

DREWEATTS

EST. 1759

THE TRANSPORT SALE

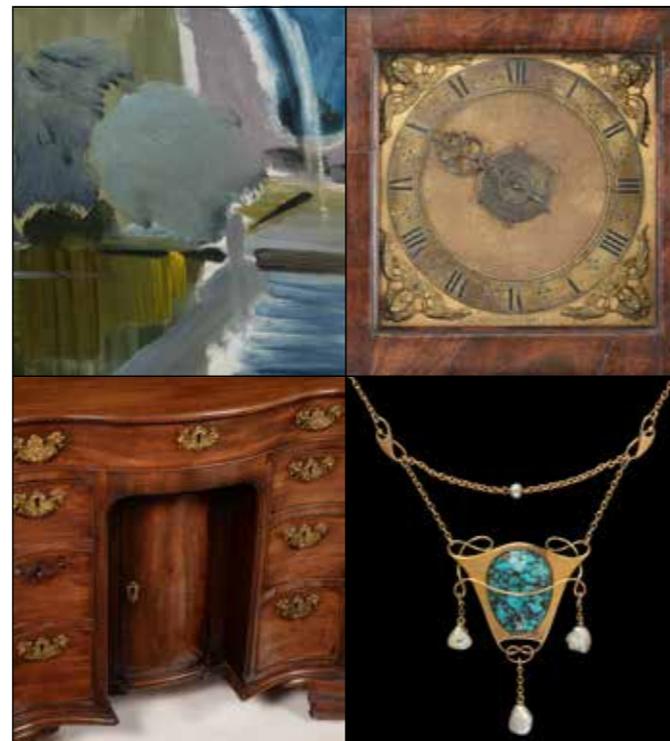
DONNINGTON PRIORY | TUESDAY 20 APRIL 2021



Coming Up at Dreweatts

Auctions

- | | |
|---|---|
| 11 March Timed Online
Art on a Postcard International Women's Day Auction in aid of The Hepatitis C Trust | 14 April Timed Online
Jewellery, Silver, Watches, Pens and Luxury Accessories – Part 2 |
| 12 March Timed Online
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The Transport Sale |
| 17 March Live Online
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Fine Clocks, Barometers and Scientific Instruments |
| 18 March Live Online
Modern and Contemporary Art | 19 May Live Online
Chinese Ceramics and Works of Art (Part 1) |
| 31 March Live Online
Fine Furniture, Sculpture, Carpets, Ceramics and Works of Art | 20 May Live Online
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| 13 April Live Online
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Donnington Priory
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Auctions, exhibitions and valuations

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DREWEATTS

EST. 1759

THE TRANSPORT SALE

DONNINGTON PRIORY | TUESDAY 20 APRIL 2021 | 10.30AM

AUCTION FORMAT: LIVE ONLINE

This is a live online auction with an auctioneer. Bidding is available online, by telephone or commission (absentee) bids. If not bidding online, please contact Dreweatts to register all commission bids or telephone bids by 12 noon (local time) on Monday 19 April.

FREE ONLINE BIDDING IS AVAILABLE AT DREWEATTS.COM:

The Dreweatts' bidding platform allows you to watch, listen and bid with no additional online bidding fees applicable.

REGISTRATION:

We advise clients to register at least 48 hours in advance of the auction as you may be asked to provide documents to verify your identity. Registration for new clients will close at 12 noon (local time) on Monday 19 April.

BUYER'S PREMIUM:

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.

PAYMENT:

Please note, we cannot accept payment by telephone for lots bought by first time bidders. For details on other payment methods, please see our website.

CONDITION REPORTS:

Condition reports and detailed images are available on dreweatts.com or by request.

AUCTION NO: 14305

SPECIALISTS:

Michael Matthews FRICS, IRRV

VIEWING:

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AUCTION:

Dreweatts
Donnington Priory
Newbury
Berkshire RG14 2JE

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Front cover: Lot 130 | Back cover: Lot 41

Catalogues £15 (£17.50 by post)





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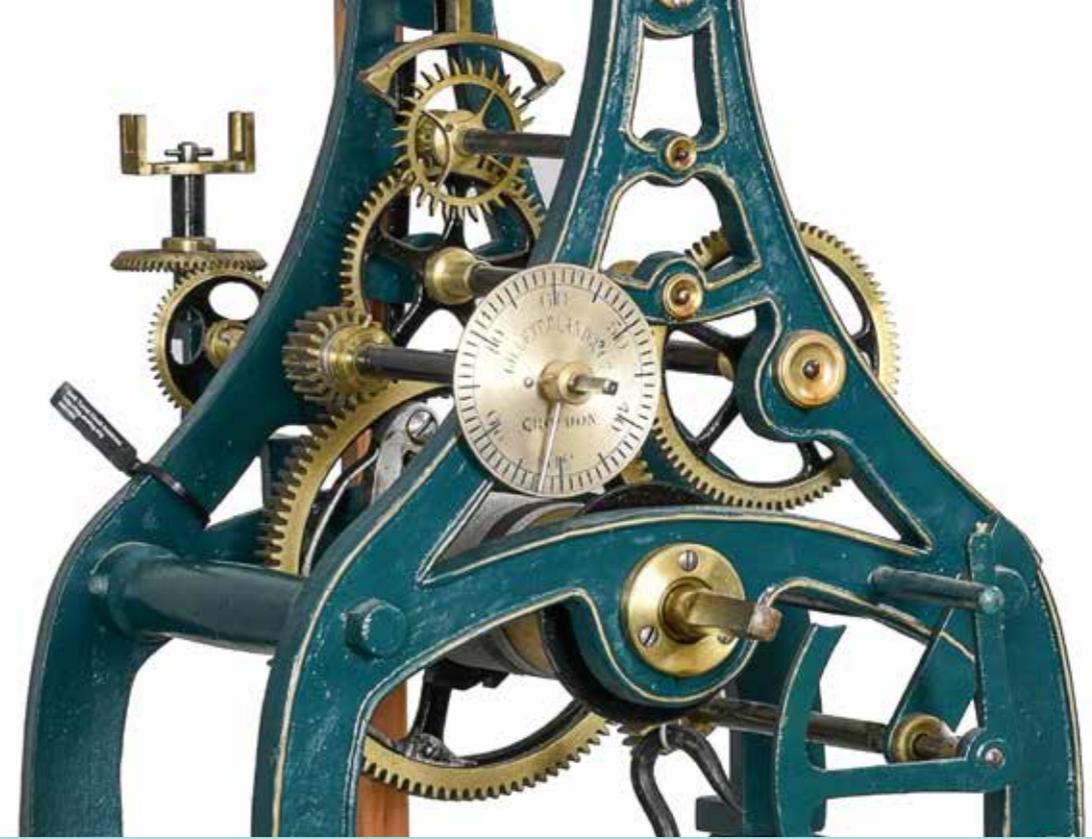
SPACE EXPLORATION PHOTOGRAPHY AND EPHEMERA

17 MARCH 2021 | 12PM

William Anders, Apollo 8
Earthrise
First colour photograph of the first Earthrise witnessed by humans
Vintage chromogenic print, with A KODAK PAPER watermarks on the verso
Est. £3,000-5,000 (+ fees)

AUCTION LOCATION
Dreweatts
Donnington Priory
Newbury
Berkshire RG14 2JE

ENQUIRIES
Ania Hanrahan
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ahanrahan@dreweatts.com
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FINE CLOCKS, BAROMETERS AND SCIENTIFIC INSTRUMENTS

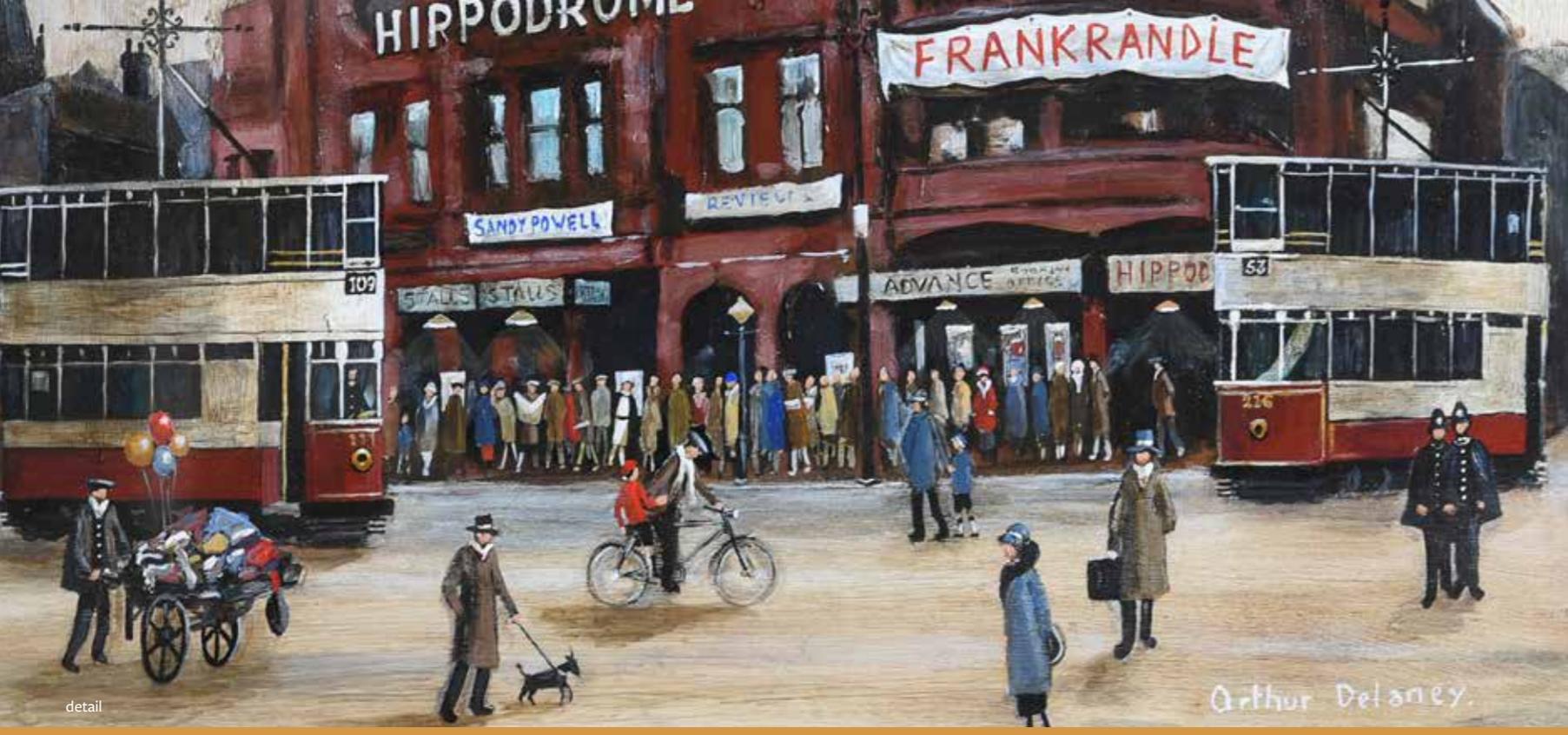
21 APRIL 2021 | 10.30AM

A Victorian cast iron and brass turret
timepiece formerly installed at 'The Clock
House' 8 Chelsea Embankment, London
Gillett, Bland and Company, Croydon, 1880
Est £2,000-3,000 (+ fees)

AUCTION LOCATION
Dreweatts
Donnington Priory
Newbury
Berkshire RG14 2JE

ENQUIRIES
Leighton Gillibrand
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lgillibrand@dreweatts.com
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detail

DREWEATTS

EST. 1759

Already consigned:
 Arthur Delaney (1927-1987)
 Manchester Hippodrome
 Oil on board
 Est. £5,000-7,000 (+ fees)

INVITING ENTRIES | MODERN AND CONTEMPORARY ART

We are now inviting entries for our auction on 12 October 2021

AUCTION LOCATION
 Dreweatts
 Donnington Priory
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6	Gauge 1 and small gauge items	lots 1 - 23
21	3 ½ inch gauge locomotives and models	lots 24 - 41
37	The Hewell and Tardebigge model steam railway collection	lots 42 - 66
58	5 inch gauge locomotives	lots 68 - 79
70	7 ¼ inch gauge locomotives	lots 80 - 83
74	The late Mr. Russ Titford's collection of stationary engines and traction engines	lots 85 - 96
83	The Stonier collection	lots 98 - 108
91	The Manning collection	lots 109 - 130
110	Traction engines	lots 131 - 138
116	Lathes, tooling and equipment	lots 139 - 146
119	Stationary engines and models	lots 150 - 178
131	Model ships and boats	lots 180 - 185
137	Marine related items	lots 187 - 230
152	Miscellany	lots 231 - 237

Gauge 1 and small gauge items | lots 1-23



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 gangway bogie luggage van and a Peter Alliot BR bogie coach starter kit. Coaches 56cm, 60cm and 62cm in length. (7)

£600-800



2

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)

£300-400

3

3
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

£200-300



3



4

4
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

£100-200



5

5
A rake of three gauge 1 DB six-wheel coaches, finished in traditional green and black livery with fitted steps. Each 42cm in length

£300-400



6

6
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

£4,000-5,000



6 (detail)



7

7
Toby for Fulgurex Swiss SBB 1' B B 1' Gotthard-type Electric locomotive No 12336, painted green with pantographs and electric roof detail, sprung buffers and running lights, fitted with two motors and hinged coupling rods to blind axles

£500-600



8

8
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

£200-300



9

9
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

£2,000-3,000



9 (detail)



10

10
A gauge 1 model of a Class 5MT Stanier 'Black 5' tender locomotive No 5217, finished in LMS black lined livery with detailed cab and built in 1/32nd scale to the original design by Sir William Stanier in 1934 for the London Midland Scottish Railways. The model constructed from brass and die cast parts. Being two-rail electrically powered. Length 61cm

£600-800



11

11
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

£300-500



12

12
A gauge 1 model of a 4-6-2 tender locomotive No 46229 'Duchess of Hamilton', finished in British Railways maroon and black lined livery with transfer to tender and coal-pusher detailing. Other detailing includes fluted motion, Walschaerts valve gear, steps, handrails, vacuum hoses, cab detailing and built in 1/32nd scale. The model constructed from brass and die cast parts. Being 2-rail electrically powered. Length 74cm

£600-800



13

13
A gauge 1 model of the live steam 4-6-2 British Railways Britannia Class tender locomotive No 70009 'Alfred the Great', built in 10mm scale by Barrat Engineering of Walsall being coal fired with cab fittings including steam pressure gauge, water sight glass and regulator. Axle driven water pump. The six-wheel tender with fitted hand feed water pump. The model finished in British Railway green and black lined livery with detailed finish including fluted motion, steps, handrails and vacuum hoses. The locomotive come with its own carrying case and firing tools

*The model can be seen running on YouTube using the following link <https://youtu.be/VQNwyr-Otaw>

Boiler History. The locomotive is sold with past boiler history. Boiler certificate expired the 5th of November 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.

£2,000-3,000



13 (detail)



14

14
A rake of three gauge 1 Bulleid British Rail passenger coaches, constructed from brass plate work and finished in Southern green livery. The coaches built in 1/32nd scale. The rake of three coaches finished in green and black livery with grey roofs, having 'kadee' couplers fitted except for the end coaches which have chains

£200-400



15

15
A gauge 1 British Railway corridor passenger coach, built to 10mm scale from metal and wood being finished in British Railway green livery

£100-150



16

16
A gauge 1 live steam model of the Great Western 4-6-0 tender locomotive No 6000 King George V, made by Aster Hobby Co., Inc. for Fulgurex. (Built up)
The cab with fittings including steam pressure gauge, water sight glass, regulator and other usual fittings. The model finished in Great Western green lined livery with fitted steps, handrails, lamps and bell to front

The model has never been steamed and comes together with its original box, instructions, tools, print of the full size locomotive and a display case with fitted track. Length 66cm.

£2,000-3,000



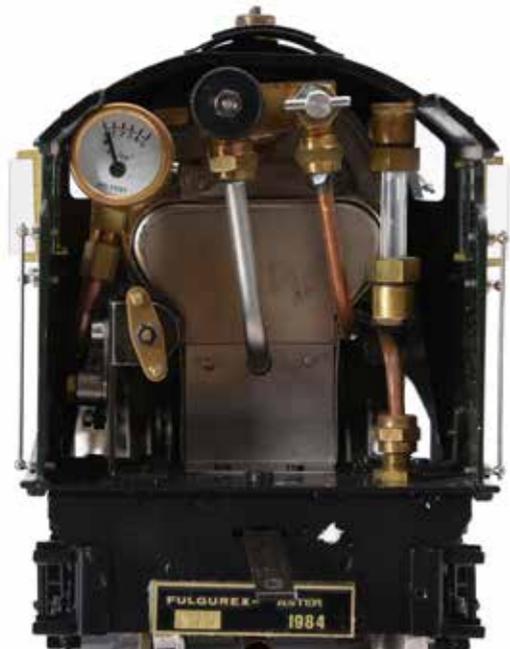
16 (detail)



16 (detail)



17



17 (detail)



17 (detail)

17

A gauge 1 live steam model of the British Railway 4-6-2 tender locomotive No 60007 'Sir Nigel Gresley', made by Aster Hobby Co., Inc for Fulgurex. (Built up). The cab with fittings including steam pressure gauge, water sight glass, regulator and other usual fittings. The model finished in British Railways green lined livery with fitted steps, handrails and lamps

The model has never been steamed and comes together with its original box, instructions, tools and a display case with fitted track.

£2,000-3,000



18

18

A gauge 1 live steam model of the London Transport (exGWR) 0-6-0 PT No L 90 Pannier tank locomotive, Aster Hobby 93 Pannier Tank No 174. The cab with fittings including steam pressure gauge, water sight glass, regulator and other usual fittings. The model finished in red lined livery with fitted steps, handrails and vacuum hoses. Length 30,5cm

£1,500-2,000



18 (detail)



19

19

A gauge 1 live steam model of a narrow gauge saddle tank locomotive, by Roundhouse Engineering of Doncaster. The cab with fittings including steam pressure gauge, water sight glass and regulator. The model finished in blue, black and red livery with fitted handrails and lamp irons having builders plaque to cab side

£500-700



20

20

An o gauge model of a LMS 2-6-4 side tank locomotive No 2603, the chassis with twin outside cylinders and Walschaerts valve gear detailing with polished motion. The model finished in black lined livery with fitted steps, handrails and couplings. Length 38cm

£100-150

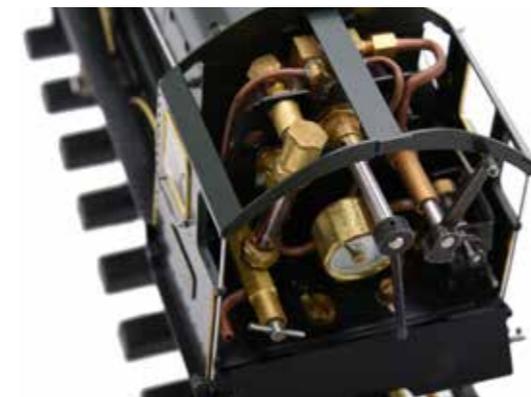


21

21

A gauge 1 model of a live steam Great Western Railway Castle Class 4-6-0 tender locomotive 'Kingswear Castle', built by Aster being of solid brass and metal construction. Detailed cab and model built to 1/32nd scale. The locomotive with fitted water gauge, pressure gauge, safety valve, by-pass valve, regulator valve, blower valve, lubrication Roscoe displacement type oiler in cab under footplate. Spirit fired. Tender lift-out fuel tank. Six-wheel tender, The locomotive finished in traditional Great Western Railway livery. The locomotive is in mint unused condition with original box and paperwork. Length 63cm. Width 9cm. Height 13cm. The model is sold together with its original metal carrying cradle

£3,000-4,000



21 (detail)



21 (detail)



22

22
A fine 'Golden Age Models' gauge 1 Pullman coach, 2D 'The New Century Bar'. In mint unused condition with original box

Boiler History: No boiler history available.

£500-700

23

A fine 'Golden Age Models' gauge 1 Pullman coach, 1E. 'Pullman Car No 77'. In mint unused condition with original box

£500-700



23

3 1/2 inch gauge locomotives and models | lots 24-41



24

24

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 8th/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 of June 2000.



Above: the late Mr Bill Dwyer with his LNER A4

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.

£2,000-3,000



24 (detail)



25

25

An exhibition standard 3 1/2 inch gauge model of a 2-6-2 Southern Railway tender locomotive No 1001, built by Mr A E Sharp of Whippingham. The silver soldered copper boiler having fittings including steam pressure gauge, water sight glass, regulator, firebox door and direction control wheel. The chassis having twin outside cylinders with drain cocks operated from a lever at the back of the cab, fluted motion, Walschaerts valve gear, injector, clack and safety valve. The model finished in traditional green and black livery with polished brass boiler bands, fitted steps, handrails, lamp irons, detailed rivet-work and couplings. The six-wheel tender having detailed rivet-work, steps, hand-irons and couplings with 'Southern' printed to side. Overall length 115cm. Cab width 18cm



25 (detail)

This model won the A E King Challenge Trophy and the trophy cup is being sold with the model.

Boiler History: The original R C Chambers of Weymouth boiler certificate No 193 Dated the 11th of April 1973. Hydraulic test pressure 200 psi. Working pressure 100 psi. Boiler serial number R.C.90.

BOILER HISTORY DISCLAIMER

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£2,000-3,000

26

3 1/2 inch gauge model of a Great Eastern Railway 2-4-0 'Petrolea' tender locomotive, built from Reeves of Birmingham castings with silver soldered copper boiler having fittings including steam pressure gauge, water sight glass, regulator and other usual fittings. The chassis with twin inside cylinders with Stephenson's valve gear, Salters type steam safety valve, clack, polished steel motion and built to the design by LBSC 'Petrolea' which was named after a turn of the century experiment in oil firing. The model described in Model Engineer Column 89 to 94. Length 91cm



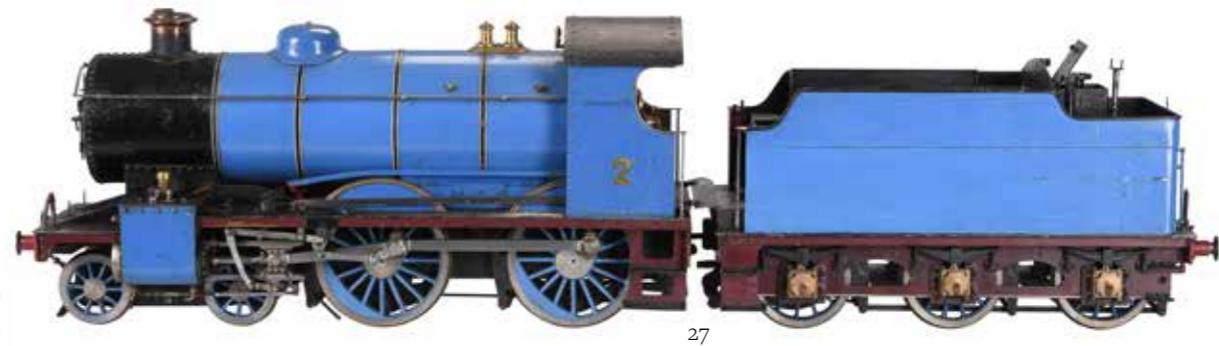
26

Boiler History: No boiler history available.

£500-700



27 (detail)



27

27

A well engineered 3 1/2 inch gauge model of a 4-4-0 tender locomotive No 2, the silver soldered copper boiler having steam pressure gauge, water sight glass, regulator and other usual fittings. The chassis having twin outside cylinders with Walschaerts valve gear and polished steel motion. Six-wheel tender with coal compartment and hand operated water feed pump. The model finished in blue and black lined livery with fitted steps, handrails and vacuum hose

Boiler History: No boiler history available.

£1,000-1,500



28

28
An exhibition standard model of a 3 1/2 inch gauge 4-2-2 Stirling single tender locomotive, with enclosed splashers, built in 3/4 inch scale to the design by H P Jackson from Clarkson's castings and based on the exhibition engine No 1 built by Patrick Sterling in 1871 in pre 1914 condition with the later style of tender. The silver soldered copper boiler having fittings including steam pressure gauge, water sight glass, regulator and other usual fittings. The chassis having twin out side cylinders with guides and internal Stephenson's valve gear and polished steel motion. The six-wheel tender with coal compartment safety rails and hand operated water feed pump. The model finished in traditional green and black lined livery with fitted steps, handrails, lamp irons and lamps. Length 102cm

*Interesting reading 'The Stirling Singles' by Leech & Body.

Boiler History: No boiler history available.

£2,000-2,500



28 (detail)



29

29

A well engineered 3 1/2 inch gauge model of a 4-6-2 tender locomotive No 60113 'Hielan Lassie', built by the late Mr H Hind of Yorkshire, the model based on the LBSC Thompson rebuild with casting from Reeves of Birmingham. The silver soldered copper boiler having fittings including steam pressure gauge, water sight glass, regulator and other usual fittings. The chassis having twin outside cylinders with fluted motion and Walschaerts valve gear. Eight-wheel tender with brake, coal compartment and fitted hand operated water feed pump. The model finished in British Railways dark green and black lined livery, fitted smoke deflectors bearing locomotive name plate, steps, handrails, British Railways Lion crest to tender and other detailing

£3,000-4,000



29 (detail)



29 (detail)



30

30

A well engineered 3 1/2 inch gauge Bassett-Lowke model of a 0-6-0 side tank locomotive, the silver solder copper boiler having cab fittings including steam pressure gauge, water sight glass, regulator and other usual fittings. The chassis having twin outside cylinders with valved gear linked to fluted motion. The built in tender with hand operated water feed pump. The model finished in polished brass plate work with detailed rivet-work, fitted handrails and steps

Boiler History: No boiler history available.

£1,000-1,500



32

32

A well engineered 3 1/2 inch gauge model of a 4-6-2 Britannia tender locomotive, built by the late Mr Kenneth Gordon-Head of Cornwall, the silver soldered copper boiler with fittings including water sight glass, steam pressure gauge, regulator, clack, safety valves and other usual fittings. The chassis fitted with twin outside cylinders, Walschaerts valve gear, ratchet oiler system and fluted motion. The cab has been removed and will need some degree of rebuilding. It has a six-wheel tender with fitted hand feed water pump and access ladder fitted to the rear. The model finished in polished brass plate work with rivet detailing, smoke deflectors and fitted steps

Boiler History: No boiler history available.

£1,000-1,500

31

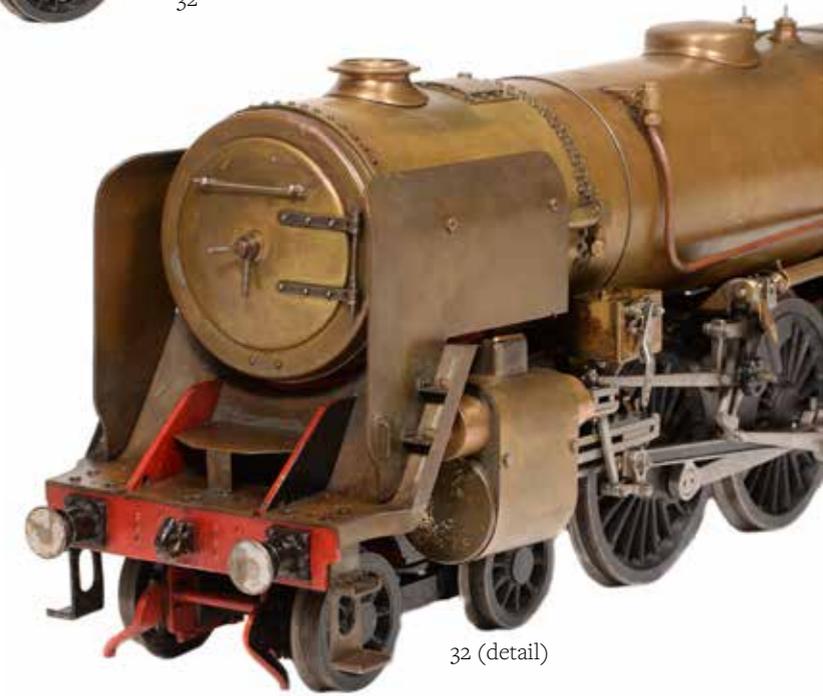
A part built model of a 2 1/2 inch gauge 4-4-0 tender locomotive, sold together with silver soldered copper boiler. The chassis having twin outside cylinders with internal valve gear, partly constructed tender fitted with steps and hand-irons

Boiler History: No boiler history available.

£200-300



31



32 (detail)



33



34



33 (detail)

33

A well engineered 3 1/2 inch gauge model of a LBSC design 'Heilan Lassie' 4-6-2 tender locomotive No 2556 'Ormonde', the silver soldered copper boiler having cab fittings including steam pressure gauge, water sight glass, regulator, direction control and other usual fittings. The chassis having twin outside cylinders having Walschaerts valve gear and fluted motion. The eight-wheel tender having coal compartment and hand operated water feed pump. The model finished in traditional green and black lined livery with fitted steps and handrails, polished bright-work. The design by LBSC was based on the powerful Thompson rebuild of the original GNR Pacific 'Great Northern' as described in The Model Engineer Vols 94 -97 and repeated in 121 - 126. Length 141cm

Boiler History: No boiler history available.

£2,000-3,000

34

A well engineered 3 1/2 inch gauge model of a LBSC 'Doris' 4-6-0 tender locomotive No 5302 to cab side, the silver soldered copper boiler having cab 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 six-wheel tender with coal compartment and hand operated water feed pump. The model finished in British Railways black livery with fitted steps and handrails with British Railways Lion crest to tender. Length 122cm

Boiler History: No boiler history available.

£1,000-1,500



34 (detail)



35



35 (detail)

35

A well engineered 3 1/2 inch gauge model of 2-4-0 Hardwick tender locomotive No 1306, the silver soldered copper boiler having fittings including steam pressure gauge, water sight glass, regulator and other usual fittings, the chassis with twin outside cylinders and Stephenson's internal valve gear. The six-wheel tender with coal compartment, matching tool boxes and hand operated water feed pump. The model finished in traditional black lined livery with polished bright-work

Boiler History: No boiler history available.

£1,000-1,500



36



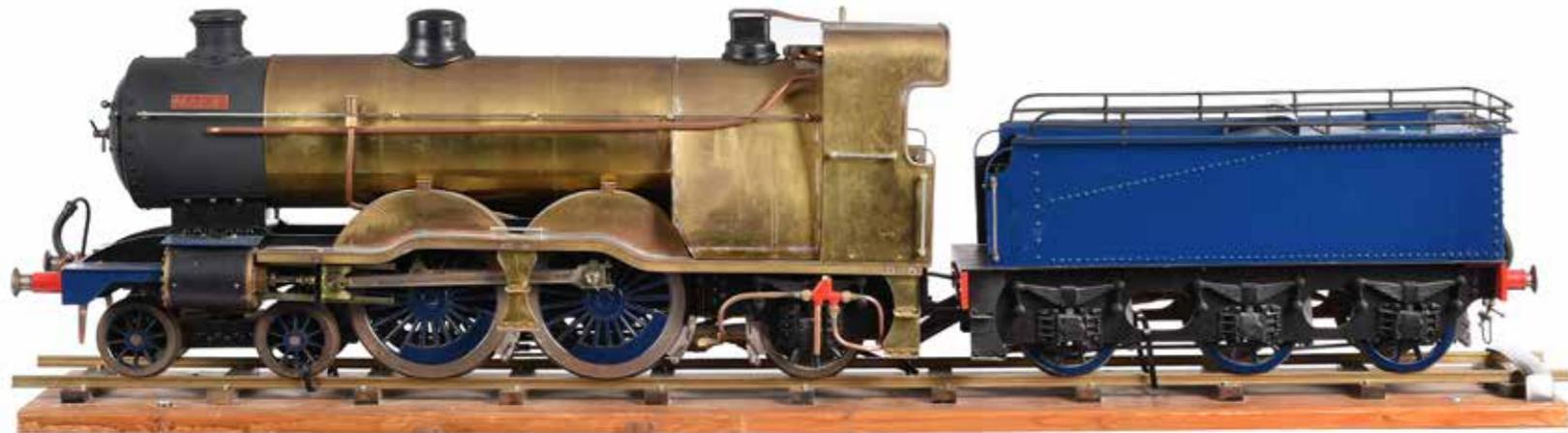
36 (detail)

36

A well engineered 3 1/2 inch gauge model of a LBSC 'Bantam Cock' tender locomotive, the silver soldered copper boiler having cab 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 six-wheel tender with coal compartment and hand operated water feed pump. The model finished in polished brass plate work with fitted handrails. Locomotive length 114cm

Boiler History: No boiler history available.

£1,000-1,500



37

37

A well engineered 3 1/2 inch gauge model of a 4-4-2 tender locomotive 'Maisie', built by Mr Edwin White of Lincolnshire to the LBSC design. The silver soldered copper boiler with fittings including steam pressure gauge, water sight glass, regulator, lever operated direction control quadrant, cab drains and fitted safety valve. The chassis having twin outside cylinders, Stephenson's internal valve gear, fluted motion, brake gear, clack, water injector and suspension. The six-wheel tender with fitted hand feed water pump. The model finished in blue, black and brass plate work with fitted steps, handrails and vacuum hoses. Display track on wheels. Locomotive overall length 114cm. Cab width 17cm

Boiler History: No boiler history available.

£1,000-1,500



37 (detail)



38

38

An exhibition quality model of a 3 1/2 inch gauge Class 47xx Great Western Railway Heavy Freight 2-8-0 tender locomotive No 4707, built by Mr L E G Parker, the silver soldered copper boiler having fittings including safety valve, clack and others valves, cab detail including 'Stevens Model Dockyard' pressure gauge, regulator, water sight glass, drain cocks, lever operated firebox door and reverse lever. Chassis details including twin outside cylinders with Stephenson's link gear, footplate controls, lubricator, cross-head driven feed pump and bypass, associated pipework, leaf springs, vacuum hoses and fine quality rivet-work. Six-wheel tender with leaf springs, hand operated brakes, filler cap and vents, tool boxes, steps, hand and lamp irons. The model finished in Great Western Railways green and black livery with applied cab side plate 4707. Length 128cm. Cab width 16cm

Boiler History: No boiler history available.

Provenance: Lot 6. The Salem Collection of Model Locomotive. Dreweatts. Newbury Sold the 25th of April 2012.

£3,000-4,000



38 (detail)



38 (detail)



39



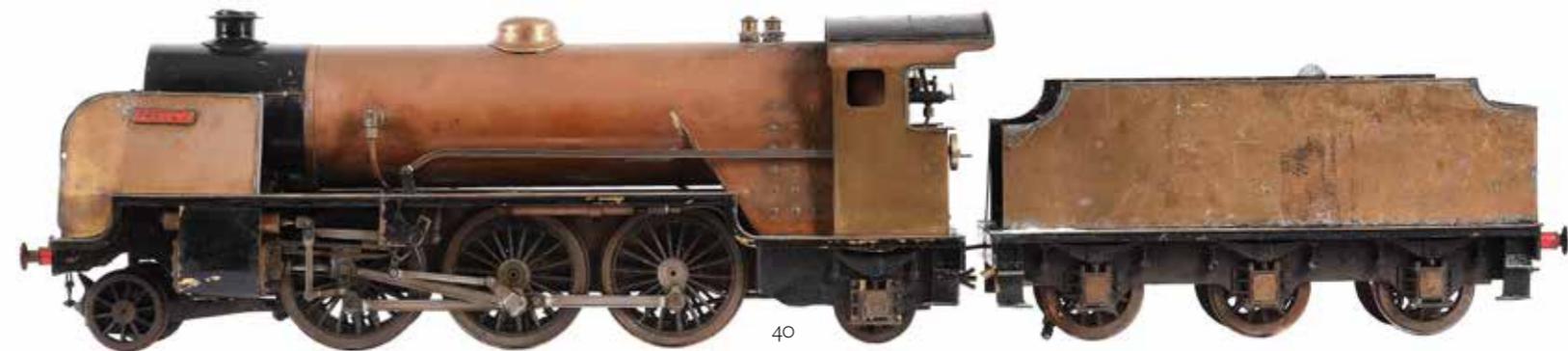
39 (detail)

39

A well engineered 3 1/2 inch gauge model of a 2-6-2 LNER Class V4 tender locomotive No 3401 'Bantam Cock', the model built to the LBSC design as described in 'Mechanics 1945-46. This was based on one of Gresley's two prototypes and used for light branch line duties. 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 1.125 inch bores, Walschaerts valve gear, bright-work motion, axle pump and safety valves. The six-wheel tender with coal compartment and fitted hand operated water feed pump. The model finished in traditional green and black lined livery with fitted handrails and vacuum hoses with LNER transfer to tender side. Overall length 114cm

Boiler History: No boiler history available.

£1,000-1,500



40



40 (detail)

40

A well engineered 3 1/2 gauge model of a 2-6-2 tender locomotive 'Pamula', the silver soldered copper boiler with fittings including steam pressure gauge, water sight glass and regulator, wheel direction control and other usual fittings. The chassis having twin outside cylinders with Walschaert's valve gear, fluted motion, safety valves, clack valve, smoke deflectors and fitted steps. The six-wheel tender with fitted, hand operated, water feed pump, coal compartment, fitted steps and couplings. The model finished in polished copper plate-work with black smoke box and cab roof

Boiler History: No boiler history available.

£500-700



41

41
A fine exhibition and award winning model of a First World War Railway Gun, built by Mr D Swan of West Lothian, Scotland between 2006 and 2010. The 9.2 inch bore gun mounted on a 3 1/2 inch gauge railway carriage with fine detailed rivet-work, stabilising arms with adjustable ground supports, gun with surrounding gallery railings, shells, ram rod and direction control wheels. The model finished in polished steel bright-work with brass bearings and mounts. Overall length 117cm. Width 28cm

*This model was awarded the Best Exhibit in the Harrogate Model Engineering Exhibition 2010.

£4,000-5,000



41 (detail)



41 (detail)

The Hewell and Tardebigge model steam railway collection | lots 42-66

The following twenty five lots of 5 inch gauge locomotives and rolling stock have been run regularly at Model Steam Railway set up by retired Chartered Surveyor Michael Price and internationally known railway engineer John Glaze who built and/or rebuilt some of the locomotives being offered for sale in this catalogue. The railway has been run for the past twenty years by a team of local enthusiastic model engineers. Sadly age is catching up with many of the members and it has been decided that now is the time to dispose of the locomotives and rolling stock.



42

An exhibition standard 5 inch gauge model of the Great Western Railway 4-6-0 King Class tender locomotive 'No 6026 'King John''



42 (detail)

42
 An exhibition standard 5 inch gauge model of the Great Western Railway 4-6-0 King Class tender locomotive 'No 6026 'King John', the model originally built by Messrs Pen.Y.Darren engineers of Bath in 1974 to the Wilson/ Kennion design and re-built by Mr J.A.Glaze in 2007. The silver soldered copper boiler of Belpaire design and fitted with stainless steel superheater, steam pressure gauge set at 90 psi working pressure, water sight glass, regulator and other usual cab fittings. The chassis having twin outside and twin inside gunmetal cylinders and Stephenson's valve gear, fluted motion, mechanical lubricator, axle pump and injector fitted. Six-wheel tender with fitted water hand operated feed pump. The model built in 1 1/16th to the foot scale and finished in full 1934 Great Western Railway livery with polished bright-work and has been recently run at The Hewell and Tardebigge Steam Railway

Boiler History: The model is sold together with a full engine and boiler history file which can be inspected at the auctioneers Newbury office.

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.

£20,000-25,000



42 (detail)



42 (detail)



42 (detail)



43

43
An exhibition standard 5 inch gauge model of the Great Western Railway 4-6-0 Saint Class tender locomotive 'No 2921' 'Saint Dunstan', the model re-built by Mr J.A.Glaze in 2006. With silver soldered copper boiler of Belpaire design and fitted with super heater, steam pressure gauge set at 80 psi working pressure, water sight glass, regulator and other usual cab fittings. The chassis having twin outside cast-iron cylinders with slide valves and Stephenson's valve gear, fluted motion, mechanical lubricator and two injectors fitted. Six-wheel tender with fitted water hand operated feed pump. The model built in 1 1/16th to the foot scale and finished in full 1934 Great Western Railway livery with polished bright-work and has been recently run at The Hewell and Tardebigge Steam Railway



43 (detail)

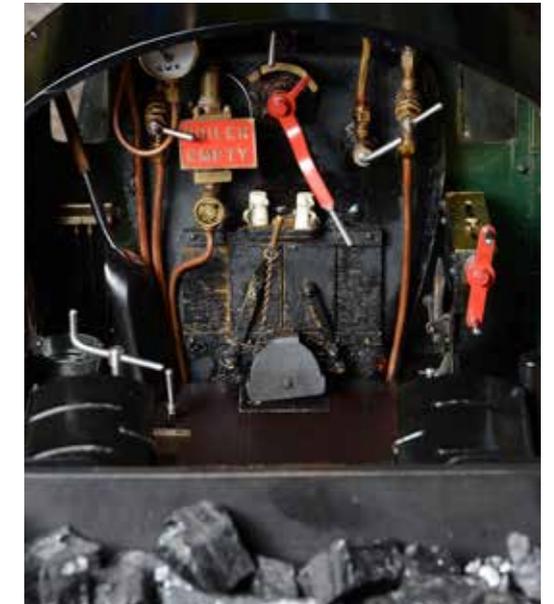
Boiler History: The model is sold together with a full engine and boiler history file which can be inspected at the auctioneers Newbury office.

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.

£15,000-18,000



43 (detail)



43 (detail)



44

44

An exhibition standard 5 inch gauge model of the Great Western Railway 4-6-0 Manor Class tender locomotive 'No 7825 'Lechlade Manor', the model originally built by Mr R Hart in 2000 to the Martin Evans 'Torquay Manor' design and re-built by the late Mr M Heaven in 2011. The silver soldered copper boiler of Belpaire design and fitted with super heater, steam pressure gauge set at 90 psi working pressure, water sight glass, regulator and other usual cab fittings. The chassis having twin outside cast-iron cylinders, slide valves and Stephenson's valve gear, flutter motion, mechanical lubricator and two injectors fitted. Six-wheel tender with fitted water hand operated feed pump. The model built in 1 1/16th to the foot scale and finished in full 1934 Great Western Railway livery with polished bright-work and has been recently run at The Hewell and Tardebigge Steam Railway



44 (detail)

Please Note: There is a known mechanical defect with this model. One of the eccentrics has slipped on the crank axle. (Information supplied by vendor).

Boiler History: Boiler Number KB.96.006. Built by Messrs Kingswood Boilers of Bristol. The model is sold together with a full engine and boiler history file

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.

£10,000-12,000



44 (detail)



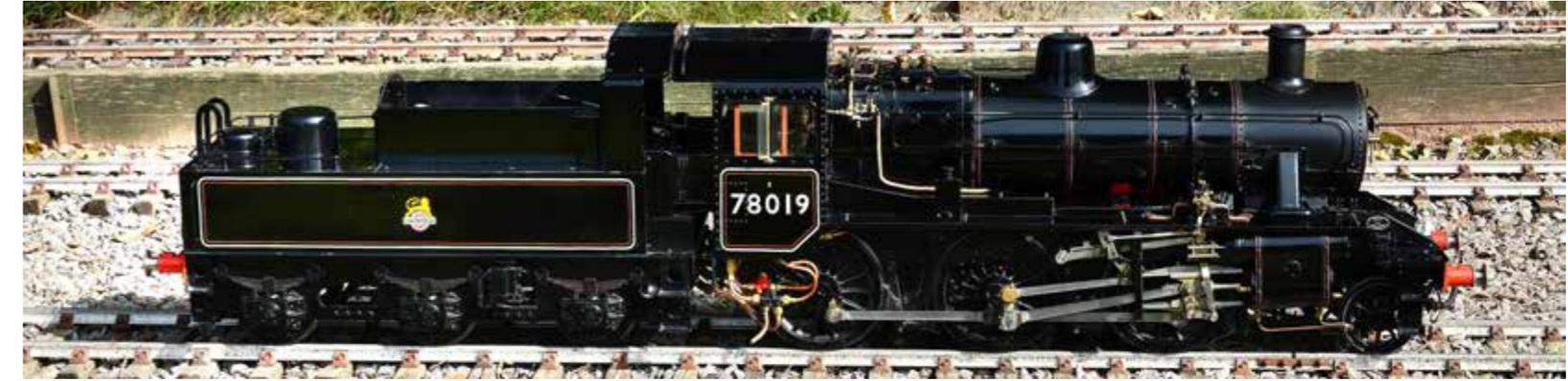
44 (detail)



45

45

An exhibition standard 5 inch gauge model of the British Railway Standard 2MT 2-6-0 tender locomotive ' No 78019, the model built to the Don Young design by Mr Ian Page of Cumbria in 2006.Re-built and repainted by Mr M Wyatt in 2012. With silver soldered copper loco type boiler of Belpaire pattern and fitted with super heater, steam pressure gauge set at 90 psi working pressure, water sight glass, regulator and other usual cab fittings of authentic working scale. The chassis having twin outside cast-iron cylinders, flutter motion, mechanical lubricator and two injectors fitted. Six-wheel tender with fitted water hand operated feed pump. The model built in 1/16th to the foot scale and finished in traditional British Railways livery with polished bright-work and has been recently run at The Hewell and Tardebigge Steam Railway



45 (detail)

Boiler History: Boiler built by Messrs Castle Boilers. Boiler Number K.T.234.4.92. The model is sold together with a full engine and boiler history file which can be inspected at the auctioneers Newbury office.

BOILER HISTORY DISCLAIMER

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£10,000-12,000



45 (detail)



45 (detail)



46 (details)

46

A rake of six 5 inch gauge Great Western Railway bogie coaches, built by Aristocraft Models in GWR fully panelled livery with removable footrests, sprung compensated bogies, spring buffers and couplings, two brake ends, four off composites. Stainless steel water tanks fitted into the two brake ends (6)

£5,000-6,000



46 (details)

47

A 5 inch gauge seven plank coal wagon 'Flower & Sons Ltd. Stratford on Avon', built by Messrs Bath Wagon Works. Hand painted and sign written by Bill Hall. The wagon having working brake gear, fine detailing, sprung axle-boxes, buffers and couplings with opening sides

£500-600



47

48

A 5 inch gauge private owner seven plank coal wagons built by Messrs Bath Wagon Works 'S J Moreland & Sons', Gloucester. With paintwork and sign writing by Bill Hall. Fitted with working brakes, sprung axle boxes, buffers and couplings. Having opening side doors

£500-600



48

49

A 5 inch gauge private owners seven plank coal wagon built by Bath Wagon Works. 'Litteton Colliery Cannock', painted and sign written by Bill Hall with working brake gear, detailing, sprung axle boxes, buffers and couplings. Having opening sides

£500-600

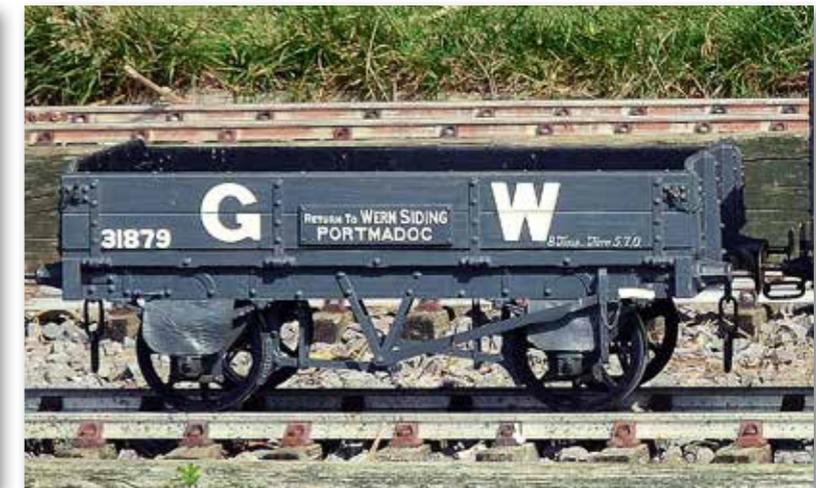


49

50

A 5 inch gauge Great Western Railway coal wagons built by Messrs Bath Wagon Works. Painted and sign written by Bill Hall with working brake gear, detailed, sprung axles-boxes, buffers and couplings

£500-600

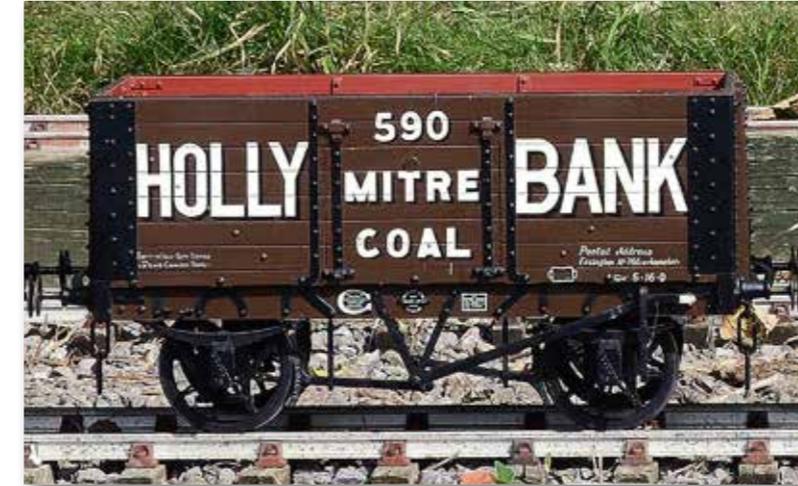


50

51

A 5 inch gauge seven plank coal wagon. Hand painted by Bill Hall with working brake gear, detailing, sprung axle-boxes, buffers and couplings. Having opening sides

£500-600



51

52

A 5 inch gauge seven plank coal wagon Samuel Evers & Sons Stourbridge. Hand painted and sign written by Bill Hall with working brake gear, detailing, sprung axle-boxes, buffers and couplings. Having opening sides

£500-600



52

53

A 5 inch gauge Great Western Railway 20 ton brake van, branded 'Worcester', detailed. Hand built and painted by John Arrowsmith, Hereford with sprung axle boxes, buffers and couplings

£500-600

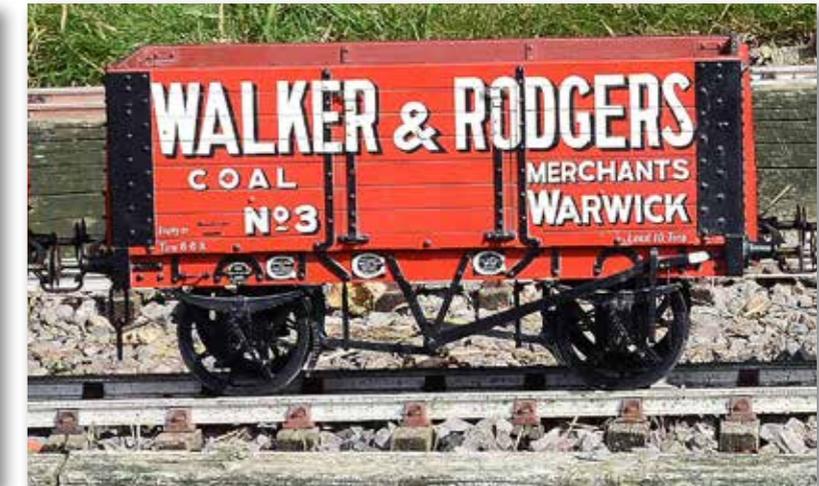


53

54

A 5 inch gauge seven plank coal wagon Walker & Rodgers. Warwick. Hand built, painted and sign written by Bill Hall with working brake gear, detailing, sprung axle boxes, buffers and couplings. Having opening sides

£500-600

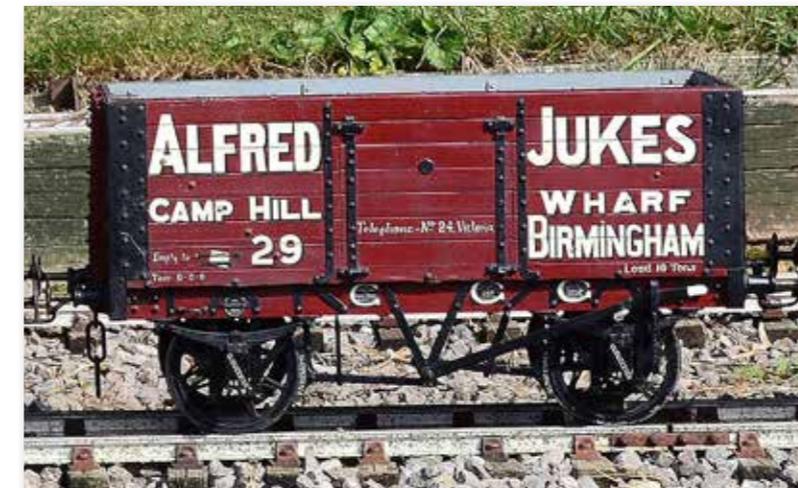


54

55

A 5 inch gauge private owner seven plank coal wagon 'Alfred Jukes Birmingham' with paintwork and sign writing by Bill Hall. Fitted with working brakes, sprung axle boxes, buffers and couplings. Having opening sides

£500-600

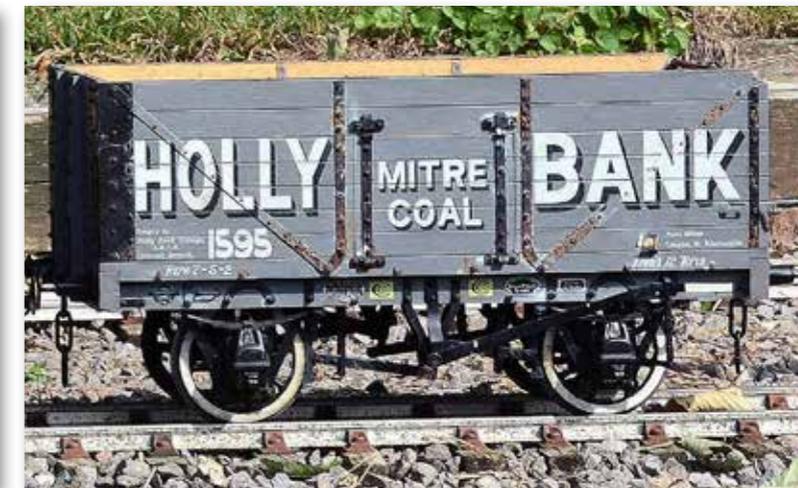


55

56

A 5 inch gauge private owner seven plank coal wagon 'Holly Bank. Essington'. With paintwork and sign writing by Bill Hall. Fitted with working brakes, sprung axle boxes, buffers and couplings. Having opening sides

£500-600

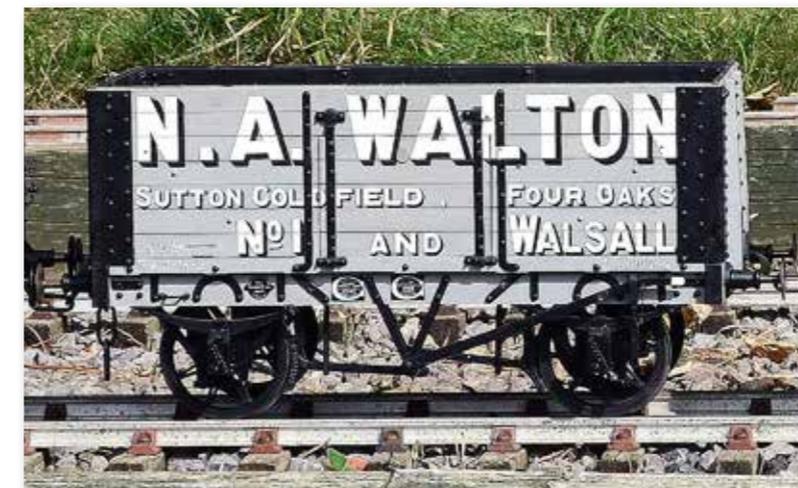


56

57

A 5 inch gauge private owners seven plank coal wagon built by Bath Wagon Works, 'N.A.Walton Walsall', painted and sign written by Bill Hall with working brake gear, detailing, sprung axle boxes, buffers and couplings. Having opening sides

£500-600



57

58

A 5 inch gauge private owners seven plank coal wagon built by Bath Wagon Works, 'The Bath Light and Coker Company Bath', painted and sign written by Bill Hall with working brake gear, detailing, sprung axle boxes, buffers and couplings. Having opening side doors

£500-600



58

59

A 5 inch gauge private owners seven plank coal wagon built by Bath Wagon Works. 'T.A.Hawkins & Son Ltd Cheslyn Hay', painted and sign written by Bill Hall with working brake gear, detailing, sprung axle boxes, buffers and couplings. Opening sides

£500-600

60

A 5 inch gauge coal wagon painted and sign written 'T.Ignis Brothers'. Builder unknown, the wagon with working brake gear, detailed, sprung axles-boxes, buffers and couplings

£500-600

61

A 5 inch gauge coal wagon, painted and sign written. 'N.E.' Builder unknown, the wagon with working brake gear, detailed, sprung axles-boxes, buffers and couplings

£500-600

62

A 5 inch gauge coal wagon, painted and sign written 'LOCO'. Builder unknown, the wagon with working brake gear, detailed, sprung axles-boxes, buffers and couplings

£500-600



59



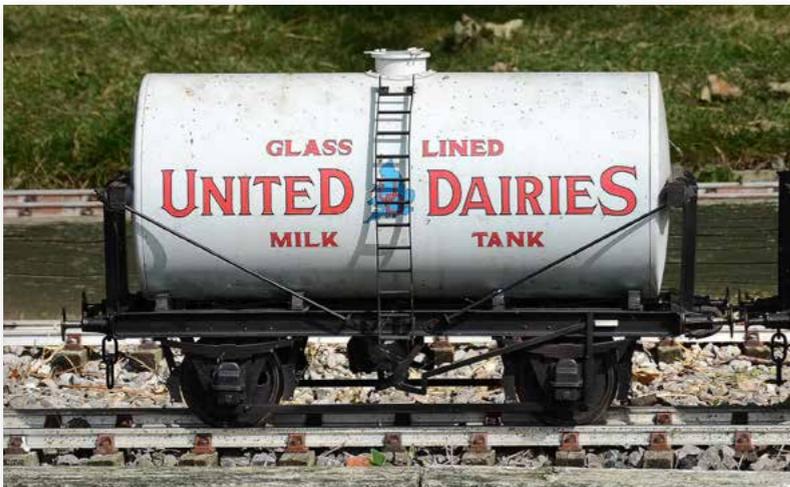
60



61



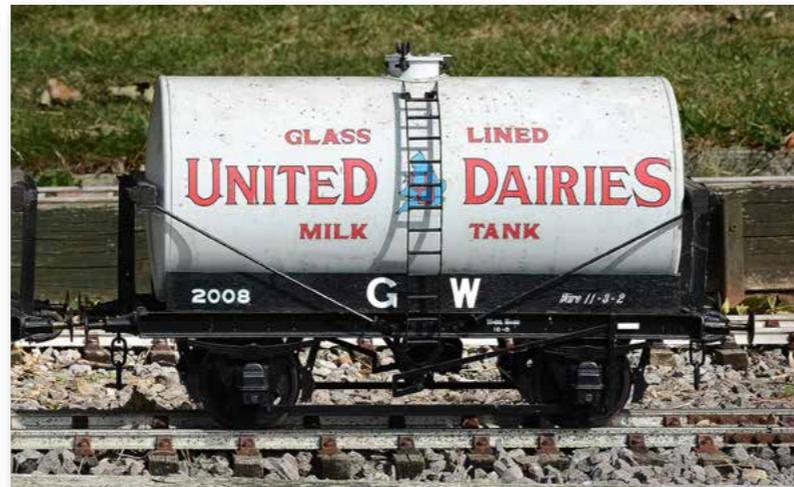
62



63

A 5 inch gauge four wheeled milk tanker wagon 'United Dairies', builder unknown, three hole disc wheels, working brakes, sprung axle boxes, buffers and couplings

£500-600



64

A 5 inch gauge finely detailed four wheeled milk tanker wagon 'United Dairies', builder unknown, three hole disc wheels, working brakes, sprung axle boxes, buffers and couplings

£500-600



65

A 5 inch gauge luggage van, Southern Railway 57 bogie luggage van No 2339, being fully detailed, spring compensated bogie, spring buffers and couplings. Built by Doug Hewson Models

£500-600

A 5 inch gauge luggage van. Southern Railways 57 gangway bogie luggage Van No 2332. Corridor connection, fully detailed, spring compensated bogie, spring buffers and couplings. Built by Doug Hewson Models

£500-600

67 (no lot)



66

5 inch gauge locomotives | lots 68-79

68

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



68 (detail)



68



68 (detail)



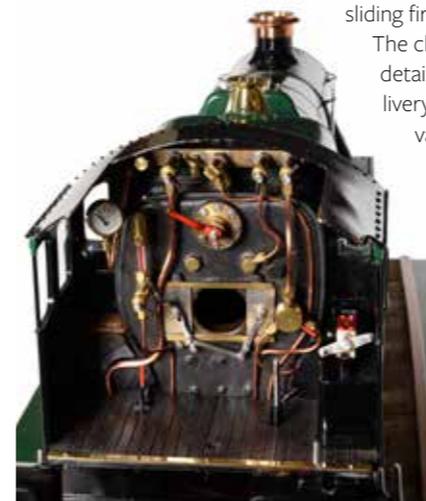
69

69

A fine exhibition standard 5 inch gauge model of the 4-6-0 Great Western Railway 7800 class tender locomotive 'Foxcote Manor', built by late Mr Kenneth Gordon-Head of Cornwall from Reeves castings. The model with silver soldered copper boiler having fittings including water sight glass, steam pressure gauge, regulator, screw direction control lever, lever operated sliding firebox doors, timber planked floor to cab, safety vales and many other sundry fittings. The chassis having twin outside cylinders with Walschaerts valve gear, fluted motion and detailed rivet-work. The model finished in traditional Great Western Railway green and black livery with detailed rivet-work cab side numbers and locomotive name plates, fitted vacuum hoses, lamp irons with lamps. Together with six-wheel tender having fitted hand feed pump

Boiler History: No boiler history available.

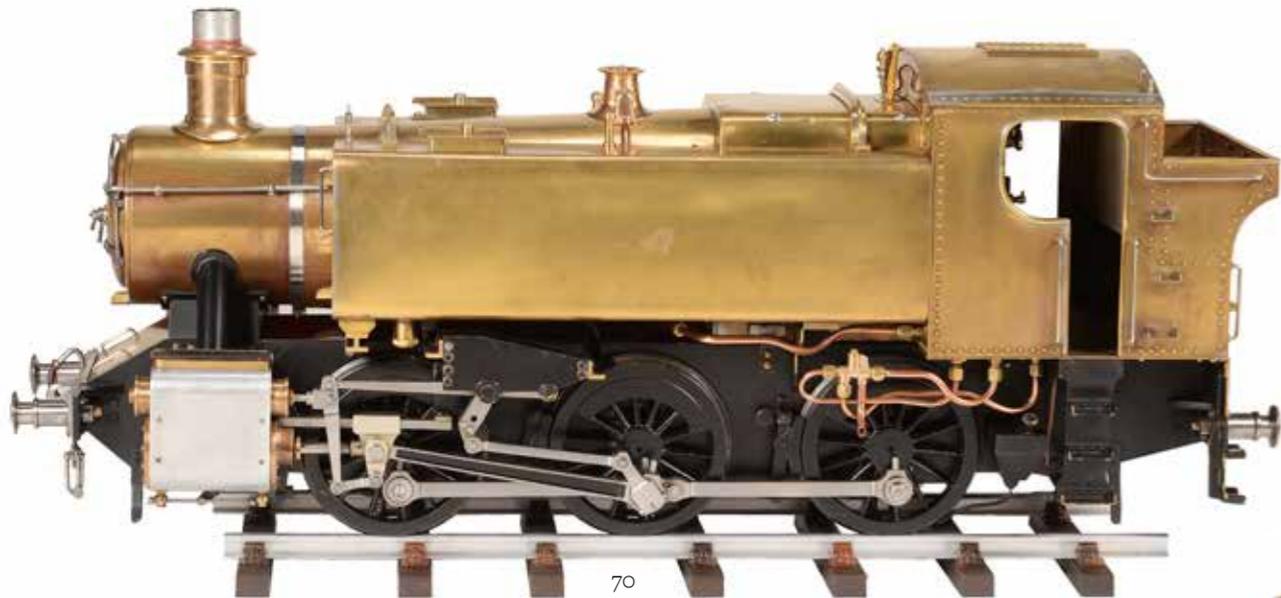
£3,000-5,000



69 (detail)



69 (detail)



70

70
A fine exhibition standard 5 inch gauge model of a 1500 Class 0-6-0 side tank locomotive, built by the late Mr Kenneth Gordon-Head of Cornwall, the silver soldered copper boiler with fittings including water sight glass, steam pressure gauge, regulator and direction control. The chassis having twin outside cylinders with Walschaerts valve gear and fluted motion. The model finished in polished brass plate-work with rivet detailing and polished bright-work, vacuum hoses, linkages, handrails and steps

Boiler History: No boiler history available.

£2,000-3,000



70 (detail)



71

71
An exhibition quality 5 inch gauge model of a Great Western Railway Castle Class 4-6-0 tender locomotive No 7007, built by Mr K R Price of Wiltshire using both works drawings and the very comprehensive drawings of the late Peter Rich. It has all the functions of the full-size engine as far as practicality goes with a fitted fine scale back head with removable hardwood planked floor. The boiler is copper throughout and fully silver soldered. It has four stainless steel radiant super heaters, stainless ash-pan and grate with working dampers operated from the cab. The boiler fittings include scale steam pressure gauge, scale vacuum gauge, water sight gauge, regulator with lubrication operating valve linkage and scale cylinder drain cocks operated from the cab. Oil feed to cylinders is by hydrostatic lubrication via needle valve sight glasses to all 4 cylinders via oil feed tank situated below cab floor. Boiler feed is by two scale injectors. The reverser has a left-hand two start Acme thread with dovetail locking quadrant



71 (detail)



71 (detail)

The chassis, which has been run on air, has twin outside cylinders and twin inside cylinders, operated by Walschaerts inside valve gear. There are leaf springs to all wheels. The main driving wheels have had steel tyres shrunk onto them. It is fitted with vacuum brakes to engine and tender together with fitted reservoirs and train pipe. There are fitted vacuum hoses and couplings, front and rear, made from stainless steel. The vacuum is generated by live steam ejector and double acting pump operated by inside valve gear. The vacuum is limited by vacuum limiting valve set to 12" Hg. Both ejector and blower exhaust via collars on petticoat pipe. It has a stainless-steel spark arrester fitted.

The six-wheel tender is fitted with vacuum brakes and operational water scoop together with scale water gauge and fitted tool boxes. An emergency hand pump is fitted and a speed/mileage gauge operated from a sensor on the centre wheel set. The model is finished in Great Western Railways post 1928 green lined livery with detailed rivet work, polished bright work, fitted steps, hand irons and lamp irons with working lamps fitted with LED lights.

Boiler History: Boiler Identification No. 206/100/KP1. Hydraulic test pressure 200 psi. Working steam pressure 100 psi.

Northern Association of Model Engineers Certificate No. C163332. Andover Model Engineering Society dated 1st of November 2015

This was for a shell test only and the locomotive has not yet been steamed. (Information supplied by the vendor).

BOILER HISTORY DISCLAIMER

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£10,000-15,000



72

72

A well engineered 5 inch gauge model of a 0-6-0 Simplex side tank locomotive No 1902 'Sydney', completed by the late Mr Martin Barker of Stockport and Devon to the Martin Evans design. The silver soldered copper boiler having fittings including steam pressure gauge, water sight glass, regulator, firebox door, direction control wheel, whistle, safety valves, simulated plank flooring and checker plate to cab floor. The chassis having twin outside cylinders with Walschaerts valve gear, ratchet oiler system and lever operated water pump to side tank. The model finished in green and black livery with polished bright-work, fitted steps, hand-irons, lamp irons and couplings. Length 86cm. Cab width 25cm

Boiler History: The original R C Chambers of Weymouth boiler certificate No 178 Dated the 21st of December 1972. Hydraulic test pressure 200 psi. Working pressure 100 psi. Boiler serial number R.C.74.

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.

£2,000-3,000



72 (detail)



73



73 (detail)

73

A 5 inch gauge model of a 4-6-0 Great Western Manor class tender locomotive No 7876 'Barton Manor', 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 with twin outside cylinders, fluted motion with guides and internal Stephenson's valve gear. The six-wheel tender with coal compartment, twin tool boxes and hand operated water feed pump. The model finished in Great Western Railway green and black lined livery with fitted steps, handrails and lamp irons. Length 166cm

Boiler History: No boiler history available.

£2,000-3,000

74 (no lot)

75

An exhibition standard model of a 5 inch gauge Great Eastern Region class T26 2-4-0 tender locomotive No 490, commission built by M & J Illott from works drawing and photographs taken in the museum at Bressingham. The silver soldered copper boiler with fittings including steam pressure gauge, water sight glass, regulator, blower valve, two steam safety valves screw reverser and other usual fittings. The chassis having twin inside gunmetal cylinders, Stephenson's link valve gear slide valves, automatic cylinder drain relief valve mechanical oil feed to cylinder lubrication, whistle, water axel pump and two live steam vertical injectors. The six-wheel tender having 6 litre water storage, two water valves and tender hand brake. The model finished in traditional blue and black lined livery with fitted steps, handrails and brass framed porthole windows to cab. Length 132cm. Width 21cm. Height to top of chimney 34cm. Weight of engine 91lbs and weight of tender 35lbs, total weight 126lbs. Complete with transport carrying boxes and covers

Boiler History: Northern Federation certificates 4-year Hydraulic test due 19/03/2024 Steam test due 01/09/2021 | Working pressure 80psi.

BOILER HISTORY DISCLAIMER

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£4,000-5,000



75



75 (detail)



75 (detail)



76

76
An exhibition standard 5 inch gauge model of Great Western Railway King class 4-6-0 tender locomotive King Charles II No 6009, recently rebuilt with a new belpaire silver soldered copper super heated boiler which has only been steamed a few times. The working cab with simulated planked floor, fitted steam pressure gauge, water sight glass with drain cock, regulator, vacuum control, cab direction control, lever operated firebox doors, detailed copper pipework. The chassis detail including twin outside and twin inside cylinders with Stephenson's valve gear, injector, fluted motion, cab controlled drain cocks, lubricators, whistle, brakes, 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, lamps, tool boxes, vacuum hoses and couplings. The model finished in Great Western Railways green lined livery with 'Torquay Express' to smoke box door and polished bright-work to motion and other fittings. Length 188cm. Cab width 25cm. The original full-size locomotives were withdrawn from service in 1962



76 (detail)

*The vendor has requested that we draw prospective buyers attention to the fact that the locomotive has recently been totally striped down to the last nut and bolt with the chassis being dismantled and then the model was professional rebuilt, repainted and lined to exhibition standards. Sold together with track.

Boiler History: The boiler was supplied in 2017 by G B Boilers of Bedworth in Warwickshire. Boiler Serial Number GB797. Manufactured the 29th of July 2017. Working pressure 90 psi. Haudraulic test pressure 180 psi. Volumn 8,5 litres. Declaration of Conformity signed by G Brannigan (Boiler-smith).Original Boiler certificate from GB Boilers. Southern Federation of Model Engineering Societies Boiler Test Record. Re-test the 9th of August 2017 135 psi Expires the 8th of August 2021. Steam test pressure 90 psi. Expired the 6th of November 2019. Plus other boiler records.

BOILER HISTORY DISCLAIMER

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£15,000-20,000



76 (detail)



77



77 (detail)

77

An exhibition standard model of a 5 inch gauge 0-6-0 tank locomotive No 7248, built to the GLR Kennions design 'Butch', with silver soldered copper boiler having fittings including steam pressure gauge, water sight glass, regulator and other usual fittings. The chassis having twin outside cylinders with Walschaerts valve gear and slide valves. The model finished in British Railways black lined livery with B.R. Lion crest to side tanks, fitted steps, handrails, brass framed port-hole windows to cab and polished bright-work motion. Length 71cm. Cab width 25cm. Height 30cm

Boiler History: No boiler history available.

£2,000-3,000

78

A well-engineered 5 inch gauge model of a 0-4-0 side tank locomotive 'Chippy', built to the design 'Ajax' with silver soldered copper boiler having fittings including steam pressure gauge, water sight glass, regulator, safety valves and other usual fittings. The chassis with twin outside cylinders, fluted motion, Walschaerts valve gear and ratchet lubricating system. The model finished in green and black livery with brass framed port-hole driver's windows, fitted steps and hand-rails

Boiler History: No boiler history available.

£600-800



78

79

A well-engineered 5 inch gauge model of a 0-4-0 side tank locomotive 'Ajax', built to the design 'Ajax' with silver soldered copper boiler having fittings including steam pressure gauge, water sight glass, regulator, safety valves and other usual fittings. The chassis with twin outside cylinders, fluted motion, Walschaerts valve gear and ratchet lubricating system. The model finished in maroon and black livery with brass framed port-hole drivers windows, fitted steps, lamp irons and handrails

Boiler History: No boiler history available.

£600-800



79

7 ¼ inch gauge locomotives | lots 80-83



80



80 (detail)



80 (detail)

80

A well engineered 7 ¼ 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

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£3,000-5,000

81

A well engineered 7 ¼ inch gauge model of a 0-6-0 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

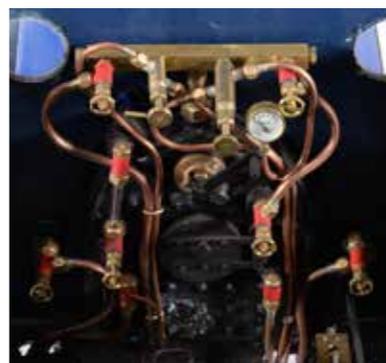
*Holmside was a 0-6-0 saddle tank locomotive with outside cylinders and inside Stephenson link motion that used to work for the National Coal Board. The original full size engines were built circa 1901 by Chapman and Furneaux and worked all its life between Craghead and Morrison Busty Collieries, Anfield Plain, Durham, until scrapped in 1962.

Boiler History: No boiler history available.

£3,000-4,000



81



81 (detail)

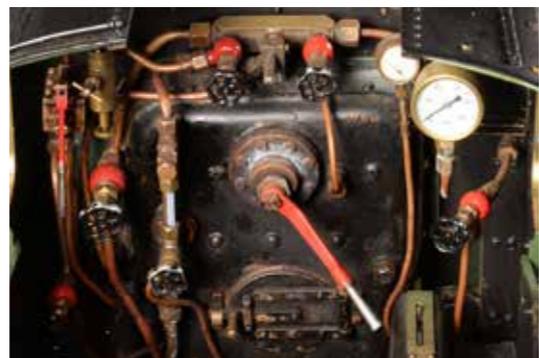


81 (detail)



82

82
An exhibition standard 7 ¼ inch gauge model of a Great Western Railway 14xx tank locomotive, built by retired model engineer Mr Tom Snoxell of the Maiden District Model Engineering Society, North East England. Model completed in 2004. 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 ¼. Overall height 20 ¾ inches. Weight approximately 135 lbs



82 (detail)



82 (detail)



82 (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

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£10,000-12,000

83

A 7 ¼ inch gauge model of a 0-4-0 diesel shunter, being battery powered with control switches to cab. Being of traditional design with louvre engine panels, fitted handrails and steps. The model with tinplate panels finished in grey and black livery

£300-500

84 (no lot)



83

The late Mr. Russ Titford's collection of stationary engines and traction engines | lots 85-96

The following twelve models were built by the late Mr Russ Titford of Essex. Throughout the United Kingdom, Russ was well known in model engineering circles for his building of exhibition standard stationary engines, and other to scale models. Many of these were built from drawings and castings supplied by Anthony Mount, one of his closest friends. The collection being sold includes a model of the 1862 Maudslay Columnar Engine, originally built for the 1862 Exhibition at South Kensington. Russ was inspired to build a model of this engine after seeing it displayed at the Science Museum in South Kensington. He was immediately impressed by its sheer elegance and beauty. Unfortunately the engine's situation in the museum and it being contained within a glass case, meant it was not conducive to photograph or meaningfully examine it as he would have liked, however he was undeterred.

The late Mr. Russ Titford

“ I was very fortunate to be able to interest Anthony Mount, that great authority on historic engines, in the project. He too wanted to build it and in due course, from the scant information available, produced a set of working drawings. He also made the patterns for the castings involved and arranged for their productions at his chosen foundry.

The engine building commenced and it took six months of continuous effort. I've no idea how many hours were involved but I didn't manage to get a summer holiday. It was not without problems, but consultation with Anthony in most cases produced an immediate solution although I must admit some took a touch longer! Anyway I am well satisfied with the result and it has been run on air and works well at about 10-15 psi. I am indebted to Anthony Mount for his encouragement and undoubted ability. ”

– by Mr Russ Titford prior to his death



85

An exhibition standard model of a Bodmer's Sliding cylinder engine built by the late Mr Russ Titford of Essex from Anthony Mount drawings and castings, the model having a central sliding cylinder clad in hardwood with polished brass banding. The model finished in green paintwork with yellow lining and mounted on hardwood base

*Johann Georg Bodmer was Swiss of Austrian descent and was born in Zurich in 1786. He came to England in 1816.

£800-1,200



86

An exhibition standard model of a James Booth's Rectilinear engine of 1843, this model was developed from the patent drawings by Anthony Mount and castings built by the late Mr Russ Titford of Essex

£800-1,200



87

87
An exhibition standard model of an 1845 W & A McOnie live steam engine, having cylinder set at 30 degrees and built by the late Mr Russ Titford of Essex from Anthony Mount drawings and castings. The model finished in green and yellow paintwork having open crank, eccentric driven steam valve, bevel gearing and fitted speed governor

£800-1,200



88

88
An exhibition standard model of a Denny Improved Ericsson Hot Air Engine of 1895, built by the late Mr Russ Titford of Essex. The model finished in red and orange paintwork with polished brass and copper fittings being set on hardwood plinth

£500-700



89 (detail)

89
A rare exhibition standard model of a Maudsley Son & Field columnar engine, the original engine was built for the 1862 exhibition at South Kensington. The engine with crank contained in the vertical column with mounted speed governor having wire-rope linkage to crank and fitted with spoked flywheel. This model was researched and built by the late Mr Russ Titford of Essex and is finished in polished bronze and bright-work. Mounted on hardwood plinth

£2,000-3,000



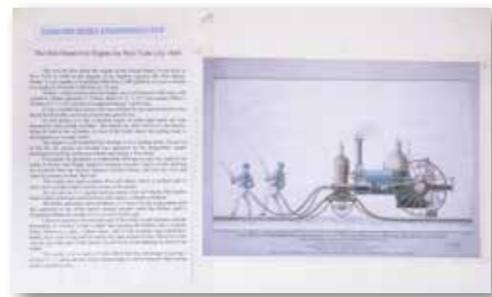
89



90

90
An exhibition standard approximate 1 inch scale model of the first steam fire engine built for New York City in 1840, to the designs of an English engineer Paul Rapsey Hodge. The engine is self propelled but steerage was by a leading horse. The model was researched and built by the late Mr Russ Titford of Essex from a water colour held by the Science Museum Picture Library. The model with cylinders fitted to the sides having connecting rods to the large rear driving wheels and finished in light blue, black and red livery. The model was exhibited at The National Model Engineer Exhibition, Alexandra Palace 2017

£3,000-5,000



Above: water colour held by the Science Museum Picture Library



90 (detail)



91

91
An exhibition standard model of Kientzy Oscillating engine of circa 1850, built by the late Mr Russ Titford of Essex. The spoked flywheel set between to Gothic style supports having oscillating cylinder set to the side with eccentric driven water pump from crank and set on wooden base plate with plinth. The model finished in red and black paintwork with polished bright-work

£500-700



92

92
An exhibition standard model of a Benson vertical engine, with central supporting 'Doric' column. The original full size engines were shown at the International Exhibition of 1862 and built at the Bensons Works, Robin Hood Works, Nottingham. This fine model having been built by the late Mr Russ Titford of Essex from Anthony Mounts drawings and castings

£500-700



93

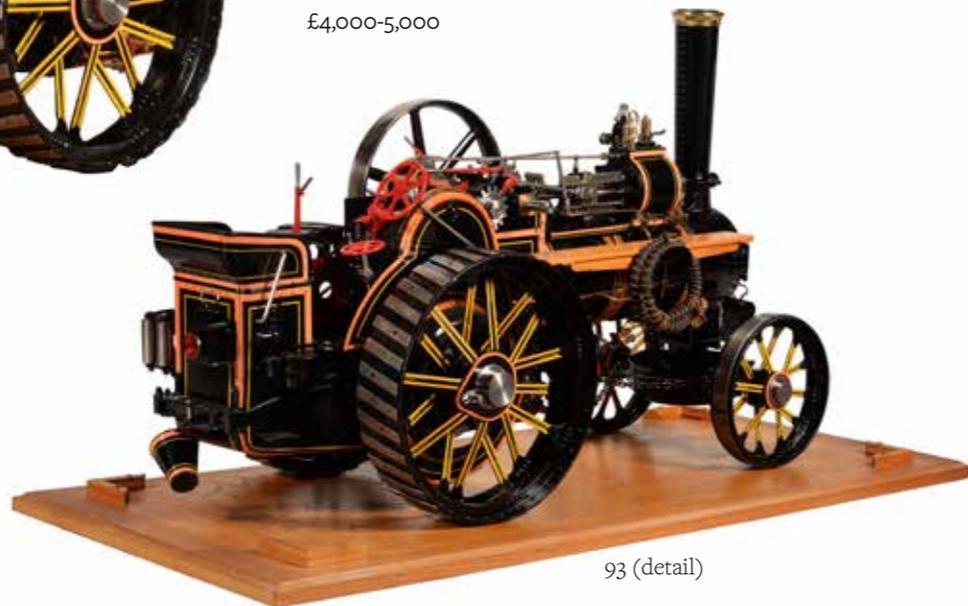
93

An exhibition standard, bronze medal winning model of a 2 inch scale Fowler A7 agricultural traction engine, built by the late Mr Russ Titford from M J Engineering castings and drawings. These agricultural traction engines were used on farms up until the 1930's for general agricultural work and in particular threshing work in farmyard. The traction engine having single cylinder with displacement oiler, connecting rod with cross-head guides, fitted regulator, water sight glass and steam pressure gauge, water feed pump, lever gear change, lever operated direction control quadrant, brake gear, worm and chain steering, spoked wheels and strakes fitted to rear wheels, winch and wire rope fitted to rear axle with associated fair-leads. The model finished in black and red lined paintwork with polished bright-work and fitted road lamps. Contained in glazed case

£4,000-5,000



93 (detail)



93 (detail)



94

94

An exhibition standard model of a Boulton and Watt Bell-Crank engine of 1802, built by the late Mr Russ Titford of Essex from Anthony Mount drawings and castings. The design for this engine was formulated by William Murdock and Mr Southern who was the manager at the Soho Foundry in Birmingham. The model finished in red paintwork with polished bright-work, tool kit and mounted on wood and tiled plinth

£800-1,200



95

95

An exhibition standard model of a George Waller table engine circa 1880, built by the late Mr Russ Titford of Essex having single cylinder set on four column table and having wooden cladding, outside steam chest with eccentric link to open crank, speed governor and spoked flywheel. The model set on tiled and wooden plinth with fitted handrails

£600-800

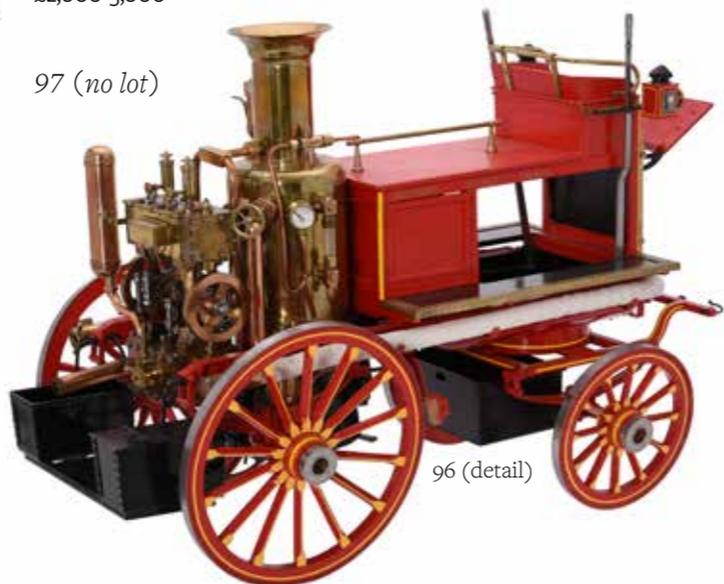


96

96
 An exhibition standard model of a Shand Mason horse drawn fire engine, built by the late Mr Russ Titford of Essex from Edgard 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 'Southgate District Council 1894' with brass plate inscribes 'Shand Mason & Co Engineers, London'. Length 50cm. Width 28cm. Height 39cm

£2,000-3,000

97 (no lot)



96 (detail)



96 (detail)

The Stonier collection | lots 98-108

The following eleven lots in this auction were built by the late Mr Leslie Walter Frank Stonier of Ansty in Wiltshire. Mr Stonier was originated from Porlock in North Somerset and spent his life as a farm-worker. Later in his life he moved to the small village of Ansty in Wiltshire. Mr Stonier had a life time interest in rural steam and stationary engines and from a boy had a great ability when it came to repairing items and model engineering. He had a close connection with M J Engineering of Ringwood and many of the models he built were built from their castings and drawings.



98



98 (detail)

98
 A single phase Myford Super 7b Model Engineers lathe on stand, with fitted cross slide, tool post, chucks and sundry related items

£1,000-1,500

99

A vertical copper live steam boiler, with fitted pressure gauge, water sightglass and safety valve. The boiler finished in polished copper with hand operated water pump to side with associated pipework

£100-150



99

100

An exhibition standard 2 inch scale model of a Burrell showman's tractor, built by the late Mr Leslie Walter Frank Stonier of Ansty in Wiltshire. The model having silver soldered copper boiler with steam pressure gauge, water sight glass, drains, regulator, firebox door and lever direction control. Open crank motion with Stephenson's reverse gear, ratchet lubricator system, whistle and safety valve. The model finished in dark red livery with belly water tanks having polished brass decoration, motion guard, solid disc flywheel with belt driving generator, spoked wheels with fitted rubber road tyres and polished brass wheel hubs. Winch and fitted fair-leads. The canopy supported on brass olivers

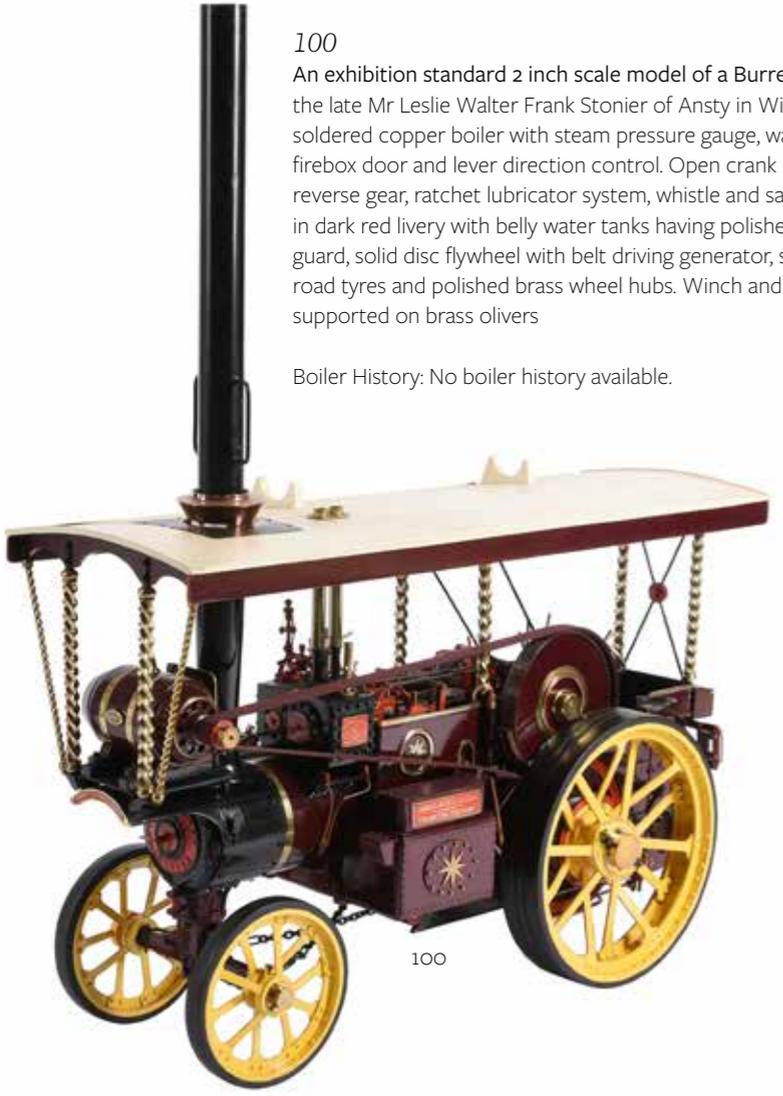
Boiler History: No boiler history available.



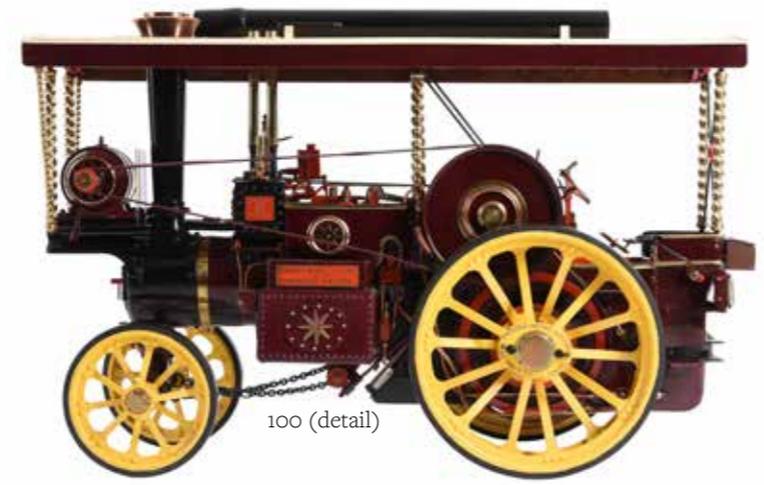
100 (detail)

Castings supplied by M J Engineering of Hampshire. The prototype for this model is engine No. 3868 built in 1921 and last used by Arnolds the famous Isle of Wight showman.

£3,000-4,000



100



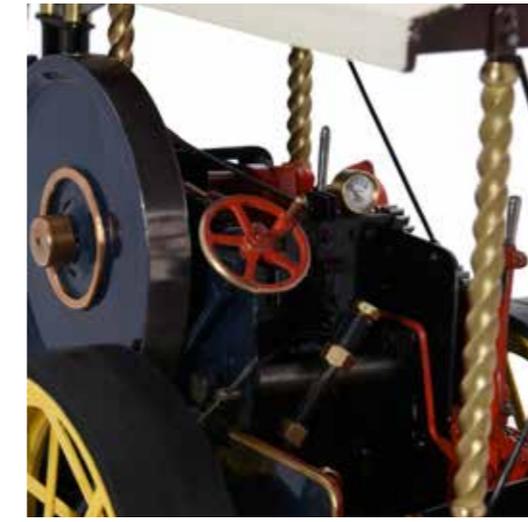
100 (detail)

101

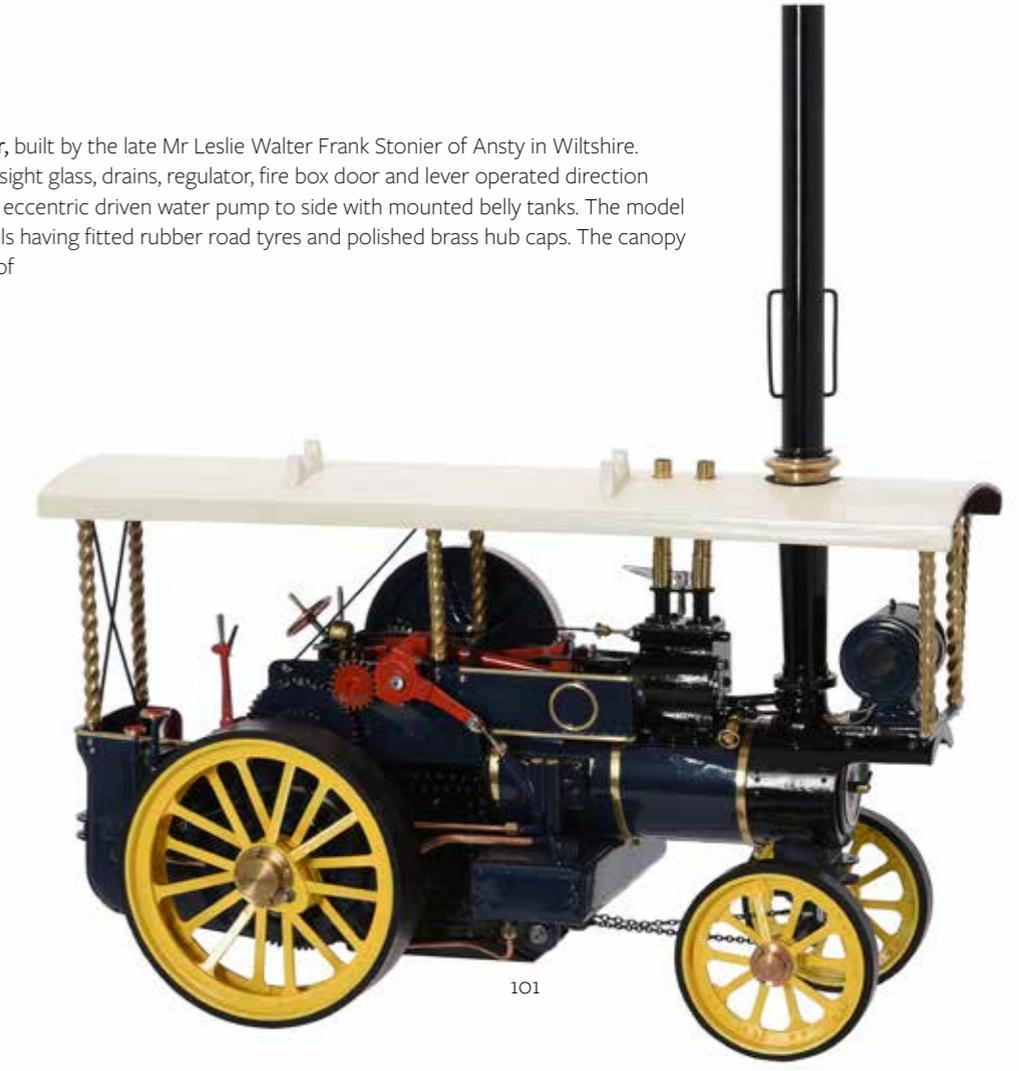
An exhibition standard 1 inch scale model of a showman's tractor, built by the late Mr Leslie Walter Frank Stonier of Ansty in Wiltshire. The model having copper boiler with fitted pressure gauge, water sight glass, drains, regulator, fire box door and lever operated direction control. Open crank motion with Stephenson's reversing gear and eccentric driven water pump to side with mounted belly tanks. The model finished in dark blue and black paintwork with yellow spoked wheels having fitted rubber road tyres and polished brass hub caps. The canopy supported on brass olives with mounted chimney extension to roof

Boiler History: No boiler history available.

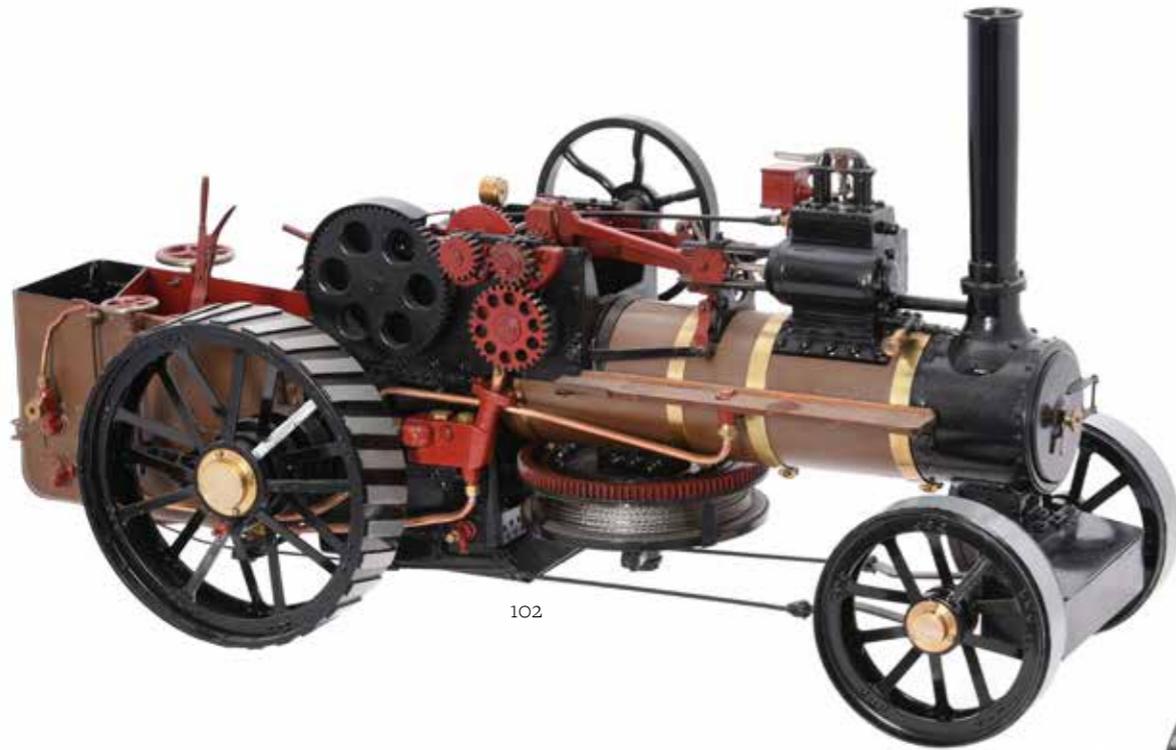
£1,000-1,500



101 (detail)



101



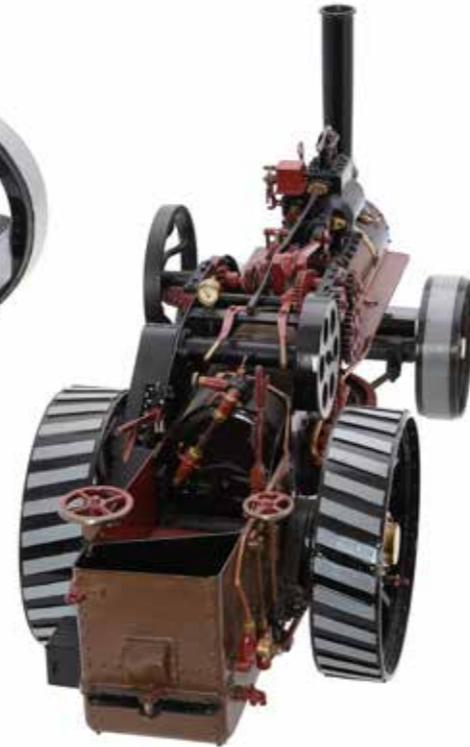
102

102

An exhibition standard 1 inch scale model of an agricultural ploughing engine, built by the late Mr Leslie Walter Frank Stonier of Ansty in Wiltshire. The model having boiler with fitted pressure gauge, water sight glass, regulator, fire box door and lever operated direction control. Open crank motion with Stephenson's reversing gear, ratchet oiler and safety valve. The model finished in brown and black paintwork with polished brass boiler bands, detailed rivet-work, shaped spoked flywheel, geared ploughing drum with wire rope, strakes and spoked wheels with polished brass hub caps

Boiler History: No boiler history available.

£1,500-2,000



102 (detail)



103 (detail)

103

An exhibition standard 1 ½ inch scale model of a Burrell agricultural traction engine, built by the late Mr Leslie Walter Frank Stonier of Ansty in Wiltshire from Bassett-Lowke castings and drawings. The model having copper boiler with fitted pressure gauge, water sight glass, regulator, firebox door and lever operated direction control. Open crank motion with Stephenson's reversing gear, ratchet oiler system, safety valve and brass oiler cups. The model finished in red and black paintwork with polished brass boiler bands, detailed rivet work, spoked flywheel, winch with fair-leads, worm steering, strakes and spoked wheels with painted hub caps and plaque to cylinder block 'Chas Burrell & Sons Limited Manufacturers Thetford. England'

Boiler History: No boiler history available.

£1,000-1,500



103



104

104

A partly built approximate 1 inch scale model of a road roller, by the late Mr Leslie Walter Frank Stonier of Ansty in Wiltshire having copper boiler, open crank with motion, balanced crank, disc flywheel, cross head guides, gearing, eccentric driven water pump to side and brass plate work tender

Boiler History: No boiler history available.

£500-700

105

An almost completed model of an approximate 1 inch scale road roller, built by the late Mr Leslie Walter Frank Stonier of Ansty in Wiltshire having copper boiler, open crank with motion, balanced crank, Stephenson's reversing gear, disc flywheel, crosshead guide, gearing and brass plate-work tender. The model remaining unpainted with the exception of its green wheels

Boiler History: No boiler history available.

£500-700



105



106

106

A well engineered model of a horizontal live steam mill engine, built by the late Mr Leslie Walter Frank Stonier of Ansty in Wiltshire. The single cylinder engine with brass boiler, steam chest to side, crosshead guide and connecting rod to open and balanced crank with flywheel and belt drive wheel. The model finished in black, blue and red paintwork

£200-300



107

107

A well engineered model of a 'flame gulper' hot air stationary engine, built by the late Mr Leslie Walter Frank Stonier of Ansty in Wiltshire. Mounted on hardwood plinth

£200-300



108

108

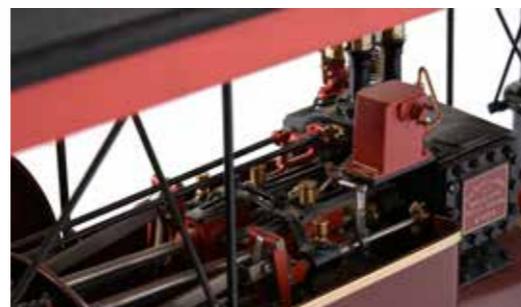
An exhibition standard 2 inch scale model of a Burrell 8ton Road Roller, built by the late Mr Leslie Walter Frank Stonier of Ansty in Wiltshire. The model having silver soldered copper boiler with steam pressure gauge, water sight glass, drains, regulator, fire box door and lever direction control. Open crank motion with Stephenson's reverse gear, ratchet lubricator system and safety valve. The model finished in dark red livery with motion guard having builders plaque 'Chas Burrell & Sons Limited Manufacturers Thetford. England'. Solid disc flywheel with brass mount, fitted brake. The canopy mounted on metal stays. Length 87cm. Width 30cm. Height 50cm

Castings supplied by M J Engineering of Hampshire.

£3,000-4,000



108 (detail)



108 (detail)

The Manning collection | lots 109-130

The Manning collection is the private collection owned by an Oxfordshire gentleman and was formed over many years to include a variety of steam locomotives, scale steam models, fine dioramas and Vincent motor cycles.

109

A freelance approximate 4 inch scale model of an agricultural traction engine, having single cylinder with steam chest to side, driver operated cylinder drain cocks, steam safety valve, brass whistle, ratchet operated lubricating system, connecting rod with cross-head guides, Stephenson reverse gear, steel boiler with fitted steam pressure gauge, water sight glass, firebox door, water tender with drain tap, wire winch rope with fair-leads, solid disc flywheel with worm and chain steering. The model finished in green, black and red paintwork with brown lined spoked wheels. The model built by Mr B B Judge of Lincolnshire in 1989

Boiler History: No boiler history available.

£4,000-6,000



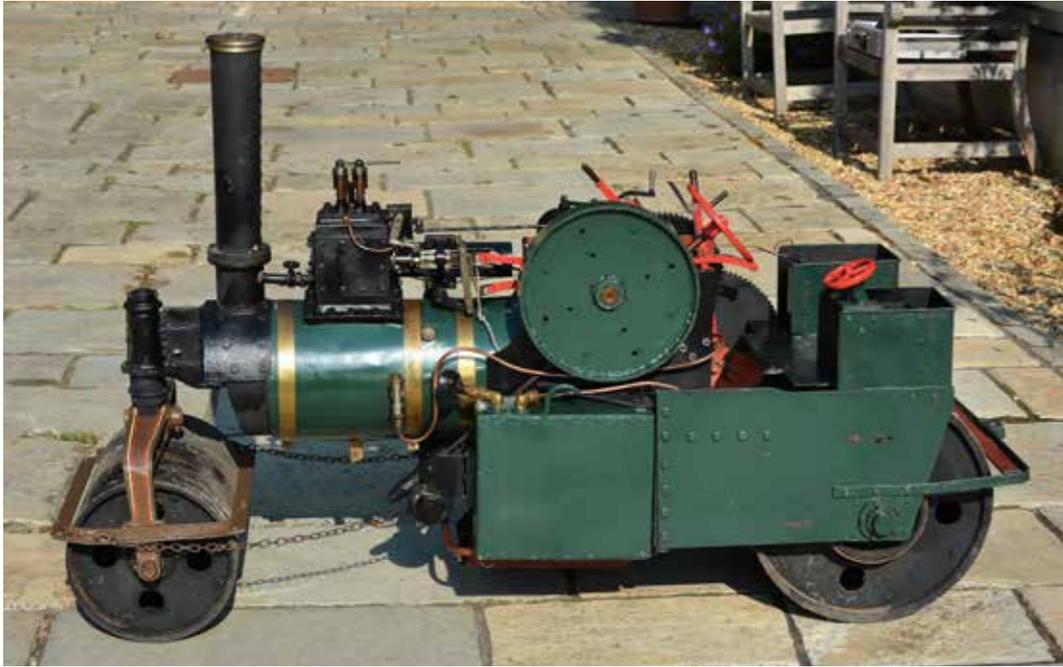
109 (detail)



109 (detail)



109



110

110

A freelance approximate 3 inch scale model of a live steam road roller, having single cylinder with steam safety valve to top, driver operated drain cocks, steam pressure gauge, water sight glass, firebox door, water pump operated from the open crank via eccentric, lever operated direction control quadrant, twin steam coal compartments and hand operated rear wheel brake, ratchet lubricating system, trunk guide, connecting rod, Stephenson's reverse gear, solid flywheel and brass whistle fitted. The model finished in green and black paintwork with polished brass boiler bands. The model was built by Mr B B Judge in 1992.

Boiler History: No boiler history available.

£3,000-4,000



110 (detail)



110 (detail)



110 (detail)

111

A well engineered 1 1/2 inch scale model of a 'Royal Chester' Allchin agricultural traction engine, with single cylinder, being a two speed general purpose engine. The engine has a copper boiler with fittings including water gauge, pressure gauge, safety valve, blower, clack and blowdown valves. Engine details include cylinder approximately 1 inch bore x 1 1/2 inch stroke, drain cocks with operating lever, ratchet mechanical lubricator, trunk type crosshead guide, Stephenson's link reverse, eccentric driven feed pump and bypass, two road speeds and spoked flywheel. Pickering type governor, chassis details include spoked and straked wheels, worm and roller chain steering, spud pan, damper, cable drum, fairleads, water lifter, hand brake to second shaft, wooden footboard and tool box. The model is finished in red and black paintwork with polished steel brightwork.

Boiler History: No boiler history available.

The model is as exhibited at The Royal Chester Agricultural Show in 1925.

£3,500-4,000



111



111 (detail)



111 (detail)



111 (detail)



112

112

A very large diorama model of a Foster of Lincoln Threshing Machine in approximate 1 ½ inch scale with working parts, tool box, ladder and figures with sheaves of corn together with a Foster elevator on transportation wheels. The machinery being driven by a Robey Portable steam engine having blued steel cladding to boiler with detailed rivet work, single cylinder mounted to the top of the boiler with steam inlet control, steam pressure gauge, safety valve, motion and fitted speed governor, chimney rest bracket, hand operated brake gear with wooden brake blocks, eccentric driven water pump to side, a pair of wooden horse shafts and two heavy horses in full leather working harness with farm workers in foreground. The whole model set on plinth bases and was built by Mr C W Glenworth of Louth

*Please note: This fine large diorama is formed in three parts and can be easily moved or displayed separately.

£5,000-10,000



113

113

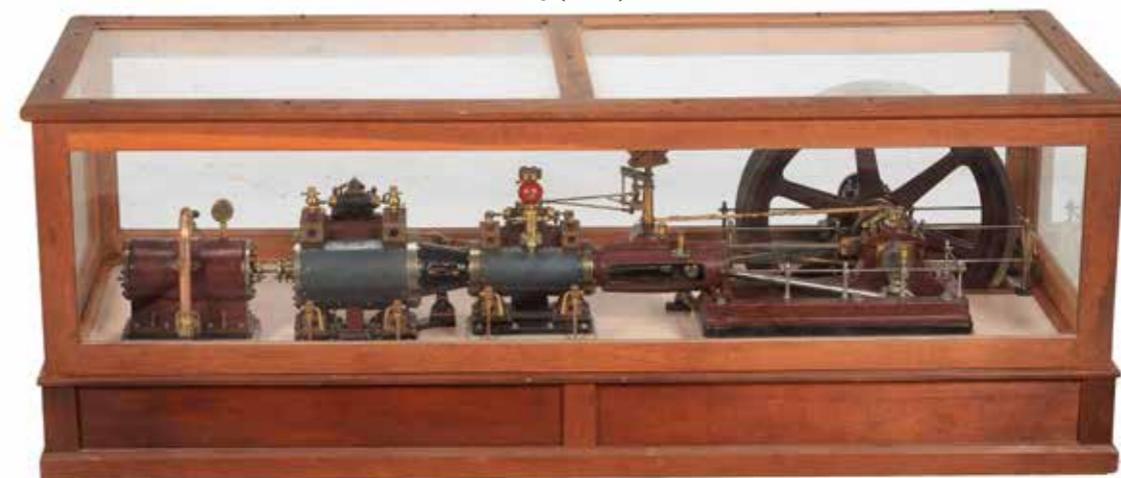
An exhibition museum quality model of an inline tandem condensing Corliss valve compound factory mill engine, the compound inline cylinders 1 ½ inch and 2 ¼ inch bores by 3 ½ inch stroke, associated pipe work, drain cocks and fitted brass oiler cups, fitted displacement oilers for both high pressure and low pressure inlets, full Corliss valve gear with worm and quadrant low pressure inlet valve adjustment, open crank, barrelled connecting rod with wedged and bolted big and little ends, waisted crank, trunk type crosshead guide, banjo and wick oil pots, rope and gear driven Proel design speed governor with adjustable linkage, spoked flywheel wheel with seven rope grooves and fitted hand rails to protect workers from flywheel. The engine finished in deep Indian red, and black with polished bright-work and mounted on wooden plinth base with steam inlet, cylinder drain transfer, exhaust and water pipes. Length 123cm. Width 38cm

Provenance: Christies. London. Lot 215, 7th of June 2001.

£8,000-10,000



113 (detail)



113 (detail)



114

114

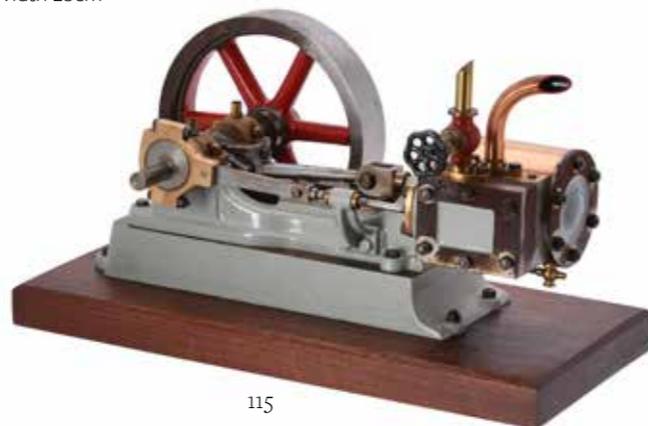
A well engineered model of a mid 19th century single cylinder 'Victoria style' horizontal live steam mill engine, the single cylinder 1 1/8th bore by 2 3/4 inch stroke, centrally mounted valve chest with separate steam way. The model having barrelled connecting rod with crosshead guides, fitted brass oiler cups, eccentric driven steam valve with steam chest to side of cylinder, wedged and tottered big and little ends with split bearings fitted Watts type speed governor, linked by belt from crank, spoked flywheel and the model is mounted on a simulated stonework and hardwood plinth. Makers plaque A G Cook, Printer. Kingston on Thames. Length 57cm. Width 28cm

£800-1,200

115

A well engineered Stuart Turner No 9 horizontal mill engine. Built by Mr W Heubauer with copper clad cylinder 1 1/2 inch bore by 1 1/2 inch stroke, cylinder drain cocks, main stop valve, connection rod with slipper guides, spoked flywheel and set on cast metal sole plate with wooden plinth. The model finished in red and grey paintwork with polished bright-work.

£400-600



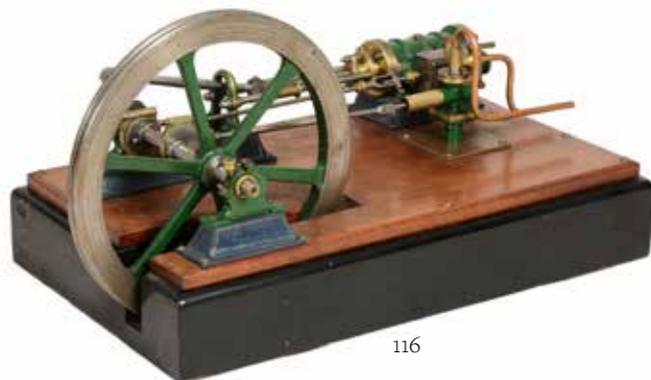
115

116

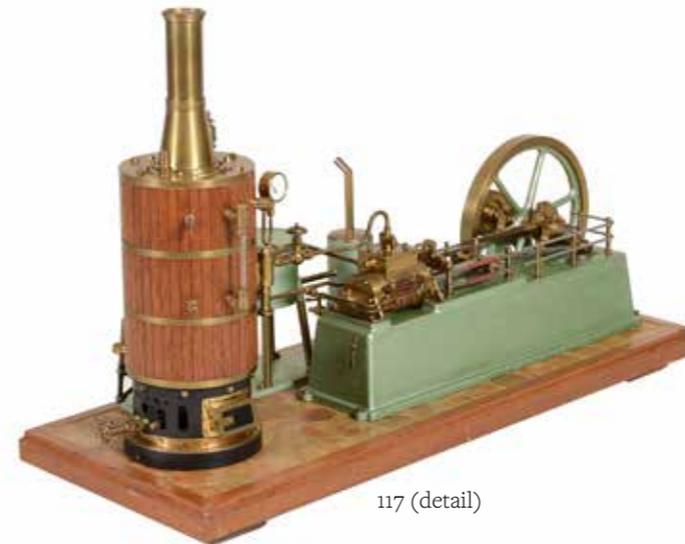
A period model of a single cylinder horizontal live steam mill engine, having single cylinder 1 1/8th bore by 3 inch stroke, drain cock, double rod crosshead guides to connecting rod with ribbed and tottered big and little ends with split bearings and open crank, eccentric driven steam valve with steam chest to side of cylinder, eccentric driven water pump from crank and fitted spoked flywheel, bronze bearings and brass oiler cups. The model finished in green with yellow lined paintwork, polished bright-work and set on hardwood and ebonies plinth

Provenance: Christies. London Lot 219 the 7th of June 2001

£800-1,200



116



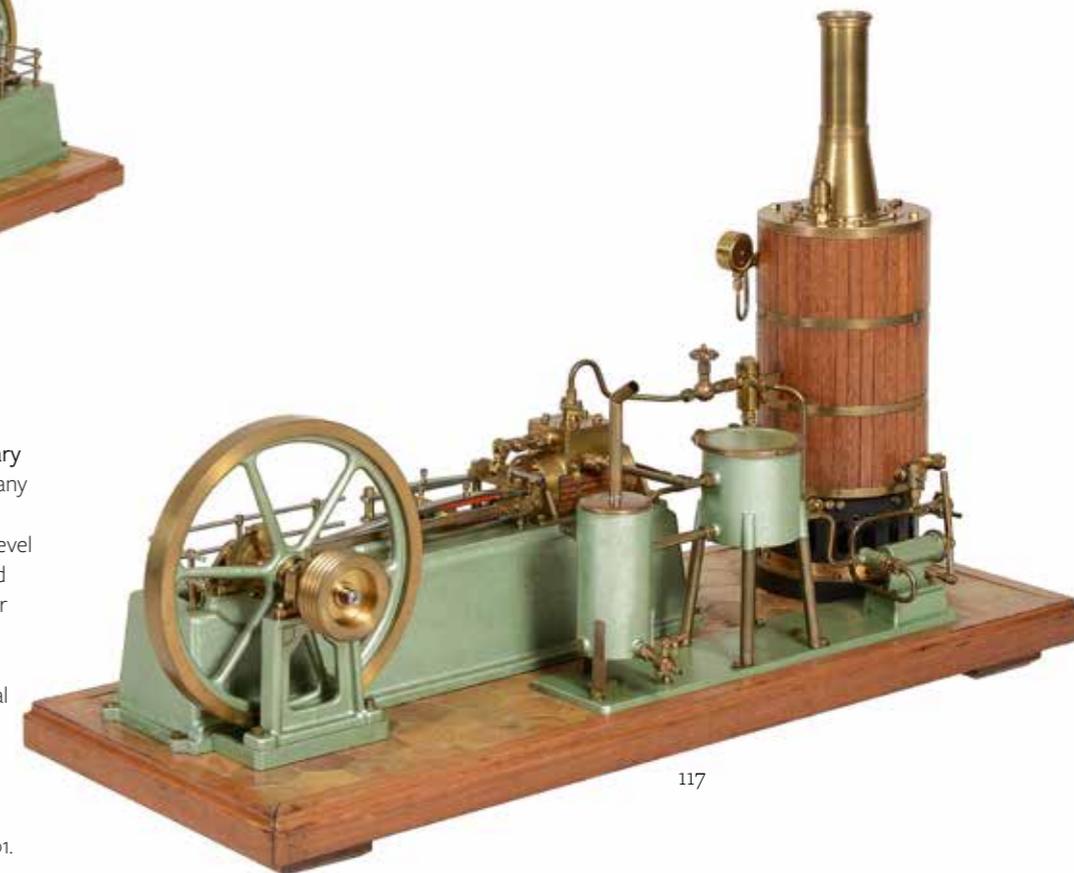
117 (detail)

117

An exhibition standard model of gas fired model stationary steam set, built by F. Lindemann with brass bound mahogany lagged vertical brazed copper superheated firetube boiler with fittings including burner, water and pressure gauges, level test cocks, safety and clack valves, filler and drain plugs and main steam line with displacement lubricator and regulator to single cylinder mill engine with brass bound mahogany lagged cylinder 7/8 bore x 2in. stroke, drain cocks and pipes, over mounted valve chest, studded stuffing boxes, pedestal mounted double bar type crosshead guides, barrelled connecting rod, exhaust steam heated feed water tank, oil separator with drain cock and hand feed pump

Provenance: Christies. London Lot 221 the 7th of June 2001.

£1,000-1,500



117



118
A vertical live steam copper boiler, with fitted steam pressure gauge, water sight glass and pressure release valve

£100-200

119
A brass model of a horse drawn two furrow agricultural plough, mounted on hardwood plinth

£150-250

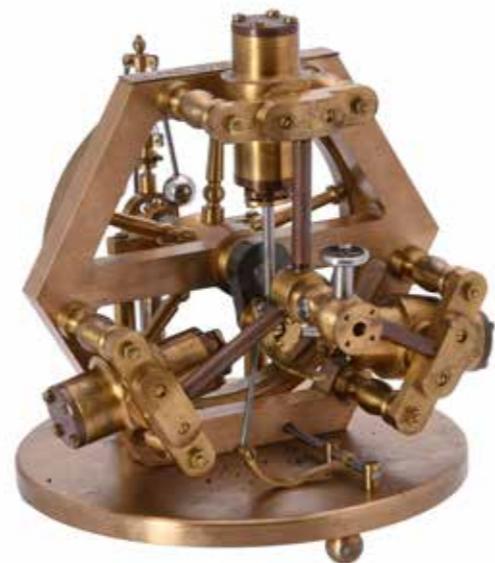


119

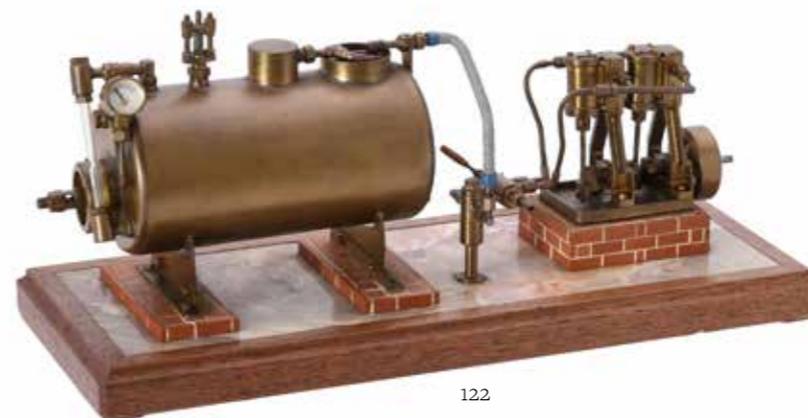
120
An exhibition standard bronze and stainless steel model of a three oscillating cylinder launch engine originally designed and built by Houghton and Day circa 1870, modelled by Staines Bros London with cylinders 7/16 inch bore x 1 5/16 inch stroke mounted at 120 degrees to one another on a hexagonal pierced frame, studded stuffing boxes, the piston rods with a common crosshead, the crankshaft running in three main bearings, the outboard mounted on tapered columns with gear driven Watt-type governor with floor mounted linkage and butterfly valve, centrally mounted inlet manifold with equal length distribution pipes and other details, finished in polished brightwork, mounted on a brass plate on three turned feet. 17.7cm x 16.5cm

Provenance: Christies London Lot 222. 7th of June 2001.

£600-800



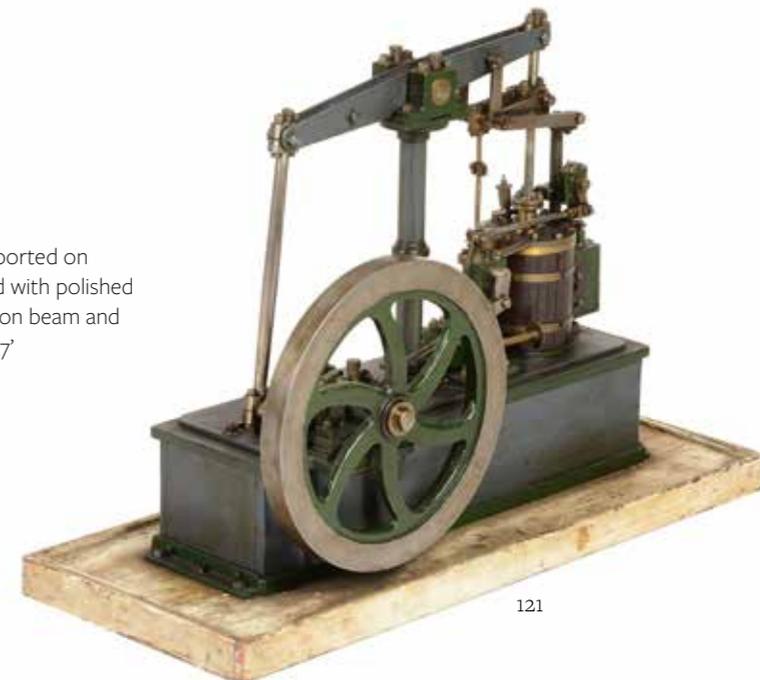
120



122

121
A well engineered model of a 19th century live steam beam engine, having split-beam supported on central column with bronze bearing and brass oiler cups. Single cylinder lagged in hardwood with polished brass banding, outside steam chest, Watts parallel motion, water pump driven from linkage on beam and having spoked flywheel. The model set on metal plinth with brass makers plaque 'H.B.W 1937'

£500-700



121

122
A well engineered model of a twin oscillating vertical steam engine, linked to a brass horizontal cross tube boiler with water and steam pressure gauges, safety valve, drain plug and burner, lagged steam line with superheater coil fitted. The model built by Mr F Lindemann and having brass displacement oiler, regulator, spring tension safety valve, twin oscillating small bore cylinders supported by an 'A' frame with two bearing crankshafts and pierced disc flywheel. The model is unpainted and is supported on a simulated brick plinth with marbled effect floor and mahogany hardwood plinth. Length 38cm. Width 25cm

Provenance: Christies. London 7th of June 2001. Lot 216.

£600-800



123

A model of a Maxwell Hemmens 1 inch scale live steam showman's tractor, the boiler with fitted water sight glass, steam pressure gauge, lever operated direction control quadrant. Single cylinder, Stephenson's reverse gear, solid flywheel with belt drive to small generator. Worm and chain steering, wire rope winch with fairleads. Canopy supported on brass Olives with extension chimney fitted to canopy. The model finished in dark brown lined livery with cream spoked wheels having road tyres fitted and brass hub caps

£1,000-1,500

123

124

A fine large diorama of a pair of heavy horses with leather working set of harness, collar with steel hames and pulling a single furrow agricultural plough on rural landscape with hardwood plinth

£500-1,000

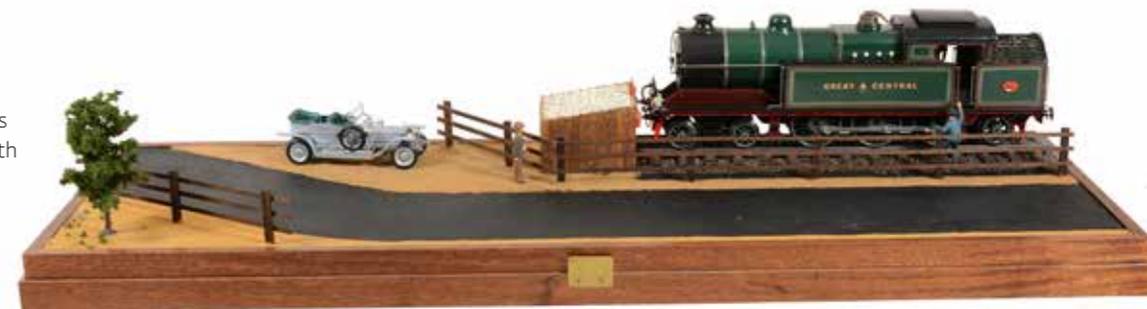


124

125

A model of a 2 1/2 inch gauge Great Central 4-6-2 side tank locomotive No 165, the model finished in dark green and black lined livery with fitted steps and handrails. The locomotive set on wooden plinth with landscape, fencing, road and a vintage car

£800-1,200



125



126

126

A well engineered model of a 3 1/2 inch gauge 0-4-2 tender locomotive 'Lion' with wagon, this model is built from Reeves castings to the LBSC design 'Titfield Thunderbolt' and based on the famous 'Lion' of the Liverpool & Manchester railway

£1,000-1,500

127

A Hornby live steam 3 1/2 inch gauge model of 'Rocket', with tender and matching passenger coach

£200-250



127



128



128 (detail)



128 (detail)

128

A 5 inch gauge model of a London Midland and Scottish 2-6-0 tender locomotive No 2773 'Princess Marina', built to the Ex LMS Stanier design by LBSC. The chassis having twin outside cylinders with Walschaerts valve gear. Cab fittings including steam pressure gauge, water sight glass, regulator, wheel direction control and firebox door. The six-wheel tender fitted with hand operated water pump. The model comes together with a display track

£2,000-3,000



129

129

1954 VINCENT TWIN 998CC 'Rapide Series C' MOTORCYCLE
 REGISTRATION NO. OFD 794 Registered the 24th day of March 1954 | CHASSIS FRAME NO. RC11856
 ENGINE NO. F10AB/1/9956.(Original) CRANKCASE MATING NO. 'Made in England Vincent No. F10AB/1/9956



129 (details)

A fine example of this classic motorcycle sympathetically restored to a high standard in lined black paintwork with 'The Vincent' transfer to fuel tank, polished aluminium engine casing with air cooled cylinders, shock absorbers, re-upholstered seat, horn and stand. Head light beam control with Miller dial. Smiths RC95 Chronometric RPM x 100 Rev indicator and Smiths M.A. Chronometric 5,433/3/L speed and milometer dials. Replaced rear number plate with 'stop' rear light indicator



The motorcycle was originally registered as a combination machine. Taxation Class 'Sidecar Bicycle'. The motorcycles is sold together with its original log book stamped with a first purchaser which appears to have been a Motorcycle retailer in the name of Messrs Chas.E.Cope & Sons Limited of 193 High Street, Dudley and then documented owners indicate it stayed in one family from 1954 until at leased 1967.



129 (details)

Provenance: The Vincent was purchased from a private owner in Fairford, Gloucestershire. And comes with its original log book and a modern Driver & Vehicle Licensing Agency V5C Registration document. No CA 0687695.

The Vincent Series A's was developed in 1937 and the Vincent v-twin has been synonymous with design innovation, engineering excellence and superlative high performance. Vincent twins were the regarded as the world's fastest production motorcycle in 1948 and this was achieved on a tuned 'Series B' Black Shadow. Philip Vincent's had it all and their appearance and performance is legendary. His machines had the latest developments which included adjustable footrests, brake pedal, seat height and gear-change lever. The finish of the Vincent was to a very high standard and gave his competitors little chance of meeting his high standards. Also the Vincent's v-twin's superior performance captivated motorcyclists. The top speed was in the region of 120mph, making it the fastest road vehicle of its day.

In 1948 the Vincent began to be updated from 'Series B' to 'Series C' specification. They changed the suspension and had hydraulic damper fitted between the spring boxes, They fitted Vincent's own 'Girdraulic' forks with twin hydraulic dampers. Vincents 'Series C' specification motorcycles came on to the British market in 1950. And was the most wanted motorcycles of its time.

£50,000-60,000



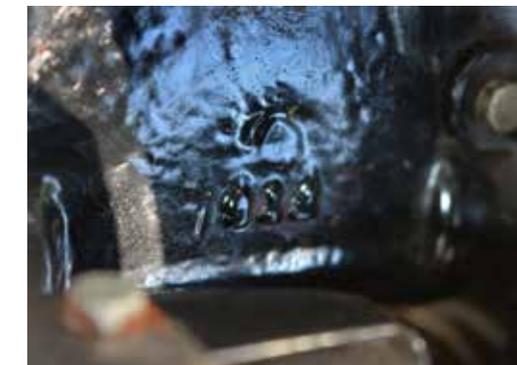
129 (detail)

130

1950 VINCENT 499CC COMET
REGISTRATION NO. PFC 674
First Registered the 31st day of May 1950
FRAME NO. RC/1/5905, REAR FRAME NO. RC/1/5905
ENGINE NO. F5AB/2A/4005



A fine example of this classic motorcycle sympathetically restored to a high standard in lined black paintwork with 'The Vincent' transfer to fuel tank, polished aluminium engine casing with air cooled cylinder, shock absorber, re-upholstered seat, horn and stand. Head light beam control. Smiths M.A. Chronometric S.467/29/L speed and kilometres dials, re-placed rear number plate with 'stop' rear light indicator



130 (details)

Provenance: The Vincent was purchased from a private owner in Fairford, Gloucestershire and is sold with a modern Driver & Vehicle Licensing Agency V5C Registration document. No.BZ6730393.

*Some of the development of the Comet came from pre world war days with the Series-A Vincent-HRD v-twin being created by combining two of the existing

single cylinder engines. The Series-B twin appearing in 1946, and the single-cylinder version in 1948. The latter was offered in two forms initially: Series-B Meteor and Series-C Comet. Apart from its Burman gearbox and single cylinder, the Comet followed Series-C twin lines, featuring the 'Girdraulic' front fork and hydraulic dampers at front and rear, The Comet remained in production until 1954 and was very popular combined

a 90mph potential top speed with high fuel economy, which made it an ideal touring bike. The Comet was an expensive machine to produce and Vincent decided to drop the Comet model when it did not sell as well as they hoped and replace it with the Series-D range.

£25,000-30,000

Traction engines | lots 131-138



131

131
A well engineered $\frac{3}{4}$ inch scale model of a Bassett-Lowke live steam traction engine, the open crank with trunk guided to single cylinder having displacement oiler, safety valve, brake to back wheel and solid disc flywheel. The model finished in green and black paintwork with red straked wheels

Boiler History: No boiler history available.

£650-750



132

132
A well engineered $\frac{3}{4}$ inch scale model of a Bassett-Lowke live steam traction engine, having copper boiler with fittings, solid disc flywheel, single cylinder with trunk guide and displacement oiler fitted to side, steam safety valve and work and screw steering. The model finished in green and black paintwork with polished brass boiler bands and red spoked wheels fitted with strakes

Boiler History: No boiler history available

£650-750

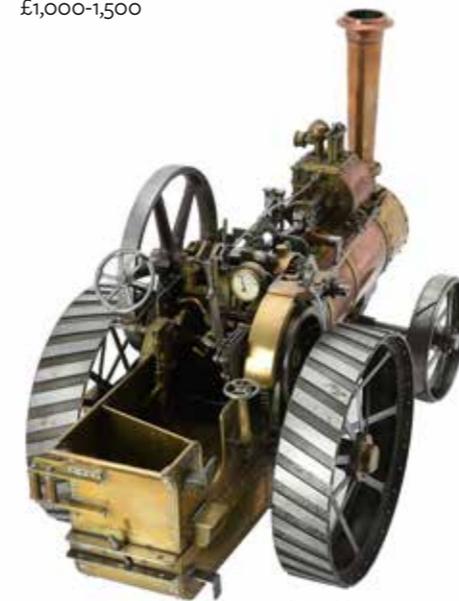


133

133
A well engineered $\frac{3}{4}$ inch scale model of a Bassett-Lowke live steam traction engine, having copper boiler with fittings, solid polished brass flywheel, single cylinder with guide and brass displacement oiler fitted to side, steam safety valve and work and screw steering. The model finished in red and black paintwork with polished brass boiler bands and cream painted spoked wheels fitted with strakes

Boiler History: No boiler history available

£650-750



134 (detail)

134

A well engineered $1\frac{1}{2}$ inch scale model of a Burrell agricultural traction engine, to the design by Basset-Lowke, the silver soldered copper boiler having fittings including water sight glass, steam pressure gauge, regulator, clack, lever operated direction control quadrant, gear control lever, polished bright-work motion with Stephenson's link reverse gear. The single cylinder with safety valve fitted to top. Spoked flywheel, worm and screw steering, ash pan, fairleads and spoked wheels with fitted strakes. The model finished in polished copper and brass plate-work

Boiler History: No boiler history available.

£1,000-1,500



134



135

135

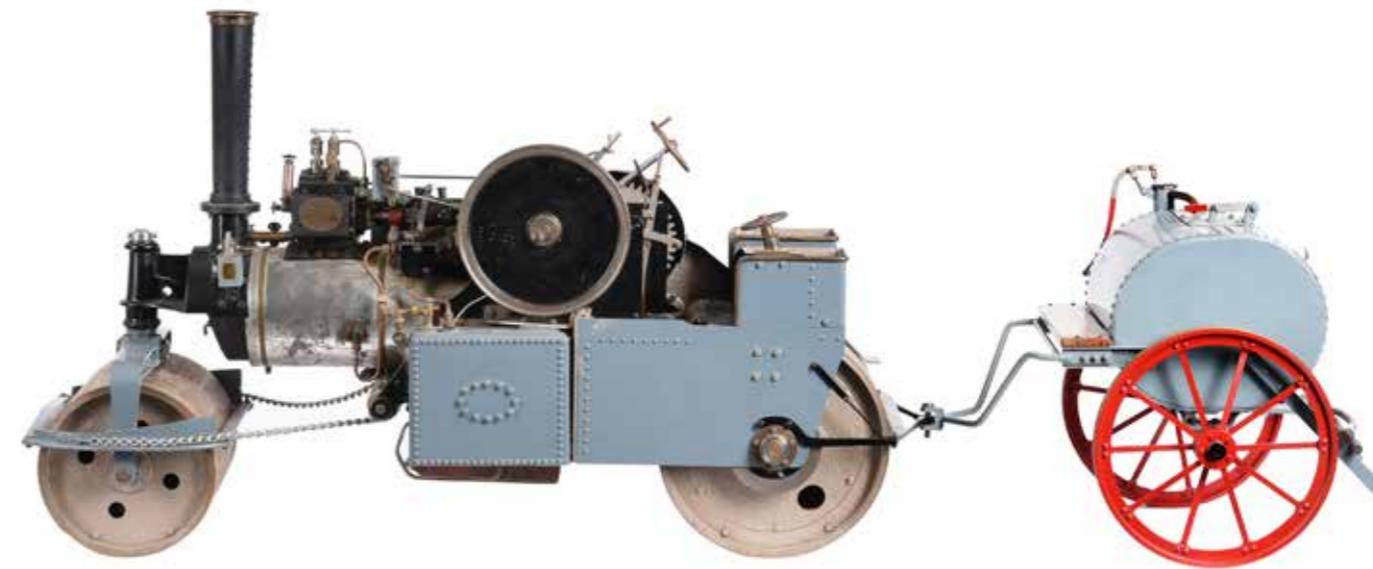
A well engineered 1 inch scale model of a Minnie agricultural traction engine, built to the L.C. Mason design from Reeves of Birmingham castings. The traction engine has a silver soldered copper boiler with fittings including steam pressure gauge, water sight glass, fire box door, direction control lever with graduated quadrant, spoked flywheel, two road speeds, open crank with cross-head guides and connecting rod to single cylinder having valve gear and safety valve, lubricating system, blower, eccentric driven water pump to side, steering wheel, straked back wheels, worm and chain steering. The model finished in red and black lined paintwork. Length 46cm. Width 21cm. Height to top of chimney 30cm

Boiler History: No boiler history available.

£1,500-2,000



135 (detail)



136

136

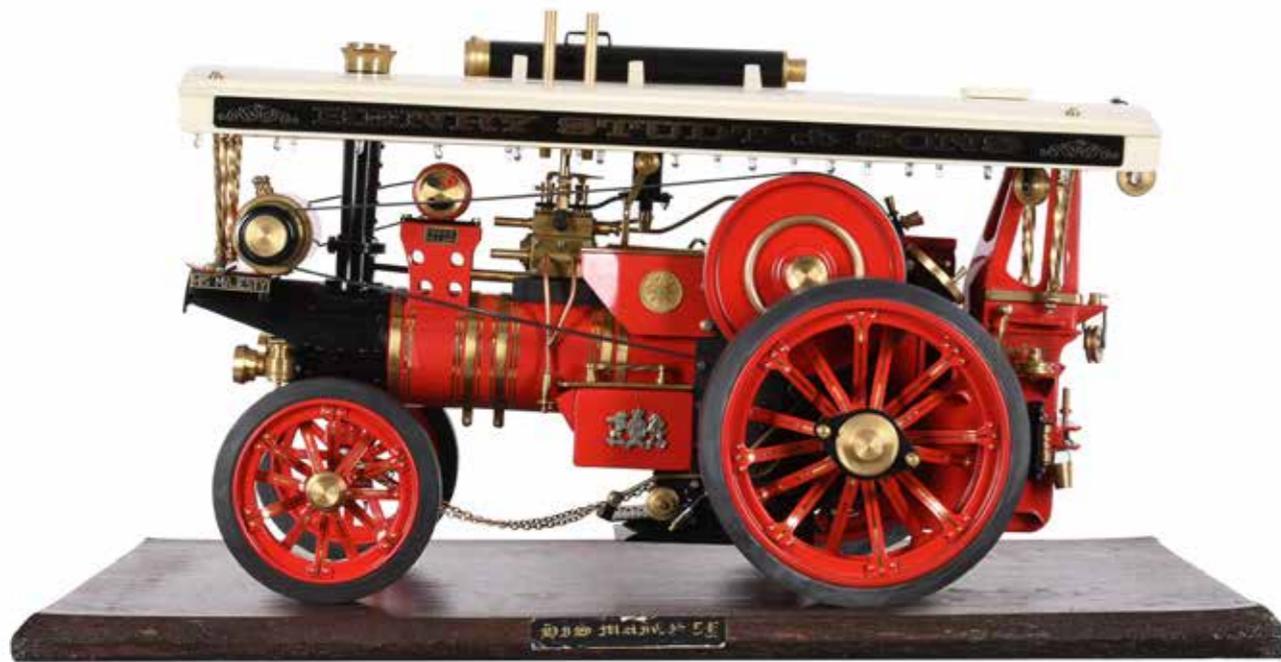
A well engineered 2 inch scale model of an Aveling and Porter live steam tandem roller, built by Mr Edwin White of Lincolnshire to the John Hanning design and drawings. The silver soldered copper boiler having fittings including steam pressure gauge, water sight glass, lever operated quadrant direction control, regulator, disc flywheel, open crank with eccentric driven water pump, brake gear, worm, chain and roller steering. The single cylinder having trunk guide with brass oiler pot, ratchet oiler system fitted and steam safety valve. The model finished in grey and black paintwork with polished bright-work, Aveling & Porter-Rochester brass builders plaque to cylinder block, fitted road lamps and detailed rivet work to side tanks. Length 86cm. Width 25cm. The model is sold together with a water cart having spoked wheels, hand operated water pump and lifter, wooden operators platform and hitch for attachment too roller. Water cart Length 43cm. Width 30cm

Boiler History: No boiler history available.

£2,000-3,000



136 (details)



137



137 (detail)



137 (detail)

137
 A Markie live steam model of a Burrell Scenic Showman's engine 'His Majesty', built to 1/10th scale. These models are well detailed with open crank having trunk guide to cylinder. Fitted with steam pressure gauge, water sight glass and regulator. Power generator and exciter, disc flywheel, motion guards, Canopy supported on polished brass olivers with mounted extension chimney, lights and fascia boards 'Henry Studt & Sons' lubrication system, water belly tanks, rear crane

The model finished in red livery with polished brass boiler bands, brass road lamps, C Burrell & Sons Ltd Engineers plate to front of smoke box and spoked wheels with brass hub caps fitted with rubber road tyres. The model is sold together with its own display case. It has never been fired.

Boiler History: No boiler history available.

£1,200-1,500

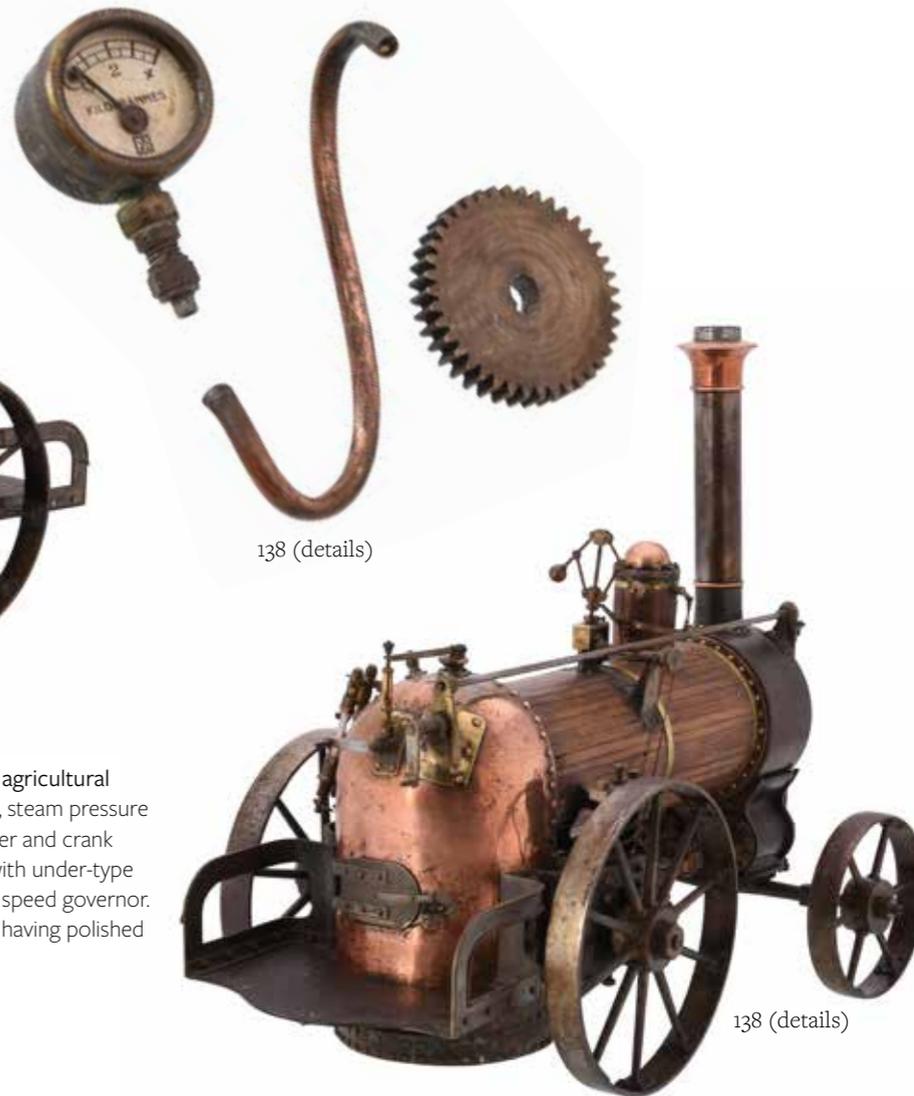


138

138
 A fine 19th century museum standard model of an early British live steam agricultural traction engine, the copper boiler having fittings including water sight glass, steam pressure gauge, regulator, steel firebox door, operators standing with safety sides, lever and crank linkage with rod and bevel gear steering mechanism, twin simple cylinders with under-type motion, gear driven water pump with clack valve fitted, safety, Watts design speed governor. The model finished in patinated steel with hardwood planking to boiler and having polished brass boiler bands. Length 59cm. Width 29cm. Height 48cm

Boiler History: No boiler history available.

£8,000-10,000



138 (details)

138 (details)

Lathes, tooling and equipment | lots 139-146



139

139
A single phase Myford Super 7b model engineers lathe, on Myford stand with control panel, fitted gear box, power feed, cross-slide with tool post, chucks and attachments

£1,000-1,500



139 (detail)

140
A single phase Warco Minor mill/drill milling machine, having eleven speeds with chuck

£300-500



140

141
Three metal tool cabinets, containing an extensive collection of model engineering tools and tooling

£500-700

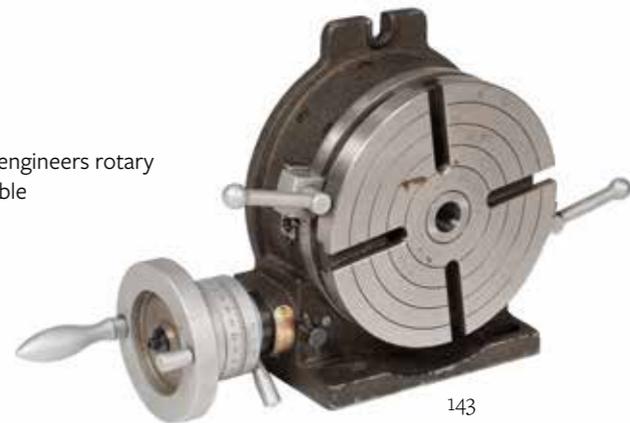
142 (no lot)



141

143
A model engineers rotary milling table

£50-100



143



144

144
A Perris PL90 Model Engineers Centre Lathe, with attachments including cross-slide, tool post, tail stock, face-plate and other items

*B R Perris Machine Tools Ltd. 44 Roundtree Way, Mousehold Lane. Norwich. NR7 8SG.

£200-300



145

145
A Chester UK milling vice with crank handle, unused, together with a large milling vice

£50-70



146
A display board containing model engineering items, including cab side locomotive number plates 3438 and 3439, four displacement oilers, five steam pressure gauges, four cranks, lubricators, and sundry steam fittings. The lot is sold together with a loose collection of other parts

£50-100

146-149 (no lots)

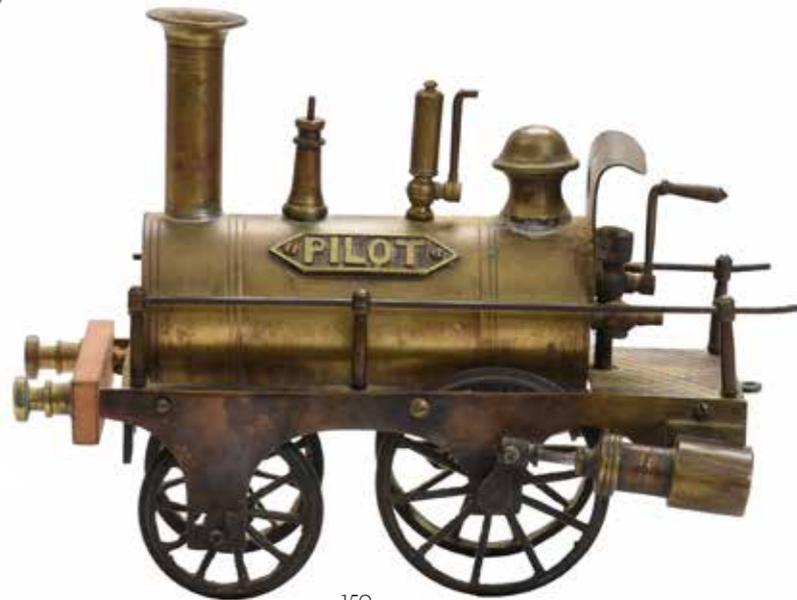


146

Stationary engines and models | lots 150-178

150
A period model of polished brass 'Piddler' 2-2-0 steam locomotive, the model with twin oscillating cylinders driving the rear wheels, fitted guard rails, regulator, safety valve and hand operated steam whistle. The locomotive with name plate mounted to boiler 'Pilot'. Length 21cm

£300-500



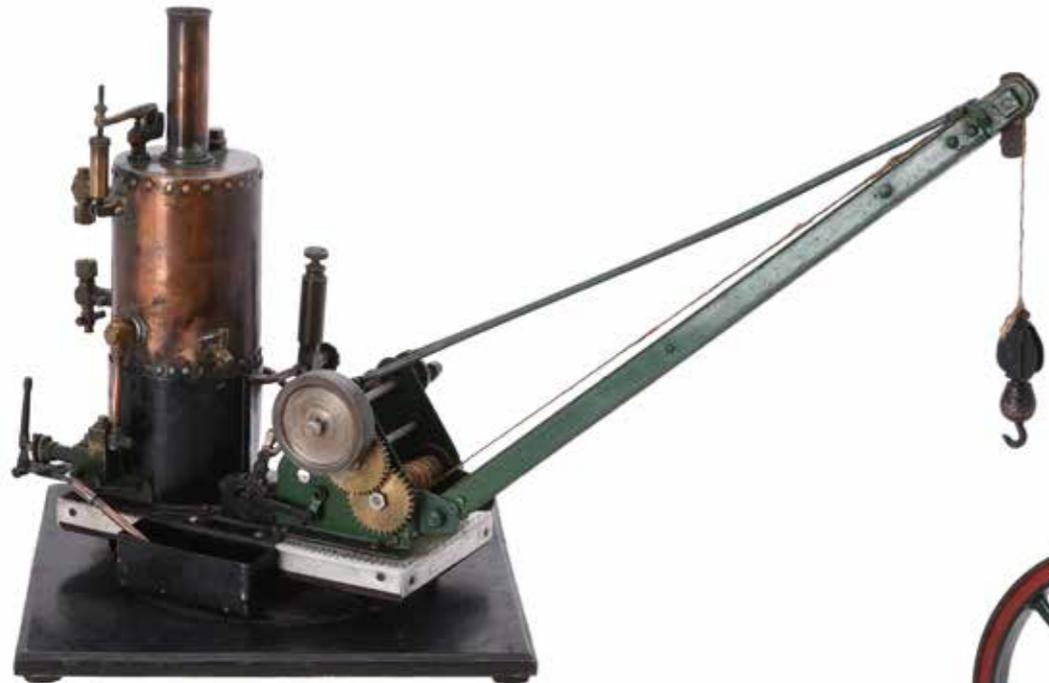
150

151
A period model of a 1924 three and a half horse power over-head valve Norton motor-cycle, the model built by Mr G W Dicker circa 1924/25. The engine has a detachable head and working overhead valve gear, the crankcase is formed in two halves. The model come in its original display display case having ebonized finish. Case length 44cm. Motor-cycle length approximately 25.5cm.

£600-800



151



152

152

A rare model of a live steam dockside crane, having vertical polished copper boiler with spirit fired burner, water sight glass, Salters type pressure safety valve, drain cocks and tap, displacement oiler, hand operated water feed pump to side with water storage tank. Oscillating steam cylinder driving crane with disc flywheel and geared drive to crane lifting gear. All set on revolving table with wooden plinth. Overall height 33cm. Base 25cm by 25cm. Boom length 39cm

£300-500

153

A period model of a live steam horizontal mill engine, with open crank, 10 inch diameter spoked flywheel, fish belly tapered connecting rod and crosshead guides. The single cylinder approximately 2 inch bore by 3 inch stroke which is lagged in polished hardwood. The steam chest and steam valve operated from an eccentric on the side of the crank with displacement oiler fitted. The whole set on a cast iron sole plate which is mounted on a later polished mahogany plinth for display purposes. Overall height 28 cm. Plinth 53 cm by 21cm

£400-500



153



154

154

A well engineered model of a vertical Internal Combustion engine, having single cylinder lagged with copper, turned supports and a four inch disc flywheel. Spark plug not present. Overall height 21cm

£200-300



155

155

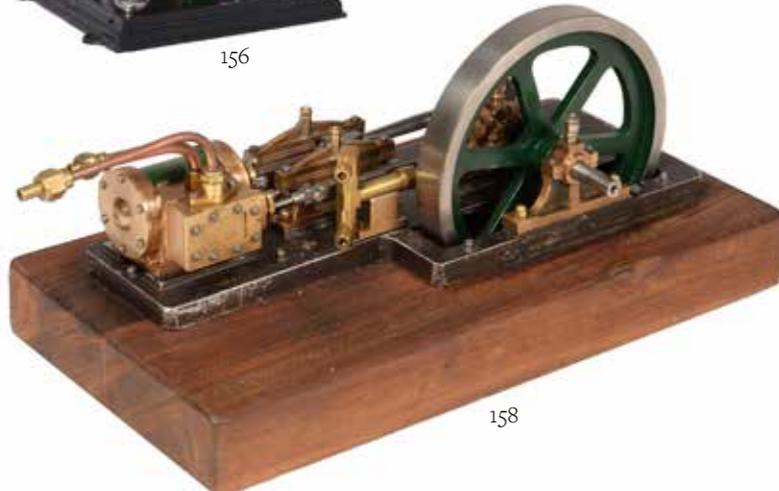
A full size original live steam marine engine, having twin oscillating cylinders in cast bronze with open over-crank, oscillating motion with split bearings supported on four shaped castings and sole plate. Length 37cm by 20cm. Overall height 28cm.

£400-600



156
A period model of a live steam colliery engine, the six spoked flywheel supported on four polished steel columns with open crank, bearings with brass oiler cups, eccentric driven steam valve to single vertical cylinder 1 1/2 inch bore by 3 inch stroke. Cylinder drain-cock, 'wish-bone style' connecting rod with bracket guide, eccentric driven water pump from over-crank and the whole supported on cast iron sole plate. 17cm by 17cm. Overall Height 38cm

£400-600



158



157

157
A partly built Pocher model of a Rolls Royce 1932 Phantom II Drop Head Sedan Coupe, the model almost complete other than the brake drums and wheels. Instruction book and box of parts. Parts not guaranteed. Length 66cm. Width 25cm

Provenance: Deceased estate.

£50-100

158
A model live steam horizontal mill engine, of open crank design with single cylinder, cross-head guides, disc crank with brass oiler cups, split bearings, spoked flywheel and mounted on wooden plinth

£200-300



160

159
A vertical cylindrical live steam copper boiler, having fittings including water sight glass, safety valve, steam outlet control, drain and chimney

£100-150

160
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

£100-200



161

161
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

£50-70



159 (detail)



159



162

162
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

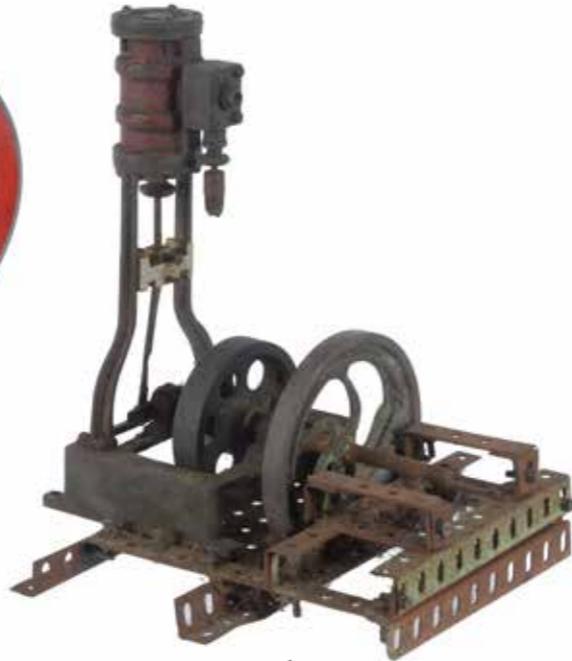
£50-70



163

163
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

£200-300



164

164
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

£50-70

165
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

£200-300

166
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.

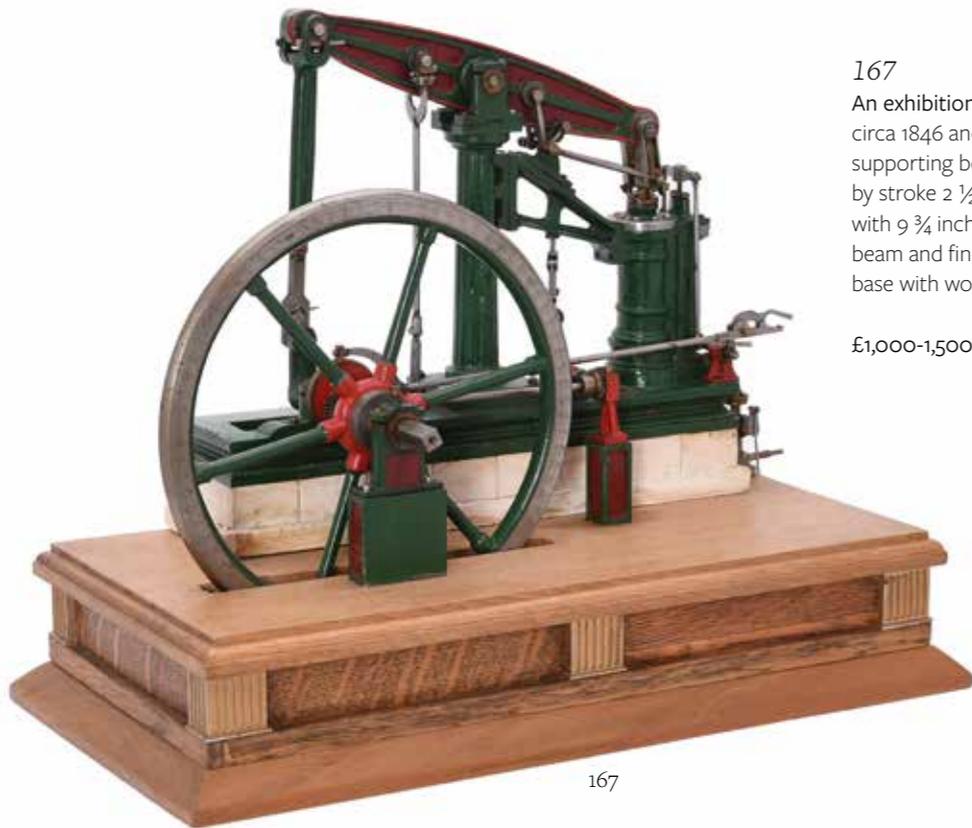
£400-600



166



165

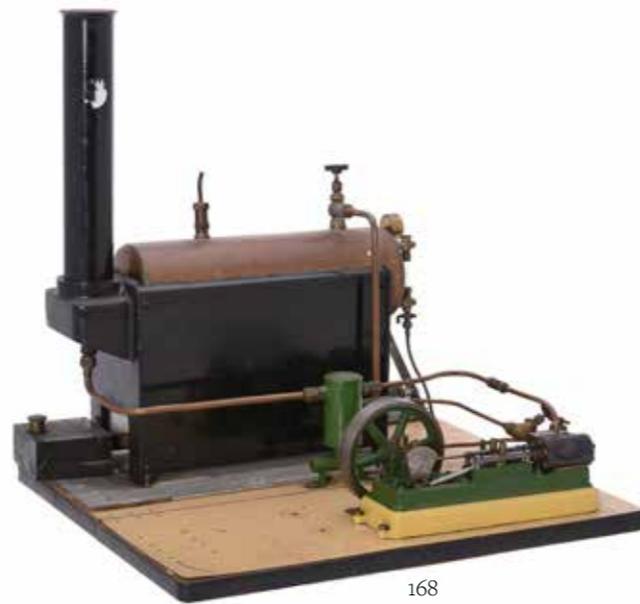


167

167

An exhibition standard model of a 1/12th scale Sanderson's 12 h.p. Beam Engine, circa 1846 and built from Clarkson's of York castings, the central reeded column supporting beam with Watts parallel motion linked to single cylinder. Bore $\frac{7}{8}$ th inch by stroke $2\frac{1}{2}$ inches with outside steam chest having eccentric linkage to open crank with $9\frac{3}{4}$ inch diameter spoked flywheel. Speed governor, water pump driven from beam and finished in traditional green paintwork and set on simulated block-work base with wooden plinth

£1,000-1,500

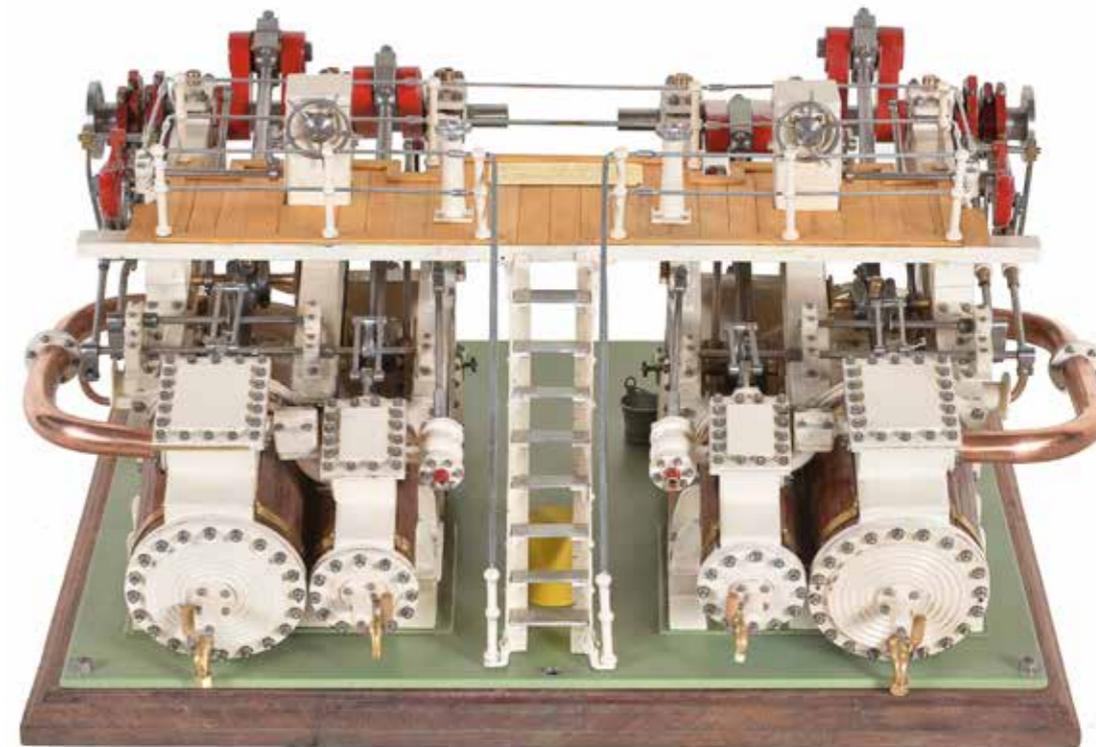


168

168

A Stuart Turner spirit fired steam plant, the horizontal live steam boiler having steam pressure gauge, water sight glass and safety valve. Hand operated water feed pump. The boiler driving a Stuart Turner S50 horizontal mill engine

£200-300



169

169

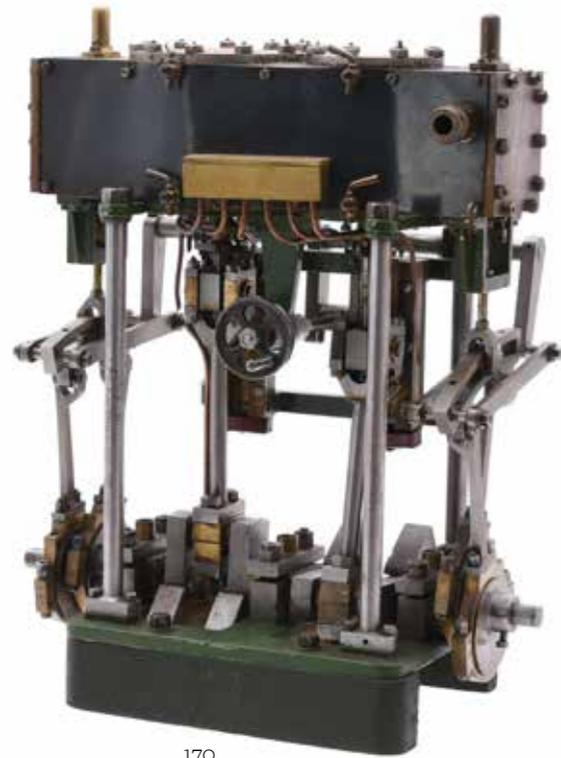
An exhibition quality model of a compound paddle steamer engine, as fitted to the India Steam Navigation Company steamer S. S. Serajunge, the model built by Mr Allen Young of Washington, Tyne and Wear to a scale of $\frac{1}{2}$ inch to a foot. The model is of a pair of diagonal compound condensing paddle 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.'

£3,000-5,000



169 (detail)



170

170

A well engineered model of a twin compound boat engine, having open balanced crank, eccentric driven steam valves with Stephenson's link reverse gear. The cylinders supported on turned columns with flat sole plate. Height 30cm

£500-600

171

Two Stuart Turner live steam feed pumps

£100-200

172

A large ships composition figure head of lady in sky blue Victorian-style dress looking skywards. Height 148cm

£300-500



171



172



174

173

A Stuart Turner live steam hammer, the model based on the Rigby's Patent steam hammer and copied from an example at R G Ross & Son Ltd manufacturers. Introduced into the Stuart model range in the 1960's and 1970's. The model finished in traditional green paintwork and mounted on hardwood plinth

£200-300

174

A model of a Stuart twin cylinder live steam marine engine, the twin simple cylinders with metal lagging, polished bright-work supports, eccentric valve gear driven from the open crank and fitted with reverse gear and locking screw

£100-200



173

175

Two Stuart model dynamoes, suitable for use with model steam engines and internal combustion engines. (2)

£100-200



175



176

176
A model of a twin cylinder live steam engine, together with a model live steam single cylinder steam engine and a collection of associated parts for steam engines

£100-200

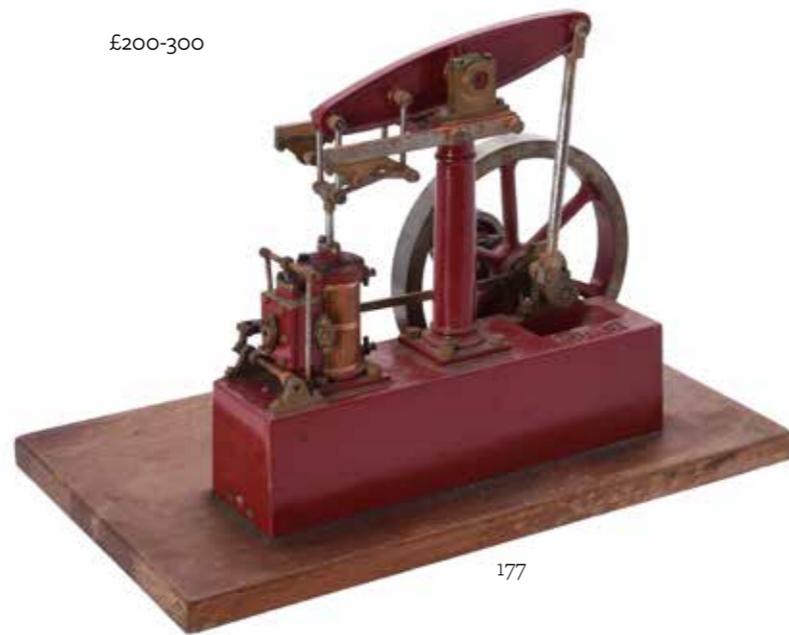
178
A collection of seven model aeroplane engines

£50-100

179 (no lot)



178



177

177
A model of a Stuart Turner beam engine, the beam supported on central turned column with Watt's parallel motion, split bearings, single cylinder 1 inch bore by 2 inch stroke lagged in hardwood with brass bands and outside steam chest. Open crank with 7 inch spoked flywheel. The model finished in red paintwork with polished bright-work and mounted on hardwood plinth

£200-300

Model ships and boats | lots 180-185



180

180
A fine original boardroom model of T.S.M.V "Fingal", displayed in original glazed case on stand with engraved brass plaque Built by Blythswood Shipbuilders Co. Ltd. Glasgow for The Commissioners of Northern Lighthouses. Edinburgh. The model finely finished with detailing including wheel house, lifeboats, railings and masks with rigging



180 (detail)



180 (detail)

*Fingal was commissioned by the Northern Lighthouse Board (NLB) in 1963 and was the last ship to be built by the Blythswood Shipbuilding Company in Glasgow. Registered in Leith, she was stationed for 30 years in Oban and then for 6 years in Stromness, ferrying lighthouse keepers, essential supplies and maintenance staff to lighthouses, as well as undertaking repairs to navigational aids throughout the West Coast and the North of Scotland. Fingal retired from NLB service in 2000. The name Fingal is believed to pay homage to the King of the Morven (Argyll) in ancient Caledonia during the 3rd century.

Fingal's duties included bringing equipment of the utmost importance to some of Scotland's most far-off lighthouses. She was one of three vessels responsible for the Scottish coast and when lighthouse keepers saw Fingal on the horizon, it meant their three week posting was over and that replacement lighthouse keepers and vital supplies were on the way.

£5,000-6,000



180 (detail)



181

181

A fine live steam model of "Belle" a freelance open steam launch, with hard chine construction and 1/16 ply skin. Powered by a cheddar Gemini twin cylinder engine, including water pump and an onboard tank

A fitted vertical boiler with electronic gas control. Radio control with three channels fitted to throttle, rudder and engine with forward and reverse. Radio control set required. Overall length 102cm. Width at beam 25cm.

Current boiler and gas certificates available

£1,200-1,500



181



181

182

A fine exhibition standard model of the Brixham trawler “Valerian (Holly)”, built in 1/2 inch to 1 foot scale. The model built from drawings by Harold A Underhill. This is a working model with plank on frame. Planked with yellow cedar and internal ballast fitted. Two channel radio on rudder and main sails

Radio control set required. Overall length 122cm. Width at beam 28cm. Height 107cm.

*This fine model was awarded a Very highly Commended at The Model Engineering exhibition in 2012.

£1,000-1,500



182



183

183

An interesting 1920's/1930's tinplate live steam 'round the pond racer', having fitted period steam engine of similar design to the early Stuart Turner 180 twin marine engine with disc flywheel, steam feed and exhaust pipes, spirit fired burner with fuel tank. Length 106cm. No boiler present

£200-300

184

A presentation model of the cargo ship 'Wallenius Wilhelmsen' in glazed presentation case, presented by 'Wallenius Wilhelmsen Logistics' a privately owned Norwegian/Swedish shipping company

£100-150



184

182 (details)



185

185

A well engineered model of the steam Launch 'SL Little Minn', built by Martin Ranson as illustrated in The Model Engineer 100 Great Models 2007 Page 61. The mahogany hull of traditional design with decorative planking, seats, flag poles and tiller control. Prop linked to single cylinder live steam engine with geared drive, disc flywheel, steam control valve, steam pressure gauge, steam safety valve and polished copper vertical steam boiler with hardwood planking and brass boiler band. The model being gas fired

*The model is sold together with a builders folder containing boat and boiler details and some boiler history from The Model Power Boat Association 2006 to 2008 Hydraulic test pressure 80 psi working pressure 40 psi.

£1,000-1,500

186 (no lot)



185 (detail)

Marine related items | lots 187-230



187

187

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

£30-50



189

189

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

£50-80



188

188

A cased Thomson system Azimuth instrument and a cased ships compass

£50-80

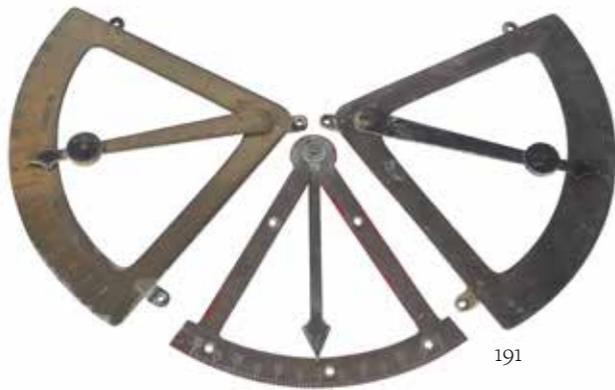


190

190

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

£30-50



191

191
A collection of three polished brass marine quadrant indicator gauges. Two by W. Ludolph Bremerhaven. (9 1/2 inches)

£50-80



193

193
A Smiths Marine brass cased ships clock, ships wall clock, ships barometer, brass shell case, four hand bells, gong, two ships' crests, teak box, fabric covered box with ship panel and marine table lamp

£250-300



192

192
A Richard's patent steam engine indicator, in wooden box

£60-80



194

194
A collection of marine related items, including Chadburn whistle, collection of ship voice tubes, four brass telescopes and a fog horn

£175-225

195
A collection of five large cannon balls and a collection of seven small cannon balls

£50-100



195

196
A large brass cargo ships steam whistle, height 49 inches. Diameter approximately 7 inches. Weight in excess of 26Kg

£350-400



196

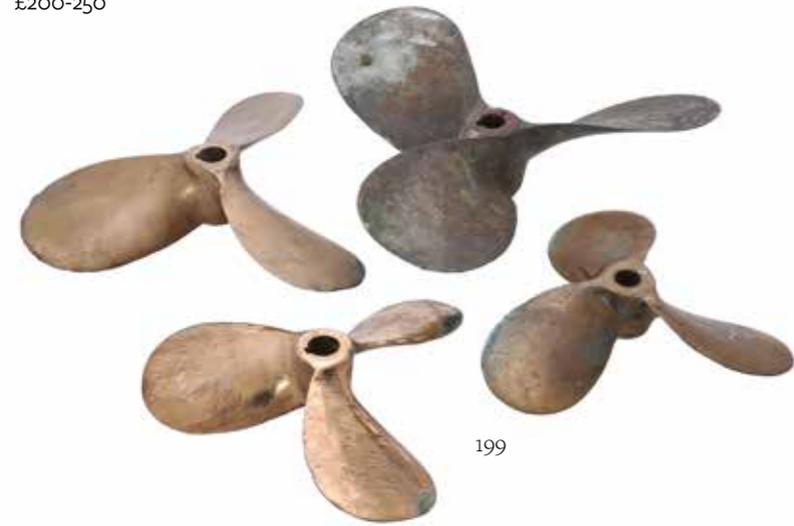


197
A collection of three Walkers ships logs, and a boxed compass with folding lid

£200-250

199
A collection of four bronze boat propellers

£200-250



199

198
A collection of four model ships in bottles, two model boats on stands, cut glass ships decanter, two marine related ash trays, nine pieces of marine related china, two tankards, MYK funnel ash tray, model of fisherman and visitors card box

£100-150



198

200
A brass hanging ships lamp, with wire guard and swing handle, pair of brass cased lamps with carrying handles, brass oil lamp and four ships deck lights

£50-100



200

201
A Kyles of Bute sign, state room indicator box, small compass in box with glazed panel and a small telescope

£50-100



201

202
A collection of four brass cased Lifeboat compass binnacles with carrying handles

£250-300



202



203

203
A collection of four ships engine room gauges

£100-150



205

204
A ships navigation lamp and a Norwegian foghorn in wooden carrying case with crank handle

£175-200



204

205
A collection of thirty-three coloured and black and white photographs of ships, in ebonized frames

£50-100

206
A collection of marine related books, to include six registers of ships A to Z. 1980 to 1981 and 1986 to 1987, two volumes ship owners from 1983 to 1984 and 1994 to 1995. A copy of Janes Fighting ships 1981-82. Eighty-fourth year of issue. Edited by Captain John Moore RN Volume 'Fifty greatest disasters and Tragedies that shocked the world, A collection of framed maps and prints, to include 33 black and white unframed photographs, a framed map of Australia and a collection of five maritime navigation charts mounted on hardboard 107cm by 76cm.

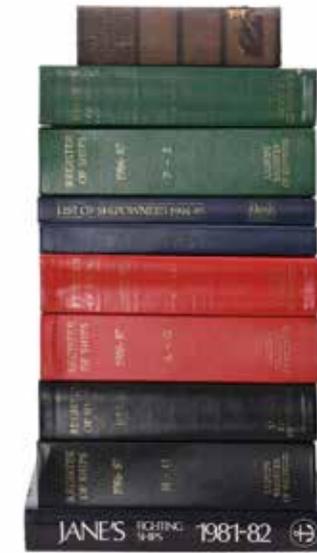
£50-100

207
An oil painting of the cargo ship 'Newcrest', mounted in simulated bamboo gilt frame

£50-100

208
A framed print of H M S Glow-worm, 53cm by 43cm, gilt framed print of 'Home Water' The Queen Elizabeth II returning to the Clyde in celebration of Cunards 150th anniversary, a gilt framed Egyptian print of boat on silk 96cm by 86cm, framed print of ship in distress and a framed print of photographs 'The ship that Died of Shame'. (5)

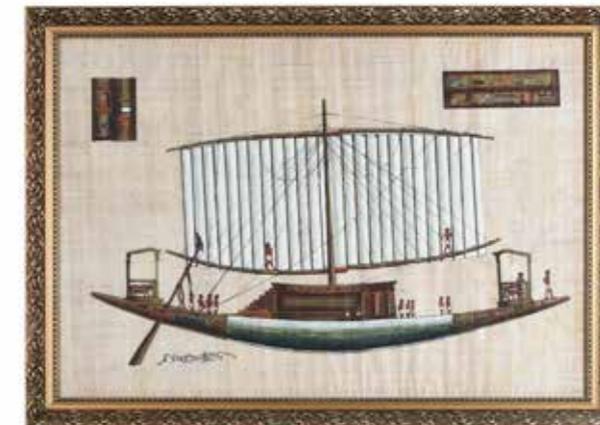
£100-150



206



207



208



209

209

A collection of marine prints, to include a gilt framed print of HMS Duchess 61cm by 46cm, gilt framed print of paddle steamer, gilt framed print of a cargo ship and an ebonized framed print 'Why is a ship called she'. (4)

£50-100

210

A cast metal marine name plaque 'Reclaim' mounted on hardwood, a Captains 'Main's Table' bell, a collection of three model paddle canoes ranging in length from 30cm to 56cm and a small Queen Elizabeth Cunard White Star Liner case 10cm by 7cm. (6)

£100-150

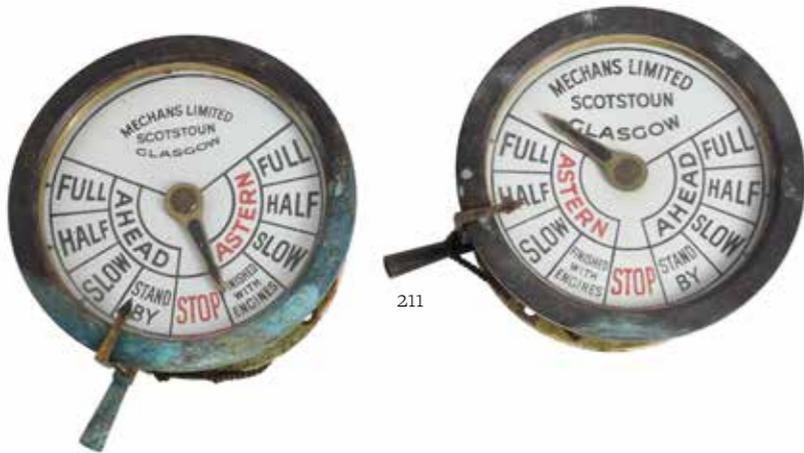


210

211

Two FULL/STOP Repeaters, by Mechans, Scotstoun, Glasgow in brass cases 14,5 inches in diameter and three thirty inch diameter lifebuoy's. (5)

£200-300



211

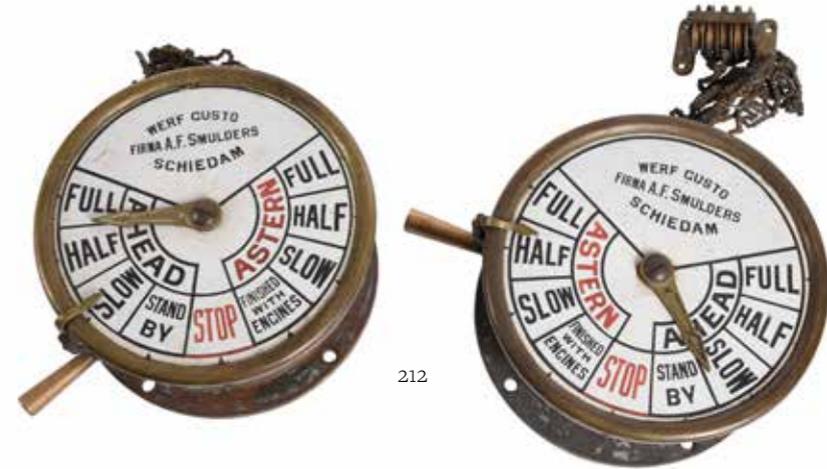
212

Two FULL/STOP Head Astern Repeaters, by Werf Custo, Firma A.F.Smolders, Schiedam in brass cases. 15,5 inches in diameter

£200-250



214



212

213

A FULL/STOP Head Astern Repeaters, by Donkin and Co., Manufacturers. Newcastle in brass cases. 13 inches in diameter. And a FULL/STOP Head Astern Repeater by Robinson of Liverpool and Glasgow. (2)

£200-250

214

A FULL/STOP Ships engine room Telegraph, by Robinsons of Liverpool. Height 102cm. Dial diameter 23cm

£320-350



213



215



216

215
A FULL/STOP Ships engine room Telegraph, by 'Chad Burns' Height 120cm. Dial diameter 30cm. The telegraph painted grey

£320-350



217

217
A collection of Yachting memorabilia, in box framed case 71cm by 61cm.

£50-100



218

218
A Re-print from Motor Ship, March 1939 'Dominion Monarch', William Doxford & Sons Limited, Pallion Yard, Sunderland, a royal standard pennant with Lion and Fleur de Lis panels 122cm by 122cm, collection of unframed navigation charts for Greece and the West Indian islands

£50-100



219

219
A large brass cargo ships steam whistle. Height 49 inches. Diameter approximately 7 inches. Weight in excess of 26Kg

£350-400



220

220
A Trinity house copper ships light, with glazed triangular panels (glass damaged) and hinged access cover. Together with another light fitting. Approximate weight 86Kg

£50-100



223

222
A collection of merchant naval dress badges, to include a pair of Masters Merchant naval epaulettes, Merchant navy officers cap badge, navy patch, merchant navy buttons and two 'Compagnie Genedale Transatlantique' ashtrays

£30-50

223
A **Bathythermograph**, Mark 2 model. The bathythermograph, or BT, also known as the Mechanical Bathythermograph, 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). Approximate weight 16Kg

£100-200



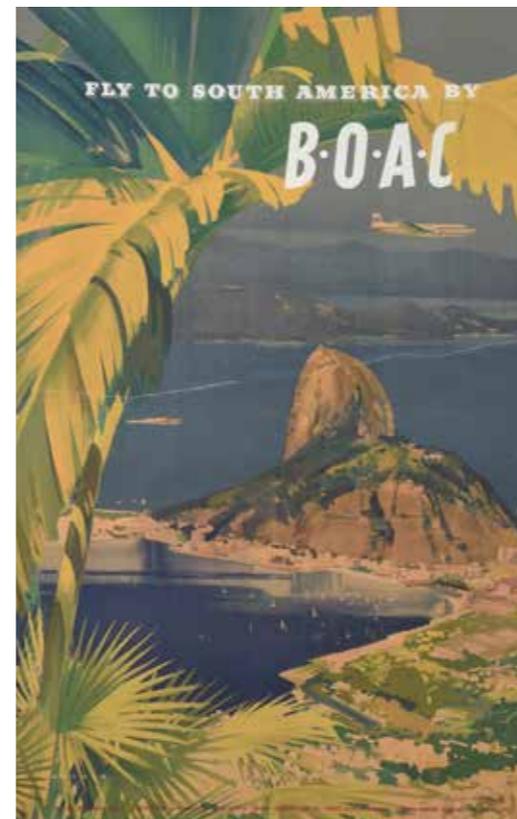
221

221
A collection of three anchor buoys

£50-100



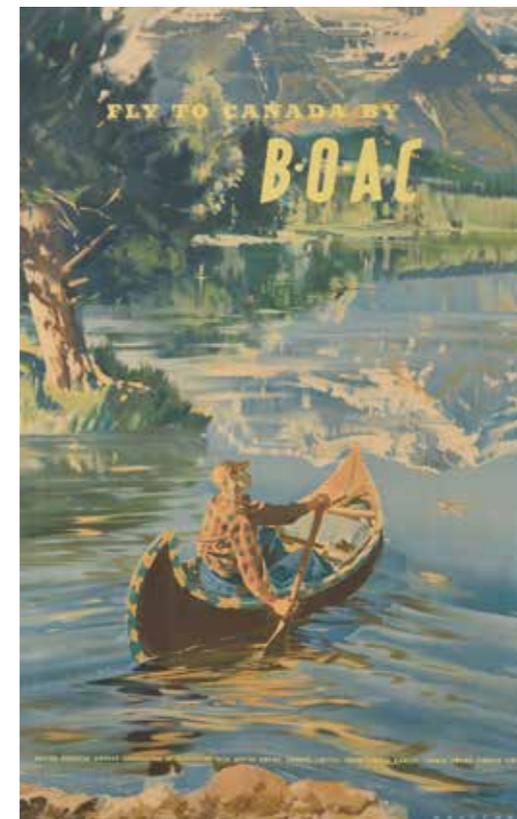
222



224

224
An original 1960's travel poster, fly to South America by B.O.A.C in glazed and ebonized frame. Approximately 76cm by 51cm

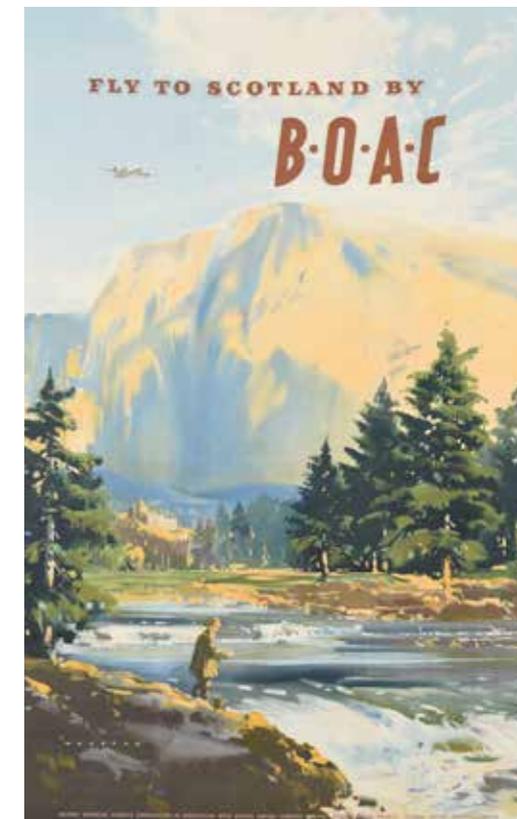
£100-150



225

225
An original 1960's travel poster, fly to Canada by B.O.A.C in glazed and ebonized frame. Approximately 76cm by 51cm

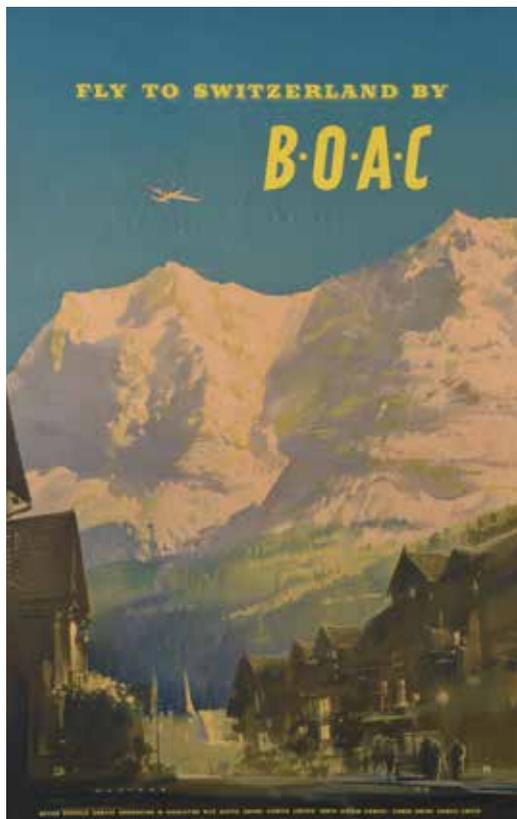
£100-150



226

226
An original 1960's travel poster, fly to Scotland by B.O.A.C in glazed and ebonized frame. Approximately 76cm by 51cm

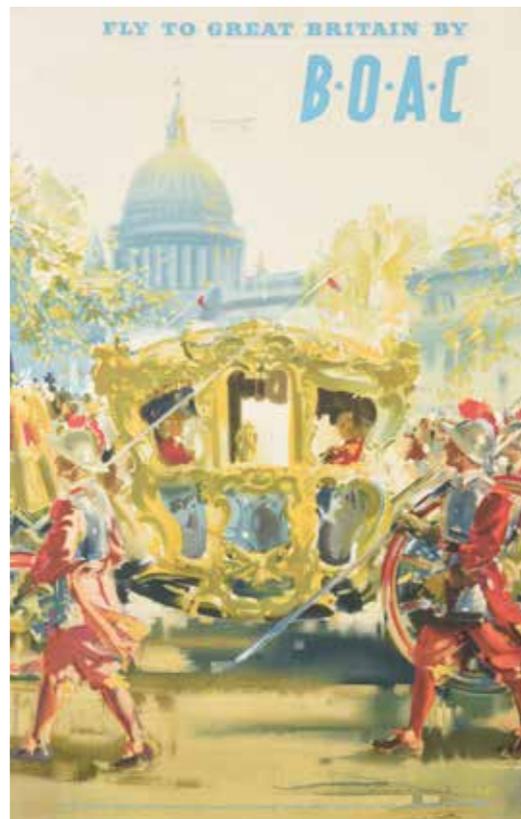
£100-150



227

An original 1960's travel poster, fly to Switzerland by B.O.A.C in glazed and ebonized frame. Approximately 76cm by 51cm

£100-150



228

An original 1960's travel poster, fly to Great Britain by B.O.A.C in glazed and ebonized frame. Approximately 76cm by 51cm

£100-150



229

Two elm and bronze mounted blocks and tackles

£100-150

230

A Mk24 'Tigerfish' torpedo tail coffee table, 1970's, the polished aluminium and composition assembly of conical form incorporating four fins each with adjustable vanes and two graduated propellers with seven and five blades each with adjustable pitch, now with circular glass table platform set between the main body and the first propeller and resting via the fins on four turned aluminium coasters, 89cm diameter

The Mk24 'Tigerfish' was a sonar-guided torpedo developed during the 1950's with the first prototypes delivered in 1967. Difficulties with the reliability of the guidance systems meant that the MK24 was not considered particularly effective and had to wait until 1983 before improvements had rendered it appropriate for formal entry into service. Prior to this the Tigerfish had been used during the Falklands campaign, including for the highly controversial sinking of the General Belgrano on 2nd May 1982. A nuclear warhead armed variant was considered but never came to fruition and reliability was further improved with the introduction of the Mod 2 in 1987 and Mod 2* in 1992. The MK24 'Tigerfish' was withdrawn from service in 2004 to be replaced by the superior 'Spearfish' and increased reliance on cruise missile capabilities.

£700-1,000



230

Miscellany | lots 231-237



231

231
A framed oil painting of an early Sunbeam racing car in high speed racing motion, 66cm by 82cm

£200-300



232

232
A German 20th Century oil on canvas, three boys playing with a 00 train set on track layout with toy crane in the back ground. Dated 1949. 55cm by 75cm

£100-200

233
Great Western Railway interest- an oak two drawer writing table, stamped GWR to one drawer, 77cm high 152cm wide, 88cm wide

Provenance: From The Hon. William McAlpine Collection

£100-200



233



234

234
A Newton replica cast gun metal locomotive name plate 'Royal Scot'. Length 85cm

£200-300



235

235
A brass vintage automobile dashboard timepiece

£100-150



236

236
A collection of approximately seventy Second World War escape maps, S2 & S3, double sided covering parts of Greece, Turkey, Italy and the Balkans, comprising some loose examples and six bundles of ten with paper wraps marked S2/S3, each approximately 45 x 52cm, contained within an Alentaga cigar box 11cm high, 27cm wide, 16cm deep

£600-800



236 (detail)



237 (details)



237

A fine period sailing pond yacht. Length is 122 cm, height with base is 125cm

£800-1,200



237

Please see [Conditions of Business](#) and [Conditions of Sale](#) on the following pages.

Dreweatts & Dreweatts 1759 are trading names of Dreweatts 1759 Ltd. Dreweatts 1759 Ltd is registered in England, company number: 10758982, registered office: Minerva House | Lower Bristol Road | Bath BA2 9ER.

Important Notices

BUYING AT DREWEATTS

There are several ways you can bid at a Dreweatts auction; in person, by leaving a commission or absentee bid, on the telephone where available and live via the internet – please make arrangements before the sale. THIS NOTICE APPLIES ONLY TO A PERSON WHO WISHES TO BID IN PERSON, OR BY LEAVING A COMMISSION OR ABSENTEE BID, AT A DREWEATTS PUBLIC AUCTION. For bidding at an online auction or for online bidding at a public auction please see our Online Auction Terms published on our website at www.dreweatts.com.

BIDDING IN PERSON

If intending to buy you are required to register your name and details at reception prior to the commencement of the auction. You will be required to provide a proof of identity and address to register for bidding. You will then be allocated a bidding number, which you use when bidding for an item.

COMMISSION BIDS

Dreweatts will execute bids on your behalf if you are unable to attend the sale. Commission or absentee bids are accepted either directly at reception, or can be sent by post, fax, email, telephone or via the website: www.dreweatts.com.

Dreweatts will add these bids to the auctioneers' sale book and will undertake to purchase the lots on your behalf as cheaply as allowed by other bids and reserves. If two buyers submit identical commission bids Dreweatts may prefer the first bid received.

Dreweatts does not accept liability for failing to execute commission bids, or for any errors or omissions.

CONDITION

Bidders must satisfy themselves as to the condition of each lot. Condition reports are available on request – see the Conditions of Business at the back of this catalogue forming part of these Auction Terms and Conditions for more information regarding condition reports. Requests for condition reports must be submitted by 4pm on the day prior to the auction; condition reports may be available alongside the lot description on the online catalogue at: www.dreweatts.com.

COMMISSION CHARGES

All purchases are subject to a buyer's premium, which 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 £1,000,000. 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. In the event the lot has a dagger (†) beside the lot number in the catalogue, this indicates that the lot is owned by an entity or company required to pay VAT (generally not an Antique Dealer, as they operate under a dealers margin scheme). VAT is payable at 20% on the Hammer Price. Lots marked with a double dagger (‡) (presently a reduced rate of 5%) or Ω (presently at standard rate of 20%) have been imported from outside the European Union to be sold at auction and therefore the buyer must pay the import VAT at the appropriate rate on the hammer price.

PAYMENT

Payment will be accepted, if you are a successful bidder, by debit card issued in the name of the Buyer by a UK bank and registered to a UK billing address; by all major UK issued credit cards issued in the name of the Buyer and registered to a UK billing address with the exception of American Express and Diners Club; by bank transfer direct into our bank account, Bank Details: NatWest, 30 Market Place, Newbury, Berkshire RG14 5AG. Account Name: Dreweatts 1759 Ltd. A/C: 62412949, Sort Code: 60-15-07, BIC: NWBKGB2L, IBAN: GB21NWBK60150762412949. The name of the bank account holder should match the name of the buyer. First time buyers who are not present at the saleroom are requested to pay by bank transfer.

Y CITES REGULATIONS

Please note that lots marked with the symbol (Y) in this catalogue may be subject to CITES Regulations when exported. Relevant CITES Regulations may be found at www.gov.uk/guidance/cites-imports-and-exports.

COLLECTION OR DELIVERY

Before being able to collect your purchases you are required to pay the hammer price, plus the applicable commissions, and obtain a receipt acknowledging payment. Collection of the purchased lots is at the purchaser's risk and expense and whilst Dreweatts do not provide packing and despatch service we can suggest some carriers.

Dreweatts also require that all purchased items are collected within four working days of the sale to avoid a storage charge being applied.

STORAGE CHARGES

All items not collected by 4pm, within four working days of the sale, will be automatically removed to commercial storage and subject to a minimum storage charge of £20 (plus VAT) per lot and to a further storage charge of £2 (plus VAT) per lot per part or full day thereafter. These charges will be the sole liability of the purchaser and will be billed directly to them by Vangaroo Ltd (Andover); Vangaroo may be willing to adjust their charges if they are instructed by the purchaser to deliver to them. On payment of all sales and storage costs, items will be available for collection by appointment from Vangaroo Ltd (Andover), tel: 01264 586566, mobile: 07528 291180, email: info@vangaroo.co.uk. These charges are set by Vangaroo Ltd (Andover); we recommend that you contact them directly regarding queries relating to these charges and other questions relating to storage. Staff at the saleroom will be unable to answer questions relating to items that have been removed from the saleroom.

FURTHER INFORMATION

The colours printed in this catalogue are not necessarily a true reflection of the actual item. All weights and measures given in the catalogue should be regarded as approximate.

VALUATION SERVICES

Dreweatts provides a range of confidential and professional valuation services to private clients, solicitors, executors, estate managers, trustees and other professional partners. These services include auction valuations, insurance valuations, probate valuations, private treaty valuations, valuations for family division or for tax purposes. For more information, please see our website: www.dreweatts.com.

For directions to Donnington Priory, please see our website: www.dreweatts.com.

Parking is available at Donnington Priory in two car parks on either side of the saleroom.

Information for Buyers at Public Auctions

1. **INTRODUCTION.** The following notes are intended to assist Bidders and Buyers, particularly those inexperienced or new to our salerooms. All of our auctions and sales are conducted on our printed Auction Terms and Conditions, including these Conditions of Sale and Business, which are readily available for inspection and normally accompany catalogues. Our staff will be happy to help you if there is anything you do not fully understand.

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. 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. By bidding at the auction, you agree to be bound by these terms.

2. **AGENCY.** As auctioneers we usually act as agents for the seller whose identity, for reasons of confidentiality, is not normally disclosed. Accordingly if you buy at auction your contract for the item or items purchased is with the seller and not with us as the auctioneer.

3. **ESTIMATES.** Estimates are designed to help buyers gauge what sort of sum might be involved for the purchase of a particular lot. Estimates may change and should not be thought of as the sale price. The lower estimate may represent the reserve price and certainly will not be below it. Estimates do not include the Buyer's Premium or VAT (where chargeable). Estimates are prepared some time before the sale and may be altered by announcement before the sale. They are in no sense definitive.

4. **BUYER'S PREMIUM.** The Conditions of Sale forming part of our Auction Terms and Conditions require the buyer to pay a buyer's premium on the hammer price of each lot purchased. The buyer's premium is 25% of the hammer price up to and including £500,000, 20% of the hammer price from £500,001 up to and including £1,000,000, and 12% of the hammer price in excess of £1,000,000. VAT at the prevailing rate of 20% is added to buyer's premium and additional charges as defined below.

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.** Payment will be accepted, if you are a successful bidder, by debit card issued in the name of the Buyer by a UK bank and registered to a UK billing address; by all major UK issued credit cards issued in the name of the Buyer and registered to a UK billing address with the exception of American Express and Diners Club; by bank transfer direct into our bank account, Bank Details: NatWest, 30 Market Place, Newbury, Berkshire RG14 5AG. Account Name: Dreweatts 1759 Ltd. A/C: 62412949, Sort Code: 60-15-07, BIC: NWBKGB2L, IBAN: GB21NWBK60150762412949. The name of the bank account holder should match the name of the buyer. First time buyers who are not present at the saleroom are requested 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. **λ 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.

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 except 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;

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 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.

(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 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 www.dreweatts.com/privacy-policy/.

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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