water cocks, detailed rivet-work, fitted steps, hand irons, lamp irons, tool boxes, vacuum hoses and couplings. The model finished in British Railways green lined livery with 'The Royal Duchy' to smoke box door and polished bright-work to motion and other fittings. Length 188cm. Cab width 25cm. Transportation cage and display track.

* The original full-size locomotives were withdrawn from service in 1962.

Boiler History: Boiler identification No N53-80-282 Test pressure 120 psi. Working pressure 80 psi. Northern Federation of Model Engineering Societies Boiler Test Certificate No 808611 Phoenix ME Society. Hydraulic Test 120 psi Expired the 9th of August 2014.

BOILER HISTORY DISCLAIMER

Please Note: All boiler history records and references made in this catalogue are made for guidance only and the auctioneers are not able to convey any guarantees or warranties as to the safety of the boilers or their present condition.

£8,000-12,000



37 (detail)



37 (detail)



38



38 (detail)



38 (detail)

38

A well engineered 5 inch gauge model of a Thompson Class B1 4-6-0 tender locomotive No 61005 'Bongo', the copper boiler with fittings including water sight-glass, steam pressure gauge, regulator, direction control wheel with indicator, drain cocks and steam whistle. The chassis having twin outside cylinders with Walschaerts valve gear, fluted motion and lubricating system. The six-wheel tender with hand operated water feed pump, coal compartment, steps, handrails, vacuum hose and couplings. The model finished in British Railways black lined livery with polished bright-work, fitted steps, hand-irons and rivet-work. Overall length 171cm. Cab width 25cm. The model sold together with a detailed double bogie driving wagon having detailed riveted brace-work and fitted hand operated brake. Length 88cm. Width 23cm.

* The original full size locomotives were built in 1944 to the design by Mr Edward Thompson and a total of 410 locomotives were built.

£5,000-7,000



39

39

A well engineered 5 inch gauge model of a Thompson Class B1 4-6-0 tender locomotive No.1005 'Bongo', the model built by Mr David Wainwright of Halifax to the Martin Evans design. With copper boiler fittings including water sight-glass, steam pressure gauge, regulator, direction control wheel with indicator, simulated plank floor to cab, drain cocks and steam whistle. The chassis having twin outside cylinders with Walschaerts valve gear, fluted motion and lubricating system. The six-wheel tender with hand operated water feed pump, coal compartment, steps, handrails, vacuum hose and couplings. The model finished in green and black lined livery with polished bright-work, fitted steps, hand-irons and rivet-work. Firing tools, grate, some drawings and photographs. Overall length 174cm. Cab width 35cm.

Boiler History: Southern Federation of Model Engineering Societies Boiler Test Certificate No 11836. Hydraulic test expired on the 17th of July 2006. Test pressure 180 psi. Working pressure 90 psi.

BOILER HISTORY DISCLAIMER

Please Note: All boiler history records and references made in this catalogue are made for guidance only and the auctioneers are not able to convey any guarantees or warranties as to the safety of the boilers or their present condition.

* The original full size engine were design by Mr Edward Thompson and a total of 410 locomotives were built.

£6,000-7,000



39 (detail)



39 (detail)



40

40
A well engineered 5 inch gauge model of a Great Western Railway pannier tank locomotive No 3799. The model built to the design 'Pansy' by LBSC. The silver soldered copper boiler with fittings including water sight gauge, steam pressure gauge, regulator, drains and other usual items. The chassis having twin inside cylinders with 1.5 inch bores and Stephenson valve gear, brake gear and polished connecting rods. The model finished in GWR green and black livery with detailed rivet-work, fitted tool boxes, steps, handrails and cab side number plate. Length 86cm. Cab width 24cm.

* These locomotives were used for general purpose passenger and freight work.

£3,000-4,000



40 (detail)



40 (detail)



41

41
A well engineered 5 inch gauge model of a British Railways Class 2 side tank locomotive No 1200, built to the design by Mr Don Young from Reeves of Birmingham castings. The silver soldered copper boiler having fittings including safety valves, water sight-glass, steam pressure gauge, regulator, direction control wheel with graduation and drains with associated copper pipework. The chassis having twin outside cylinders with 1.437 inch bores, piston valves and Walschaerts valve gear, polished fluted motion, ratchet lubrication system and fitted water injector. The model finished in black livery with detailed rivet-work to side tanks, fitted handrails, steps, front lamp and ladder to rear of locomotive. Length 106cm. Cab width 23cm.

£3,000-4,000



41 (detail)



41 (detail)



42



42 (detail)



42 (detail)

42

A well engineered 5 inch gauge model of a Thompson Class B1 4-6-0 tender locomotive No 8301 'Springbok', built to the design by the late Martin Evans, the silver soldered copper boiler with fittings including water sight-glass, steam pressure gauge, regulator, direction control wheel with indicator, drain cocks, steam whistle, fire box door and simulated wooden plank flooring to cab. The chassis having twin outside cylinders with Walschaerts valve gear, fluted motion and ratchet lubricating system. The six-wheel tender with water storage tank and coal compartment, steps, hand rails, vacuum hose and couplings. The model finished in black livery with N E to six-wheel tender, polished bright-work, fitted steps and hand-irons. Overall length 166cm. Cab width 26cm.

The original full size engines were built in 1940's to the design by Mr Edward Thompson and a total of 410 locomotives were built.

£4,000-5,000



43

43

An exhibition standard 5 inch gauge model of the Southern Railway King Arthur Class 4-6-0 tender locomotive No 785 'Sir Mador de la Porte', the silver soldered copper boiler having fine detailed cab fittings to include twin water sight-glasses with brass framed protectors, steam and vacuum pressure gauges, lubrication, drain cock wheels with associated copper pipework, firebox door, direction control wheel with graduated indicator, cab controlled cylinder drain cocks, side door and simulated plant flooring to cab. The chassis having twin outside cylinders, fluted motion, water injector and Walschaerts valve gear. Eight-wheel double bogie tender with fitted tool boxes and other usual fittings. The model finished in traditional Southern Railways green and black lined livery with fitted smoke deflectors, vacuum hoses, fitted steps and handrails. Overall length 177cm. Cab width 25cm.

The original full size engines were known as 'The Scotch Arthurs' and this original engine was built in September 1925 and was withdrawn from services in October 1959.

£5,000-7,000



43 (detail)



43 (detail)



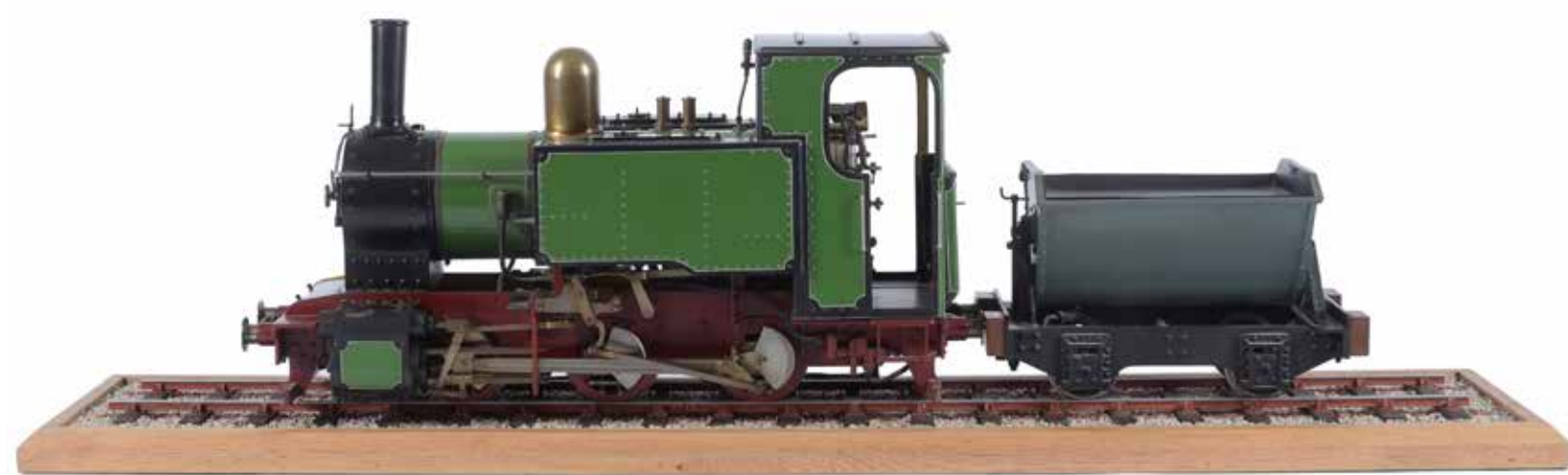
44

44

A well engineered 5 inch gauge model of a o-6-o side tank locomotive No 4972, built to the design 'Simplex' from drawings by the late Martin Evans. The silver soldered copper boiler having fittings including safety valves, water sight-glass, steam pressure gauge, regulator, fire box door and wheel direction control. The chassis having twin outside cylinders with 1.5 inch bores and Walschaerts valve gear, fluted motion, ratchet lubricating system, side water storage tanks with hand operated feed pump. The model finished in LMS crimson and black livery with detailed rivet work to side tanks and cab, brass rim porthole drivers windows, tender extension and fitted handrails. Length 87cm. Cab width 24cm.

£1,500-2,000

44 (detail)



45

45

A well engineered 3 1/2 inch gauge model of a o-6-o narrow gauge locomotive, the silver soldered copper boiler with fittings including safety valves, water sight glass, steam pressure gauge, regulator, clack and other usual fittings. The chassis having twin outside cylinders with Walschaerts valve gear, steel motion with balanced cranks, hand operated brake gear, water storage side tanks with hand operated water pump. The model finished in green and black lined livery with detailed rivet-work, steps and handrails. The model is sold together with four-wheel coal wagon/tender having fitted brake. Locomotive length 64cm. Cab width 24cm.

Boiler History: Southern Federation of Model Engineering Societies Boiler Certificate No 4344. Expired the 24th of July 1999. Hydraulic test pressure 135psi. No working pressure stated.

BOILER HISTORY DISCLAIMER

Please Note: All boiler history records and references made in this catalogue are made for guidance only and the auctioneers are not able to convey any guarantees or warranties as to the safety of the boilers or their present condition.

£800-1,200



45 (detail)



46

46

A well engineered 5 inch gauge model of a Lancashire and Yorkshire 2-4-2 side tank locomotive No 50728, built by Mr Brian Lee of Yorkshire to the Don Young design 'Lankey'. The silver soldered copper boiler with fittings including steam pressure gauge, water sight glass, regulator, drains and associated copper pipework. The chassis with internal cylinders, Joy valve gear and twin injectors with hand pump in rear tank. Hydrostatic lubrication and automatic drain cocks. The model finished in traditional black lined livery with polish brass boiler bands, British Railway transfer to tanks sides and fitted with steps and handrails. Length 102cm. Cab width 25cm. Height 38cm.

Boiler History: Northern Association of Model Engineers Boiler Test Records. No. N 808823. Expired the 10th of June 2010. Hydraulic test pressure 200 psi. Working pressure 100 psi. Boiler Identity No. N4-100-382

BOILER HISTORY DISCLAIMER

Please Note: All boiler history records and references made in this catalogue are made for guidance only and the auctioneers are not able to convey any guarantees or warranties as to the safety of the boilers or their present condition.

£3,000-5,000



46 (detail)



47

47

A well engineered 5 inch gauge model of a 4-4-0 Midland Compound tender locomotive No 745 'Maid of Kent', built by Mr Norman Pendlebury and based on the LBSC design. The silver soldered copper boiler with fittings including steam pressure gauge, water sight-glass, regulator, handle operated fire box doors, drains with associated copper pipework. The chassis with twin inside cylinders and Joy valve gear, two water injectors, axle pump and cylinder fitted drain cocks. Six-wheel tender with water hand feed pump. The model finished in LMS red and black livery with fitted hand-irons, lamp irons with fitted lamps. Overall length 165cm. Cab width 25cm. Height 38cm.

Boiler History: Northern Association of Model Engineers Boiler Test Records. No. N 808821. Expired the 23rd of May 2010. Hydraulic test pressure 120 psi. Working pressure 75 psi. Boiler Identity No. N4-75-58

BOILER HISTORY DISCLAIMER

Please Note: All boiler history records and references made in this catalogue are made for guidance only and the auctioneers are not able to convey any guarantees or warranties as to the safety of the boilers or their present condition.

£3,000-5,000



47 (detail)



47 (detail)



48

48

A 5 inch gauge model of a 4-8-2 American Mountain J Class tender locomotive 'Annie', built by the late Mr Bill Dwyer of Surrey in 1993 after a period of seven years. The copper boiler having back-head fittings including regulator, pressure gauge, twin sight glass and screw reverse. The locomotive finished in red and black livery with polished bright-work, also driving tender with seat and passenger wagon with water storage tank. (Tender and wagon without bogies and wheels). The locomotive bears a builders commemorative plaque 'In Memory of Billy Dwyer 1930 to 2008'. Locomotive length 136cm. Cab width 29cm.

Awards. Certificate of Merit. Guildford Model Engineering Exhibition 1993. (Photocopy of Certificate).

Boiler History: Southampton ME Boiler Certificate No. 154637. Dated the 20th of April 2014. Hydraulic test pressure 150 psi. Working pressure 100psi. Hydraulic test expired on the 20th of April 2018.

BOILER HISTORY DISCLAIMER

Please Note: All boiler history records and references made in this catalogue are made for guidance only and the auctioneers are not able to convey any guarantees or warranties as to the safety of the boilers or their present condition.

£3,000-5,000



48 (detail)



Bill Dwyer



49

49

A well engineered 5 inch gauge model of a 2-6-4 side tank locomotive, built to the Martin Evans design. The silver soldered copper boiler with fittings including steam pressure gauge, water sight-glass, regulator and other usual fittings. The chassis having twin outside cylinders with Walschaerts valve gear and fluted motion. The model finished in polished brass plate-work with fitted steps and hand irons. Length 90cm. Cab width 19cm.

Boiler History: No boiler history available.

£1,500-2,000



50 (detail)



49 (detail)

50

Two 5 inch gauge locomotive display tracks, in oak with gravelled panels.

£100-150



51

51

An exhibition standard 5 inch gauge model of a 2-6-4 Thompson Class L1 side tank locomotive, built by the late Mr George Walker of Eastleigh. The model is built with silver soldered copper boiler having fitted super-heater, cab fittings to include steam pressure gauge, water sight-glass, regulator, safety valves and other usual fittings. The chassis having twin outside cylinders with Walschaerts valve gear, connecting rods and detailed motion, injectors, clack and oiler boxes with wicks. The model finished in LNER green lined livery with fitted steps and hand irons. Length 117cm. Cab width 25cm.

Boiler History: This locomotive is un-steamed and has an original boiler test certificate from the builder Mr Reg Chambers of Weymouth. Serial No. R.C.392. Hydraulic Test pressure 200psi. Working pressure 100 psi. Signed R R Chambers. Dated 21st of July 1978. Some photograph history.

BOILER HISTORY DISCLAIMER

Please Note: All boiler history records and references made in this catalogue are made for guidance only and the auctioneers are not able to convey any guarantees or warranties as to the safety of the boilers or their present condition.

£5,000-6,000

52 (no lot)



51 (detail)



51 (detail)

Live steam locomotives in 7 1/4 inch gauge



53

53

A well engineered 7 1/4 inch gauge model of a London Midland and Scottish Class 4F 0-6-0 tender locomotive No 44001, the copper boiler with fittings including twin water sight glasses, live steam pressure gauge, regulator, safety valves, direction control and lever operated firebox door. The chassis with twin inside cylinders having Stephenson valve gear and fluted motion. Six-wheel tender with fitted driver seat. The model finished in British Railways black livery with fitted steps, handrails, vacuum hoses and couplings. Overall length 200cm. Cab width 28cm.

* The full size 4F locomotives were designed by Henry Fowler and built between 1924 and 1941. They were withdrawn from service between 1959 and 1966. Three remain in preservation.

Boiler History: No boiler history available.

£10,000-15,000



53 (detail)



53 (detail)



54

54
A well engineered 7 1/4 inch gauge model of a 'Holmside' 0-6-0 saddle tank locomotive, built to the design by Martin Evans. The silver soldered copper boiler with cab fittings including regulator, water sight-glass, steam pressure gauge, two injectors, mechanical lubricator, safety valve and other usual fittings. The chassis with twin outside cylinders with fitted drain cocks. Stephenson's valve gear and fluted motion. The model finished in traditional black and red livery with fitted steps, handrails and couplings, brass framed porthole windows to cab and simulated coal panel to back with filler cap to water storage tank. Length 122cm. Cab width 33cm. Height 53cm.

Boiler History: Boiler built by Mr Geoff Tomlinson. Boiler Number N24 100 119. Southern Federation of Model Engineering Societies. Examination Certificate of Pressure system No C 154882 Working pressure 100 psi. Boiler certificate expired the 7th of July 2017. Further past boiler history.

BOILER HISTORY DISCLAIMER
Please Note: All boiler history records and references made in this catalogue are made for guidance only and the auctioneers are not able to convey any guarantees or warranties as to the safety of the boilers or their present condition.

£5,000-7,000



54 (details)



55

55
A well engineered 7 1/4 inch gauge model of an American Mogul 2-6-0 tender locomotive, built by Mr Brian Lee of Yorkshire. The silver soldered copper boiler with fittings including steam pressure gauge, water sight-glass, regulator, drains with associated copper pipework, firebox door, hydrostatic lubrication, two water injectors. The chassis with twin outside cylinders, drain cocks and Stephenson valve gear. Eight-wheel double bogie tender with hand operated water feed pump. The model finished in red and black livery with polished brass boiler bands, brass swing bell, smoke arrester to chimney, front head lamp, stays to front buffer with fitted cow catcher. Overall length. 244cm. Cab width 40cm. Height 60cm.

Boiler History: Northern Association of Model Engineers Report of Examination Certificate. Hydraulic Test expired the 23rd of July 2007. Test pressure 150 psi. Working pressure 100 psi. Boiler identification number N4-100-250

BOILER HISTORY DISCLAIMER
Please Note: All boiler history records and references made in this catalogue are made for guidance only and the auctioneers are not able to convey any guarantees or warranties as to the safety of the boilers or their present condition.

£5,000-7,000



55 (detail)



55 (detail)



56

56
A fine exhibition standard model of a 7 1/4 inch gauge British Railways Class 4T 2-6-4 tank locomotive No 80008, completed by Mr T Dixon of Southwick following original high standard building work carried out by Mr R Cheal of Bath who constructed the frames, wheels, cylinders, coupling and connecting rods. Due to ill health Mr Cheal was unable to complete the model.

The super-heated copper boiler with four elements supplied by Paul Gammon, a stainless steel ball valve is used for the regulator, stainless steel ash pan and lever operated fire-box doors. The boiler backhead with 2 three cock water gauges by Dave Noble, steam pressure gauge, sliding fire doors, whistle, regulator, manifold control and two injector steam valve controls. A floor mounted column houses the blower and drain cock valves, other fittings include two injector water valve and damper controls. The rear of the cab has coal doors ,cupboards and a mechanical brake control. The reverser has a spring loaded locking lever and direction indicator. The cab with wooden floor panel. There is a blow down valve on each side of the fire box. The chassis with twin outside cylinders and piston valves, the pistons are lubricated by two ratchet driven Duplex oil pumps. Each pump supplies oil to both cylinders. Steam operated drain valves fitted to the cylinders.

The model finished in traditional livery with buffer detail, lamp irons, step, lamp irons, stainless steel handrails and wash out plug on the boiler casing. Detailed information plates by Diane Carney. The model comes together with firing tools, boiler instructions and certificates.



56 (details)

Boiler History: The boiler was built by Kingswood Boilers of Bristol. Serial No KBo6006 Certificate dated the 1st of September 2006. Hydrostatic test pressure 200 psi. Maximum working pressure 100 psi. Re-tested by Maxitrak on the 28th of April 2014. Certificate Serial No 2062.

The model has not been steamed. Length 1.75 metres. Cab width 38cm. Height 52 cm.

BOILER HISTORY DISCLAIMER

Please Note: All boiler history records and references made in this catalogue are made for guidance only and the auctioneers are not able to convey any guarantees or warranties as to the safety of the boilers or their present condition.

* The full size locomotives were built between the 1920's and 1950's. No 80008 was built in Derby in 1957 and was withdrawn from services in 1964.

£15,000-20,000



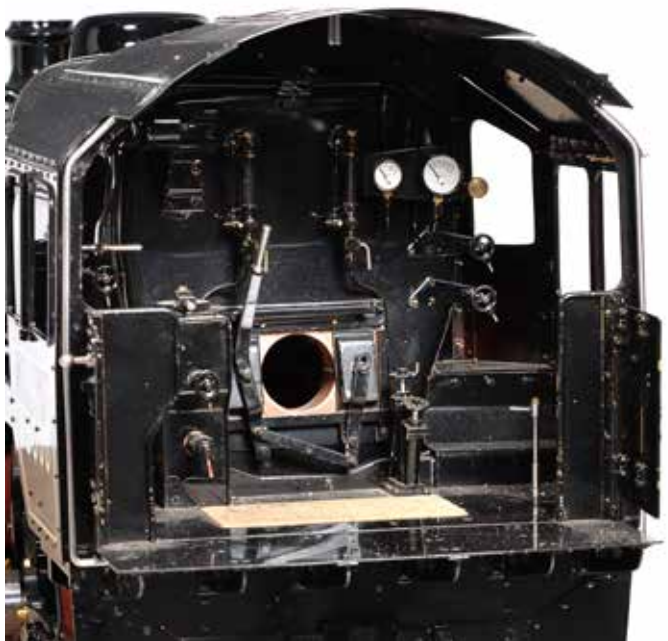
57

57

A fine exhibition standard model of a 7 1/4 inch gauge British Railways Class 5 4-6-0 tender locomotive No 73000, built by Mr T Dixon of Southwick from JVML drawings. The copper super heated boiler with four elements supplied by Paul Gammon, cab with fittings including two three cock water gauges by Dave Noble, a stainless steel ball valve is used for the regulator, sliding fire-box doors, blow down valves are fitted to either side of the firebox, two steam injectors and manifold isolator control. The blower and drain cock valves are on a floor mounted column, other fittings include damper control, two injector water valve controls, steam brake control and reversing wheel with spring loaded locking lever and direction indicator, removable wooden cab floor panel for access to draw bar pin. The chassis with twin outside cylinders having Walschaerts valve gear and piston valves lubricated by two Duplex ratchet driven oil pumps, one under each of the running boards. Each pump has a priming handle and feeds both cylinders. Cylinders fitted with steam operated drain cocks. The high sided tender body constructed in brass with front coal doors, cupboards and mechanical brake controls. The model finished in traditional livery with buffer detail, lamp irons, steps, boiler casing washout plug and stainless steel handrails, A portion of the cab roof and tender are removable to gain access to the controls. Detailed locomotive plates supplied by Diane Carney. The model comes together with footrests, firing tools, instructions and certificates. Length 240cm. Cab width 38cm. Height 50cm.



57 (details)



Boiler History: The boiler was built by Swindon Boilers. Serial No 91412. Certificate signed by Mr T K Tremblen and dated the 2nd of March 2009. Hydrostatic test pressure 200 psi. Maximum working pressure 100 psi. Re-tested by Maxitrak on the 17th of March 2014 prior to fitting frames and signed by Mr S Farley. The model has not been steamed but has been run on compressed air.

BOILER HISTORY DISCLAIMER

Please Note: All boiler history records and references made in this catalogue are made for guidance only and the auctioneers are not able to convey any guarantees or warranties as to the safety of the boilers or their present condition.

*There were 157 full size locomotives built between 1951 and 1957. Number 73000 was built at Derby in 1951.

£20,000-25,000



58

58

A fine exhibition standard model of a 7 1/4 inch gauge British Railways Class 9F 2-10-0 tender locomotive No 92220 'Evening Star', built by Mr T Dixon of Southwick from JVML drawings. The superheated copper boiler with four elements supplied by Paul Gammon, stainless steel ball valve is used for the regulator. Ash pan is of stainless steel with lever operated door. Boiler back-head fittings include 2 three cock water gauges by Dave Noble, regulator, sliding doors, two injector steam valves and manifold isolator controls. The blower and drain cock controls are on a floor mounted column. Other cab fittings include damper control, two injector water valve controls. Reverse wheel with spring loaded locking lever and direction indicator. Removable wooden floor panel for access to draw bar coupling pin. Blow down valve fitted to the fire box. The chassis with twin outside cylinders having Walschaerts valve gear and piston valves. Lubricated by two clutch driven double acting pumps, one under each running board. The cylinders are fitted with steam operated drain cocks. The locomotive has a three chime whistle and also a single whistle can be sounded. A section of the roof can be remove to gain access to driving controls and also a longer draw bar is fitted for navigation of tight cross overs and curves.

The tender body is constructed from brass having front coal doors, cupboards and mechanical brake control. The model finished in traditional green livery with polished brightwork with buffer beam detailing, lamp irons, steps, stainless steel handrails, copper capped chimney, wash out plug in the boiler casting and two lamps to front. Detailing information plates by Diane Carney. The model comes together with firing tools, boiler instructions and certificates. Length 258cm. Width 37cm. Height 54cm.



58 (details)

Boiler History: Swindon Boilers Certificate No. 31328 Signed by Mr T K Tremblen. Hydrostatic test pressure 200 psi. Maximum working pressure 100 psi. The locomotive was last used by the builder in 2015.

BOILER HISTORY DISCLAIMER

Please Note: All boiler history records and references made in this catalogue are made for guidance only and the auctioneers are not able to convey any guarantees or warranties as to the safety of the boilers or their present condition.

*The full size locomotives were introduced in 1954 and a total of 251 were built.

£25,000-30,000



59

59
A fine exhibition quality 7 ¼ inch gauge model of a 2-6-0 (Mogul) British Railways Standard Class 2 tender locomotive No 78005, built to a very high standard over a period of nine years by Mr J Middleton a respected member of the Oxford Model Engineers Club to the design and drawings by Dick Stockings. It comes with a full sets of drawings and build folder. The locomotive has been repainted in BR standard dark green lined livery and some further work has been carried out by the present owner. This is a very high quality model similar to work by Ron Martin and David Aitken. The silver soldered tapered Belpaire copper Swindon boiler with cab fittings including twin water sight-glasses with drain cocks, pressure gauge, lever operated sliding firebox doors, direction control wheel with indicator and other fine cab detailing.

The chassis having twin outside cylinders with drains, fluted motion with Walschaerts valve gear, injector, oiler system and quality detailed pipework. The six-wheel tender with BR Plates of 3000 gallon design with fitted rear ladder, handrails, steps and lamp irons. It is also fitted with a sprung drivers seat which is easily removable and a pair of discrete folding footrests.

The model is finished in British Railways dark green lined livery with polished bright-work, fine brass detailing to cab windows and detailed plates. The original full size locomotives were built at Darlington in 1953. The locomotive has been meticulously researched, planned and built, and must rate as one of the finest examples of a Class 2 in any gauge.

The model comes complete with a display stand fitted and rolling road. Aluminium rectangular tube trolley with bridge piece, steel tube rail base suitable for use with a transit type van or trailer. Locomotive measurements length 207cm. Cab width 35cm. Cab height 52cm.



59 (details)



59 (details)



59 (details)

The model was displayed at the East Midland show 2016 and Spalding 2017 on the Melton Mowbray Model Engineers stand. It was not exhibited as a competition entry as the present owner was not the builder.

Fifty six of the full size locomotives were built in Darlington between 1952 and 1956 to the design by R A Riddles. No 78005 was withdrawn from service in 1965. The design was derived from the Ivatt designed LMS Class 2MT 2-6-0 with a reduced cab to enable it to fit into a universal loading gauge and other standard fittings, most notably a taller chimney, others including the lack of an Ivatt dome and side plates connecting the two sections of the engine.

Boiler History: Original 'Swindon Boilers' certificate signed by Mr T K Tremblen and dated the 13th day of June 2005. Boiler serial number 51353. Hydrostatic test pressure 200 psi. Working pressure 100 psi. The model is in exhibition condition and has only been run on compressed air and has not been steamed.

BOILER HISTORY DISCLAIMER

Please Note: All boiler history records and references made in this catalogue are made for guidance only and the auctioneers are not able to convey any guarantees or warranties as to the safety of the boilers or their present condition.

£30,000-40,000



59 (details)



60

60

A well engineered 7 1/4 inch gauge model of a o-6-o saddle tank locomotive No 5 'Holmside', built to the Martin Evans design from Reeves of Birmingham castings with copper boiler fitted with steam pressure gauge, water sight-glass, regulator, twin safety valves and twin clack valves. The chassis having twin outside cylinders with internal Stephenson link motion, cab operated water hand feed pump, direction control wheel, cylinder drain cocks, rod brakes, blower valves, steam whistle, blow down valve and ratchet oiler system. The model finished in National Coal Board York blue with lining and relevant plates, fitted running boards and polished motion. Length 117cm. Cab width 3cm.

These models were based on a National Coal Board locomotive and was serialised in The Model Engineer Volumes 143 - 144.



60 (detail)



60 (detail)

* Holmside was a o-6-o saddle tank locomotive with outside cylinders and inside Stephenson link motion that used to work for the National Coal Board. The original full size engines were built circa 1901 by Chapman and Furneaux and worked all its life between Craghead and Morrison Busty Collieries, Anfield Plain, Durham, until scrapped in 1962.

Boiler History: No boiler history available.

£4,000-6,000



61

61

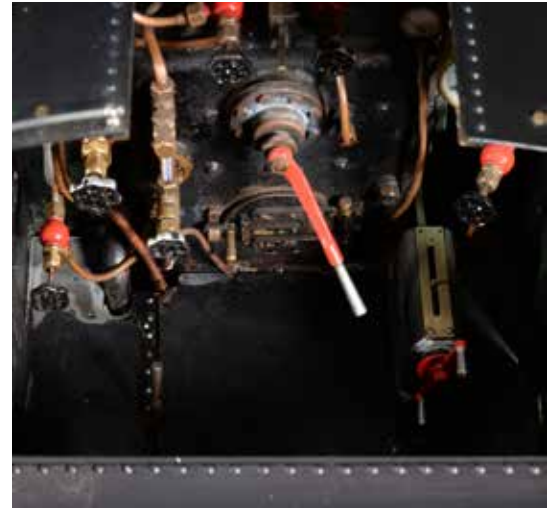
An exhibition standard 7 1/4 inch gauge model of a Great Western Railway 14xx tank locomotive, completed in 2004 by a retired engineer from the North East of England. The silver soldered copper boiler with fittings including radiant super heater, 28 square inch fire grate, steam pressure gauge, water sight-glass, regulator, screw reverser direction control lever, mechanical drain cocks and other usual fittings. The chassis having two inside cylinders with Stephenson valve gear, steam brake actuation valve, fitted twin axle water feed pumps split between both side tanks from pass valves in the cab and having mechanical oil feed lubrication and mechanical drain cocks. The model finished in Great Western green livery with polished bright-work and comes complete with sit on driving truck with integrated water supply tank and control feed valve to the locomotive. Overall length 46". Cab width 13 1/4". Overall height 20 3/4 inches. Weight approximately 135 lbs.



61 (detail)



61 (detail)



61 (detail)

Boiler History: Boiler Serial Number 378054. Southern Federation Boiler Examination certificates No. C154296 Hydraulic test pressure 105 psi expires the 6th of April 2023 and Steam tested at 70 psi working pressure which expired the 6th of April 2020. Issued by The Rotherham and District MES Dated the 7th of April 2019.

BOILER HISTORY DISCLAIMER

Please Note: All boiler history records and references made in this catalogue are made for guidance only and the auctioneers are not able to convey any guarantees or warranties as to the safety of the boilers or their present condition.

£10,000-15,000



62

62

A fine exhibition standard 7 1/4" gauge model of a Great Western Railway 2-6-0 Mogul tender locomotive No 5310, built to works drawings by the designer of the 7 1/4 inch gauge model of the GWR Mogul Mr Ian Holder of Suffolk and originally Reading as marketed by Reeves of Birmingham. The silver soldered copper boiler and cab with fittings including correct pattern water gauge with shut-off cocks, pressure and vacuum gauges, hydrostatic sight feed lubricator glasses, the lubricator controlled by the 'W' valve operated by the regulator linkage, direction control lever with quadrant, brake control and wooden plank flooring to cab. The chassis with twin outside cylinders being 2 1/4 inch bore and having inside Stephenson valve gear copied exactly from the full size locomotive. The cylinders are fitted with the early type drain-cocks used on locomotives with inside steam-pipes and fine fluted motion. The locomotive and tender fitted with vacuum brakes, vacuum ejector and brake valve in cab. The six-wheel tender with fitted tool boxes, gauge indicator, checker plate, vents, steps and handrails. The model finished in traditional Great Western Railway green livery with polished bright-work, detailed rivet-work, fitted steps, hand irons, lamp irons, couplings and vacuum hoses. Overall length 229cm. Cab width 33cm.

* Provenance: This fine locomotive is the original engine built by the Gold medal winning builder and designer of this engine Mr Ian Holder. See page 127 of Reeves 2000 25th edition of their catalogue. Mr Ian Holder is a winner of a gold medal and the Crebbin Memorial cup at a previous Model Engineer Exhibition. This Mogul locomotive has never been exhibited.



62 (detail)



62 (detail)

Boiler History: The copper boiler built by Cheddar Models of Somerset. It is sold together with the Morewood Model Engineering Ltd Boiler Test Certificate. Working pressure 100 psi. the manufacturers original certificate and a shell test certificate No C175339 / Scheme number W 025076 issued by the 7 1/4 inch gauge society dated 13th of August 2014 Signed by Brian Reading Hydraulic test pressure 180 psi Working pressure 90 psi. and fitted with twin safety valves of the correct pattern and two blowdown valves. The model has not been steamed.

BOILER HISTORY DISCLAIMER

Please Note: All boiler history records and references made in this catalogue are made for guidance only and the auctioneers are not able to convey any guarantees or warranties as to the safety of the boilers or their present condition.

£15,000-20,000



63

63

A set of drawings for a 7 1/4 inch gauge model of The Flying Scotsman.

£30-50

Model traction engines up to 3 inch scale

64

A part built model of a 1 1/2 inch scale Allchin Agricultural traction engine, the model comes together with an unused copper multi-tube boiler, castings and parts as illustrated in this catalogue.

£300-500



64



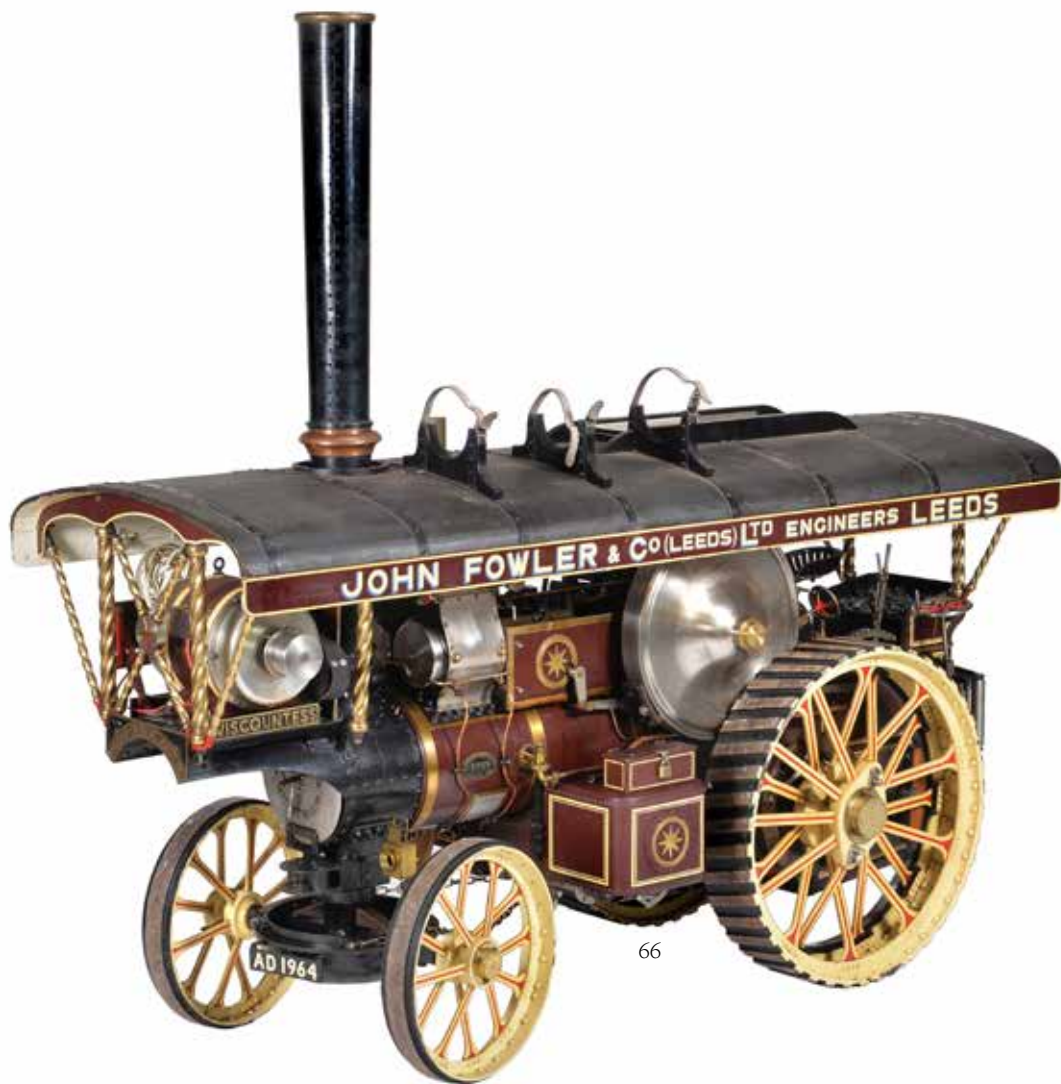
65

65

A well-engineered 2 inch scale model of a Shand Mason horse drawn fire engine, built by Mr D Cunnington from Edgar T Westbury drawings and Reeves castings, the model with vertical copper and brass boiler having 'J' tubes, normal steam fittings, twin cylinder live steam engine with cylinder head lubricator, scotch cranks, eccentric driven feed pump with stop cocks, twin spoked flywheels and twin direct coupled water pumps with changeover lever, water tank, suction and delivery hoses. Chassis and body details include spoked wooden wheels with metal rims, turning lock, driver's seat with brass rail to back, box body, foot rest not present, brake gear. The model finished in red and black paintwork with brass plate inscribes 'Shand Mason & Co Engineers, London'. Length 50cm. Width 28cm. Height 39cm.

Awards: Highly Commended at The Midland Federation of Model Making Societies Town and Country Festival 27th of August 2005. Exhibited at The Midland Model Engineering Exhibition 2005.

£1,000-1,500



66

66

A fine exhibition quality 3 inch scale model of the compound Fowler Showmans engine 'Viscountess', registration number AD 1964 (Possibly date of build and builder Arthur Deakin). The copper boiler with fittings including water sight glass, steam pressure gauge, safety valve, blower, clack and blowdown valves, solid flywheel with turned brass centre, whistle, cylinder drain cocks with associated copper pipework, Stephenson link reverse, eccentric driven feed pump and bypass, two road speeds. Chassis detail include lined spoked straked wheels and polished brass hub caps, worm and roller chain steering, spud pan to front axle, cable drum with fairleads, hand brake, water lifter, belly tanks with brass star decoration supporting tool boxes. Power generated mounted with 'volts' and 'amperes' control panel. The model finished in dark red, black and yellow lined paintwork with front and rear road lamps, polished brass boiler straps, detailed trivet-work, brass mounts and fine brass olivers supports to canopy which is sign written 'John Fowler & Co (Leeds) Ltd Engineers Leeds with extension chimney and associated mount to roof. Length 162cm. Width 58cm.

The model is sold together with a floor table stand.

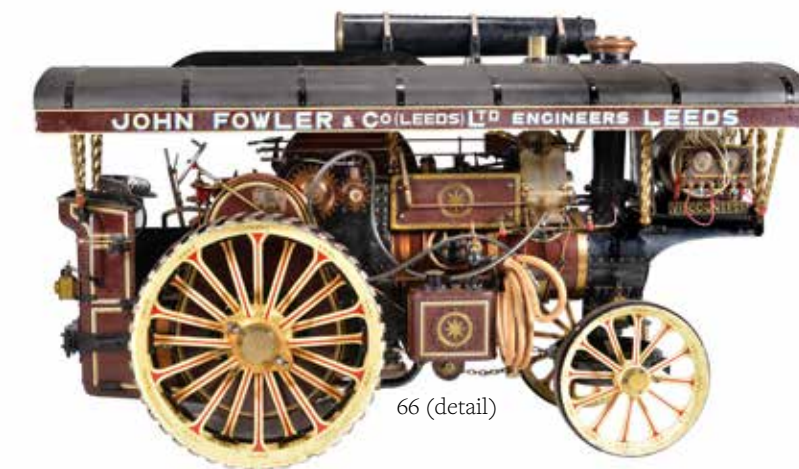
* Provenance Private museum.

Boiler History: No boiler history available.

£10,000-15,000



66 (detail)



66 (detail)



66 (detail)



67

67

An exhibition quality model of a 3 inch scale Burrell general purpose agricultural traction engine registration number CIB642, built by its late owner from a set of 'Plastow' castings and drawings. The late owner being a close friend of Mr Plastow. The model being of traditional design with single cylinder having 2 inch bore by 2 1/4 inch stroke, 11 1/2 inch diameter spoked flywheel, open crank with connecting rods and cross-head guides, eccentric driven valve gear and safety valve, lubricating system, blower, eccentric driven water pump, steering wheel with worm and chain steering. The silver soldered copper boiler with fittings including water sight glass, steam pressure gauge, regulator, direction control lever with graduated quadrant, wire rope winch with fitted fair leads, whistle, two road speeds, firebox door and hand operated brake with slatted wooden drivers floor. The model finished in green and red paintwork with polished brightwork having spoked and straked wheels with polished brass hub caps, four fitted road lamps and firing shovel. Length 114cm. Width 48cm. Height 76cm.

The model is sold together with a transportation case.

Boiler History: No boiler history available.

£4,000-6,000



67 (detail)



67 (detail)

68

A well engineered 1 inch scale model of a Burrell general purpose agricultural traction engine, the silver soldered copper boiler with fittings including steam pressure gauge, water sight-glass, drain cocks, hand operated brake to rear wheels, injector, cylinder drain cocks, solid 15cm diameter disc flywheel, open crank, trunk guide, Stephenson reverse gear, lubrication system, safety valve, clack, ratchet oiler system, eccentric driven water pump, two road speeds, wire rope winch with fitted fair leads, worm and chain steering, brass boiler bands, steam chest cover. The model finished in green and red paintwork, spoked and straked wheels with painted hub caps. Length 75cm. Width 29cm. Overall height 48cm.

Boiler History: No boiler history available.

£1,000-1,500



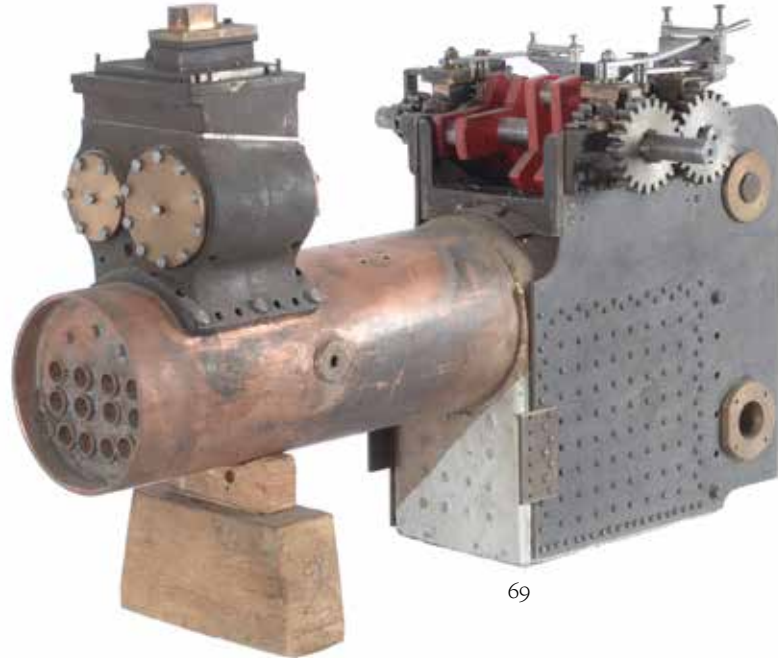
68 (detail)



68 (detail)



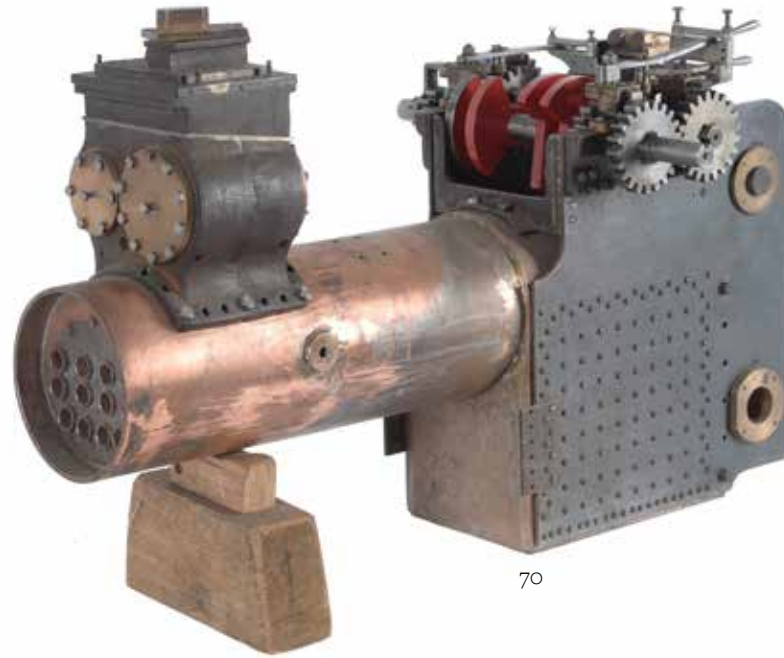
68



69

69
A set of castings and machined parts to build a Plastow's two inch scale model of the Fowler Showmans engine 'Princess'. Copper boiler and some build work carried out including gear cutting, balanced crank and cylinder block. This lot has been entered from a deceased estate so we cannot guarantee that all items are present. Please see our website for more illustrations of this lot.

£500-1,000



70

70
A set of castings and machined parts to build a Plastow's two inch scale model of the Fowler Showmans engine 'Princess', Copper boiler and some build work carried out including gear cutting, balanced crank and cylinder block. This lot has been entered from a deceased estate so we cannot guarantee that all items are present, please see our website for more illustrations of this lot.

£500-1,000



71 (detail)

71
An exhibition standard 1 inch scale model of an Allchin Agricultural Traction engine 'Royal Chester', built by the late Mr Patrick Avery of Ashbourne Derbyshire with single cylinder, being a two speed general purpose engine. The engine has a silver soldered copper boiler with fittings including water gauge, pressure gauge, safety valve, blower, clack and blowdown valves. Engine details include single cylinder approximately ¾ inch bore x 1 inch stroke, drain cocks, ratchet mechanical lubricator, trunk type crosshead guide, Stephenson link reverse, eccentric driven feed pump and bypass, two road speeds and spoked flywheel. Chassis details include spoked straked wheels, worm and roller chain steering, spud pan, damper, cable drum, fairleads, hand brake to second shaft. The model is finished in red and black paintwork with polished steel bright-work. Length 46cm.

Boiler History: No boiler history available.

£2,500-3,000



71

Exhibition international award winning miniature machine workshop tools formerly part of the Barry Jordan collection



72
A very fine engineered exhibition standard model of a 1/5th scale Qualters & Smith ‘Sawmaster’ 6 inch power hacksaw, built by Barry Jordan in 1999, from catalogue reference. The model is 8 inches high.

* Provenance: Lot 397 Dreweatt Neate Fine Art Auctioneers, Honiton Auction 21st of October 2004. A copy of the original auction catalogue will accompany this lot.

£500-1,000



73
A very fine and multi award winning 1/5th scale exhibition model of an Archdale MH50 Radial Arm Drilling Machine, built by Barry Jordan in 1998, from access to a full size machine. The model is 26 inches high.

* Provenance: Lot 398 Dreweatt Neate Fine Art Auctioneers, Honiton Auction 21st of October 2004. A copy of the original auction catalogue will accompany this lot.

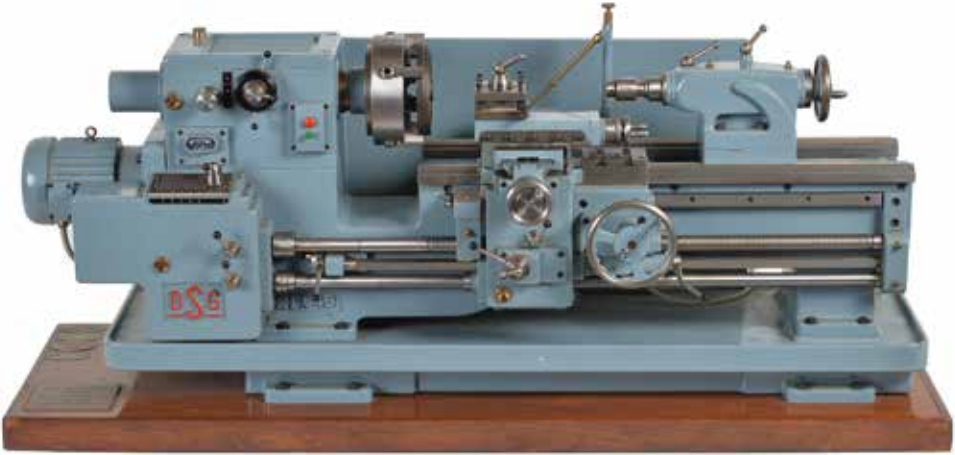
£2,000-3,000



74
A very fine engineered model of a 1/5th scale Mk 1 Clarkson Tool and Cutter Grinder, built by Barry Jordan between 1997 and 1998, from access to the full size machine. Courtesy of Mr A Booth of Woodborough, Notts. The model is 14 inches high.

* Provenance: Lot 396 Dreweatt Neate Fine Art Auctioneers, Honiton Auction 21st of October 2004. A copy of the original auction catalogue will accompany this lot.

£2,000-3,000



75
A very fine and multi award winning 1/5th scale exhibition model of a Dean Smith & Grace Heavy Duty Lathe, built by Barry Jordan in 2000, from Dean Smith & Grace sales literature and access to full size machines. Courtesy of English Electric Lincoln and The Royal Ordnance, Westcott. The model is 12 1/2 inches high by 32 1/2 inches long.

* Provenance: Lot 399 Dreweatt Neate Fine Art Auctioneers, Honiton Auction 21st of October 2004. A copy of the original auction catalogue will accompany this lot.

£2,000-3,000



76



76 (detail)



76 (detail)



76 (detail)

76

A very fine and multi award winning 1/5th scale exhibition model of a Bridgeport Milling machine, built by Barry Jordan in 1997, from an original detailed handbook and a full size machine courtesy of Gratton Engineering, Derby. The model was built using a Myford Super 7b Lathe, Raglan vertical milling machine, Warco drilling machine and a Kennedy mini hacksaw. The model is 23 1/2 inch high.

* This fine award winning Bridgeport milling machine won Best in Show at The Harrogate model engineering exhibition in 1998.

* Provenance: Lot 400 Dreweatt Neate Fine Art Auctioneers, Honiton Auction 21st of October 2004. A copy of the original auction catalogue will accompany this lot.

BUILDERS INFORMATION ON THE NEXT FIVE LOTS.

Barry J Jordan was born in Derby and on leaving Joseph Wright Art School in Derby he secured an apprenticeship with Rolls Royce in the Experimental Department. After developing a range of Ultrasonic Crack Detection equipment he formed his own company in 1977 and in 1993 due to healthy problems he sold his business to Rolls Royce. He retired to his workshop, purchasing a Myford Super 7 lathe and a Raglan Milling machine and returned to his love of model engineering. After making a few models he decided to start making miniature scale classic machine tools.

The fine award winning Bridgeport milling machine being offered in this auction won Best in Show at The Harrogate model engineering exhibition in 1998 and all his models went on to win many awards and medals throughout Great Britain.

These fine models have made Mr Jordan world famous and he was the first person in the UK to be awarded the Martin Foundation's Metalworking Craftsman of the Year for 2003.

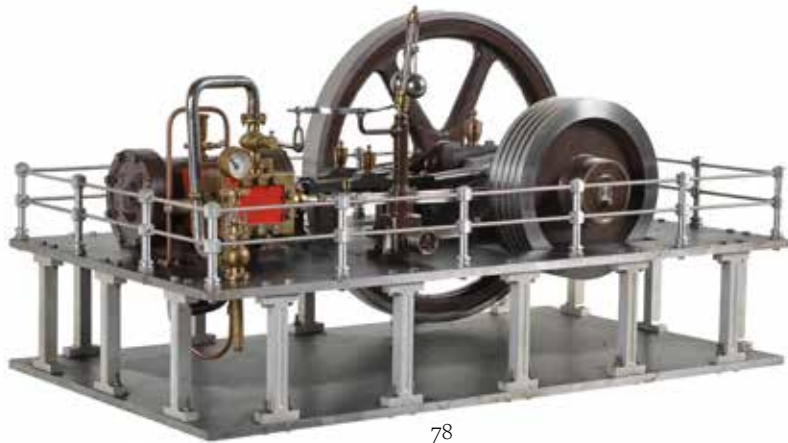
£10,000-15,000

Model live steam and other stationary engines



77
A rare and early Stevenson dockyard model of a live steam vertical mill engine, the single cylinder with mounted steam chest having eccentric driven steam valve with 15cm diameter flywheel. The model set on painted brass sole plate with wooden plinth. Overall height 34cm. Base 15cm by 15cm.

£200-300



78
A fine exhibition standard model of a horizontal live steam mill engine, mounted on engine room floor supported by sixteen milled columns and having gallery railing surrounding the engine with single cylinder with polished brass oiler cup, open crank with cross-head guides, urn shaped oilers to crank and cross-head, pedestal gauge, eccentric driven steam valve, inlet valve with pipework, steam shut-off linkage to Watts type speed governor having pulley belt linkage to drive wheels and the engine has a 22.5cm diameter spoked flywheel. The model finished in brown paintwork with steel floors and polished bright-work. Base 46cm by 26cm. Overall height 26cm.

£500-700



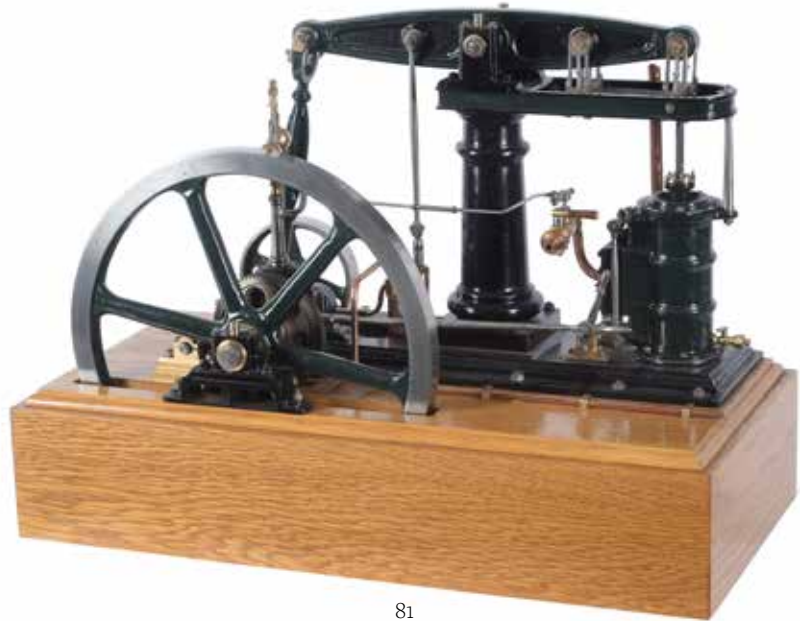
79
A well-engineered vintage model of a live steam twin simple horizontal mill engine, being model engineer built from castings and having open crank with 6 inch diameter flywheel, two pulley drive wheels, twin cross-head guides, fish belly connecting rods, eccentric driven steam valves, gun-metal cylinder casting with pipework and oiler cup. The engine set on metal sole plate with mahogany plinth 33cm x 20cm. Height to top of flywheel 22cm.

£200-300



80
A Stuart Turner live steam beam engine, the turned central column supporting beam with split gun-metal bearings, Watt's parallel motion, single cylinder 1 inch bore by 2 inch stroke with fitted outside steam valve operated from eccentric mounted on the open crank with 7 inch diameter spoked flywheel and rope wheel to crank with rope driving speed governor with shut off linkage to steam inlet. The model finished in green and red paintwork and mounted on simulated tile plinth. Plinth length 43cm. Depth 22cm. Total height 29cm.

£300-400



81

81
An exhibition standard model of a live steam ‘Model Engineer’ beam engine, built from Reeve’s castings and having turned central column supporting beam with split bearings, brass oiler cups, Watts parallel motion with link to vertical piston and cylinder having inside steam chest and steam inlet with linkage to speed governor and eccentric crank linkage. The model with water pump driven from beam and open crank with gear and bevel gear drives, large 23.5cm diameter spoked flywheel and smaller 8cm diameter pulley belt wheel, both with split bearings and brass oiler cups. The model finished in traditional green and black paintwork, polished bright-work and mounted on light oak plinth 43cm x 21cm. Overall height 32cm.

£500-700



82

82
A vintage model of a Stuart Turner No 1 vertical live steam engine, the lagged single cylinder being 2 inch stroke by 2 inch bore and supported on cast and turned supports with open crank and eccentric driven steam valve linked to the crank with 7 inch spoked flywheel and mounted sole plate finished in painted green paintwork. Sole plate 20cm x 10cm. Overall width at crank 20cm.

£400-500



83

83
An interesting circular full size engine oiler by Kirkham of Bolton, constructed in polished bronze with ratchet mechanism, glass tubes and engraved Kirkham Makers Bolton. A Kirkham’s Patent No 26203. In original metal carrying case. Height of oiler 15cm. Diameter 10cm.

£50-100

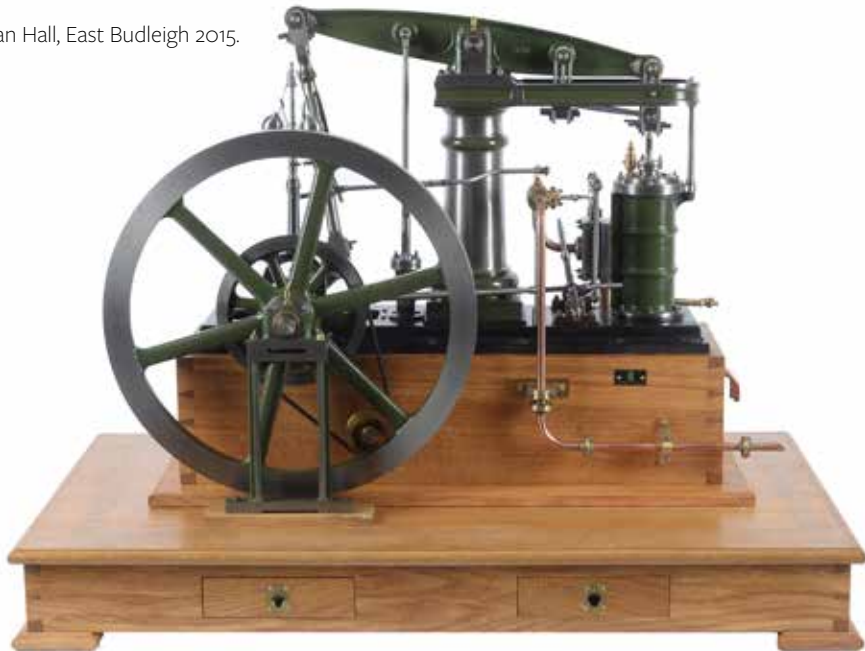
84
An exhibition standard model of a Stuart Turner Major Beam engine, the engine based on the design by Mr George Gentry with modifications by Mr H A Taylor in 1968 with central turned column supporting beam with Watts parallel motion, vertical driven water pump, single vertical cylinder 1 3/4 inch bore by 3 3/4 inch stroke with inside steam chest, speed governor with shut off linkage to steam inlet and having 13 3/4 inch diameter spoked flywheel. The model is set on a wooden plinth with glazed hardwood framed display case.

* The engine bears builders plaque Alan Hall, East Budleigh 2015.

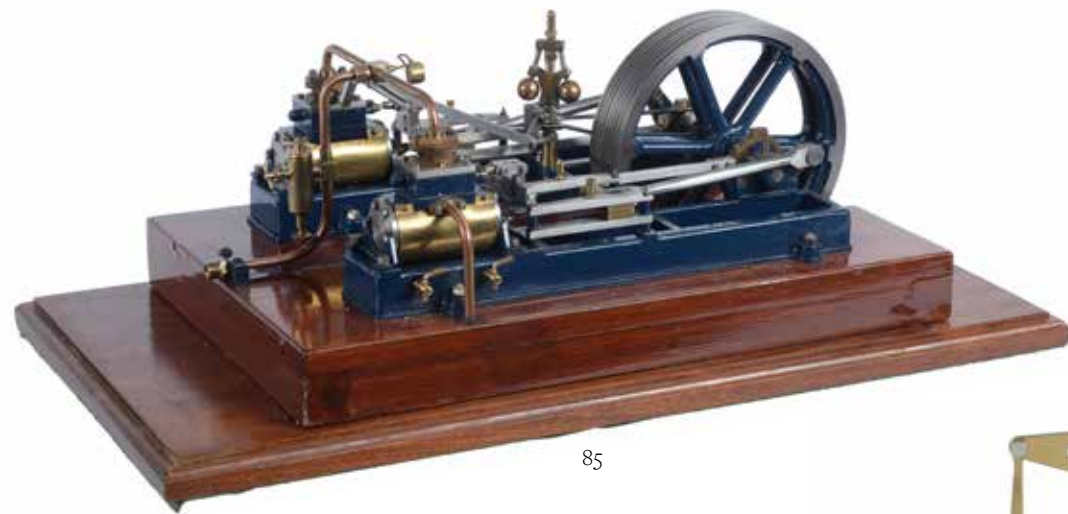
£2,000-3,000



84 (detail)



84



85

85
An exhibition standard model of a Stuart Turner twin Victoria horizontal mill engine, the cylinders with metal lagging and steam chests mounted to the tops, cross-head guides with brass oiler cups, central mounted speed governor with steam shut off linkage to steam inlets and brass displacement oiler. The whole set on blue painted sole plate and mounted on hardwood plinth with Perspex cover. Plinth 64cm by 33cm. Overall height of engine 20cm.

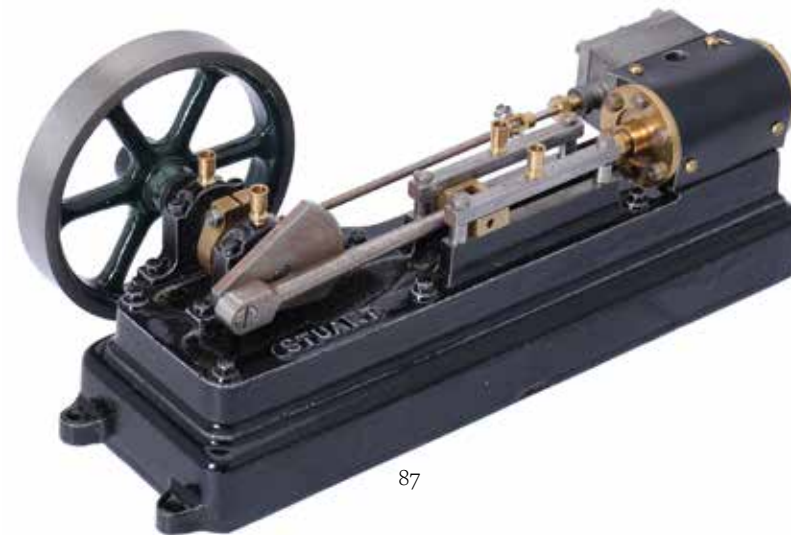
£500-700

86
A model of an Old Model Company No 2 polished brass electronic driven beam engine, with spoked flywheel and set on polished hardwood plinth with moulded edge and design plaque. Serial No B385, The Old Model Co Ltd. plus assembly instructions. On plinth 21.5cm by 16.5cm. Overall height 16cm.

£300-400



86



87

87
A model of a Stuart Turner S50 horizontal mill engine, having single cylinder 3/4 inch stroke by 3/4 inch bore with cross-head guide, balanced crank and spoked flywheel. The model finished in black paintwork with polished bright-work. Length 22cm. Glazed oak framed cover 26cm by 16cm by 20cm.

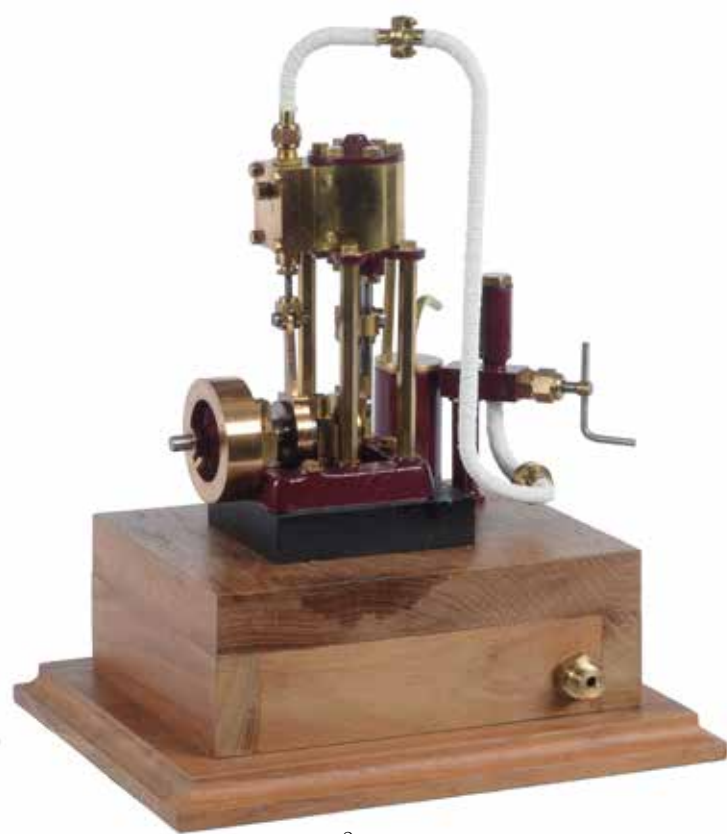
£150-250



88

88
An exhibition standard model of a Stuart Turner standard beam engine, the turned column supporting beam with split gun-metal bearings. Watts parallel motion, single cylinder 1 inch bore by 2 inch stroke with fitted outside steam valve operated from an eccentric mounted on the open crank with 7 inch diameter flywheel and rope wheel. The model finished in green and black paintwork and mounted on hardwood plinth with Perspex cover. Engine 38cm by 19cm. Overall height 33cm.

£400-600



89

89
A well engineered model of a vertical marine engine, with disc flywheel and eccentric driven steam valve from open crank, steam inlet control and displacement oiler. The model mounted on hardwood plinth with Perspex cover. Plinth 18cm by 15cm. Overall height of model 23cm.

£200-300



90

90
A well engineered model of a twin oscillating model boat engine, with disc flywheel and mounted on hardwood plinth with Perspex cover. Built from A J Reeves of Birmingham castings with steam control valve, displacement oiler and speed control valve. Plinth 18cm by 15cm. Overall height 16cm.

£200-300



92

92

A small Old Model Company No 1 Rocking Engine, mounted on circular polished hardwood plinth. Serial No R464, The Old Model Co Ltd. With glass protective dome and assembly instructions. Model plinth 14cm diameter. Overall height 12cm.

£80-120



91

91

An exhibition standard model of a double Tangye horizontal mill engine, built to the design by Edgar T Westbury from A J Reeves of Birmingham castings. The two cylinders lagged in metal with twin speed governors mounted above with shut off linkage to steam inlet valve. Trunk guides for connecting rods with disc cranks and centrally mounted spoked flywheel. The model finished in red paintwork with polished bright-work and set on plinth with circular Perspex cover.

£600-800



93

A model of a live steam vertical boiler with oscillating engine mounted to side, steam control valve and spoked flywheel. Displacement oilers and spirit fired burner fitted. Base 12cm by 12cm. Overall height 24cm.

£80-120

94

An exhibition standard model of a Stuart Turner 'James Coombes' table engine, having single cylinder with 1 inch bore by 2 inch stroke supported on a four pillar table, 7 inch diameter spoked flywheel, eccentric driven steam valve. The engine being of side rod design with guides to the top of the engine. The model finished in green and black paintwork with polished bright-work on plinth with perspex dome. Model plinth 20cm by 21cm. Overall height 40cm.

* The model is built to the Andrew Smith design based on a table engine that is reputed to have worked for more than a century at a Bristol colliery.

£400-600



94



95

95

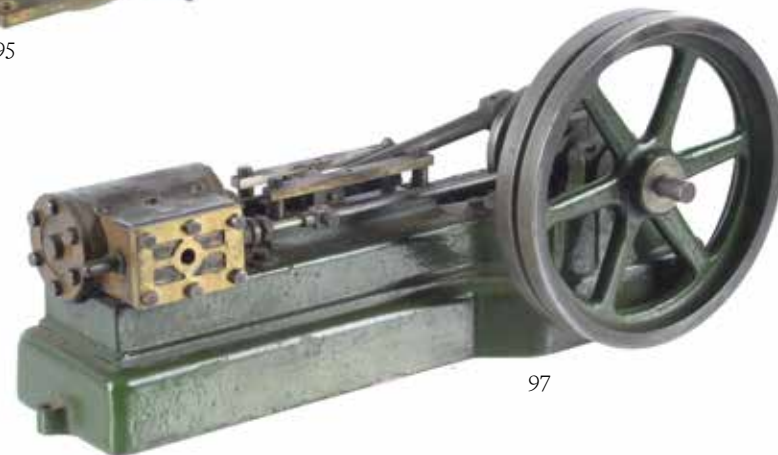
A model of a live steam vertical boat engine, with single lagged cylinder, reverse gear, solid flywheel and pin drive wheel. Height 15cm.

£100-150

96

A model of a live steam four column vertical boat engine, with single lagged cylinder, open crank with solid flywheel and pin drive wheel. Height including oiler 16cm.

£80-120



97

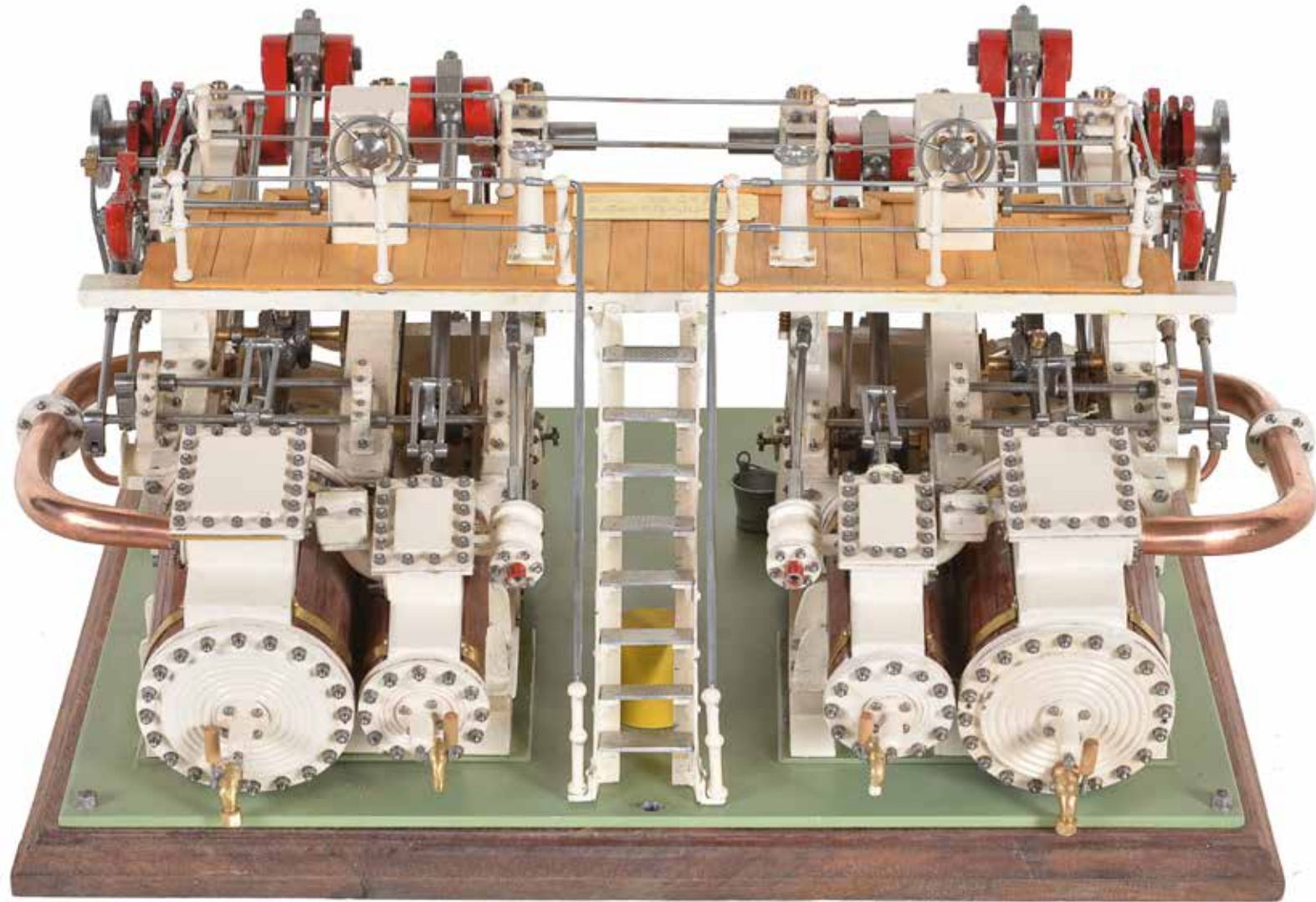
97

A model of a Stuart Turner S50 horizontal mill engine, being of open balanced crank design with cross-head guides, eccentric driven steam valve and metal lagged single cylinder 3/4 inch bore by 1 inch stroke. The model finished in black paintwork with polished bright-work. Length 22cm.

£100-150



96



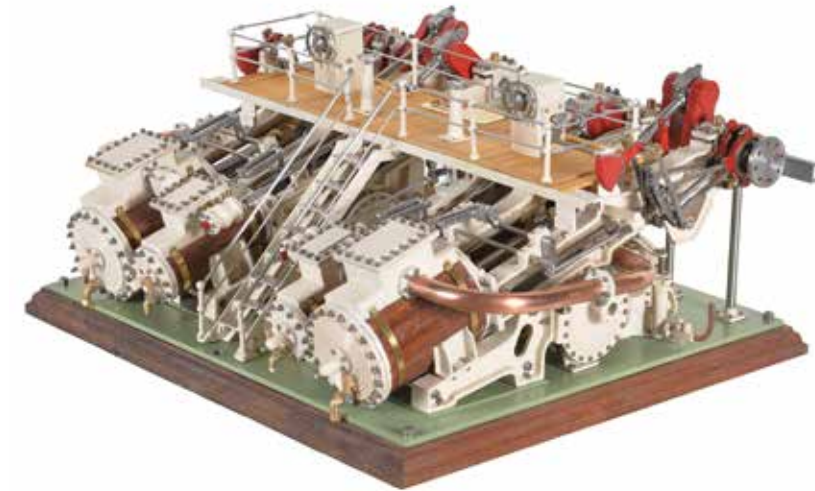
98

98

An exhibition quality model of a compound paddle steamer engine, as fitted to the India Steam Navigation Company steamer S. S. Serajunge, the model built by Mr Allen Young of Washington, Tyne and Wear to a scale of 1/2 inch to a foot. The model is of a pair of diagonal compound condensing paddle engines with cylinders inclined at 17 degrees. The original full-size crankshaft had a stroke of five feet. Steam pressure was 90 psi and rotation were normally 30 rpm. Valve gear is based on the Stevenson link principle controlled by a ship style wheel on a raised deck. The model is constructed from brass, copper, steel and aluminium. A 'hotwell tank', condensate, air feed and bilge pumps are fitted (none working at this scale). The model finished in white paintwork with wooden plank lagging to cylinders, brass scraps, cylinder drain cocks, open crank with eccentric driven steam valves, central mounted stair case leading to railed gantry with planked flooring and control position. The whole model mounted on wooden plinth with moulded edge. Base 40cm x 35cm. Height 20cm.

Please note: 'The original full size engines for the S.S. "Serajunge" were made by Pollit & Wigzell of Sowerby Bridge about 1889.'

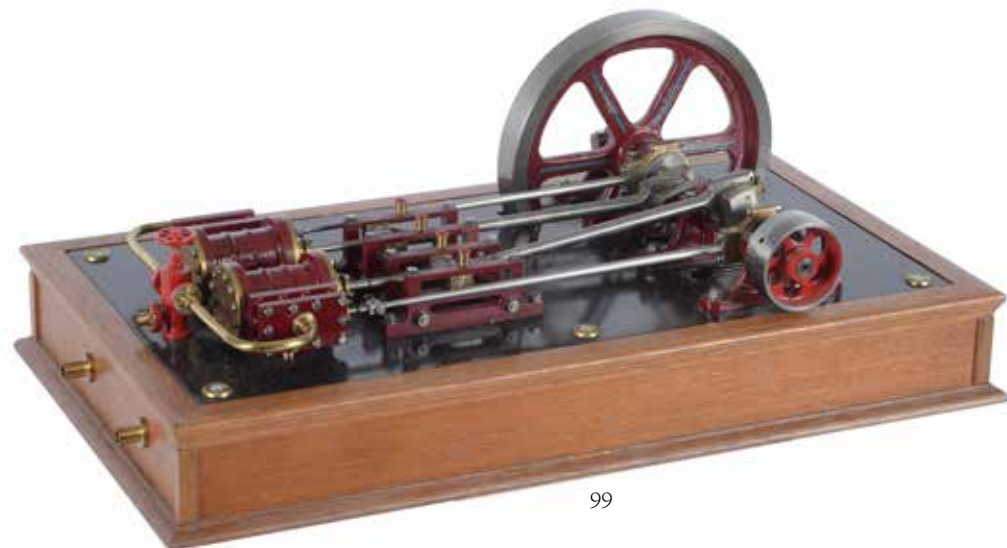
£5,000-7,000



98 (detail)



98 (detail)



99

99

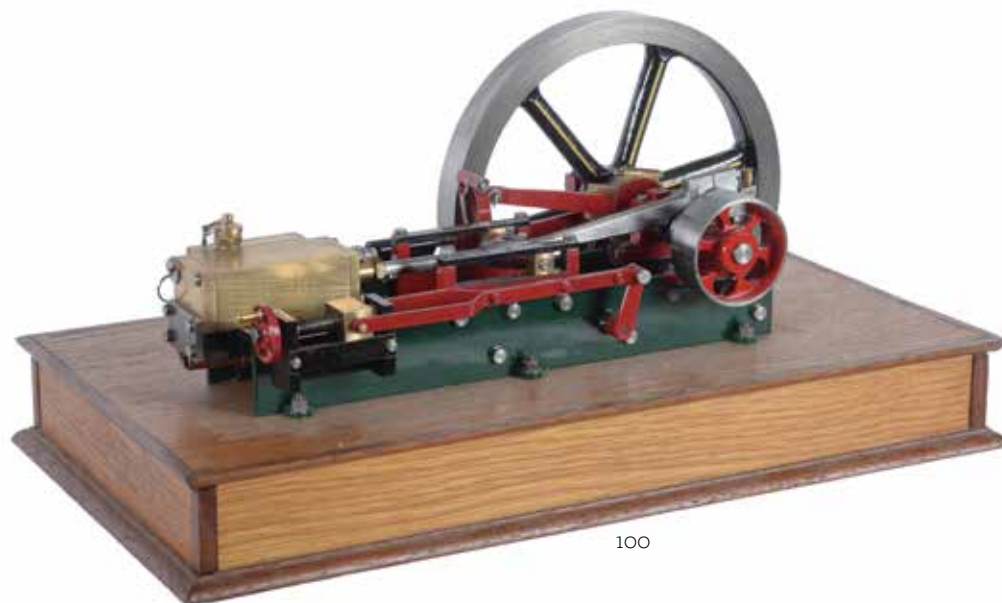
A well engineered model of a twin cylinder horizontal mill engine, having open crank with eccentric driven steam valves to cylinders, cross-head guides and connecting rods, steam inlet control, spoked flywheel and pulley drive wheel. The model set on hardwood plinth. Plinth 44cm by 25cm.

£300-500

100

A well engineered model of a single cylinder horizontal mill engine, having open crank with wishbone linkage to direction control, steam valve to side of cylinder; reverse control with Stephenson's link, cross head guides, connecting rod, 7 inch diameter six spoke flywheel and pulley drive wheel to crank. The model set on hardwood plinth. Plinth 40cm by 22cm.

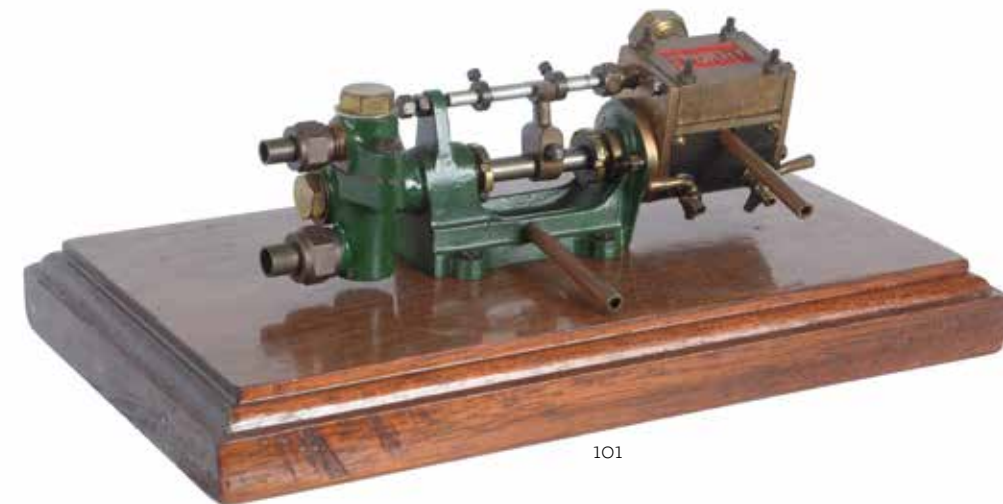
£300-400



100



102



101

101

A well engineered Stuart Turner live steam feed pump, set on hard wood plinth with moulded edge. Plinth 23cm by 13cm.

£100-200

102

A well engineered model of a Rider Ericsson hot air pumping engine, with beam action linkage to spoked flywheel 9 inches in diameter, fitted oiler cups, drain cocks and supported on cast metal stand with base and chimney to side having original burner and mounted on hardwood plinth with water tower storage tank. Plinth 38cm by 21cm.

£400-600



103

103

A well engineered 1/5th scale model of a French live steam engine by M' A de Polignac, circa 1870. The model built from drawings by Anthony Mount and castings from Polly models. The engine is of unusual design having twin flywheels 4 inch in diameter and set on a base plate with 'A' frames supports, pivoted at the top is another central 'A' frame and between the legs is a piston rod with a piston at its centre. The whole model mounted on metal plinth. Plinth 30cm by 13cm. Height 26cm.

£300-500



104

104

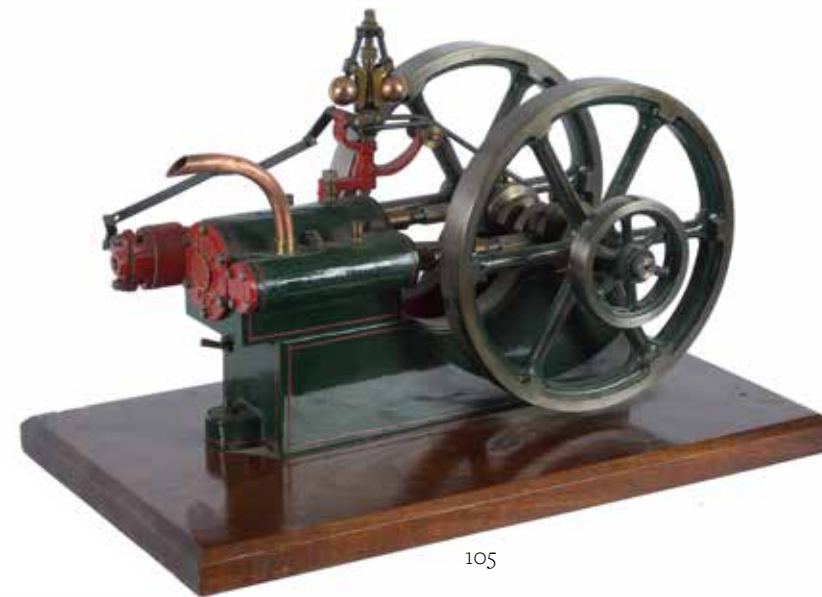
A well engineered model of a twin cylinder high speed boat engine, having enclosed crank, disc flywheel and pin location drive. Length 15cm. Width 7cm. Height 13cm.

£100-200

105

A well engineered model of a 'Jowitt Major' twin cylinder 'Popet valve' horizontal mill engine, by Chelston Model Engineering, having twin spoked flywheels with open crank, speed governor and brass oiler cups to the top of the cylinders. The model finished in green paintwork with polished bright-work and mounted on wooden base-board. Length 39cm. Width 22cm.

£300-500

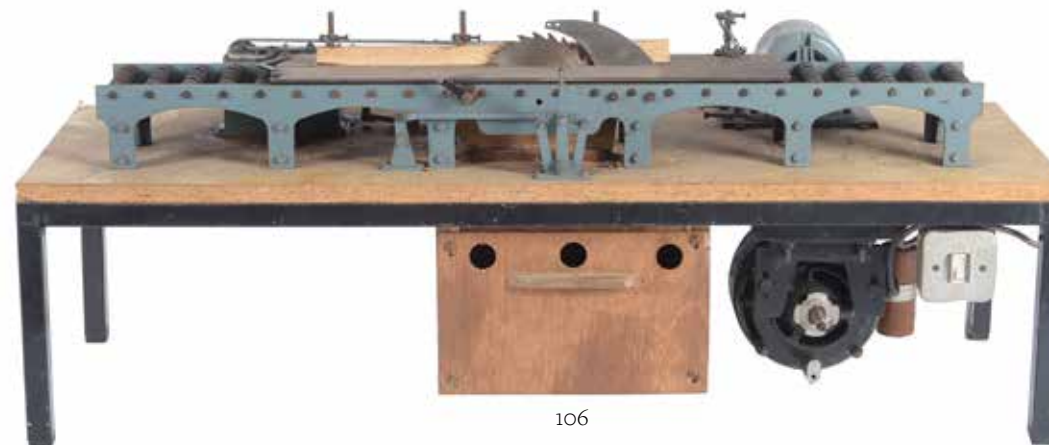


105

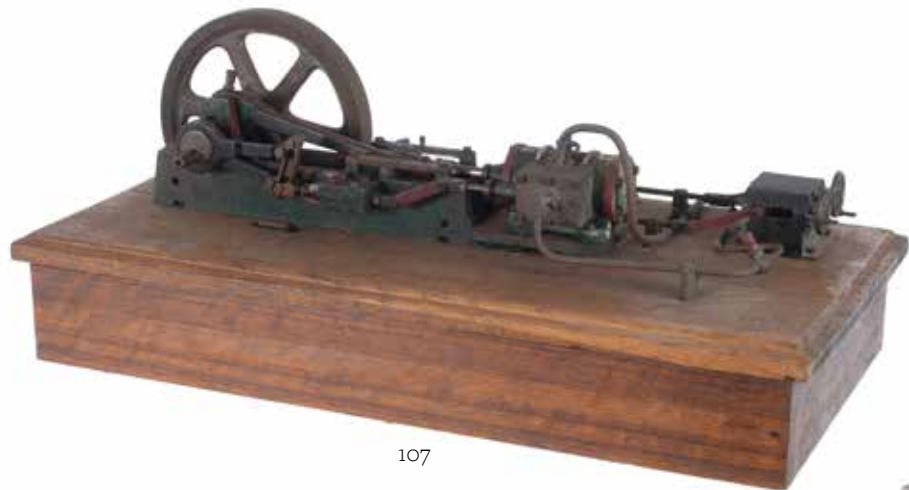
106

An interesting model of an industrial 'saw mill' rack saw bench, having moving table via crank handle, electric drive motor and saw dust bin. The model designed by its late owner with circular saw and table with rollers and supporting stand. Length 92cm. Width 35cm. Overall height 43cm.

£300-500



106



107

107

A vintage model of a live steam horizontal mill engine, having single cylinder approximately 1 1/4 inch bore by 2 3/4 inch stroke, steam inlet and exhaust pipework. Single mounted 7 inch diameter spoked flywheel with open crank, cross-head guides with brass oiler cups, eccentric drive steam valve, cylinder drain cocks with associated pipework and steam inlet control. The model mounted on oak plinth measuring 61cm by 30cm. Overall height 25cm.

£200-300

108

A well engineered model of an atmospheric horizontal gas engine, being air cooled with twin spoked flywheels and open crank supported on metal base with wooden plinth measuring 17cm by 10cm.

£300-500



108

109

A well engineered model of a Galloway non dead centre live steam engine, built by its late owner to the Anthony Mount design with castings from Polly Models. These engines are of unusual design with rocking beams, vertical guided and two cylinders having outside steam chests, central eccentric steam valve linkage to crank with speed governor, brass oiler cups, steam inlet and a spoked flywheel being 22cm in diameter. The model finished in black paintwork with polished bright-work and set on simulated tiled floor with wooden plinth. 51cm by 32cm.

£400-500



109

110

A model of a traditional vertical live steam boiler, with detailed rivet-work and fire box door containing fire grate and unused copper boiler. Sold together with a Stuart Turner hand operated water feed pump. Boiler height 32cm. Diameter 13cm.

Boiler History: No boiler history available

£50-100



110

111

A vintage model of a vertical live steam engine, having single cylinder mounted on slipper guides with open crank and flywheel. Connecting rod not present. Possibly a Stevens Dockyard model. Height 19cm.

£100-150



111



112

112

A well engineered model of a six cylinder 'Elbow' stationary engine, with only five moving parts. The model mounted on plate base with hardwood plinth measuring 13cm by 13cm.

£100-150



113

113

A well engineered model of a working power press, built to the late owners design and drawings with press tool for making washers. Comes with set of builders drawings. Model height 43cm. Electric motor with belt drive.

£100-200



114

114

A well engineered model of a live steam wall mounted engine, having twin cylinders, open crank with connecting rods, spoked flywheel, spoked pulley wheel, speed governor, steam inlet control and exhaust system. The model finished in black and red paintwork and mounted in its vertical position. Stand 24cm by 20cm. Overall height 37cm.

£300-400



116

116

A well engineered model of a James Booth rectilinear live steam stationary engine, built by its late owner from Anthony Mount drawings taken from the original patent drawings and castings supplied by Polly models. The model based on the 1843 original engine with single cylinder approximately 2 inch bore by 2 1/2 inch stroke with open crank having brass cup oilers, set on pillar supports, eccentric driven steam valve, single cylinder, fitted steam control valve and spoked flywheel 23cm in diameter. The model finished in black and red paintwork with polished bright-work. Base 19cm by 14cm. Overall height 30cm.

£500-700



115

115

A well engineered model of a Stuart Turner 'James Coombe' table engine, having single cylinder 1 inch bore by 2 inch stroke with guides to top and connecting rod to open crank having 7 inch diameter spoked flywheel with pulley drive wheel, fitted speed governor with shut off linkage to steam inlet. The model finished in green and red paintwork with polished bright-work and set on wooden base. Plinth 22cm by 24cm. Height 36cm.

* The model is built to Mr Andrew Smith's design based on a table engine that is reputed to have worked for more than a century at a Bristol colliery and is built to approximately 1 inch to the foot scale.

£300-400

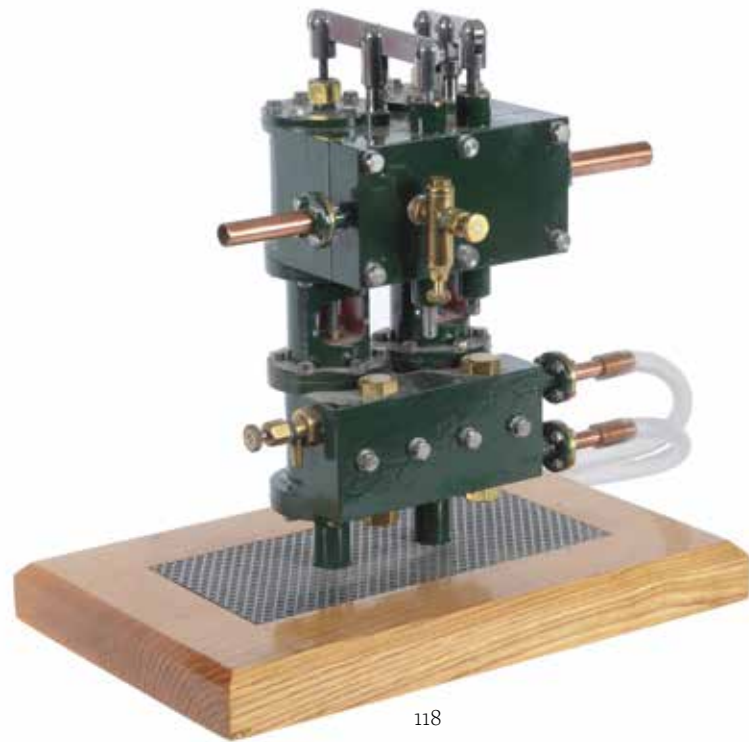


117

117

A well engineered model of a vertical pumping engine, having open crank supported on 'A frames' with eccentric and six spoked flywheel. The engine with inside steam valve and trunk guide. The model finished in green, black and red paintwork with polished bright-work and mounted on hardwood plinth. 13cm by 18cm. Overall height 29cm.

£300-400



118

118

A well engineered model of a twin duplex 'donkey' steam pump, with brass displacement oiler and built to the late owners own design and mounted on wooden plinth. 23cm by 15cm. Overall height 23cm.

£100-200



119

119

A well engineered model of a Stuart Turner beam engine steam plant, the engine with central column supporting beam with split gun-metal bearings, Watt's parallel motion, single cylinder 1 inch bore by 2 inch stroke with fitted outside steam valve operated from an eccentric, mounted on the open crank with 7 inch diameter flywheel and rope wheel. Stuart Turner live steam feed pump. The engine is mounted on a simulated brickwork base having gallery rails and steps. It is linked to a vertical live steam boiler having water sight glass, steam pressure gauge, safety valve and finished in wooden cladding with brass boiler bands. It also has a water storage tank set on a simulated brickwork plinth. Overall measurements 77cm by 38cm.

£500-700



120

120

A sundry collection of engine parts, BA screws, water tank, hydraulic testing rig and a small model engine.

£50-100



121

121

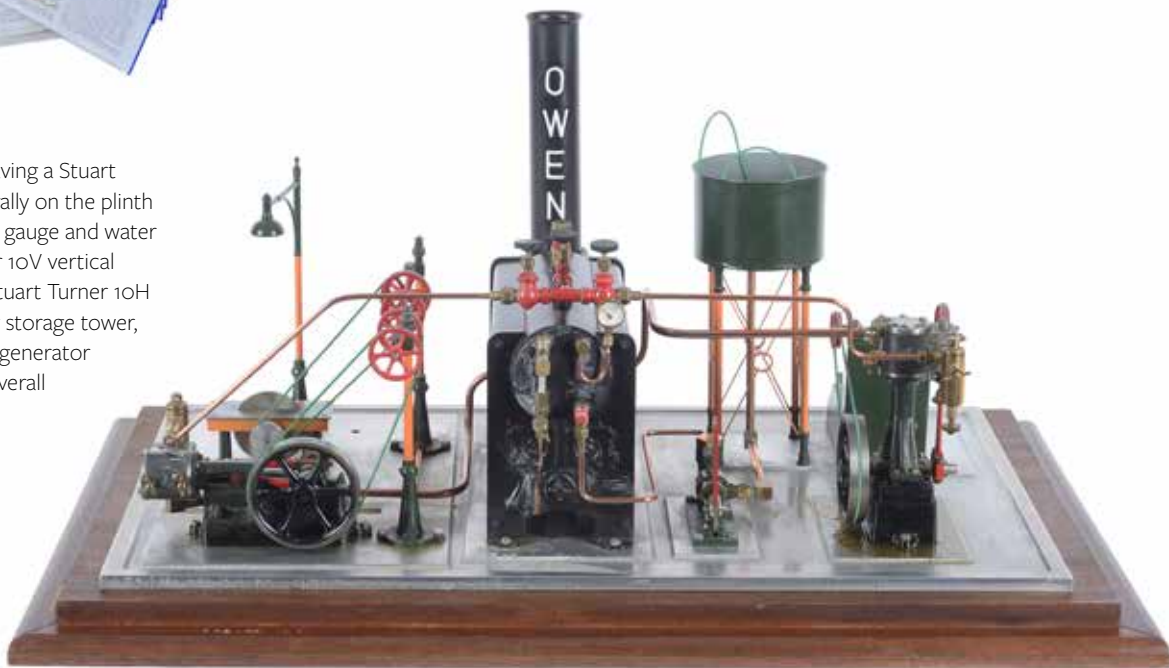
A collection of Historic Engines South West drawings by Anthony Mount for stationary engines, Plastow traction engine information, copy of The Building and Running of Steam Traction Engines and Roller Models buy H R Plastow and signed letters from Anthony Mount and the late H.R. Plastow. Plans include: James Booth rectilinear engine, Galloway non dead centre live steam engine, French live steam engine by M'A de Polignac, Murray's Hypocycloidal Engine, Rider Ericsson hot air pumping engine and Chelston Model Engineering Jowitt Major.

£50-70

122

A model of a Stuart Turner live steam plant, having a Stuart Turner 501 horizontal live steam boiler set centrally on the plinth base with spirit fired burner, live steam pressure gauge and water sight-glass. The boiler flanked by a Stuart Turner 10V vertical steam engine with brass displacement oiler. A Stuart Turner 10H horizontal mill engine, circular saw bench, water storage tower, hand operated water feed pump, Stuart Turner generator and electric light. Glazed case 76cm by 48cm. Overall height 46cm.

£600-800



122

123

A period model of a live steam mill engine, mounted on a simulated block-work base with condensing tanks mounted below the engine. The engine has a single cylinder lagged in wood with an eccentric driven steam valve mounted to the side of the single cylinder and driven by an eccentric mounted on the open crank. The engine with trunk guide, connecting rod, spoked flywheel and a water pump operated by a second eccentric mounted on the crank with associated pipework. Glazed case 57cm by 30cm. Overall height 40cm.

* Provenance. Christies London. Lot 673 7th of April 2005.

£800-1,200



124

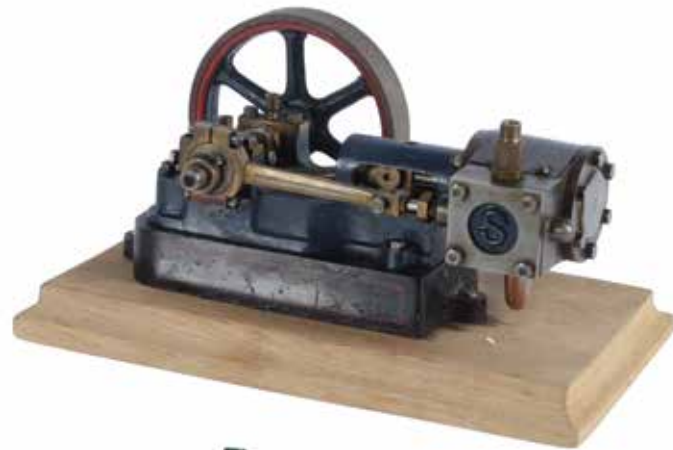


123

124

A well engineered model of a twin simple vertical marine engine, built by Mr D Russell of Fraserburgh from drawings by Rudy Kouhoupt, the twin cylinders 1/2 inch bore by 5/8 inch stroke with slipper guides supporting the cylinders with eccentric operated steam valves linked to the balanced crank, steam control valve and flywheel 5cm in diameter. The model finished in green paintwork and mounted on hardwood plinth with perspex display case. Base 13cm by 9cm.

£150-200



125

125

A well engineered model of a Stuart Turner 10H horizontal live steam engine, having single cylinder $\frac{3}{4}$ inch stroke by $\frac{3}{4}$ inch bore with metal lagging, trunk guide, eccentric driven steam valve from crank, spoked flywheel. Finished in blue lined paintwork and mounted on wooden plinth.

£80-120

126

A Stuart Turner 10V live steam vertical mill engine, with metal clad cylinder $\frac{3}{4}$ inch stroke by $\frac{3}{4}$ inch bore, trunk guide, eccentric driven steam valve from crank and spoked flywheel. The model finished in green, red and black paintwork and mounted on sole plate with wooden plinth. Height 17cm.

£80-120



126

127

A well engineered model of a Stuart Turner vertical live steam engine, having single cylinder approximately 1 inch stroke by 1 inch bore with metal lagging, supported on turned column and slipper guide, eccentric driven steam valve from open crank with spoked flywheel. The model finished in traditional green and black paintwork. Height 24cm.

£200-300

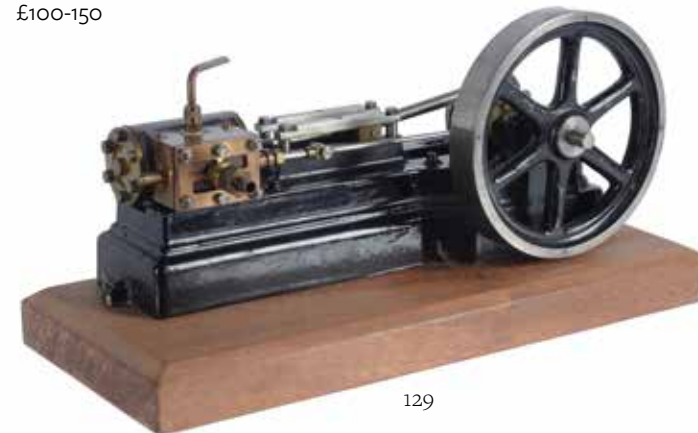


127

128

A model of a Stuart Turner S50 horizontal mill engine, being of open balanced crank design with cross-head guides, eccentric driven steam valve and metal lagged single cylinder $\frac{3}{4}$ inch bore by 1 inch stroke. The model finished in olive green paintwork and mounted on wooden plinth with moulded edge. Plinth size 24cm by 11cm.

£100-150



129

129

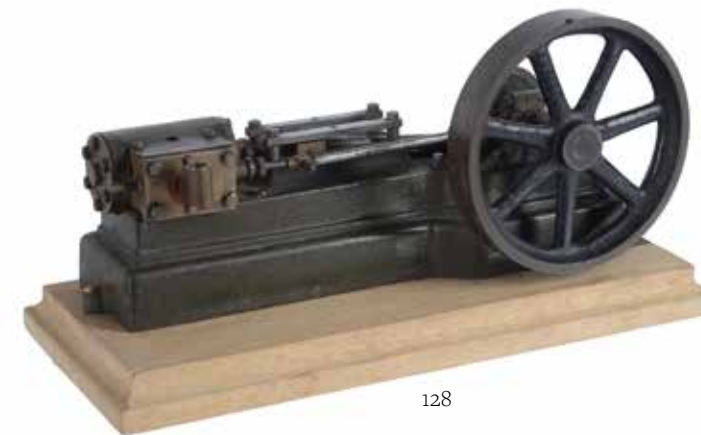
A model of a Stuart Turner S50 horizontal mill engine, being of open balanced crank design with cross-head guides, eccentric driven steam valve and metal lagged single cylinder $\frac{3}{4}$ inch bore by 1 inch stroke. The model finished in black paintwork and mounted on wooden plinth. Plinth 25cm by 11cm.

£100-150

130

A well engineered model of a Stuart Turner vertical steam engine, being of open crank design with vertical guide, the single cylinder being approximately 1 inch bore by 1 inch stroke with fitted displacement oiler. The model finished in maroon paintwork with black sole plate. Height 19cm.

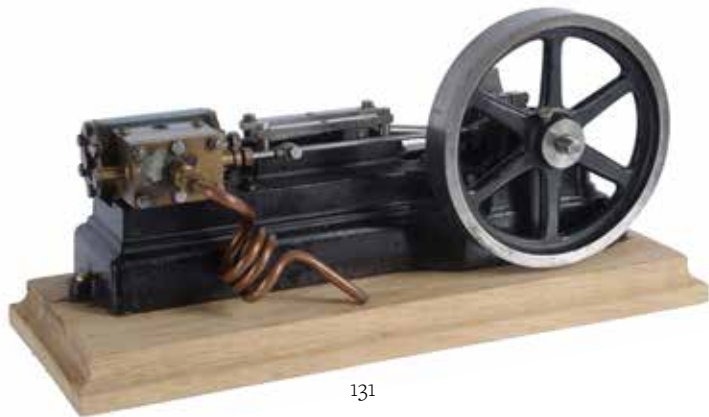
£150-250



128



130



131

131

A model of a Stuart Turner S50 horizontal mill engine, being of open balanced crank design with cross-head guides, eccentric driven steam valve and metal lagged single cylinder $\frac{3}{4}$ inch bore by 1 inch stroke. The model finished in black paintwork and mounted on wooden plinth with moulded edge. Plinth 25cm by 10cm.

£100-150

132

A Stuart Turner 10V live steam vertical mill engine, with metal clad cylinder $\frac{3}{4}$ inch stroke by $\frac{3}{4}$ inch bore, trunk guide, eccentric driven steam valve from crank and spoked flywheel. The model finished in green paintwork mounted on sole plate. Height 16cm.

£100-150

133

A collection of three polished brass water feed pumps, built from Stuart Turner drawings.

£60-80



132



133



134

134

A well engineered model of a Stuart Turner 'Sun' live steam marine engine, $\frac{3}{4}$ inch stroke by $\frac{3}{4}$ inch bore. Suitable for use with ordinary and flash steam boilers. The Sun is similar in conception to the larger Sirius and is also of trunk-piston design. Height 10cm. Length 12cm.

£150-200



135

135

A well engineered model of a Stuart Turner 'Sun' live steam marine engine. $\frac{3}{4}$ inch stroke by $\frac{3}{4}$ inch bore. Fitted with displacement oiler. Suitable for use with ordinary and flash steam boilers. The Sun is similar in conception to the larger Sirius and is also of trunk-piston design. Height 10cm. Length 12cm.

£150-200



136

136

A well engineered model of a full size steam boat engine, with wooden clad single cylinder 4 1/2 inch stroke by 4 1/2 inch bore having polished brass bands and mounts being supported on turned columns with disc flywheel. Cylinder drain cocks fitted with associated copper pipework. The open balanced crank with slipper type side guide. Maker D C Burnage of Bedford. Height 71cm.

£400-600



137

137

A well engineered model of a vertical hot air engine, of cylindrical form having open crank with six spoked 16cm diameter flywheel and propane gas burner. Height 38cm.

£200-300

138

A well engineered 1/4 scale model of a Bentley BR2 nine cylinder rotary engine, built by the Late Mr David Bowns of Poole from L K Blackmore drawings with some modifications. The model with finned cylinders, pushrod operated valves, spark plugs and leads. The engine mounted on display stand base. Engine 12 inches in diameter. See condition notes.

* The Bentley BR2 was a British rotary aircraft engine developed during the First World War by the motor car designer W.O. Bentley. The BR2 was the most powerful rotary to see service and produced 230HP @ 1300RPM. This was the last type of rotary engine to be used by the RAF-later air-cooled aircraft engines being almost entirely of the fixed radial type. The BR2 represented the peak of rotary engine development.

£2,000-3,000



138 (detail)



138



139
A collection of ten small Glo-plug aero engines, and a small model outboard motor.

£30-50



141
A small horizontal mill engine with central mounted cylinder, cross-head guides, balanced crank, eccentric driven steam valve and steam inlet control valve. Also a model of an over-type oscillating steam engine. Mill engine 22cm by 14.5cm.

£100-150



140
A vintage model of a horizontal mill/wall engine, having eccentric driven pistol steam valves, open crank with oiler cups, 16cm diameter, spoked flywheel and mounted on wooden plinth.

£100-200



142
A period model of a winding engine, with drums and driven by a twin cylinder engine linked to vertical copper boiler.

£100-200

Full size workshop machines and tooling

143
An Emco-Unimat watchmakers/model makers lathe, fitted with three jaw chuck, cross-slide with fitted tool post. Accessories to include extension bar, face-plate, milling bed, vice and sundry items. Twelve cutting tools in stand. The lathe has been mounted on a hand sewing machine base. Motor running. Lathe length 43cm.

£200-300



143



144

144
A Chester UK rotary milling table, of 16cm diameter with locking levers, cast iron base and graduated divisions and handle. Base 28cm by 23cm excluding graduation head. (Unused)

£50-100

145
A full size Myford Super 7b metal working lathe, on non-commercial bench with fitted gear box, 4 inch self centre chuck, tools post, face plates, vertical slide and sundry other items.

Please Note: This machine is being sold on behalf of a deceased estate and was working when removed from the workshop. However we must strongly recommend that the purchaser employs a qualified electrician and specialist engineer to check the machine before use to comply with Health & Safety Regulations.

£300-500



145



146

146

A full size Chester UK Super Lux vertical milling machine, having fitted digital read out and control panel. Drilling capacity 32mm. Cross travel 150mm, longitudinal travel 520mm, head tilt 90 degrees, two axis digital read out. Motor 1.5hp. R8 spindle taper, spindle speed 95-1600 rpm, 14mm 'T' slots to milling table. Machine dimensions 880 x 780 x 2100. Approximate weight 300Kg. Retail price as displayed on the Chester Machine Tools Hobby Store website December 2019 at £2,361.45. Sold with milling vice and other items.

Please Note: This machine is being sold on behalf of a deceased estate and was working when removed from the workshop. However we must strongly recommend that the purchaser employs a qualified electrician and specialist engineer to check the machine before use to comply with Health & Safety Regulations.

£500-1,000

147

A Quick-step Mill, to the design by John Payne in original case with collets. (Has had little use).

£200-400

148

A collection of model engineering equipment, to include three boxed chucks, indexing head and other items.

£100-200



148

149

A Vertex rotary table, with index plates in original case.

£50-100



149



147



150
A Richard's patent steam engine indicator,
in wooden box.

£150-200

150



151
An original Gardner tool box with contents. Circa 1960. To include M4a cylinder cover,
pair of engine lifting pins, three wrenches and seven box wrenches.

£50-100

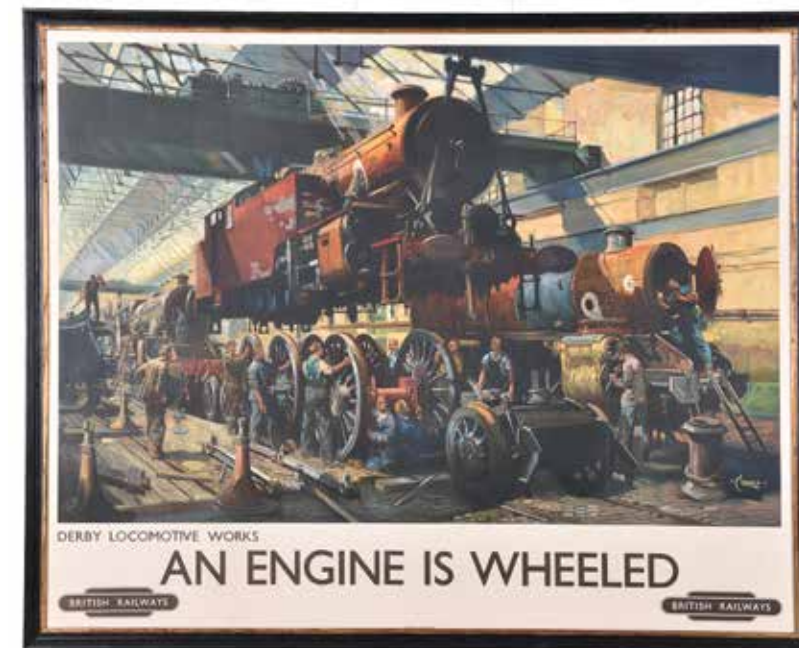


152

152
An original Gardner tool box with contents. Circa 1960. to include a pair of engine
lifting pins, two Gardner wrenches and battery leads.

£50-100

Collection of framed railway posters | The late Robert Rabl collection from Switzerland



153

153 λ
Terence Cuneo. (1907-1996) British Railways coloured lithograph print 'An Engine
is Wheeled' Derby Locomotive Works, Circa 1949. Print by Waterlow and Sons Ltd.
London and Dunstable. 1016mm x 1270mm. Framed and glazed. Unexamined out
of frame.

* Provenance: Purchased Christie's London.

£500-1,000

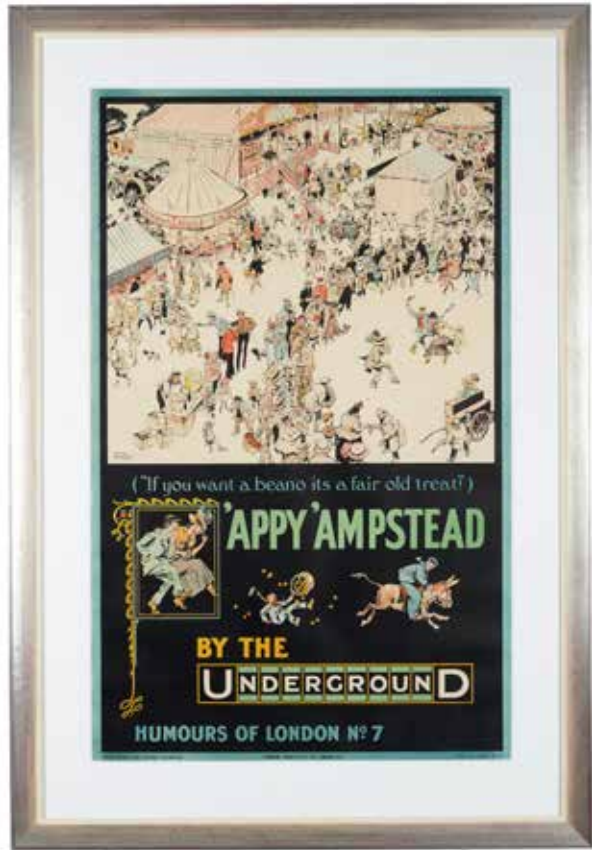


154

154 λ
Terence Cuneo. (1907-1996) British Railways coloured lithograph print 'On Early
Shift' Greenwood Signal Box, New Barnet. Circa 1948. Print by Waterlow and Sons
Ltd. London and Dunstable. 104cm x 130cm. Framed and glazed. Unexamined out
of frame.

* Provenance: Purchased Christie's London.

£500-1,000



155

155

Tony Sarg (1880-1942) 'Appy 'Ampstead by the Underground. Lithograph in colours, 1913, printed by Johnson, Riddle & Company Ltd., London, 90 x 60.5cm (framed 122 x 84cm)

£600-800



156

156

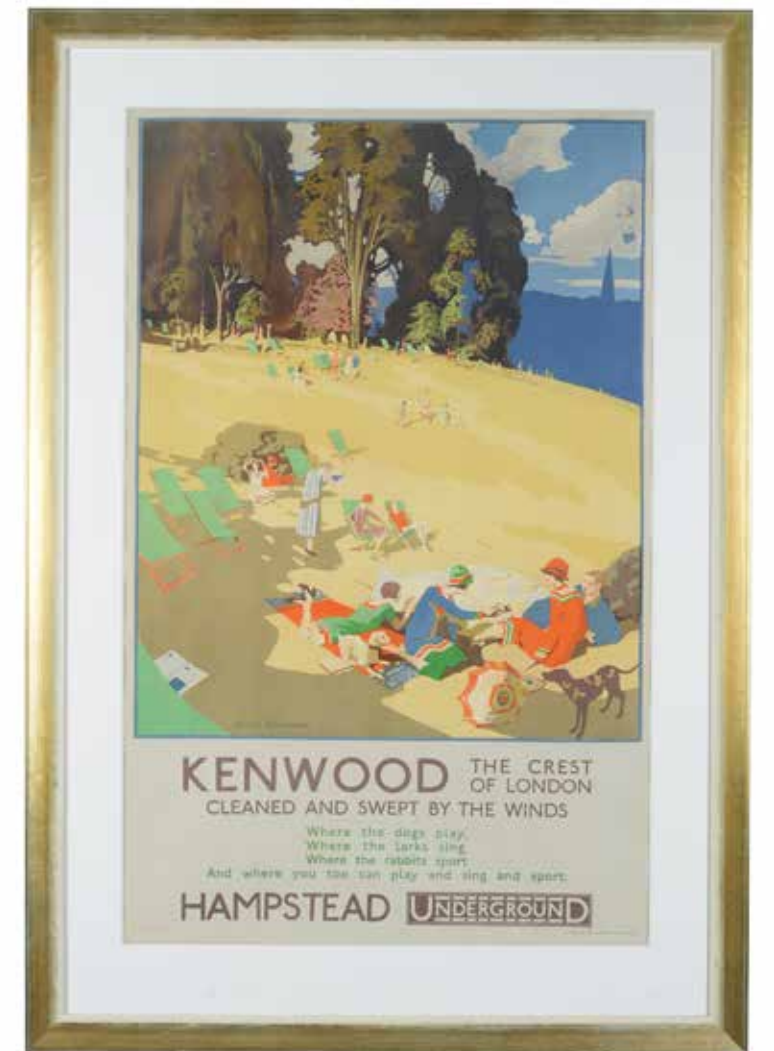
Tony Sarg (1880-1942) At the shops. Lithograph in colours, 1913, printed by Johnson, Riddle & Co., Ltd., London, 90 x 60.5cm (framed 122 x 84cm)

£600-800

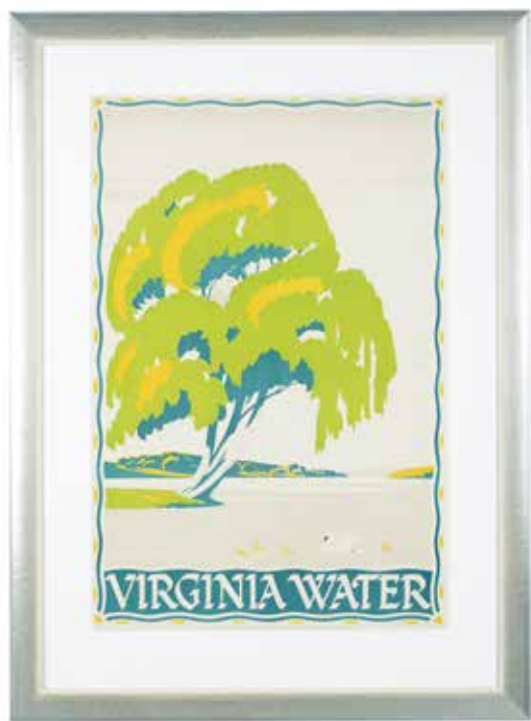
157

George Sheringham (British 1884-1937) Kenwood, lithograph in colours, 1926, printed by Vincent Brooks, Day & Son Ltd., London, 100 x 63cm (framed 125 x 87cm).

£2,000-3,000



157



158

158
Noel Rooke (British 1872-1953) Virginia Water.
Lithograph in colours, 1922, printed by Sanders Philips & Co., Ltd., London. 75,5 x 50cm (framed 101 x 74cm).

£200-300



159

159
Fred Pegram (British 1870-1937) Virginia Water,
by Motor Bus. Lithograph in colours, 1923, printed by Eyre & Spottiswoode, Ltd., London. 99 x 61cm (framed 124 x 85cm).

£600-800



160

160
Fred Pegram (British 1870-1937) Burnham Beeches
by Motor Bus. Lithograph in colours, 1923, printed by Eyre & Spottiswoode, Ltd., London. 99 x 61cm (framed 124 x 85cm).

£600-800



161

161
Walter E. Spradbery (British 1889-1969) Burnham
Beeches by Motor Bus. Lithograph in colours,
197 x 60cm (framed 123 x 84cm).

£150-250



162

162
C.R.W. Nevinson (British 1889-1946) Walkers. For a
Good Start Use The Motor-Bus. Lithograph in colours,
1921, printed by The Avenue Press, London. 105,5 x 63cm
(framed 125 x 87cm).

£400-600



163

163
C.R.W. Nevinson (British 1889-1946) Lovers. To Lovers'
Lanes by Motor-Bus. Lithograph in colours, 1921,
printed by The Avenue Press, London. 105,5 x 63cm
(framed 125 x 87cm).

£400-600



164
 Harry Beck (British 1902-1974)
 London Underground Map.
 Lithograph in colours, 1935,
 printed by Waterlow & Sons,
 London. 56 x 71.5cm
 (framed 78.5 x 92.5cm).

£2,000-3,000



165 (set of eight)

165 λ
 Fougasse (British 1887-1965) Careless talk costs lives, eight posters,
 each 30 x 18.5cm (framed 43 x 31cm) (8).

£800-1,200



166 λ
Terence Cuneo (British 1907 -1996), print of original painting. 'Bentley V Blue Train'. Print 70cm by 76cm. Framed.

£150-200



167 λ
Terence Cuneo (British 1907 -1996), limited edition print. 'Simplon-Orient Express' Approaching the Swiss border on the Dijon-Vallorbe line. Edition number 489 of 850. Signed on mount. Framed.

£100-150



168
A Newton replica cast gun metal locomotive name plate 'Royal Scot'. Length 85cm.

£300-500



170
An original railway platform luggage trolley, 'Wallingford WR' in un-restored condition.

£100-150

171
A Great Western Railway Company 3000 gallon brass tender plate, No 1022 Swindon Works January 1893.

£300-500



169
Two period military railway signal lamps, by C Eastgate & Son Ltd. Birmingham 1942 and 1944 in un-restored condition. Height 32cm.

£40-60



Model ships, boats and steam toys

172
A period Märklin steam plant, M&G Cie Wurtemberg 5 ½ D, the plant comprising of a horizontal boiler with spirit burner, water sight-glass, drain tap, pressure gauge with adjustable weight, whistle and detachable chimney. Steam supply to horizontal mill engine having trunk guide, speed governor, cylinder oiler cup with cover, eccentric driven water pump, spoked flywheel driving dynamo via spring type belt. The whole mounted on plinth 36cm x 29cm. Height to top of chimney 37cm. In original wooden box.

£500-600

173
An exhibition standard model of the steam tug boat ‘Imara’, built from a Caldercraft kit by Mr R Wood of Gloucestershire and powered by a Clevedon steam engine with horizontal lagged live steam central flue boiler with gas firing probe and having fitted steam pressure gauge. The model with fine detailing to include bridge, railed gantry’s, winches, funnel, lifeboats and mask with rigging. The model is fully radio controlled and comes together with instructions, tools and boiler certificate. Length 112cm. Width 29cm. Height to top of mask 60cm.

BOILER HISTORY DISCLAIMER
Please Note: All boiler history records and references made in this catalogue are made for guidance only and the auctioneers are not able to convey any guarantees or warranties as to the safety of the boilers or their present condition.

£600-700



173172

174
An exhibition standard model of the Assurance Class WW2 armed tug ‘Endeavour’ Plymouth, the model built by Mr G King of Gloucestershire from a ‘model slipway’ mold. The model with much detailing to include funnel, railed gantry’s and rigging. The model has a single electric drive motor with radio control. Overall length 1108cm.


£200-300



175

176
A model of the ‘African Queen’ steam boat, having fitted steam plant with vertical boiler linked to oscillating engine having prop and propeller. Length 70cm. Width 22cm. On stand.


£100-200



174

175
A model of a live steam powered Windermere/river launch ‘Dolphin’, with glazed passenger cabin and having fitted Cheddar live steam plant with single cylinder engine and steam supplied by a vertical boiler clad in wood with brass banding and having steam pressure gauge, water sight-glass and other usual fittings. Comes complete with display stand. Length 120cm.

£600-800



176



177

177

An award winning model of the live steam campaign tug 'Campaigner', the model with detailing to include a wheel house with gallery rails and ladder, life boat, rigging, winches and other items. The live steam plant comprising of a horizontal central flue boiler with wooden cladding and polished brass boiler bands, brass displacement oiler, twin sight-glasses and steam pressure gauge. The tug is propelled by a Stuart Turner twin cylinder engine with associated copper pipework linking it to the boiler.

The model won a trophy cup at The Model Engineering Exhibition Earls Court 1975 in the working scale ship class. The vendor now only has a photograph of the cup which was awarded to their father.

£800-1,200

178

A fine quality model of an Ordnance muzzle loading 6 pounder canon, built to 1/5th scale by the Royal Naval Armament Depot in 1953. It is to the design that was introduced early in the 19th Century and manufactured until the late 1860's. The model canon being of bronze material and mounted on a traditional hardwood stand with elevation chuck and other usual fittings. Brass engraved plaque and 32cm barrel. Contained in case.

£250-300

179

A live steam model of an O gauge 0-6-0 LMS side tank locomotive, possibly by Bassett-Lowke being spirit fired in black livery with polished mahogany plinth. Sold together with a collection of ten railway carriages, open wagons and set of buffers. Also nine boxes of Bassett-Lowke O gauge track in original Bassett-Lowke boxes.

£100-200



178



179



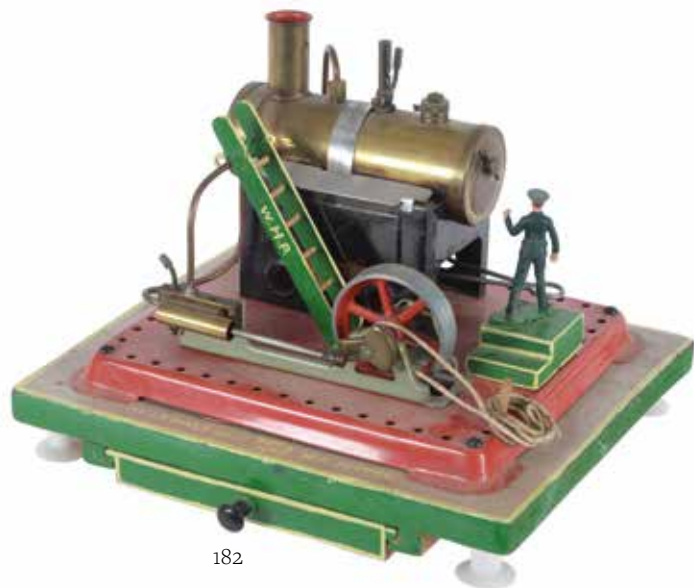
180
A hand-built model of a Napoleonic canon, having ram rod wooden spoked wheels and metal wheel rims. Built from a Bassett-Lowke kit and comes with a drivers carriage having box seats containing bucket and drag shoe. Overall length 70cm.

£150-200



181
A Mamod SR1 live steam road roller, in original box with packing.

£50-100



182
A Mamod live steam plant, with horizontal polished brass boiler having spirit burner and pipe-work linkage to oscillating horizontal mill engine with spoked flywheel.

£50-70

Marine related items



183
A very heavy large gauge 'bell metal' bell with clangor. No identification marks. Diameter 30cm. Height 34cm.

£50-100



184
A pair of polished brass repeater compasses, mounted on brass columns with removable tops and fitted compasses. Height 140cm. Pillar diameters 15cm.

£600-800



185
A ships compass in polished brass cylindrical case, with large handle to top. Spirit burner and label 'Patt 0183. No 18472.H'. Diameter 24cm.

£100-150



186

186
A ship's compass in polished brass cylindrical case, with ring handle to top and spirit burner. Diameter 23cm.

£50-100

187
A collection of six marine gauges. Vacuum pressure and degrees indication by Kelvin Hughes.

£100-200



188

188
A collection of six marine gauges.

£100-200



187

189
A collection of four copper ships navigation lamps. Double mask-head meteorite and ships light by W M Harvie of Birmingham.

£150-200



190

190
A collection of four copper ships navigation lamps.

£150-200

191
Two cased Thomson system Azimuth instruments, by Henry Browne & Son Ltd. Barking and London No 3288.

£50-100



189



191



192

192
A cased Thomson system Azimuth instrument and a cased ships compass.

£100-150

193
A boxed Walkers Cherub 111 Taffrail Ships log, made by Thomas Walker Ltd., 58 Oxford Street, Birmingham 5.

£100-150

194
A boxed Walkers Cherub 111 Taffrail Ships log, made by Thomas Walker Ltd., 58 Oxford Street, Birmingham 5.

£100-150



193



194



195

195
A boxed Walkers Cherub 111 Taffrail Ships log, made by Thomas Walker Ltd., 58 Oxford Street, Birmingham 5.

£100-150



196

196
A collection of three polished brass marine quadrant indicator gauges. Two by W. Ludolph Bremerhaven. (9 1/2 inches).

£100-150



197

197
A marine Bathythermograph in original box.
* The bathythermograph, or BT, also known as the Mechanical Bathythermograph, or MBT is a small torpedo-shaped device that holds a temperature sensor and a transducer to detect changes in water temperature versus depth down to a depth of approximately 285 meters (935 feet). Lowered by a small winch on the ship into the water, the BT records pressure and temperature changes on a coated glass slide as it is dropped nearly freely through the water. While the instrument is being dropped, the wire is paid out until it reaches a predetermined depth, then a brake is applied and the BT is drawn back to the surface. Because the pressure is a function of depth (see Pascal's law), temperature measurements can be correlated with the depth at which they are recorded.

£100-200



198

198
A marine Bathythermograph in original box.

£100-200

199
A collection of four marine/ships log gauges and three Morse code instruments.

£50-100



199

Automobilia

200
A collection of four metal petrol cans.

£40-60



200

201
A leather steamer travelling case/trunk, formerly the property of John Edward Brown a maritime telegraph operator, the tan exterior stamped with initials 'J.E.B.' and with various G.W.R transfer labels (including to Barry Dock) to top enclosing fabric lined interior with lift-out tray, 84cm (33ins) wide; with original photographic 'Certificate of Proficiency in Radiotelegraphy granted by the Postmaster General' awarded to John Edward Brown dated June (19) 18 and two wage slips for the year 1921.

£200-300



201



202

202

Jaguar XK 150 and Mark 2, a collection of spare parts comprising a 7.75 inch 'leaping Jaguar' bonnet mascot; an XK150 chrome grille centre bar complete with badge; an XK150 boot badge; a pair of Mk 2 rear light clusters and spare indicator lenses; a Mk 2 rear number plate lamp; A pair of Mk 2 headlamp inner bezels; two similar aftermarket spot lamps by Notek, and a pair of Mk 2 chrome wing mirrors, together with Jaguar ephemera comprising a Mk 2 service manual (Fourth Edition) in blue ring binder with loose contents from another; A Mk 10 saloon original U.K. market ring bound sales brochure and accompanying folding card pamphlet; an XJ-S service manual in green ring binder, and a quantity of other automobilia including ephemera relating to early 1970' VW Beetles, (qty)

£180-250



203

203

Jaguar E-Type series 1, a set of four chrome wire wheels, each 15 inch diameter with 5J rims, two shod with Vredestein 'Classic Sprint' size 185 HR15 date code 02/17 and with circa 5mm tread, the others with old Avon radials of the same size with circa 3mm tread.

£180-250

204

Jaguar E-type series 1 3.8, a collection of original ephemera comprising service manual (1961) in green ring binder; a spare parts catalogue (August 1963 re-issue of the 1961 edition) in gold ring binder; an early ring-bound U.K. market sales brochure; original period issues of 'Autocar', 'The Motor', 'MOTOR SPORT', 'MOTOR RACING' and 'AUTOSPORT' (two issues) all dating to March/April 1961 with road tests of the newly launched Jaguar E-type, together with five more recent monologues including Porter, Philip 'JAGUAR E-TYPE, The definitive history' Haynes Publishing Group, Yeovil, 1992, a DVD, and a small quantity of spare parts including an exterior door handle, gear knob insert, windscreen wiper collets, dashboard radio blanking plate, a pair of headlamp units and headlamp cover rubber gaskets and a pair of aftermarket seat squab covers, (qty).

£200-300



204

205

Jaguar E-type series 1 3.8 roadster, a rare original equipment tool roll as supplied with an early 3.8 roadster with four spanners, four box wrenches, two drifts, screwdriver (with spare phillips shank), cranked screwdriver, adjustable wrench, pliers, tyre pressure gauge, two sets of feeler gauges and a brass adjustment key, contained within an oil-cloth role secured with a leather strap and buckle, (spanners, adjustable spanner, screwdriver and tyre pressure gauge all 'Jaguar' branded)

The present lot was supplied with a 1963 Jaguar E-type 3.8 roadster formerly in the possession of the vendor.

£300-500



205



206

206

A rare Rolls Royce 'Spirit of Ecstasy' radiator mascot, almost certainly for a Silver Ghost or a Phantom I, by Charles Sykes cast in nickel silver inscribed *REG US, PAT OFF* and *TRADE, MARK, REF* to underside of wing tips and *Charles Sykes, RR LTD, 6-2-11* to the domed foot, the figure measuring 95mm nose to toe, 144mm high overall and with 35mm diameter base, mounted on an ebonised block with marble platform base, 24cm high.

£700-900



206 (detail)



207

207

Avro Lancaster and Dambusters - after Phillip West 'Primary Target' a signed limited edition photolithographic print numbered '337/350' also signed by George Chambers DFC DFM (flew on the mission aircraft AJ-O); Sqn Ldr Jerry Fray DFC (Spitfire PRU pilot who took arial photographs of the target dams before and after the raid); Cpl Ron Barton (fitter for 617 Sqn Lancasters); Harold Roddis (fitter for Geoff Rice and Guy Gibson); Victor Gill (flight mechanic for Bill Asell and Dinghy Young) and Richard Todd OBE (who played W/Cdr Guy Gibson in the film 'The Dam Busters'), the image 43.5cm x 69.5cm, (framed and glazed 68 x 89 cm overall)

£150-250

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5. **VAT.** A theta symbol (Θ) indicates that the lot is a zero rated item and therefore not subject to VAT on the buyer's premium. This applies to bound books (manuscripts and printed), unframed maps and albums. A dagger symbol (†) indicates that VAT is payable by the purchaser at the standard rate (presently 20%) on the hammer price as well as being an element in the buyers' premium. This imposition of VAT is likely to be because the seller is registered for VAT within the European Union and is not operating the Dealers Margin Scheme or because VAT is due at 20% on import into the UK. A double dagger (‡) indicates that the lot has been imported from outside the European Union and the present position is that these lots are liable to a reduced rate of Import VAT currently 5% on the hammer price. (Ω) indicates that the lot has been imported from outside the European Union and these lots are liable to the standard rate of Import VAT currently 20% on the hammer price.

Lots which appear without the above symbols indicate that no VAT is payable on the hammer price; this is because such lots are sold using the Auctioneers Margin Scheme and it should be noted that the VAT included within the buyers' premium is not recoverable as input tax.

6. **DESCRIPTION AND CONDITION.** Condition reports are provided on our website or upon request. The absence of a report does not imply that a lot is without imperfections. The detail in a report will reflect the estimated value of the lot. Large numbers of such requests received shortly before the sale may mean that reports cannot be provided for all lots. Members of staff are not trained restorers or conservators and, particularly for higher value lots, you should obtain an opinion from such a professional. Dreweatts is not liable for damage to gilded picture frames, plaster picture frames or picture frame glass; if a Lot is or becomes dangerous, we may dispose of it without notice to bidders in advance in any manner we see fit and will be under no liability for doing so. We recommend that you always view a lot in person.

We are dependent on information provided by the seller about a lot and whilst we may inspect lots and act reasonably in taking a general view about them we are normally unable to carry out a detailed examination and frequently no examination of lots in order to ascertain their condition in the way in which it would be wise for a buyer to do. Intending buyers have ample opportunity for inspection of goods and, therefore, accept responsibility for inspecting and investigating lots in which they may be interested and the corresponding risk should they not do so. Please note carefully the exclusion of liability for the condition of lots contained in the Conditions of Sale. Neither the seller nor we, as the auctioneers, accept any responsibility for their condition. In particular, mechanical objects of any age are not guaranteed to be in working order. However, in so far as we have examined the goods and make a representation about their condition in the auction catalogue, we shall be liable for any defect which is not reflected in that representation and which that examination ought to have revealed to the auctioneer but which would not have been revealed to the buyer had the buyer examined the goods. Additionally, in specified circumstances lots misdescribed because they are 'deliberate forgeries' may be returned and repayment made. There is a 3 week time limit. (The expression 'deliberate forgery' is defined in our Conditions of Sale).

7. **ELECTRICAL GOODS.** These are sold as 'antiques' only and if bought for use must be checked over for compliance with safety regulations by a qualified electrician before use.

8. **EXPORT OF GOODS.** Buyers intending to export goods should ascertain (a) whether an export licence is required and (b) whether there is any specific prohibition on importing goods of that character because, e.g. they may contain prohibited materials such as ivory. Ask us if you need help.

9. **BIDDING.** Bidders will be required to register before the sale commences and lots will be invoiced to the name and address on the sale registration form. Bidders are required to provide a government

issued identity document and a proof of address. Please enquire in advance about our arrangements for telephone bidding.

10. **COMMISSION BIDDING.** Commission bids may be left with the auctioneers indicating the maximum amount to be bid excluding buyers' premium. Dreweatts will add these bids to the auctioneers' sale book and they will be executed as cheaply as possible having regard to the reserve (if any) and competing bids. If two buyers submit identical commission bids the auctioneers may prefer the first bid received. Please enquire in advance about our arrangements for the leaving of commission bids by telephone or fax. Dreweatts does not accept liability for failing to execute commission bids, or for any errors or omissions.

11. **METHODS OF PAYMENT.** The following methods of payment are acceptable: Debit Card drawn on a UK bank and registered to a UK billing address. All major UK issued credit cards registered to a UK billing address with the exception of American Express and Diners Club. There is no additional charge for purchases made with these cards. Bank transfer direct into our bank account, all transfers must state the relevant sale number, lot number and your bid / paddle number. The name of the bank account holder should match the name of the buyer. If transferring from a foreign currency, the amount we receive must be the total due in pounds sterling (after currency conversion and the deduction of any bank charges). Our bank details can be found on the front of your invoice or in the sale catalogue under 'Important Notices'. Sterling cash payments of up to £8,000 (subject to money laundering regulations). Sterling personal cheques drawn on a UK bank account and made payable to 'Dreweatts 1759 Ltd'. It will be necessary to allow at least six working days for the cheque to clear before collecting your purchases. First time buyers not present at the saleroom are required to pay by bank transfer.

12. **COLLECTION AND STORAGE.** Please note what the Conditions of Sale state about collection and storage. It is important that goods are paid for and collected promptly. Any delay may involve the buyer in paying storage charges.

13. **À DROIT DE SUITE ROYALTY CHARGES.** From 1st January 2012 all UK art market professionals (which includes but is not limited to; auctioneers, dealers, galleries, agents and other intermediaries) are required to collect a royalty payment for all works of art that have been produced by qualifying artists each time a work is re-sold during the artist's lifetime and for a period up to 70 years following the artists death. This payment is only calculated on qualifying works of art which are sold for a hammer price more than the UK sterling equivalent of EURO 1,000 – the UK sterling equivalent will fluctuate in line with prevailing exchange rates. It is entirely the responsibility of the buyer to acquaint himself with the precise EURO to UK Sterling exchange rate on the day of the sale in this regard, and the auctioneer accepts no responsibility whatsoever if the qualifying rate is different to the rate indicated. All items in this catalogue that are marked with λ are potentially qualifying items, and the royalty charge will be applied if the hammer price achieved is more

than the UK sterling equivalent of EURO 1,000. The royalty charge will be added to all relevant buyers' invoices, and must be paid before items can be cleared. All royalty charges are passed on to the Design and Artists Copyright Society ("DACS"), no handling costs or additional fees with

respect to these charges will be retained by the auctioneers. The royalty charge that will be applied to qualifying items which achieve a hammer price of more than the UK sterling equivalent of EURO 1,000, but less than the UK sterling equivalent of EURO 50,000 is 4%. For qualifying

items that sell for more than the UK sterling equivalent of EURO 50,000 a sliding scale of royalty charges will apply – for a complete list of the royalty charges and threshold levels, please see www.dacs.org.uk. There is no VAT payable on this royalty charge.

a charge of 15% commission, 15 % Loss and Damage Warranty and any other costs incurred including but not limited to illustration and restoration fees all of these charges being subject to VAT on being bought in or withdrawn after being catalogued.

15. CONDITIONS OF SALE. You agree that all goods will be sold on our Conditions of Sale for Public Auctions. In particular you undertake that you have the right to sell the goods either as owner or agent for the owner with good and marketable title and free and clear of any third party rights or claims. You undertake to compensate us and any buyer or third party for all losses liabilities, costs and expenses suffered or incurred arising out of or in connection with any breach of this undertaking. We will also, at our discretion, and as far as practicable, confirm that an item consigned for sale does not appear on the Art Loss register, which is administered by an independent third party.

16. DUE DILIGENCE CHECKS AND ANTI-MONEY LAUNDERING PROCEDURES

Under the money laundering regulations in force we are required to carry out relevant due diligence checks. This includes verifying the identity

of all customers we transact with as well as any beneficial owners on behalf of whom they may transact. Vendors who are unable to or refuse to supply required identification documents and proof of address will not be able to consign to Dreweatts auctions. Copies of customer due diligence checks will be stored for as long as it is necessary to satisfy legal requirements in an appropriate storage facility, which for the avoidance of doubt may include storage solely in electronic form.

17. AUTHORITY TO DEDUCT COMMISSION AND EXPENSES AND RETAIN PREMIUM AND INTEREST

(a) You authorise us to deduct commission at the stated rate and all expenses incurred for your account from the hammer price and consent to our right to retain beneficially the premium paid by the buyer in accordance with our Conditions of Sale for Public Auctions and any interest earned on the sale proceeds until the date of settlement.

(b) In case of lots unsold at auction you authorise us at our discretion to reoffer such lots and negotiate a sale within seven days of the auction date, in which case the same charges will be payable as if such lots had been sold at auction and so far as appropriate these Terms apply.

18. WAREHOUSING. We disclaim all liability for goods delivered to our saleroom without sufficient sale instructions and reserve the right to make minimum warehousing charge of £10 per lot per day. Unsold lots are subject to the same charges if you do not remove them within a reasonable time of notification. If not removed within three weeks we reserve the right to sell them and defray charges from any net proceeds of sale or at your expense to consign them to the local authority for disposal.

19. SETTLEMENT. After sale settlement of the net sum due to you normally takes place within 28 days of the sale (by crossed cheque to the seller) unless the buyer has not paid for the goods. In this case no settlement will then be made but we will take your instructions in the light of our Conditions of Sale for Public Auctions. You authorise any sums owed by you to us on other transactions to be deducted from the sale proceeds. You must note the liability to reimburse the proceeds of sale to us as under the circumstances provided for in Condition 12 above. You should therefore bear this potential liability in mind before parting with the proceeds of sale until the expiry of 28 days from the date of sale.

Terms of Consignment for Sellers in Public Auctions

The sale of goods at our public auctions and a seller's relationship with us are governed by our Auction Terms and Conditions including these Terms of Consignment for Sellers in Public Auctions and our Conditions of Sale for Public Auctions. Any particular auction and/or any particular lot in an auction may be subject to different or additional terms which will be published in our auction catalogue or separately announced prior to the auction. All auctions and sales of wines and spirits, jewellery, watches and clocks are subject to the special terms set out in the relevant Notices in relation to those items published in our auction catalogue and, in the event of any conflict or inconsistency, those special terms prevail over any other terms in our Auction Terms and Conditions. Please note that our Auction Terms and Conditions including these Terms of Consignment for Sellers in Public Auctions and our Conditions of Sale for Public Auctions relate to auctions held in our salerooms and we have separate terms and conditions for our online auctions.

If you, or another person acting on your behalf, provide goods to us to sell on your behalf at one of our auctions this signifies that you agree to and will comply with our Auction Terms and Conditions including these Terms of Consignment for Sellers in Public Auctions and our Conditions of Sale for Public Auctions.

1. INTERPRETATION. In these Terms the words 'you', 'yours', etc. refer to the Seller and if the consignment of goods to us is made by an agent or otherwise on the Seller's behalf we assume that the Seller has authorised the consignment and that the consignor has the Seller's authority to contract. All obligations that apply to the Seller under these Terms of Consignment for Sellers in Public Auctions shall apply to the owner of the goods and their agent jointly and separately. Similarly the words 'we', 'us', etc. refer to the Auctioneers.

2. WARRANTY. The Seller warrants that possession in the lots can be transferred to the Buyer with good and marketable title, free from any third party right and encumbrances, claims or potential claims. The Seller has provided all information concerning the item's ownership, condition and provenance, attribution, authenticity, import or export history and of any concerns expressed by third parties concerning the same.

3. ALL COMMISSIONS and fees are subject to VAT at the prevailing rate.

4. COMMISSION is charged to sellers and all selling terms are available from our salerooms.

5. REMOVAL COSTS. Items for sale must be consigned to the saleroom by any stated deadline and at your expense. We may be able to assist

you with this process but any liability incurred to a carrier for haulage charges is solely your responsibility.

6. LOSS AND DAMAGE OF GOODS

(a) Loss and Damage Warranty - Dreweatts is not authorised by the FCA to provide insurance to its clients, and does not do so. However Dreweatts for its own protection assumes liability for property consigned to it at the lower pre-sale estimate until the hammer falls. To justify accepting liability, Dreweatts makes a charge of 15% of the hammer price plus VAT, subject to a minimum charge of £150, or if unsold 15% of our lower estimate. The liability assumed by Dreweatts shall be limited to the lower pre-sale estimate or the hammer price if the lot is sold. Dreweatts is not liable for damage to gilded picture frames, plaster picture frames or picture frame glass; if the Lot is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we see fit and will be under no liability for doing so.

(b) If the owner of the goods consigned instructs us in writing not to take such action, the goods then remain entirely at the owner's risk unless and until the property in them passes to the Buyer or they are collected by or on behalf of the owner, and clause 6 (a) is inapplicable.

7. ILLUSTRATIONS AND PHOTOGRAPHS. The cost of any illustrations or photographs is borne by you. The copyright in respect of such illustrations and photographs shall be the property of us, the auctioneers, as is the text of the catalogue.

8. MINIMUM BIDS AND OUR DISCRETION. Goods will normally be offered subject to a reserve agreed between us before the sale in accordance with clause 9. We may sell Lots below the reserve provided we account to you for the same sale proceeds as you would have received had the reserve been the hammer price. If you specifically give us a "discretion" we may accept a bid of up to 10% below the formal reserve.

9. RESERVES

(a) You are entitled to place prior to the auction a reserve on any lot consigned, being the minimum hammer price at which that lot may be sold. Reserves must be reasonable and we may decline to offer goods which in our opinion would be subject to an unreasonably high reserve (in which case goods carry the storage and loss and damage warranty charges stipulated in these Terms of Consignment).

(b) A reserve once set cannot be changed except with our consent.

(c) Where a reserve has been set which we consider unreasonably high,

an unsold charge will be payable in the event that the lots fails to sell, being the agreed selling terms calculated on the reserve, LDW at 15% and any photographic charges.

(d) Where a reserve has been placed only we may bid on your behalf and only up to the reserve (if any) and you may in no circumstances bid personally.

(e) Reserves are not usually accepted for lots expected to realise below £100.

10. ELECTRICAL ITEMS. These are subject to detailed statutory safety controls. Where such items are accepted for sale you accept responsibility for the cost of testing by external contractors. Goods not certified as safe by an electrician (unless antiques) will not be accepted for sale. They must be removed at your expense on your being notified. We reserve the right to dispose of unsafe goods as refuse, at your expense.

11. SOFT FURNISHINGS. The sale of soft furnishings is strictly regulated by statute law in the interests of fire safety. Goods found to infringe safety regulations will not be offered and must be removed at your expense. We reserve the right to dispose of unsafe goods as refuse, at your expense. The rights of disposal referred to in clause 10 and 11 are subject to the provisions of The Torts (Interference with Goods) Act 1977.

12. DESCRIPTION. Please assist us with accurate information as to the provenance, lawful import etc. of goods where this is relevant. There is strict liability for the accuracy of descriptions under modern consumer legislation and in some circumstances responsibility lies with sellers if inaccuracies occur. We will assume that you have approved the catalogue description of your lots and that your lots match those descriptions unless informed to the contrary. Where we are obliged to return the price to the buyer when the lot is a deliberate forgery under Condition 15 of the Conditions of Sale and we have accounted to you for the proceeds of sale you agree to reimburse us the sale proceeds and in any event within 7 days of our written notice to do so.

13. UNSOLD. If an item is unsold it may at our discretion be re-offered at a future sale. Where in our opinion an item is unsaleable you must collect such items from the saleroom promptly on being so informed. Otherwise, storage charges may be incurred. We reserve the right to charge for storage in these circumstances at a reasonable daily rate.

14. WITHDRAWN AND BOUGHT IN ITEMS. These are liable to incur

Conditions of Sale for Public Auctions

Dreweatts carries on business with bidders, buyers and all those present in the auction room prior to or in connection with a sale by auction at our salerooms on our Auction Terms and Conditions or Public Auctions including these Conditions of Sale for Public Auctions and all bidders, buyers and others participating in a public auction accept that these terms apply to the exclusion of any terms and conditions contained in any of those person's own documents even if the same purport to provide that that person's own or some other terms prevail. Any particular public auction and/or any particular lot in an auction may be subject to different or additional terms which will be published in our online auction catalogue. Please note that our Auction Terms and Conditions including these Conditions of Sale for Public Auctions relate to auctions held in one of our salerooms and we have separate terms and conditions for our online auctions.

1. DEFINITIONS

In these Conditions:

(a) "auctioneer" means the firm of Dreweatts or its authorised auctioneer, as appropriate;

(b) "deliberate forgery" means an imitation made with the intention of deceiving as to authorship, origin, date, age, period, culture or source but which is unequivocally described in the catalogue as being the work of a particular creator and which at the date of the sale had a value materially less than it would have had if it had been in accordance with the description;

(c) "hammer price" means the level of bidding reached (at or above any

reserve) when the auctioneer brings down the hammer;

(d) "terms of consignment" means the stipulated terms and rates of commission on which Dreweatts accepts instructions from sellers or their agents;

(e) "total amount due" means the hammer price in respect of the lot sold together with any premium, Value Added Tax chargeable and any additional charges payable by a defaulting buyer under these Conditions;

(f) "sale proceeds" means the net amount due to the seller, being the hammer price of the lot sold less commission at the stated rate, Value Added Tax chargeable and any other amounts due to us by the seller in whatever capacity and however arising;

(g) "You", "Your", etc. refer to the buyer as identified in Condition 2.

(h) The singular includes the plural and vice versa as appropriate.

2. BIDDING PROCEDURES AND THE BUYER

(a) Bidders are required to register their particulars before bidding by completing a sale registration form and to satisfy any security arrangements before entering the auction room to view or bid;

(b) Under the money laundering regulations in force we are required to verify the identity of all customers we transact with as well as any beneficiaries on behalf of whom they may transact. Customers who are unable to or refuse to supply required identification documents and proof of address will not be able to bid in Dreweatts auctions. Copies of customer due diligence checks will be stored for as long as it is necessary to satisfy legal requirements in an appropriate storage facility which for the avoidance of doubt may include storage solely in electronic form;

(c) the maker of the highest bid accepted by the auctioneer conducting the sale shall be the buyer at the hammer price and any dispute about a bid shall be settled at the auctioneer's absolute discretion by reoffering the Lot during the course of the auction or otherwise. The auctioneer shall act reasonably in exercising this discretion.

(d) Bidders shall be deemed to act as principals;

(e) Our right to bid on behalf of the seller is expressly reserved up to the amount of any reserve and the right to refuse any bid is also reserved.

3. INCREMENTS. Bidding increments shall be at the auctioneer's sole discretion.

4. THE PURCHASE PRICE. The buyer shall pay the purchase price together with a premium thereon of 30% which shall include VAT on the premium at the rate imposed by law. The buyer will also be liable for any royalties payable under Droit de Suite as set out under Information for Buyers.

5. VALUE ADDED TAX. Value Added Tax on the hammer price is imposed by law on all items affixed with a dagger (†) or double dagger (‡). Value Added Tax is charged at the appropriate rate prevailing by law at the date of sale and is payable by buyers of relevant Lots. (Please refer to "Information for Buyers" for a brief explanation of the VAT position).

6. PAYMENT

(a) Immediately a Lot is sold you will:

(i) give to us, if requested, proof of identity, and

(ii) pay to us the total amount due or in such other way as is agreed by us.

(b) Any payments by you to us may be applied by us towards any sums owing from you to us on any account whatever without regard to any directions of you or your agent, whether expressed or implied.

(c) In order to comply with money laundering regulations we reserve the right to require proof of source of funds and/or confirmation of the nature and source of wealth for all receipts of monies from clients directly or from third parties for payments on behalf of clients.

7. TITLE AND COLLECTION OF PURCHASES

(a) The ownership of any Lots purchased shall not pass to you until you have made payment in full to us of the total amount due.

(b) You shall at your own risk and expense take away any lots that you have purchased and paid for not later than 3 working days following the day of the auction or upon the clearance of any cheque used for payment after which you shall be responsible for any removal, storage and insurance charges.

(c) No purchase can be claimed or removed until it has been paid for.

8. REMEDIES FOR NON-PAYMENT OR FAILURE TO COLLECT PURCHASES

(a) If any Lot is not paid for in full and taken away in accordance with these Conditions or if there is any other breach of these Conditions, we, as agent for the seller and on our own behalf, shall at our absolute discretion and without prejudice to any other rights we may have, be entitled to exercise one or more of the following rights and remedies:

(i) to proceed against you for damages for breach of contract;

(ii) to rescind the sale of that Lot and/or any other Lots sold by us to you;

(iii) to resell the Lot (by auction or private treaty) in which case you shall be responsible for any resulting deficiency in the total amount due (after crediting any part payment and adding any resale costs). Any surplus so arising shall belong to the seller;

(iv) to remove, store and insure the Lot at your expense and, in the case of storage, either at our premises or elsewhere;

(v) to charge interest at a rate not exceeding 15% per month on the total amount due to the extent it remains unpaid for more than 3 working days after the sale;

(vi) to retain that or any other Lot sold to you until you pay the total amount due;

(vii) to reject or ignore bids from you or your agent at future auctions or to impose conditions before any such bids shall be accepted;

(viii) to apply any proceeds of sale of other Lots due or in future becoming due to you towards the settlement of the total amount due and to exercise a lien (that is a right to retain possession of) any of your property in our possession for any purpose until the debt due is satisfied.

(b) We shall, as agent for the seller and on our own behalf pursue these rights and remedies only so far as is reasonable to make appropriate recovery in respect of breach of these conditions.

9. THIRD PARTY LIABILITY. All bidders, buyers and other members of

the public on our premises are there at their own risk and must note the lay-out of the accommodation and security arrangements. Accordingly neither the auctioneer nor our employees or agents shall incur liability for death or personal injury or for the safety of the property of persons visiting prior to or at a sale (except in each case as may be required by law by reason of our negligence)

10. COMMISSION BIDS. Whilst prospective buyers are strongly advised to attend the auction and are always responsible for any decision to bid for a particular Lot and shall be assumed to have carefully inspected and satisfied themselves as to its condition, we will if so instructed clearly and in writing execute bids on their behalf. Neither the auctioneer nor our employees or agents shall be responsible for any failure to do so.

Where two or more commission bids at the same level are recorded we reserve the right in our absolute discretion to prefer the first bid so made.

11. WARRANTY OF TITLE AND AVAILABILITY. The seller warrants to the auctioneer and you that the seller is the true owner of the property consigned or is properly authorised by the true owner to consign for sale and is able to transfer good and marketable title to the property free from any third party claims.

Save as expressly set out above, all other warranties, conditions or other terms which might have effect between the Seller and you, or us and you, or be implied or incorporated by statute, common law or otherwise are excluded to the fullest extent permitted by law.

12. AGENCY. The auctioneer normally acts as agent only and disclaims any responsibility for default by sellers or buyers.

13. TERMS OF SALE. The seller acknowledges that Lots are sold subject to the stipulations of these Conditions in their entirety and on the Terms of Consignment for Public Auctions as notified to the consignor at the time of the entry of the Lot.

14. DESCRIPTIONS AND CONDITION

(a) Whilst we seek to describe lots accurately, it may be impractical for us to carry out exhaustive due diligence on each lot. Prospective buyers are given ample opportunities to view and inspect before any sale and they (and any independent experts on their behalf) must satisfy themselves as to the accuracy of any description applied to a lot. Prospective buyers also bid on the understanding that, inevitably, representations or statements by us as to authorship, genuineness, origin, date, age, provenance, condition or estimated selling price involve matters of opinion. We undertake that any such opinion shall be honestly and reasonably held and accept liability for opinions given negligently or fraudulently. Subject to the foregoing neither we the auctioneer nor our employees or agents nor the seller accept liability for the correctness of such opinions and all conditions and warranties, whether relating to description, condition or quality of lots, express, implied or statutory, are hereby excluded. Dreweatts is not liable for damage to gilded picture frames, plaster picture frames or picture frame glass; if the Lot is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we see fit and will be under

no liability for doing so. This Condition is subject to the next following Condition concerning deliberate forgeries and applies save as provided for in paragraph 6 “information to buyers”.

(b) Private treaty sales made under these Conditions are deemed to be sales by auction for purposes of consumer legislation.

15. FORGERIES. Notwithstanding the preceding Condition, any Lot which proves to be a deliberate forgery (as defined) may be returned to us by you within 21 days of the auction provided it is in the same condition as when bought, and is accompanied by particulars identifying it from the relevant catalogue description and a written statement of defects. If we are satisfied from the evidence presented that the Lot is a deliberate forgery we shall refund the money paid by you for the Lot including any buyer's premium provided that (1) if the catalogue description reflected the accepted view of scholars and experts as at the date of sale or

(2) you personally are not able to transfer a good and marketable title to us, you shall have no rights under this condition.

The right of return provided by this Condition is additional to any right or remedy provided by law or by these Conditions of Sale.

16. PRIVACY NOTICE. We will hold and process any personal data in relation to you in accordance with our current privacy policy, a copy of which is available on our website <http://www.dreweatts.com/privacy-security/>.

GENERAL

17. We shall have the right at our discretion, to refuse admission to our premises or attendance at our auctions by any person.

18. (a) Any right to compensation for losses liabilities and expenses incurred in respect of and as a result of any breach of these Conditions and any exclusions provided by them shall be available to the seller and/or the auctioneer as appropriate.

(b) Such rights and exclusions shall extend to and be deemed to be for the benefit of employees and agents of the seller and/or the auctioneer who may themselves enforce them.

19. Any notice to any buyer, seller, bidder or viewer may be given by first class mail, email or Swiftmail in which case it shall be deemed to have been received by the addressee 48 hours after posting.

20. Special terms may be used in catalogue descriptions of particular classes of items in which case the descriptions must be interpreted in accordance with any glossary appearing at the commencement of the catalogue.

21. Any indulgence extended to bidders, buyers or sellers by us notwithstanding the strict terms of these Conditions or of the Terms of Consignment shall affect the position at the relevant time only and in respect of that particular concession only; in all other respects these Conditions shall be construed as having full force and effect.

22. These Conditions shall be governed by and construed in accordance with English law and the parties irrevocably submit to the exclusive jurisdiction of the English courts.

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