

DREWEATTS

EST. 1759



THE TRANSPORT SALE

DONNINGTON PRIORY | TUESDAY 21 SEPTEMBER 2021

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21 September | Live Online

The Transport Sale

23 September | Live Online

The David Winston Piano Collection

6 October | Live Online

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12 October | Live Online

Modern and Contemporary Art

13 October | Live Online

Jewellery, Silver, Watches, Pens and Luxury Accessories - Part 1

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Jewellery, Silver, Watches, Pens and Luxury Accessories - Part 2

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Jewellery, Silver, Watches & Luxury Accessories

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Fine Art, Antiques, Jewellery, Silver, Watches, Asian Works of Art & Wine



DREWEATTS

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NEWBURY
Dreweatts
Donnington Priory
Newbury
Berkshire RG14 2JE

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16-17 Pall Mall
St James's
London SW1Y 5LU

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Dreweatts
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Newbury
Berkshire RG14 5TU

ENQUIRIES
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info@dreweatts.com

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DREWEATTS

EST. 1759

THE TRANSPORT SALE

DONNINGTON PRIORY | TUESDAY 21 SEPTEMBER 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 BST on Monday 20 September.

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 BST on Monday 20 September.

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.

CUSTOMER DUE DILIGENCE CHECKS:

In order to comply with current Money Laundering Regulations, it is our policy to conduct appropriate Know Your Client checks on any buyers who transact at the threshold of £8,000 or more. Buyers will be required to provide the following information:

For individuals, official photo identification (a government issued ID document such as passport or driver's licence) and a proof of address (utility bill, bank statement or driver's licence).

For legal entities, a certificate of incorporation (or equivalent), a register of shareholders/directors and ID documentation from the directors and beneficial owners of the business.

We reserve the right to withhold the purchased lots until such checks have been completed.

VIEWING:

Sunday 19 September: 10am – 2pm
Monday 20 September: 10am – 5pm
Day of sale: from 8.30am

Visitors are encouraged to wear a face covering while in the building, use the hand sanitiser provided on entering and observe social distancing rules. We may need to restrict the numbers of visitors viewing at one time, so if you would prefer to book an appointment in advance, please contact us.

Please see our website for the latest information.

AUCTION NO: 14374

SPECIALISTS:

Michael Matthews FRICS, IRRV
Martyn Pring M.Sc.
Ania Hanrahan
Denise Kelly

CONDITIONS OF SALE:

This auction is subject to our Auction Terms and Conditions (see back of catalogue or our website for further details).

AUCTION:

Dreweatts
Donnington Priory
Newbury
Berkshire RG14 2JE

ENQUIRIES:

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Front cover: Lot 94 | Back cover: Lot 104

Catalogues £15 (£17.50 by post)



DREWEATTS

EST. 1759

THE DAVID WINSTON PIANO COLLECTION

A private collection of rare pianos dating from the 18th century to present day. Personally selected by David Winston, collector, maker and Restorer and Conservator of Pianos to Her Majesty Queen Elizabeth II.



AUCTION DATE

Thursday 23 September 2021

AUCTION LOCATION

Dreweatts, Donnington Priory, Newbury, Berkshire RG14 2JE

ENQUIRIES

+44 (0) 1635 553 553 | housesales@dreweatts.com
Catalogue and free online bidding: [dreweatts.com](https://www.dreweatts.com)

VIEWING BY APPOINTMENT FROM 1 SEPTEMBER

Period Piano Company, Park Farm Oast, Frittenden Road, Biddenden, Kent TN27 8LG



- | | | | |
|----|--|-----|---|
| 4 | A collection of gauge 1 locomotives, garden railway locomotives, rolling stock, model aeroplanes and remote control model military tanks from a Somerset deceased estate | 66 | Model traction engines, steam lorries and associated items |
| | Lots 1 – 34 | | Lots 102 – 105 |
| 24 | A collection of internal combustion and steam engines being the property of the late Mr Duncan Laidlaw of Bristol who built many of these models in retirement | 71 | Model ships |
| | Lots 35 – 77 | | Lots 106 – 109 |
| 45 | Gauge 1 locomotives | 74 | Transport and railway related pictures, furniture and works of art from The Hon. Sir William McAlpine collection |
| | Lots 78 – 79 | | Lots 110 – 134 |
| 47 | 2 ½ inch and 3 ½ inch gauge model live steam locomotives | 90 | A private collection of transport related pictures and posters with links to the steam world, agriculture and automobilia, the property of a titled gentleman |
| | Lots 80 – 84 | | Lots 135 – 167 |
| 51 | 5 inch gauge live steam locomotives and rolling stock | 111 | A private collection of ballooning and other posters and prints |
| | Lots 85 – 92 | | Lots 168 – 179 |
| 59 | 7 ¼ inch and 10 ¼ inch locomotives and castings | 123 | Sundry pictures |
| | Lots 93 – 94 | | Lots 180 – 181 |
| 62 | Model stationary engines | 124 | Marine related items |
| | Lots 95 – 101 | | Lots 182 – 209 |

A collection of gauge 1 locomotives, garden railway locomotives, rolling stock, model aeroplanes and remote control model military tanks from a Somerset deceased estate



1

1
A gauge 1 Aster model of a o-6-o Great Western Railway Pannier tank locomotive No 3738. The model being spirit fired and live steam powered with fitted steam pressure gauge, water sight glass and other usual fittings. The model finished in Great Western Railway green livery with GWR rondels to pannier tanks, fitted steps, handrails, checker plate, lamp irons, buffers and vacuum hoses. The model has been run. Built-up model. Length 31cm. Width 8.5cm. Wooden carrying case.

£1,500-2,000



1 (detail)



2

2
A gauge 1 Aster model of a 2-4-0 London Midland and Scottish tender locomotive No 5036 'Novelty', built by the late Mr J M Legg of Somerset. The model being spirit fired and live steam powered with fitted steam pressure gauge and water sight glass. The six-wheel tender with gallery, tool boxes, coal panel, couplings and vacuum hose fitted. The model finished in traditional London Midland and Scottish maroon lined livery. The model has been run. Overall length 45cm. Width 7.5cm. Wooden carrying case.

£2,000-3,000



2 (detail)



2 (detail)



3

A gauge 1 Aster model of a 4-4-0 Southern Railway Schools class tender locomotive No 901 'Winchester', built by the late Mr J M Legg of Somerset. The model being spirit fired and live steam powered with fitted steam pressure gauge, water sight glass and other usual fittings. The chassis having twin outside cylinders with valve gear detailing. The six-wheel tender with fitted water pump, steps, handrails, buffers, smoke deflectors and vacuum hoses. The model finished in Southern Railway green lined livery. The locomotive has been run. Overall length 57cm. Width 8cm. Wooden carrying case.

£2,000-3,000



3 (detail)



3 (detail)



4

4

A gauge 1 Aster for Fulgurex model of a Bay S2/6 (2 'B2') 4-4-4 K.Bay. STS.B. tender locomotive No 3201. Built to 1/32 scale. J A Maffei Munchen. The model being gas fired and live steam powered with fitted steam pressure gauge, water sight glass and other usual fittings, finished in dark green and red livery with safety valve, fitted steps, handrails, cylinder and motion detailing. Eight-wheel double bogie tender with hand-operated water pump. The model has been run. Length 66cm. Width 10cm.

£2,500-3,500



4 (detail)



4 (detail)



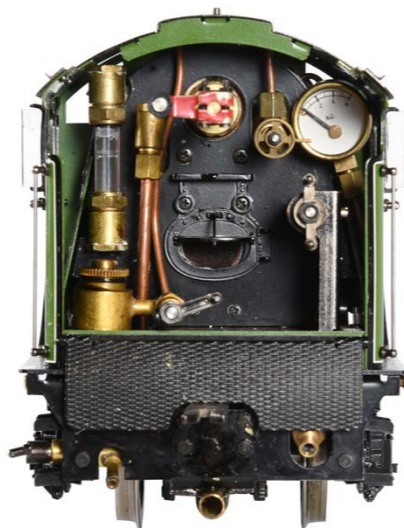
5

5
A gauge 1 Aster model of a 4-6-2 London North Eastern Railway A3 Class Pacific tender locomotive No 4472 'Flying Scotsman'. The locomotive being spirit fired and live steam powered with fitted steam pressure gauge, water sight glass and other usual fittings. The model finished in London North Eastern Railway apple green and black lined livery, being a three cylinder model with fluted motion, fitted steps, handrails, lamp irons, fitted buffers and vacuum hoses. The model has been run only a few times. This is a built-up model in 1/32nd scale. Serial number 049/230. Length 69cm. Width 9cm. Original cardboard carrying box with handle.

£2,000-3,000



5 (detail)



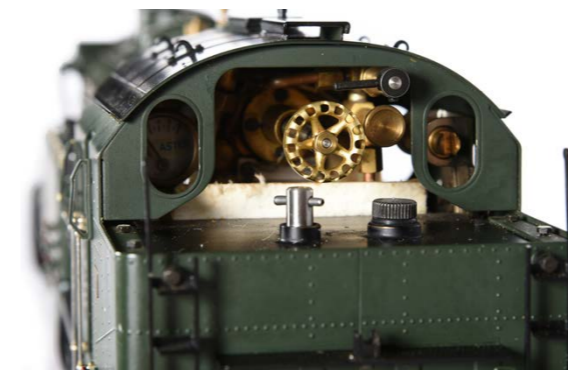
5 (detail)



6

6
A gauge 1 Aster for Fulgurex model of a Bavarian Gt 2 x 4/4 side tank locomotive No 572. The model being spirit fired and live steam powered with fitted steam pressure gauge, water sight glass and other usual fittings. Chassis with twin outside cylinders, detailed valve gear to each set of fluted motions, vertical pump detailing and rivet work. The model finished in traditional green and black livery, side tanks, fitted steps, handrails, checker plate, lamp irons, buffers and vacuum hoses. The model has not been run. Built-up model. Length 57cm. Width 10cm. Aster blue box.

£2,000-3,000



6 (detail)



6 (detail)



7

A gauge 1 Aster model of a Colorado & Southern 2-6-0 American tender locomotive No 22. The model being gas fired and live steam powered with fitted steam pressure gauge, water sight glass and other usual fittings, finished in black and silver livery with fitted bell, safety valve, large head lamp to smoke box, fitted steps, handrails, vertical pump detail to side, cylinder and motion detailing and cow catcher. Eight-wheel double bogie tender with hand-operated water pump. The model has been run. Length 63cm. Width 10cm. It is being sold together with a rake of three Colorado & Southern coaches to include No 29 Caboose, No 73 and No 75 passenger coaches (4).

£2,000-3,000



7 (detail)



7 (detail)

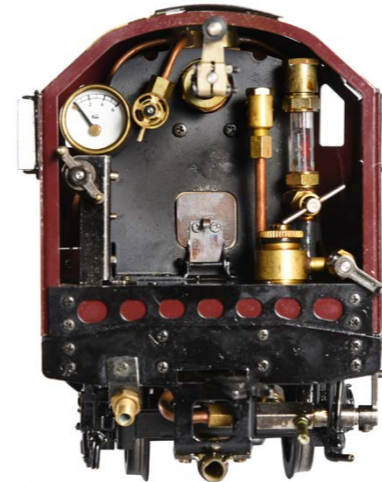


8

8

A gauge 1 Aster model of a 4-6-2 London Midland and Scottish Princess Coronation Class tender locomotive No 6233 'Duchess of Sutherland'. The locomotive being spirit fired and live steam powered with fitted steam pressure gauge, water sight glass and other usual fittings. The model finished in London Midland and Scottish maroon lined livery with outside cylinders having Walschaerts valve detailing, fluted motion, fitted steps, handrails, lamp irons with removable lamps, fitted buffers and vacuum hoses. The model has been run a few times only. This is a built-up model in 1/32nd scale. Serial number 015/230. Length 70cm. Width 9cm. Original cardboard carrying box with handle.

£3,000-5,000



8 (detail)



8 (detail)



9

9

A gauge 1 Great Western Royal Mail TPO coach No 806, by Finescale locomotive company, Marlborough, England. No 724 (plaque to base). The wagon with double bogies and traditional livery with a collection net. Of metal construction. Used. Length 58cm. Width 8cm.

£200-300



10

10

A gauge 1 Great Western Syphon wagon No 142689, by JBC Railway Models, Sheffield. The wagon with double bogies, motor and copper water tank. Of wood and metal construction. Used. Length 53cm. Width 9cm.

£200-300



11

11

A gauge 1 Great Western Syphon wagon No 133978, by JBC Railway Models, Sheffield. The wagon with double bogies, motor, battery and copper water tank. Of wood and metal construction. Used. Length 53cm. Width 9cm.

£200-300



12



12

Two G gauge American Union Pacific ventilated and refrigerated box cars and three American Denver and Rio Grande Western passenger coaches 'Salida' E T & WNC baggage van and a guards van. Length 50cm (5).

£300-500



13

13

An Aristocraft G gauge 1/29th scale model of a Pennsylvania American EMD E8 diesel locomotive, ART-23601 No 5895. Locomotive length 74cm. The locomotive is radio controlled with converted Phoswards system. The locomotive is sold together with a rake of four coaches: 4419 Passenger car, 5155 Passenger car, 7350 Passenger car and 5239 Baggage car. All items in their original boxes. Serial numbers: ART-31401, ART-31701, ART-31501 and ART 31601. (No radio control set present) (5).

£300-500



12



12

14

A very fine rake of seven gauge 1 'The Queen of Scots' Pullman coaches built by Peter Rogers in the 1990's. All finely fitted out with interior furnishings and lights. Metal construction. Comprising coaches 'Phyllis' Car No 79, Car No 69, brake Car No 80, Car No 67, Car No 75 and 1st class parlour car 'Agatha'. Length 66cm. Width 9cm. Two wooden carrying cases (7).

£5,000-7,000



15
An Aristocraft G gauge 1/29th scale model of a Baltimore & Ohio diesel three section American Santa Fe freight locomotive No 2010, Alco FA1 Serial No. ART22303-3, FB1 and second FA1. Dual DC electric powered motor with eight-wheel power pick up from rail. Working knuckle couplers, detailed engine cab interior, smoke unit and operating headlight. This locomotive comes in three sections with central power wagon. All items in original boxes with packaging (3).



16
An Aristocraft G gauge 1/29th scale model of an American Union Pacific Santa Fe diesel locomotive ALCO FA1 ART22305-3 UP/Union Pacific 1501A. Radio control power unit ART22305-3 and a Union Pacific box car UP 125234. Length 48cm including couplings. Serial No ART-46010. All three items in original boxes (3).



17
An Aristocraft G gauge 1/29th scale model of a Single dome Chemical tank car ART-41309 Santa Fe. Boxed.

£50-100

18
An ‘American Trains’ G gauge railway car. R18500 Maintenance of Way Power and Light car, length 40cm; and an ‘American Trains’ R17325 Union Pacific Searchlight car, length 42cm. In original boxes, unused (2).

£100-200



19
An ‘American Trains’ G gauge Union Pacific Extended Vision Caboose R12103 (25740), length 40cm; and an ‘American Trains’ Southern Pacific 40 foot PS-1 Box Car R19202A. In original boxes (2).

£100-200



20
An Aristocraft G gauge 1/29th scale model of a Union Pacific 2 Bay covered hopper car ART-41208A, the Gondola transporter wagon and a LGB Lehmann Post Wagon Reference 3019.2A. In original boxes (3).

£100-200



21

21

A finely built model of the Spanish Man o' war Galleon S.Telipi. Having three masts with detailed rigging, crow's nest, forty canons, fine detailing to bow and stern. The original galleon took part in the Armada. Overall length 94cm. Height to top of mast 80cm. On display stand.

£200-300

22

A model of a live steam boat 'Borkum Emden 1901', the boat fitted with vertical live steam boiler lagged in wood with boiler bands, sight glass and steam pressure gauge. Lagged feed supply to vertical live steam engine. The model finished in red and white with fitted interior, fitted fenders and polished brass hand bell. The model comes together with its own stand. Approximate length 90cm. Width 25cm.

£500-700



22

23

A radio controlled model of a Torro Panzar tank 'Tiger', motioned with firing mechanism. Battery powered. With wooden presentation box.

£200-300



23



24

24

A radio controlled model of a Taigan Panthar tank, motorised with firing mechanism. Battery powered.

£200-300

25

A radio controlled model of a Taigan Russian tank. Motorised with firing mechanism. Battery powered.

£200-300



25



26



26
Two radio controlled models of cyclone helicopters, having new sets of blades and radio control set.

£400-600

27
A model of a radio controlled Club aircraft, with four stroke internal combustion motor. Wing span 6 feet 8 inches (approximately 203cm).

£300-400



28



27

28
A model of a radio controlled U.S. 473321 aircraft, with internal combustion motor.

£150-250

29
A model of a radio controlled German First World War Biplane, in Red Baron finish with single propeller and an internal combustion engine.

£150-250



29

30
A large scale model of a radio controlled aircraft, with internal combustion engine and finished in blue and white.

£150-250



30

31
An aircraft manufacturers desk top model of an Airbus A300 passenger plane, mounted on wooden plinth.

£50-100



31



32

32
An aircraft manufacturers desk top model of a McDonnell Douglas MD90 passenger plane on stand.

£50-100



33

33
A model of a radio controlled German Biplane with motor.

£30-50



34

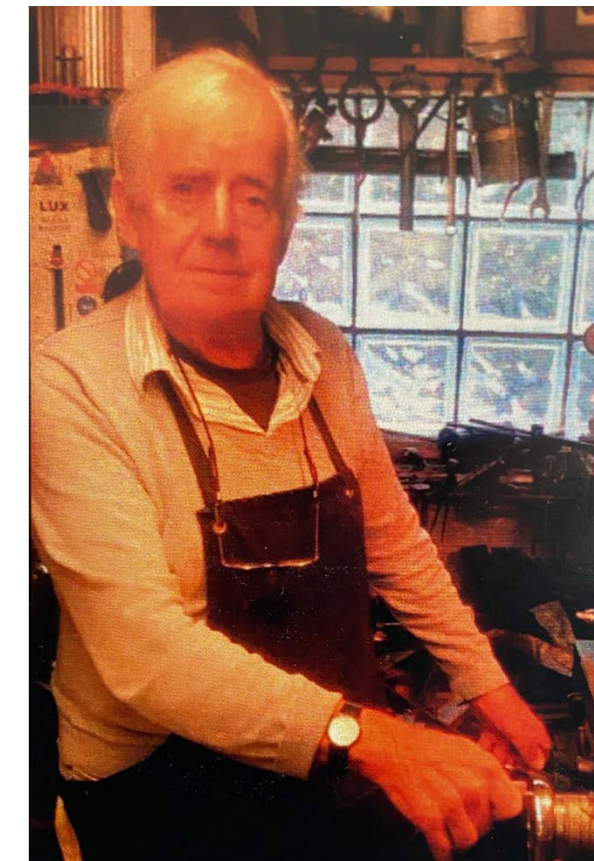
34
A radio controlled model of a small helicopter.

£50-100

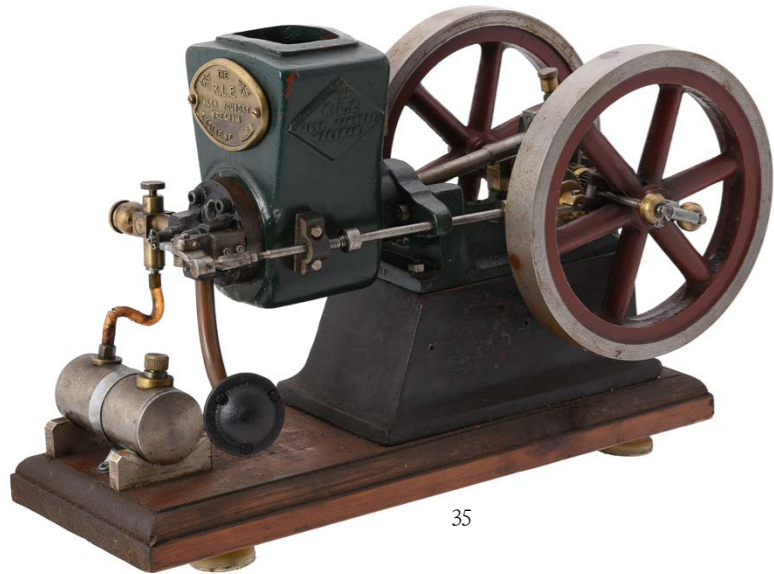
The late Mr Duncan Laidlaw | lots 35-77

Duncan Laidlaw was born in 1936 and after leaving school he served his apprenticeship in Hull with Messrs C.D.Holmes, Ship Builders and Marine Engineers, building triple expansion marine steam engines. He was called up in 1955 and served two years National Service training as an engine mechanic in the RAF working on Goblin Mk1 turbine engines, Derwent Mk 5 engines and Avon RA14 turbine engines. He spent the next 8 years in the Merchant Navy travelling all over the world becoming an engineering officer. He worked on nine different ships including the 1st original Queen Elizabeth. After leaving the Navy to get married Duncan's shore-based years were spent working in the engineering world until retirement. During his last 20 years of life Duncan spent many hundreds of happy hours in his workshop in Bristol building his collection of model engines.

Iain Laidlaw (Duncan's son)



A collection of internal combustion and steam engines being the property of the late Mr Duncan Laidlaw of Bristol who built many of these models in retirement



35

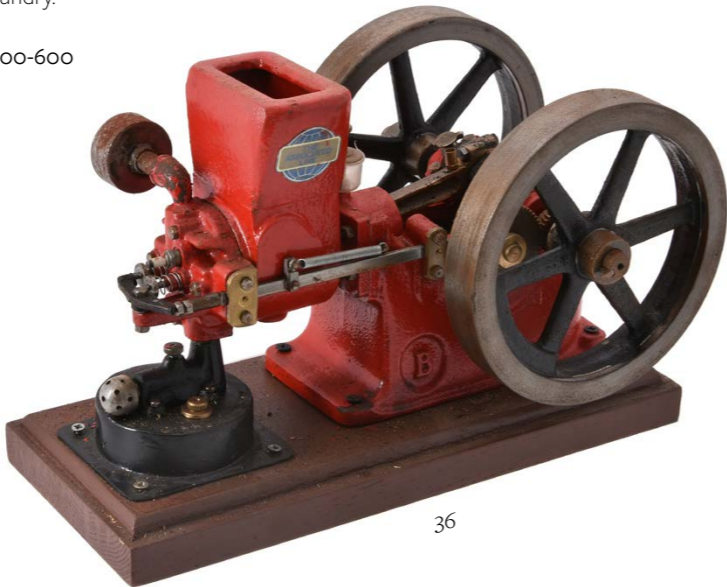
36
A well engineered model of 'The Associated Line' hit-and-miss internal combustion stationary engine. Built by the late Mr Duncan Laidlaw of Bristol. The engine being of open crank design with fitted side rod valve gear linkage, twin spoked flywheels with water cooling hopper, exhaust, carburettor and a metal fuel tank fitted to hard wood plinth, the single cylinder having brass and glass oiler. The model finished in bright red paintwork with original manufacturers transfer to side of water hopper. Engine length 30cm. Width 16cm. Height 17cm.

£400-600

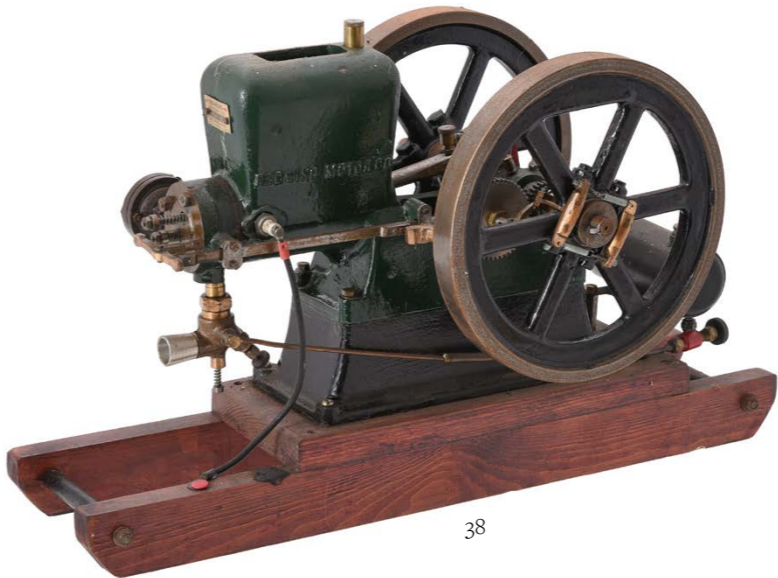
35
A well engineered model of Alyn Foundry 'RLE' 40cc internal combustion farm petrol barn engine No 118. Built by the late Mr Duncan Laidlaw of Bristol. The engine of open crank design with fitted side rod valve gear linkage, twin 6 1/2" diameter flywheels with water cooling hopper, exhaust, carburettor and metal fuel tank fitted to hardwood plinth. The model finished in green and red paintwork with cast brass engine number plaque to front. Ignition plug not present. Engine length 35cm. Width 18cm. Height 22cm.

* RLE Stands for 'Roy's Little Engine' as this was the sons name of the owner of Alyn Foundry.

£400-600



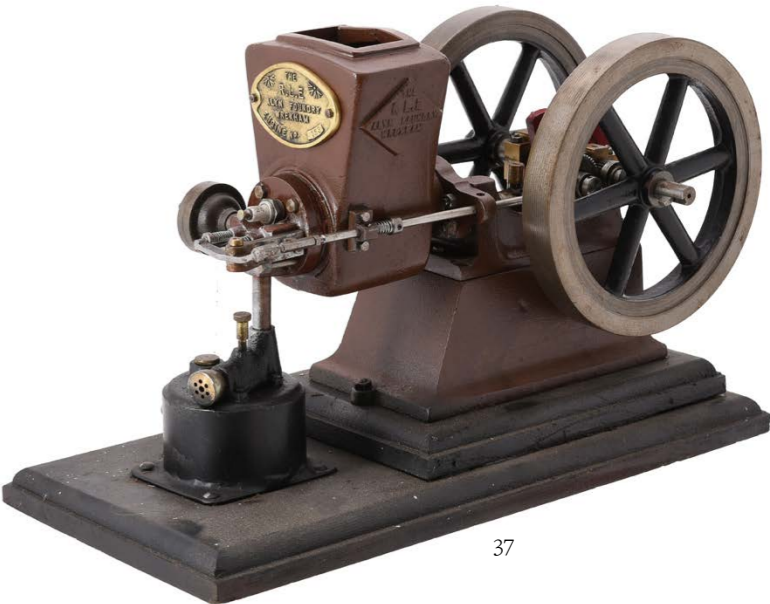
36



38

37
A well engineered model of Alyn Foundry 'RLE' 40cc internal combustion farm petrol barn engine No 153. Built by the late Mr Duncan Laidlaw of Bristol. The engine of open crank design with fitted side rod valve gear linkage, twin 6 1/2" diameter flywheels with water cooling hopper, exhaust, ignition plus, carburettor and metal fuel tank fitted to hardwood plinth. The model finished in brown paintwork with cast brass engine number plaque to front. Engine length 35cm. Width 18cm. Height 22cm.

£400-600



37

38
A well engineered model of a 5 n.h.p 'Redwing' petrol internal combustion stationary engine. Built by the late Mr Duncan Laidlaw of Bristol. The engine of open crank design with side rod linked to valve gear, twin spoked flywheels with speed governor, fitted water cooled hopper casted with the original company name, ignition plug, fuel tank, carburettor and fitted exhaust. The engine mounted on sledge base. Length 51cm. Width 21cm. Height 31cm. The original full size engines were built by the Redwing Motor Company, USA.

£500-700



39

A well engineered model of the Edgar T Westbury 'Wyvern' internal combustion side rod stationary engine. Built by the late Mr Duncan Laidlaw of Bristol. The engine of open crank design with eccentric driven fuel pump from crank, side rod run from bevel gear on the crank to valve gear linkage, twin spoked flywheels 6 ½ inch diameter, oiler, carburettor and metal fuel tank fitted. The model is unpainted and set on an older box plinth with fitted drawer. Engine length 23cm. Width 15cm. Height 19cm excluding plinth.

£400-600

40

A well engineered model of an Alyn Foundry 'Retlas' internal combustion stationary engine, built by the late Mr Duncan Laidlaw of Bristol. The engine of open balanced crank design built in a vertical form with old period 25cm diameter single spoked flywheel. Geared valve linkages from partly enclosed crank. Side pillar support, metal lagged single cylinder, fitted exhaust. No ignition plug present. The model finished in brown paintwork and supported on a rectangular base. Engine length 25cm. Width 25cm. Height 35cm.

£300-500



40

41

A well engineered model of an 'over-crank' horizontal internal combustion stationary engine. Possibly built to an Atkinson design by the late Mr Duncan Laidlaw of Bristol. The engine of open crank design having diagonal rods to valves operated from open crank with single cylinder, carburettor, exhaust and fitted ignition plus. The model finished in blacked lined paintwork and set on a hardwood plinth with moulded edge. Length 37cm. Width 17cm. Height 37cm.

£300-500



42

42

A well engineered model of 'The Pioneer' a horizontal air cooled stationary engine. Built by the late Mr Duncan Laidlaw of Bristol. The engine of open crank design with solid 15cm diameter flywheel, single cylinder, vertical exhaust and set on a cast metal sole plate bearing design 'The Pioneer' with wooden plinth. Length 43cm. Width 20cm. Height 21cm.

£200-300



41



43

44

A well engineered model of a horizontal internal combustion stationary engine. Built by the late Mr Laidlaw of Bristol. The engine of open crank design with single cylinder having brass and glass oiler, spoked flywheel being 24cm in diameter, carburettor, side rod linked to valve gear and has an ignition plug fitted. The model finished in red paintwork and set on wooden plinth with moulded edge Engine length 36cm. Width 20cm. Height 28cm.

£400-600

43

A well engineered model of an 'R & B' internal combustion petrol horizontal stationary engine. Built by the late Mr Duncan Laidlaw of Bristol, The engine of open balanced crank design with side rod operating valve gear, single cylinder 2 1/4 inch bore by 2 3/4 inch stroke, single spoked flywheel being 31cm in diameter, crank fitted with brass and glass oilers, ignition plug, carburettor and exhaust fitted. The model finished in red and black paintwork and set on wooden base. Engine length 56cm. Width 28cm. Height 33cm.

£400-600



44

45

A well engineered model of an 'Economy' internal combustion stationary engine. Built by the late Mr Duncan Laidlaw of Bristol. The engine of open balanced crank design with twin 10 1/2 inch diameter flywheels, single cylinder with oiler, belt pulley, water cooling hopper, carburettor, fitted ignition plug and fuel tank. The model finished in light grey with red painted crank and having original manufacturers transfer to water hopper and set on sledge base. Engine length 47cm. Width 29cm. Height 30cm.

£400-600



46

46

A well engineered model of a vertical hot air engine, with twin disc flywheels and having open balanced crank, water feed pump and supported on columns. Engine length 15cm. Width 22cm. Height 39cm. From the collection of the late Mr Duncan Laidlaw of Bristol.

£200-300



45



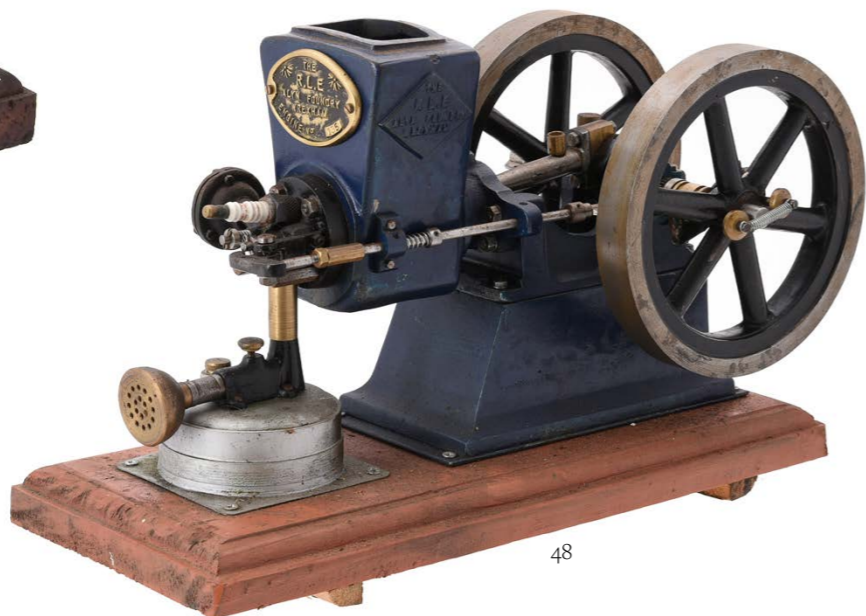
47

A half size model of an A E & H Robinson & Co of Manchester 'X' type hot tube stationary engine No 187. Built by the late Mr Duncan Laidlaw of Bristol. The engine of open crank design with single cylinder 1 ½" bore by 1 ½" stroke, 8 ½" flywheel, oiler and exhaust. Engine length 28cm. Width 15cm. Height 23cm. The model set on a wooden plinth with moulded edge.

£300-500

48
A well engineered model of Alyn Foundry 'RLE' 40cc internal combustion farm petrol barn engine No 135. Built by the late Mr Duncan Laidlaw of Bristol. The engine of open crank design with fitted side rod valve gear linkage, twin 6 ½" diameter flywheels with water cooling hopper, ignition plug fitted, exhaust, carburettor and metal fuel tank fitted to hardwood plinth. The model finished in black paintwork with cast brass engine number plaque to front and set on a wooden plinth with moulded edge. Engine length 35cm. Width 18cm. Height 22cm.

£400-600



48

49

An unusual model of an internal combustion stationary engine, possibly based on the design 'Differential' with single cylinder. Built by the late Mr Duncan Laidlaw of Bristol with disc type flywheel 22cm in diameter and fuel tank set to side. The model is unpainted and set on wooden plinth. Engine length 22cm. Width 23cm. Height 30cm.

£200-300



50



49

50

A well engineered period model of a vertical live steam colliery type engine, the single cylinder supported on four columns with 16cm diameter spoked flywheel, open crank design, steam control valve to single cylinder having steam chest to side and the whole supported on four short pillars to base. Engine length 26cm. Width 19cm. Height 30cm. From the collection of the late Mr Duncan Laidlaw of Bristol.

£300-400

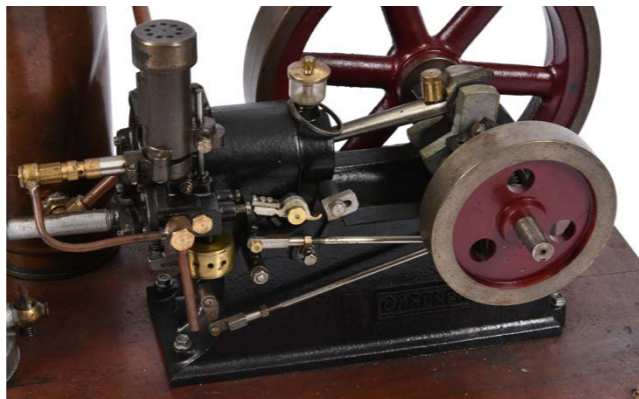


51

51

A well engineered model of Alyn Foundry half-size Gardner model o horizontal internal combustion stationary engine, gas fired and built by the late Mr Duncan Laidlaw of Bristol. The engine of open crank design with single cylinder 1 3/8th bore by 2" stroke. With brass and glass oiler. 6 1/2 inch diameter flywheel. Side rods to valve gear, vertical exhaust, copper cooling tank and brass belt wheel. The model finished in black and red paintwork with polished brightwork and set on wooden base. Engine length 40cm. Width 26cm. Height 25cm.

£800-1,200

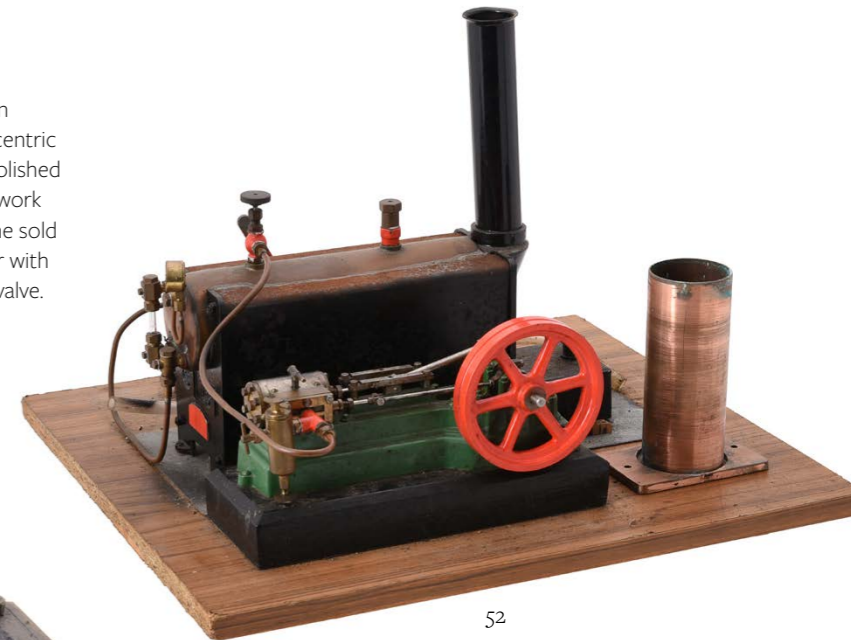


51 (detail)

52

A model of a Stuart Turner S50 horizontal mill engine, built by the late Mr Duncan Laidlaw of Bristol being of open balanced crank design with cross-head guides, eccentric driven steam valve and metal lagged single cylinder 3/4 inch bore by 1 inch stroke, polished brass displacement oiler and steam supply pipe. The model finished in green paintwork with polished bright-work. Engine length 22cm. Width 11cm. Height 9cm. The engine sold together with a Stuart Turner Model 501 spirit fired horizontal copper steam boiler with fittings including water sight glass, pressure gauge, safety valve and steam control valve. Maximum pressure for these boilers when new was 60 psi. Height 33cm (2).

£200-250



52

53

A model of a live steam driven Stuart Turner weir pump, built by the late Mr Duncan Laidlaw of Bristol. The model finished in red paintwork, brass and polished brightwork.

£100-150



53



54

54

A small model vertical hot air engine. Height 18cm. From the collection of the late Mr Duncan Laidlaw of Bristol.

£100-150

55

A small period air cooled side rod stationary engine, with open crank flanked by cylinder and mounted flywheel. From the collection of the late Mr Duncan Laidlaw of Bristol.

£200-300

56

A well engineered Stuart Turner No 9 horizontal mill engine. Built by the late Mr Duncan Laidlaw of Bristol, having cylinder 1 ½ inch bore by 1 ½ inch stroke, fitted water pump, connection rod with slipper guides, spoked flywheel and set on cast metal sole plate with wooden plinth. Stuart hand-feed pump. Engine length 28cm. The model is unpainted with polished bright work.

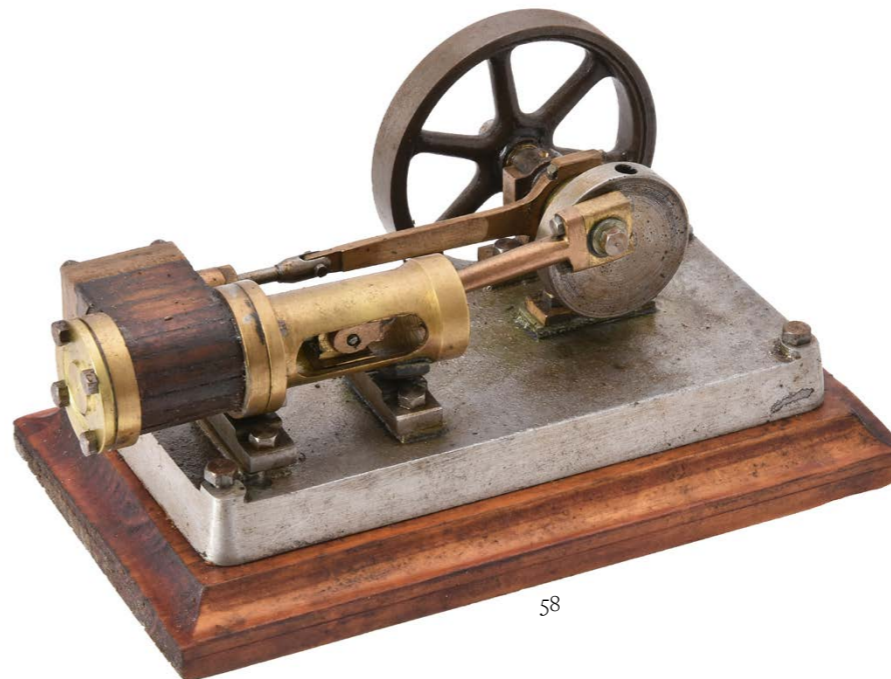
£200-300



55



56



58

57

A well engineered 1/4 scale model of a Robinson B4 hot air engine, with 11cm diameter flywheel. Built by the late Mr Duncan Laidlaw of Bristol. Engine length 19cm. Width 15cm. Height 20cm.

£200-300



57

58

A small well engineered model of a horizontal live steam mill engine, having single cylinder lagged in wood with spoked flywheel, disc crank and brass trunk guide set on sole plate with wooden plinth. Engine length 21cm. Width 10cm. Height 10cm. From the collection of the late Mr Duncan Laidlaw of Bristol.

£100-150



59

59

A well engineered model of a horizontal Internal combustion side rod stationary engine. Built by the late Mr Duncan Laidlaw of Bristol being hopper cooled and having twin flywheels 11cm in diameter and being of open crank design. The model is unpainted and stands on wooden plinth. Engine length 25cm. Width 15cm. Height 12cm.

£100-150



60

60

A small well engineered model of a 'Hubbard' vertical single cylinder internal combustion engine, with disc flywheel. Engine height 16cm. Width 9cm. (Suitable for use in a model boat). From the collection of the late Mr Duncan Laidlaw of Bristol.

£100-150

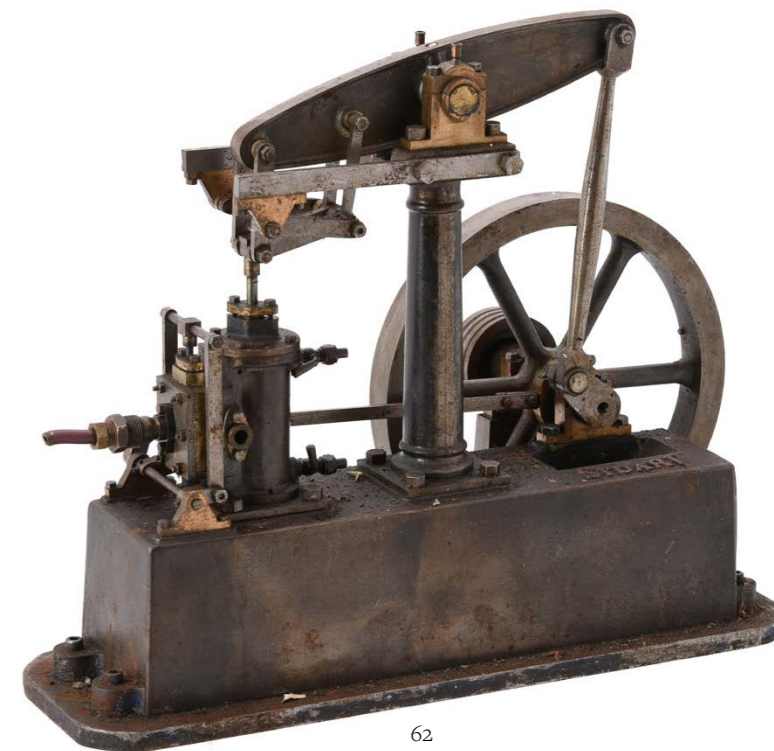


61

61

A well engineered model of a Stuart Turner 5A vertical live steam engine, built by the late Mr Duncan Laidlaw of Bristol having single blue metal clad cylinder with two brass drain cocks, spoked flywheel 7 1/2 inches in diameter, eccentric driven steam valve from open crank and ratchet oiler system. The model finished in green paintwork with polished bright-work and set on wooden plinth. Engine length 21cm. Width 22cm. Height 39cm. From the collection of the late Mr Duncan Laidlaw of Bristol.

£300-500



62

62

A model of a Stuart Turner live steam beam engine, built by the late Mr Duncan Laidlaw of Bristol, the turned central column supporting beam with split gun-metal bearings, Watt's parallel motion, single cylinder 1 inch bore by 2 inch stroke with fitted outside steam valve operated from eccentric mounted on the open crank with 7 inch diameter spoked flywheel and rope wheel. The model finished in black paintwork and mounted on wooden plinth. Engine length 34cm. Depth 14cm. Total height 28cm. From the collection of the late Mr Duncan Laidlaw of Bristol.

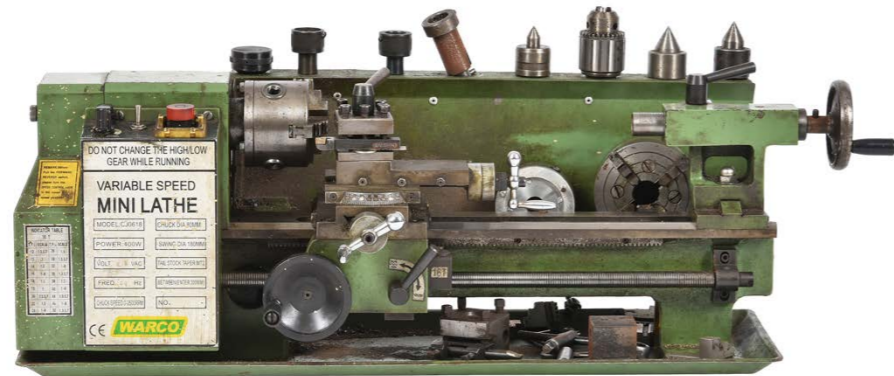
£300-400



63

63
A Clarke built vertical drilling machine, 'The Castle Combe'. Height 63cm. From the collection of the late Mr Duncan Laidlaw of Bristol.

£50-100



64

64
A Warco mini model engineers lathe, model CJo618 with variable speed control, with three jaw chuck, tool post, live centre and other fittings. From the collection of the late Mr Duncan Laidlaw of Bristol.

£100-150

65
A Clarke built power hacksaw. Length 103cm. From the collection of the late Mr Duncan Laidlaw of Bristol.

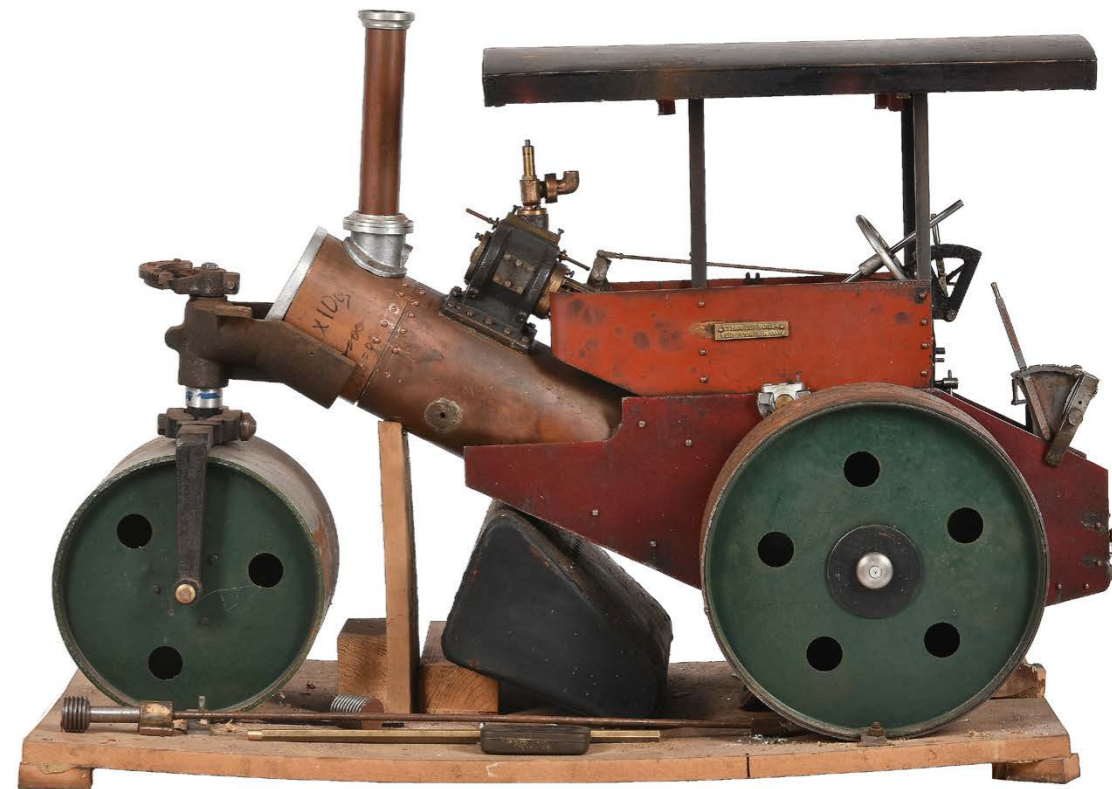
£30-50



65



66 (details)



66

66
A part built 3 inch scale model of a 3 ton Wallis & Steevens of Basingstoke, England 'Simplicity' live steam road roller, built by the late Mr Duncan Laidlaw of Bristol to the mid 1920's design by Plastow with diagonal mounted copper boiler, single cylinder 1 1/4 inch stroke by 1 inch bore, regulator, direction control via rod to work steering, drivers brake and fitted canopy. Length 89cm. Width 41cm. Height 56cm.

* There were only twenty full size road rollers of this type ever built and there are six in preservation.

£500-1,000



67

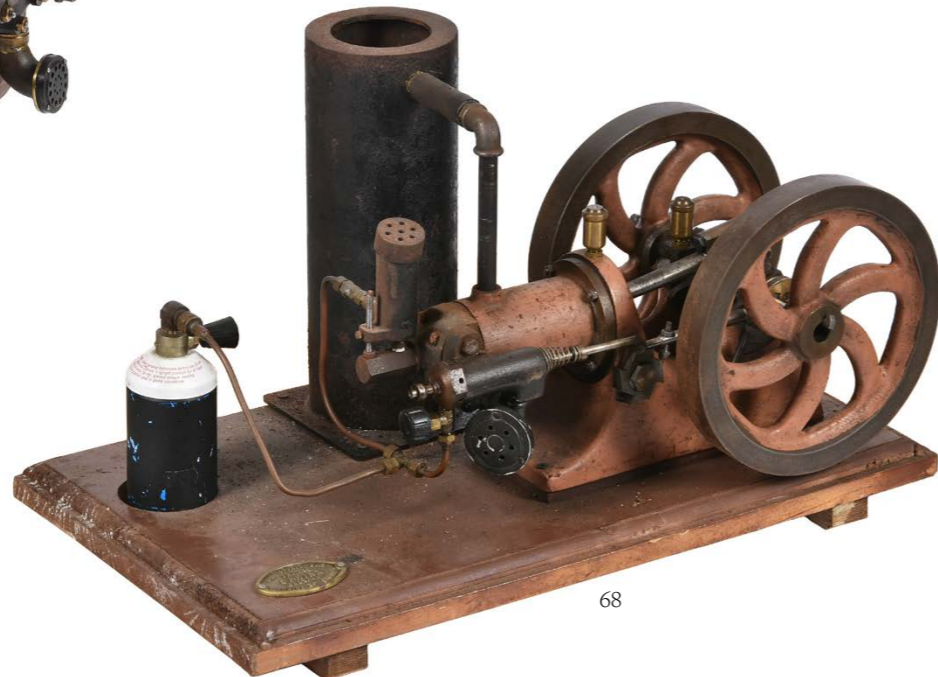
A well engineered model of a 'R & B' internal combustion petrol horizontal stationary engine. Built by the late Mr Duncan Laidlaw of Bristol. The engine is of open balanced crank design with side rod operating valve gear, single cylinder 2 1/4" bore by 2 3/4" stroke, single spoked flywheel being 30cm in diameter, crank and cylinder fitted with brass and glass oilers, ignition plug, carburettor, exhaust and water coolant tank fitted with associated pipework. The model finished in black paintwork and set on a wooden trolley base. Engine length 56cm. Width 28cm. Height 30cm.

£400-600

68

A well engineered model of an Alyn Foundry 'Sphinx' gas fired 'hit-and-miss' stationary engine No 113, built by the late Mr Duncan Laidlaw of Bristol. The engine having twin 22cm diameter flywheels, water cooled and supported on wooden plinth. Engine length 44cm. Width 21cm. Height 31cm. From the collection of the late Mr Duncan Laidlaw of Bristol.

£300-400



68

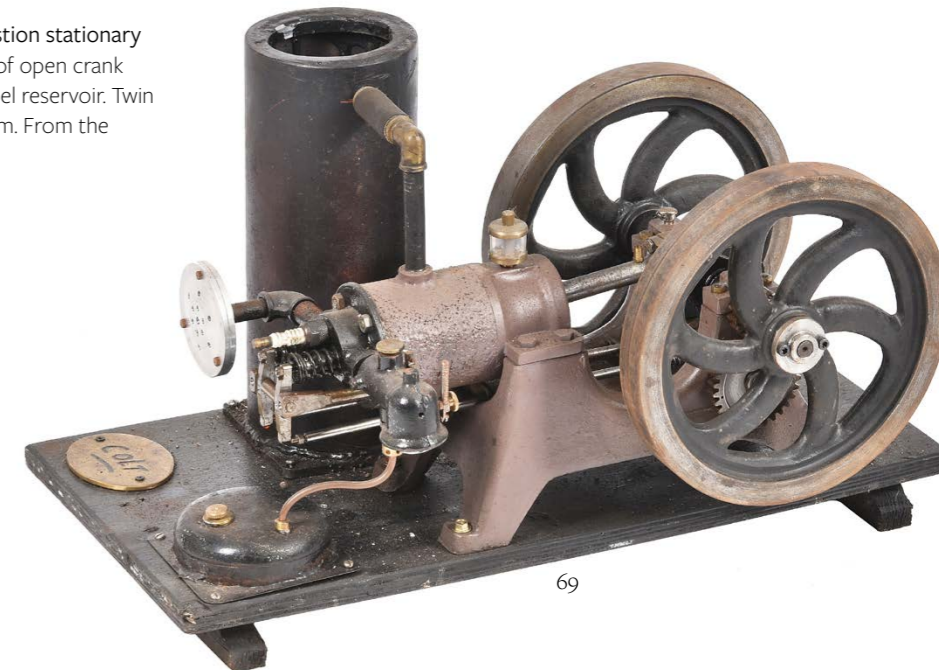
69

A well engineered model of a 'Colt' under-rod petrol internal combustion stationary engine, built by the late Mr Duncan Laidlaw. Being hopper cooled and of open crank design with fitted brass oilers, ignition plug, exhaust, carburettor and fuel reservoir. Twin 23cm diameter flywheels. Engine length 44cm. Width 23cm. Height 25cm. From the collection of the late Mr Duncan Laidlaw of Bristol.

£200-300



70

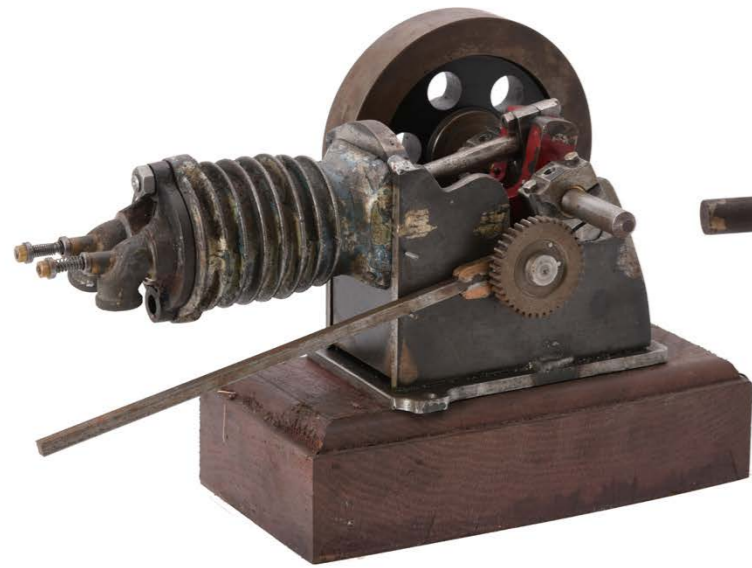


69

70

A gas fired hot air engine, having twin flywheels, open crank, water feed pump and water reservoir. From the collection of the late Mr Duncan Laidlaw of Bristol.

£200-300



71
Two incomplete hot air engines, and brass methelated spirit reservoir. Length 33cm and 22cm.

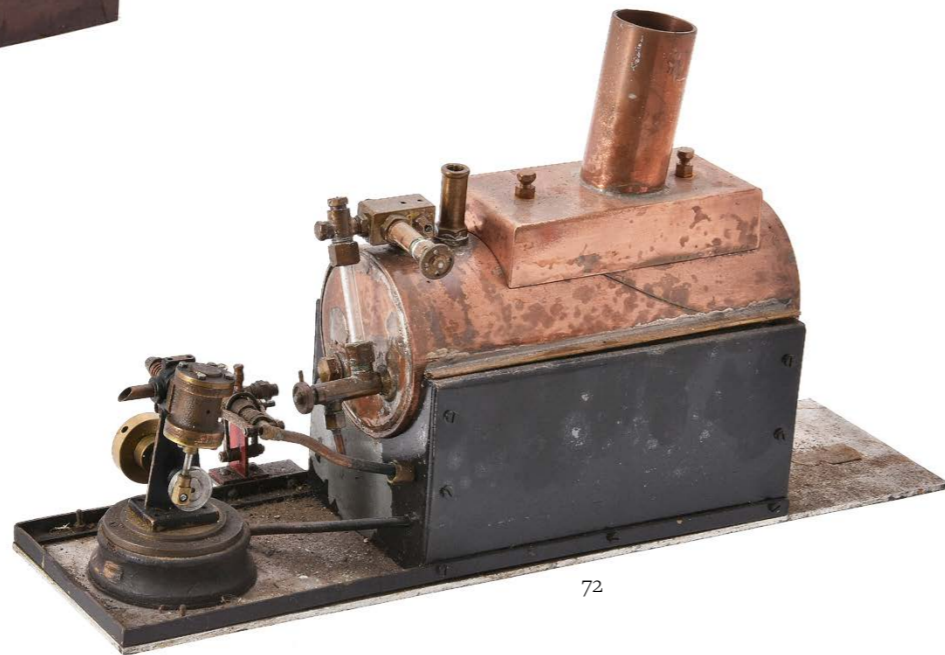
£50-100

72
A copper horizontal model boat boiler and a small live steam boat engine, with fitted hand feed pump. Length 28cm. Width 9cm. Height 20cm.

£100-200



71



72



74

73
Three horizontal copper model boat boilers, and two part built copper boilers (5).

£50-100

74
A model of a hot air engine, with spoked flywheel 16cm in diameter. Base 21cm by 14cm. Height 54cm.

£150-200



73



75

75
Three boxes of model engineering related items (quantity).

£50-100



76

76
A cast-iron static model of a traction engine for display purposes. Length 78cm. Width 28cm. Height to top of chimney 47cm.

£50-100



77

77
A period half hull model of 'Talmia' Hull 1873 and a model sailing boat.

£100-200

Gauge 1 locomotives



78

78
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.

£3,000-5,000



78 (detail)



79

79

A gauge 1 Accucraft UK model of a Class 5MT Stanier 'Black 5' tender locomotive No 5091, 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. The locomotive has never been run from new and has just been removed from its original boxes for photographing. Overall length 61cm.

£600-800



79 (detail)

2 1/2 inch and 3 1/2 inch gauge model live steam locomotives



80

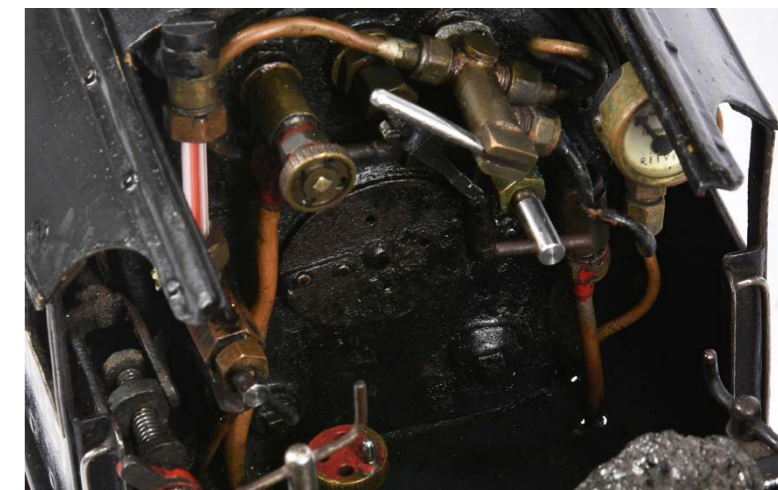
80

A well engineered 2 1/2 inch gauge model of a Riddles 2-8-o Austerity Freight live steam tender locomotive No 90567. The silver soldered copper boiler having fittings including steam pressure gauge, water sight glass, regulator, safety valves, clack, super-heater and other usual fittings. The chassis with twin outside cylinders and valve gear, eccentric driven water feed pump and polished steel motion. The model finished in British Railways black livery with transfer to eight-wheel tender having fitted steps, handrails, lamp irons and vacuum hoses.

* The original locomotives were designed by R.A.Riddle and built by The North British Locomotive Company Vulcan Foundry between 1943 and 1945. A total of 935 full size engines were built.

No boiler history available.

£1,000-1,500



80 (detail)



81

81

A well engineered 3 ½ inch gauge model of ‘Buffalo’ a 2-8-0 Canadian Switcher tender locomotive No 8342, built to the design by Martin Evans and rebuilt by the late Mr Peter Dupen. The silver soldered copper boiler with fittings including water sight glass, steam pressure gauge, safety valve, regulator, lever operated fire doors and wheel direction control to cab. The chassis having Baker valve gear and piston valves, ratchet oiler system, fluted motion and water injector. Double bogie tender with rear mounted ladder. The model finished in black lined livery with fitted steps, handrails, lamp irons, mounted bell and spot light to smoke box door. Overall length 132cm.

Past Boiler History: Perranport & District Model Engineering Club, Boiler test certificate No 2706. Hydraulic test pressure 200 psi. Working pressure 100 psi. Certificate expired 6th of December 1980.

£1,000-1,500



82

82

A well engineered 3 ½ inch gauge model of a live steam 4-4-2 London North Eastern Railway Class C1 tender locomotive No 3298, built by Mr Steel of Devon. the silver soldered copper boiler with fittings including water sight glass, regulator, direction control lever on quadrant, safety valves, drain cocks, removable cab floor. The chassis having twin outside cylinders with Stephenson's internal valve gear and fluted motion. The six-wheel tender with gallery and fitted hand feed pump, brakes, water tank, vents, tool boxes and coal door. Twin outside cylinders with Stephenson's internal valve gear and fluted motion.

The model finished in LNER traditional green and black lined livery with fitted steps, handrails and couplings. Overall length 114cm. Cab width 18cm.

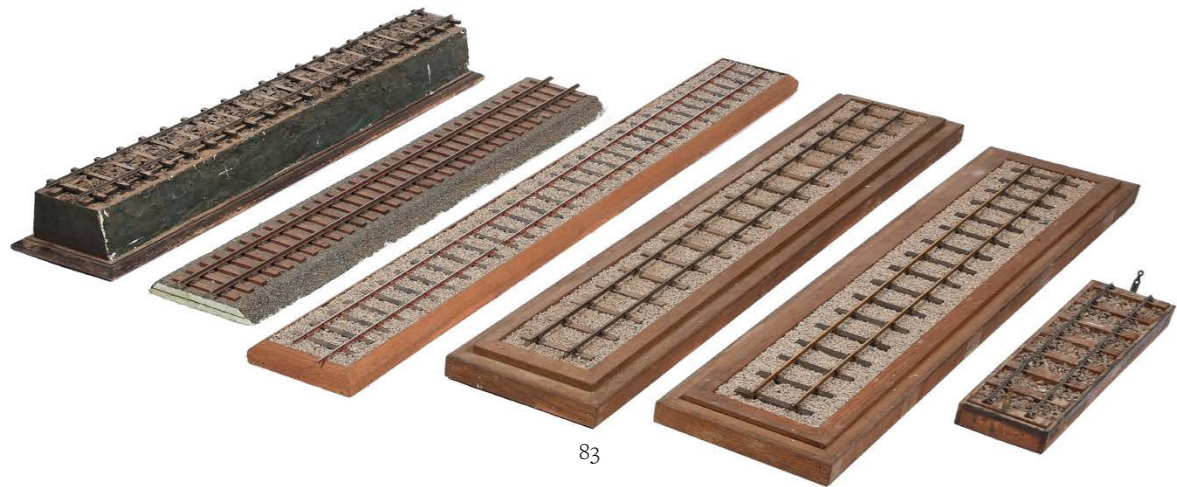
No boiler history available.

The model is sold together with a display track and a transportation box.

£2,000-3,000



82 (detail)



83
A collection 2 1/2 inch gauge model railway track.

£50-100



84
A collection of 3 1/2 inch gauge railway track.

£50-100

5 inch gauge live steam locomotives and rolling stock

85

A part built 5 inch gauge model of a 9F tender locomotive, complete with silver soldered copper boiler, wheel castings, chassis plates, cylinder castings and quantity of fabricated parts. This lot is sold together with a completed and painted six-wheel tender having detailed rivet-work, fitted steps, handrails, lamp irons, rear ladder and fitted couplings. Some plans and photographs.

No documentation available for boiler.

£300-500



85

86

A well engineered 5 inch gauge model of a Pen-y-Darren, Bath Rectank double bogie wagon No 15, with detailed rivet work, planked top and steel couplings.

£50-100



86



87

87

A fine exhibition quality and award winning 5 inch gauge model of a Midland 4-4-0 tender locomotive No 999, built by the late Mr Peter Dupen of Sussex, a well known and a National award winning model engineer. The silver soldered boiler with fittings including safety valve, twin water sight glasses having fitted drain taps, regulator, scale steam and vacuum gauges with associated copper pipework, lever operated firebox door, direction control and fitted drivers seat. The chassis having fluted motion internal cylinders and valve gear, six-wheel tender with vented water tank, brakes, coal doors, lamp irons ,lamp, vacuum hose and coupling.

The model finished in maroon and black lined livery with fitted steps, handrails, lamps and vacuum hoses.

£6,000-8,000

88

A rake of four 5 inch gauge Western Region British Railways Mk1 coaches, one brake and three open. The coaches are mainly constructed of steel with resin-cast ends and representative Mk 1 bogies. Finished in BR Western Region livery with under frame, end and body side detailing. It is believed that three of the coaches were built by Brent Hudson. Length per coach 152cm.

£2,000-3,000



88



89

89
An exhibition standard 5 inch gauge model of the Great Western Railway 4-6-0 King Class tender locomotive No 6019 'King Henry V', the model built to the drawings produced by James Perrier of Dorset. His detailed drawings were created from GWR works drawings. The model was started by Mr Bill Webster who spent over 20 years working on the model and was purchased in 2014 and finished by the vendor. The silver soldered copper boiler purchased from Stuart Turner Ltd and fitted with three element stainless steel 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 and twin inside cast iron cylinders with Walschaerts valve gear and rocking levers to outside cylinders. The cylinder blocks are cast iron with stainless steel piston valves, valve rods and piston rods, cylinder lubrication is via a triple ram pump with roller clutch and secondary check valves, fluted motion, mechanical lubricator, axle pump, injector, stainless ash pan and grate. 4,000 gallon six-wheel tender with hand-operated fitted water feed pump. The model finished in traditional Great Western Railway livery using 'Precision Paints' and finished in orange and black triple lining together with a high level of detailing including name plates, number plates, vacuum hoses, steps, couplings, sand boxes, lamps headboard, route classification roundels and rivet detailing. The model was completed in 2017. Length 188cm. Cab width 25cm.



89 (detail)

* The model was exhibited at the National Model Engineering Exhibition, Doncaster 2018. And is sold together with wooden transportation boxes.

Boiler History: Boiler Identification Number 1525.9.88BT. Original Stuart Turner hydraulic test certificate working pressure 80 psi. Dated 22nd of September 1988. Examination Certificate of a Pressure System No 180695 hydraulic test pressure 160 psi. Working pressure 80 psi. Certificate expired the 11th of December 2020.

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

£8,000-10,000

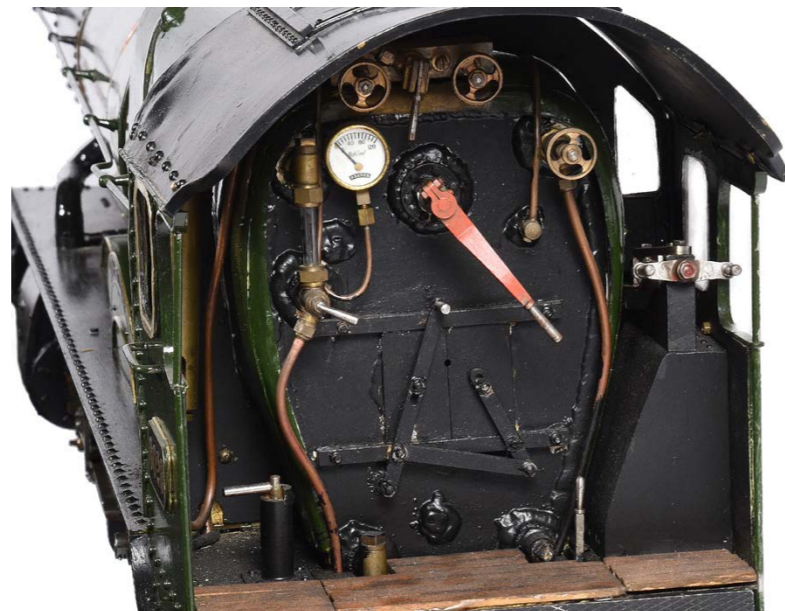


89 (detail)



90

90
An exhibition standard 5 inch gauge model of the Great Western Railway 4-6-o King Class tender locomotive No 6026 'King John', built by John Urmston to the Perrier design. The silver soldered copper boiler of Belpaire design and fitted with super heater, cab with live steam pressure gauge, water sight glass, steam regulator and other usual fittings. The chassis having twin outside and twin inside cylinders and Stephenson's valve gear, mechanical drain cocks, fluted motion, steam brakes, mechanical oil pump, lubricator, axle pump and injector fitted. Six-wheel tender with hand-operated fitted water feed pump and tender handbrake. The model finished in British Railways lined green and black livery with fitted steps, handrails and detailed rivet-work.



90 (detail)

Past Boiler History: Boiler
Identification Number 104-8036/3.
Passed Hydraulic test certificate No
800567. Dated the 15th of April 2011.
Working pressure 80 psi.

BOILER HISTORY DISCLAIMER
Please Note: All boiler history
records and references made in this
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able to convey any guarantees or
warranties as to the safety of the
boilers or their present condition.

£8,000-10,000



90 (detail)



91

A 5 inch gauge transportation trolley, rolling road , hand tools, blower etc.

£50-100



91

92

92

A collection of 5 inch gauge model railway track.

£50-100

7 ¼ inch and 10 ¼ inch locomotives and castings



93

93

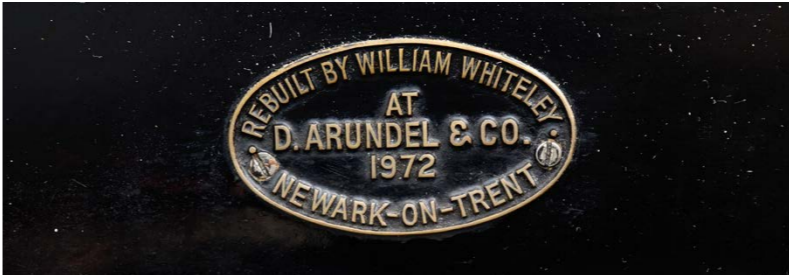
A set of four 7 ¼ inch gauge double bogies, suitable for driving trolley.

£50-100



94

94
 A well engineered 10 ¼ inch gauge model of the London Midland and Scottish tender locomotive No 6100 'Royal Scott', built from Bassett-Lowke castings and rebuilt by William Whiteley of Newark on Trent at D. Arundel & Co 1972. The steel boiler with cab fittings including twin brass and glass encased water sight glasses, steam regulator, steam and vacuum gauges, direction control, riveted fire box door and other usual fittings. Safety valves, brakes. The chassis with fluted motion, valve gear and cylinder drain pipes. Six-wheel tender with railed coal compartment, fitted steps, handrails, couplings and vacuum hoses. The model finished in London Midland and Scottish maroon line livery with fitted steps, handrails, couplings, vacuum hoses and railway lamps on lamp irons.



94 (details)



Boiler History: Full boiler history will be made available from the auctioneers on request.

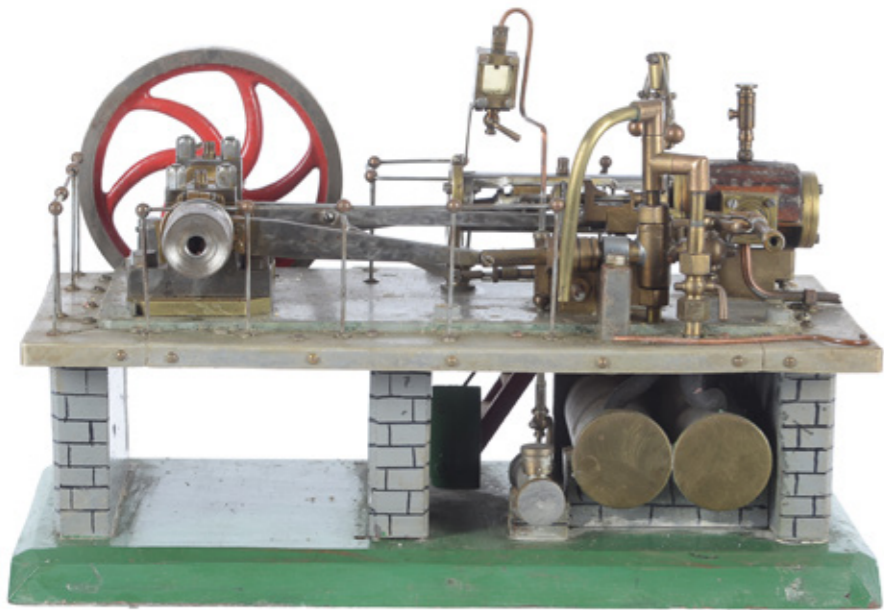
BOILER HISTORY DISCLAIMER
 Please Note: All boiler history records and references made in this catalogue are made for guidance only and the auctioneers are not able to convey any guarantees or warranties as to the safety of the boilers or their present condition.

£40,000-50,000



94 (detail)

Model stationary engines



95

95

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.

£300-500



96

96

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 oiler, 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. Length 44cm. Width 18cm. Height 37cm.

£100-200

97

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. Length 30cm. Width 25cm. Height 46cm.

£1,500-2,000



97 (detail)



97



98

98
A set of machined castings to build a Stuart Turner No 9 horizontal mill engine with governor and water pump.

£50-100



99

99
A vertical live steam stationary engine, having single cylinder lagged with wooden planking and brass bands, double slipper guides to connecting rod. Spoked flywheel 16cm diameter. The model finished in red paintwork on wooden base. Total height 33cm. Damage to bronze eccentric valve linkage rod.

£50-100

100
A mid 19th century model of a beam engine, supported on four turned steel polished columns having open crank with decorative linkage to outside steam valve and steam chest, spoked flywheel, speed governor (missing parts to steam shut off control). Watts parallel motion to beam and piston. The whole model supported on polished brass plate base. No wooden plinth present. Width 26cm. Height 18cm.

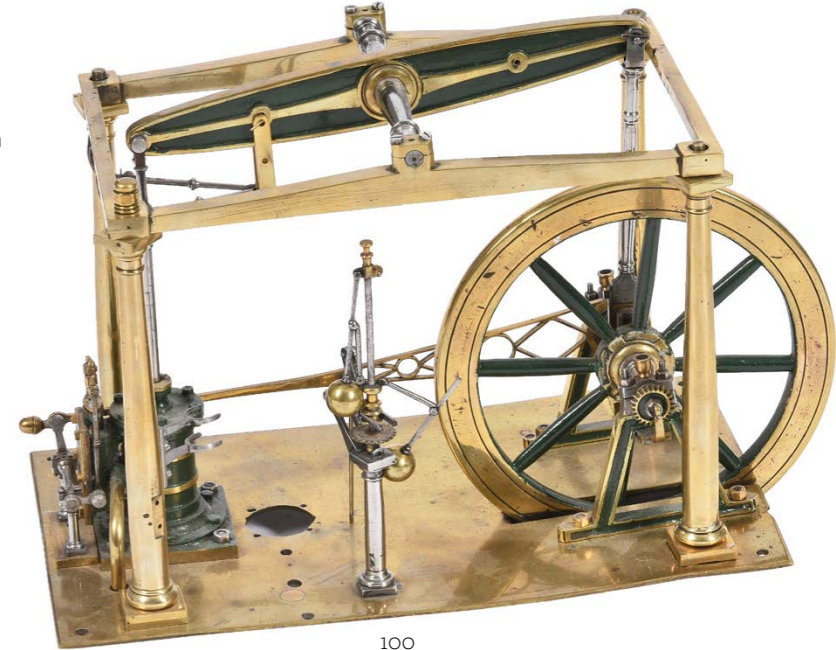
£200-300



101

101
A metal model of an engineering workshop surface grinder, with many moving parts but inoperative. Plaque inscribed to Steve Donohue. Length 30cm. Width 17cm. Height 22cm.

£200-400

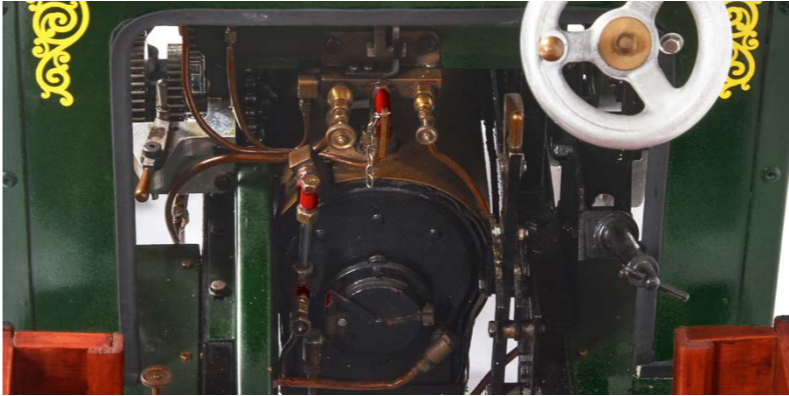
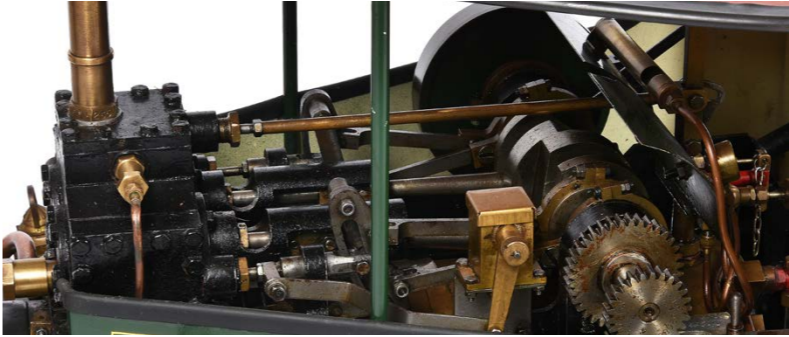


100

Model traction engines, steam lorries and associated items



102
A well engineered 2 inch scale model of a Foden overtype open crank steam lorry, the copper silver soldered boiler with fittings including steam pressure gauge, water sight glass, associated copper piping and drain controls. The twin cylinder engine with trunk guides, Stephenson's reverse gear, ratchet oiler system, solid disc flywheel, chain drive to back axle. The model finished in green coachwork with sign writing 'Heavy Haulage Contractors' and 'Foden' to water tanks, fitted road lamps, wheels with rubber road tyres having polished brass hub caps and mud guards. The rear with planked lorry body. Overall length 130cm. Width 40cm. Height 45cm.



Boiler History: Original boiler certificate of conformity. Test pressure 220 psi. Working pressure 90 psi. No steam test records available.

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.

£3,500-4,500





103



103 (detail)

103

Two sets of castings to build two 1 ½ inch scale Allchin Agricultural Traction engines to the design of 'Royal Chester'. The lot contains two completed boilers one with a receipt from Mr A Kellett of Manchester. Many parts have been completed including cylinder blocks, wheels, tender, crank and axles.

Please note there are plans available. We cannot guarantee that all castings are present.

£1,000-1,500

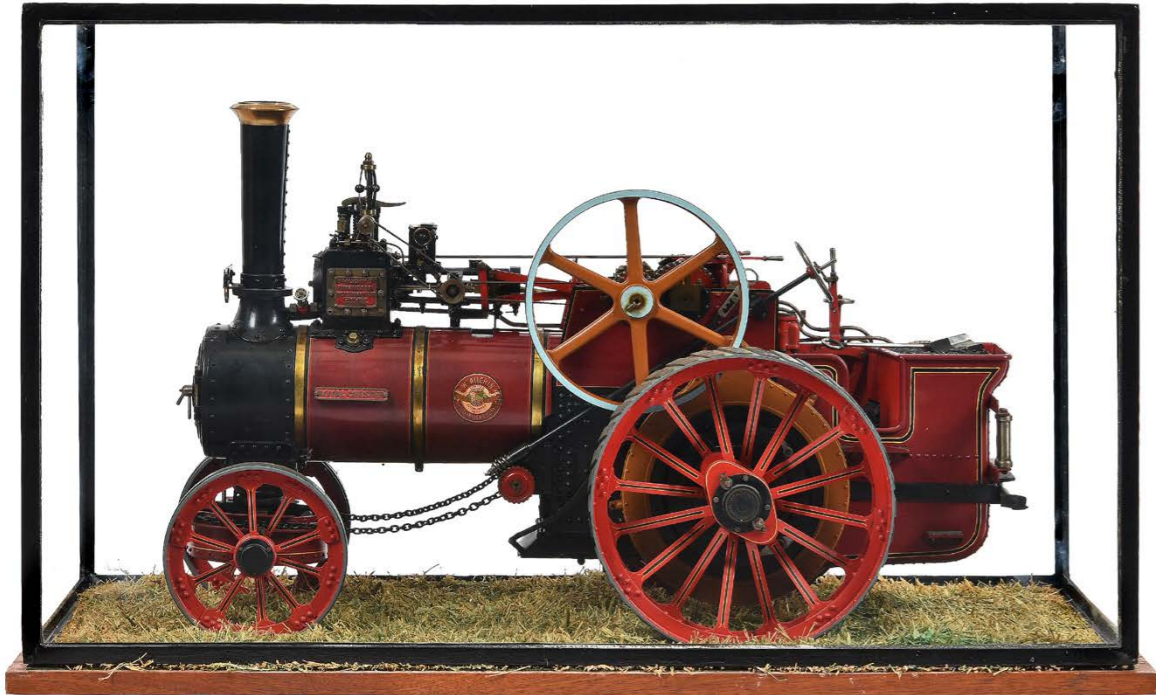


104

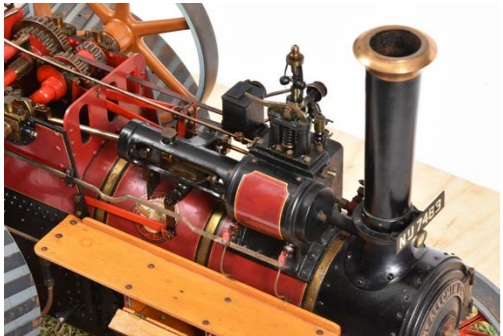
104

An exhibition standard of approximately 2 inch scale model of an agricultural thrashing machine, the model with full internal working parts with cast brass fittings, elevators and blower. The model built in oak and straight grained Scots pine supported on traditional spoked wheels. Overall length 94cm. Width 37cm.

£500-1,000



105
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 by 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, handbrake to second shaft, wooden footboard and tool box. The model is finished in red and black paintwork with polished steel brightwork.



105 (detail)

105

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

Boiler History: No boiler history available.

£2,000-2,500

Model ships



106

106

A scale model of a screw steamer, built by Lithgows LTD, Glasgow, 1933-34. Model length is 134.5cm (53 inches). Case length 170cm (67 inches).

£2,000-3,000



106 (detail)



107



107 (detail)

107

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 is 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.

£800-1,200



108

108

A fine quality model of a Windemere steam powered launch, with detailed planking and brass-work fittings below passenger canopy with live steam horizontal boiler planked lagging with brass boiler bands, polished brass dome and fitted steam whistler, safety valve, steam pressure gauge, water sight glass, oiler system and driving Stuart Turner D10 twin simple steam engine with reverse gear and finished in traditional green and black paintwork with polished bright-work being displayed under a 'lift up' glazed panel with positioning butterfly screw. The whole set on supporting stand.

Please note this model is sold together with a build history folder containing photographs and documentation.

Boiler History: No boiler history available.

£1,000-1,500

109

A cased static model of a Paddle Steamer 'Marchioness of Lorne' Glasgow, with detailed deck, railing and lifeboats. Display case 120 x 34 x 41cm.

£100-150



109

Transport and railway related pictures, furniture and works of art from
The Hon. Sir William McAlpine collection



110

110
The Furness Railway Company (1846-1923) a matched set of 6 Victorian carved oak chairs, each carved to the top rail "F. R. Co", 2 stamped 'Gillows Lancaster', 2 with brand 'FRC', 2 unmarked, one marked in pencil 'Mr White's Office'- one marked 'Typists bureau', each approximately 47cm wide, 86.5cm high (6)

Provenance: From The Hon. Sir William McAlpine Collection. In 1843 the owners of iron ore mines in the Furness district of Lancashire, with backing from the Duke of Buccleuch and the Earl of Burlington, announced a scheme for a Furness Railway to link Ulverston 'the capital of the district', iron ore mines (at Dalton-in-Furness) and slate mines (at Kirkby-in-Furness) with the coast at Barrow harbour and at Piel pier. Goods traffic begun in June 1846- with passenger services following later in August. As the pre-eminent cabinetmaker in Lancashire, Gillows would have been the natural choice to supply furniture for the company's premises. Whilst clocks, Captain's chairs, 'Squirrel' cast iron benches and other small furniture have appeared at auction before- other examples of these Furness Railway Company chairs would seem to be unknown.

£800-1,200



110 (details)





111

111 λ
Barrie A F Clark British (1943-)
No 1 engine,
 Oil on artist board
 Signed and dated 75
 44 x 54cm (17¼ x 21¼ in.)
 Framed

Provenance: From The Hon. Sir William McAlpine Collection

£100-200



112

112 λ
Geoffrey Wheeler (1929-1995)
LNER 4468 Mallard,
 Pen, ink and airbrush
 Signed
 28 x 97cm (11 x 38 in.)
 Framed and glazed

Provenance: From The Hon. Sir William McAlpine Collection

£1,000-2,000

113 λ
Geoffrey Wheeler (1929-1995)
City of Truro 3440 locomotive,
 Pen, ink and airbrush
 Signed
 27.5 x 79cm (10¾ x 31 in.)
 Framed and glazed- reverse marked “original”

Provenance: From The Hon. Sir William McAlpine Collection

£1,000-2,000

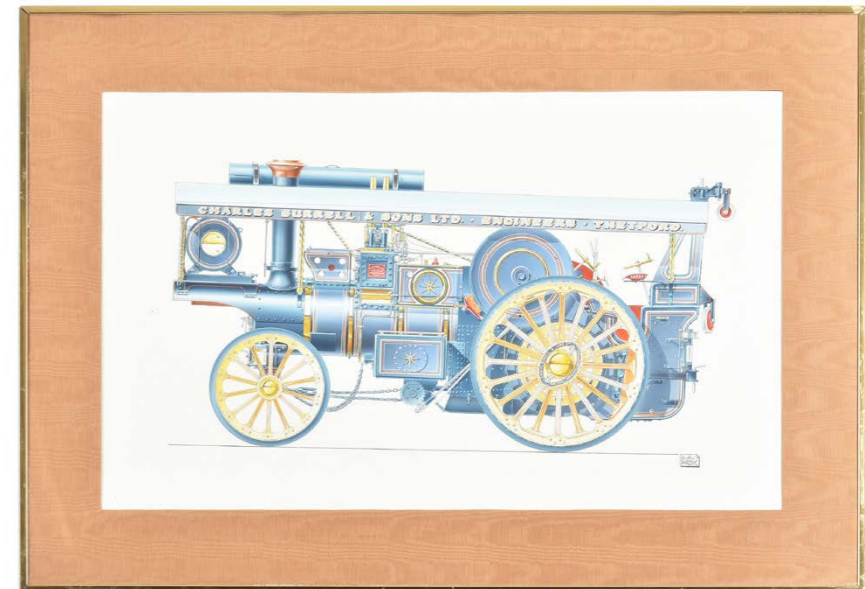


113

114 λ
Geoffrey Wheeler (1929-1995)
Charles Burrell and Sons Ltd Thetford traction engine,
 Pen, ink and airbrush
 Signed
 44 x 71cm (17¼ x 27¾ in.)
 Framed

Provenance: From The Hon. Sir William McAlpine Collection

£1,000-2,000



114



115

115

A Manchester Sheffield & Lincoln Railway mahogany table, mid-19th century and later, adapted and reduced from a larger table, with branded stamp 'M.S&L', 74cm high, 81cm wide, 122cm long

Provenance: From The Hon. Sir William McAlpine Collection

£200-400



116

116

Two rare 19th century Welsh folk art straw work and watercolour pictures of Conway, both depicting Conway Bridge, Tube and Castle, both inscribed in ink, with train entering the bridge and tube, both with ships and a paddle steamer, the first in oak frame, 44.5 by 60.5cms overall; the second rosewood frame with gilt slip, 43.3 by 53cms overall (2)

Provenance: From The Hon. Sir William McAlpine Collection. The National Museum of Wales, St Fagans, Cardiff holds two similar pictures in its collection.

£400-800

117

'Miss Don Colwyn'- a rare 19th century Welsh folk art straw work and watercolour picture, depicting a house, with two locomotives and carriages in the foreground, possibly an idealised view of the stables by Glan-y-don hospital in Colwyn Bay, signed, 43.5 by 59cms, in gilt slip and painted frame, 51 by 66.5cms overall

Provenance: From The Hon. Sir William McAlpine Collection. Rutland Gallery London label to reverse.

It has been suggested that straw work pictures such as this may have been made by patients at the Glan-y-don hospital in Colwyn Bay, as a form of occupational therapy.

£600-1,000



118



117

118λ

Terence Cuneo (1907-1996)

Came the diesels,

Oil on canvas

Signed and dated 1972

41 x 51cm (16 x 20 in.)

Framed, Sladmore Gallery October 1972 label to reverse, additionally inscribed in ink to stretcher "The walls of Marrakech"

Provenance: From The Hon. Sir William McAlpine Collection

£1,500-2,500



119

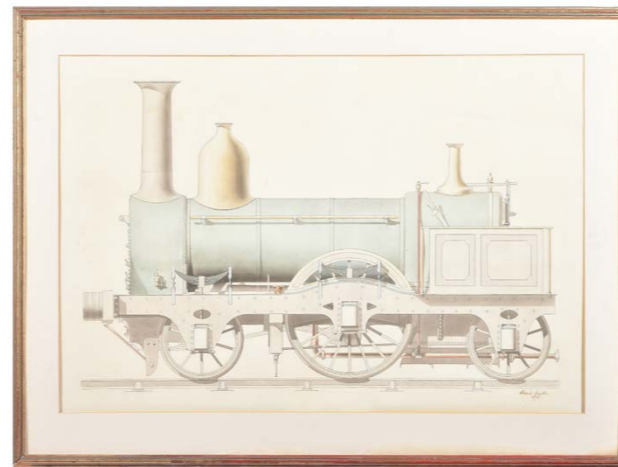
119λ
 Terence Cuneo (1907-1996)
*The SS Great Eastern, depicted
 mid-construction at Millwall,*
 Oil on canvas
 Signed and dated March 1988
 51 x 61cm (20 x 24 in.)
 Framed

Provenance: From The Hon. Sir William McAlpine Collection. The ship was Brunel's third shipbuilding masterpiece. SS Great Eastern, at one time to be called Leviathan, and affectionately known by Brunel as the 'Great Babe' was 692 feet long and weighed more than 19,000 tons- three times more than the biggest ship of the same period. Given Sir William McAlpine's interest in Brunel's work and achievements- it is likely that he suggested this subject matter to his friend Cuneo.

£5,000-7,000



120



121

120
 A rare set of three cutaway carriage designs, early Victorian, depicting a "Sociable", "Step piece Landau" and "Barouche" for Hooper & Co, Coach Builders Haymarket, London, original pen and ink with colour wash detailing, each signed by J Gilfoy and dated 1840, 1845, each 14.5 by 25cms, framed and glazed

Provenance: From The Hon. Sir William McAlpine Collection

£400-800

121
 Charles Deakin
 (late 19th century English School)
 A 2-2-2 steam locomotive,
 Pen, wash- possibly over a part printed base
 Bears signature and date 1875
 60 x 88cm (23½ x 34½ in.)
 Framed

Provenance: From The Hon. Sir William McAlpine Collection

£150-250

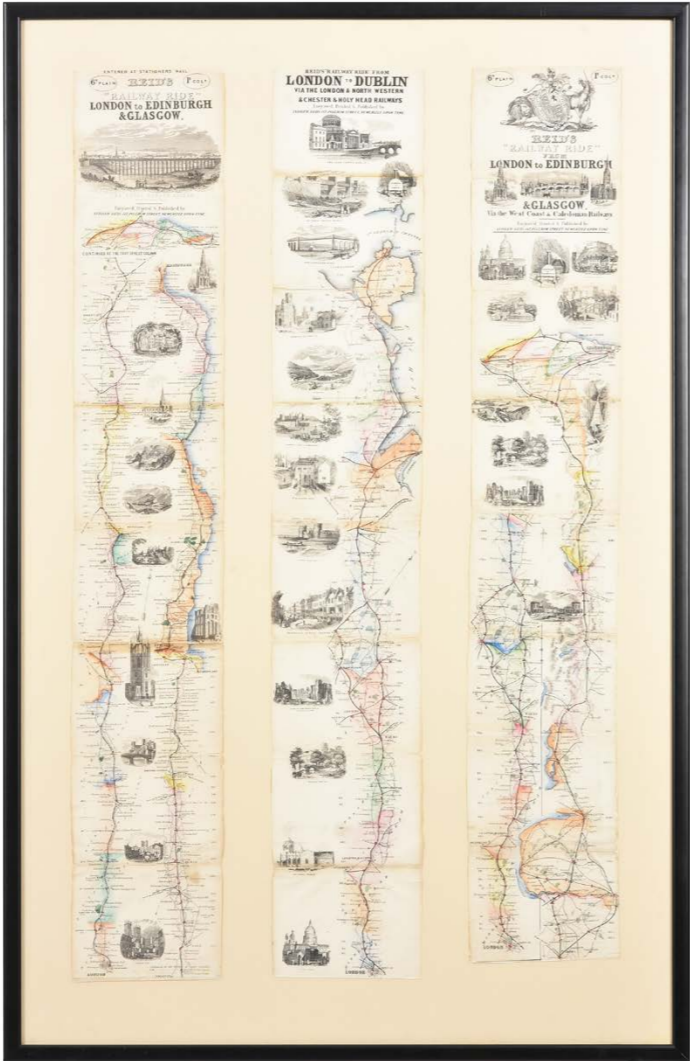


122

122
David Mitchell (mid-19th century English School)
Crampton's Patent Locomotive,
Pen, ink and wash- possibly over a printed base
Signed and dated 1848
33 x 47.5cm (12 x 18½ in.)
Framed and glazed

Provenance: From The Hon. Sir William
McAlpine Collection, formerly in the John
Phillimore collection, cat 5, year 1848, page 2,
label to reverse

£150-250



123 (part lot)

123
Railway related items including four American
and Canadian railway company stock/share
certificates, in a common frame- Pennsylvania
Railroad Company, two Canadian Pacific and
Greta Northern Railway Company Minnesota,
94 by 39cm overall; a set of three Reid's
'Railway Rides' in a common frame, hand
tinted, 99.5 by 64cms overall (2)

Provenance: From The Hon. Sir William
McAlpine Collection

£100-200

124

Edwin Thomas Rudd aka
'F Moore' (1861-1940)
*Locomotive 28 London and
Birmingham*,
Overpainted photograph
Signed
42 x 62.5cm (16½ x 24½ in.)
Framed together with another
picture by the same artist
'Locomotive Apollo, 361',
41 by 64cm (2)

Provenance: From The Hon.
Sir William McAlpine Collection

£200-400



124



125

Edwin Thomas Rudd aka 'F Moore' (1861-1940)
G.N.E.R locomotive passing through a station,
Overpainted photograph
Signed
44 x 59cm (17¼ x 23 in.)
Framed, glazed and another by the same artist 'GNR
locomotive 1007', 24 by 35.5cm (2)

Provenance: From The Hon. Sir William McAlpine
Collection

£200-400



125





126



126

Edwin Thomas Rudd aka 'F Moore' (1861-1940)

Stephenson's 'Rocket',
Overpainted photograph
signed

44.5 x 62.5cm (17½ x 24½ in.)

Framed; and another by the same artist
'Locomotive 51', 24.5 by 37.5cm (2)

Provenance: From The Hon. Sir William
McAlpine Collection

£150-250



127



127

George Heron (early 20th century)

328 locomotive,
Oil on photographic base
signed in gold

36 x 52cm (14 x 20¼ in.)

Framed- together with an unsigned
overpainted photograph picture of a
GNR 228 locomotive, 45 by 65cm (2)

Provenance: From The Hon. Sir William
McAlpine Collection

£150-250

128 Y

Two mid-19th century Welsh folk-art straw work and watercolour pictures depicting "The Menai Straits" and "Conway Castle and bridge", the former depicting the 1850 Britannia tubular bridge designed by Robert Stephenson, Thomas Telford's 1826 Menai suspension bridge, both glazed and in period maple frames, the first 54 by 66.5cm overall, the second 54 by 67cm overall; together with a rosewood framed lithographic print after Hugh Jones "West View of the Britannia tubular & Menai suspension bridge", Day & Son, publ. T Catherall, 55.5 by 73.5cm overall (3).

Provenance: From The Hon. Sir William McAlpine Collection. See The Judkyn/Pratt Collection of British Folk Art, sold Christie's South Kensington, 8th November 1995, lot 65. The Menai Suspension Bridge is a suspension bridge designed to carry road traffic between the island of Anglesey and the mainland of Wales. The bridge was designed by Thomas Telford and completed in 1826. The Britannia Bridge was originally designed and built by the noted railway engineer Robert Stephenson as a tubular bridge of wrought iron rectangular box-section spans for carrying rail traffic. Its construction was important in that it allowed trains to directly travel between London and the port of Holyhead, thus facilitating a sea link to Dublin.

£600-1,000



128



128





129

129

A rare mid-19th century folk art straw work and watercolour picture depicting the 'SS Great Eastern', probably Welsh, ink inscription to centre, image 37 by 57cm, later oak frame 62.5 by 82.5cm overall

Provenance: From The Hon. Sir William McAlpine Collection

Mid-19th century straw work pictures often depicts familiar Welsh subjects such as Conway Castle, and The Menai bridges (see lots 116, 117 and 128 in this auction). However initial research has shown no other example of a depiction of this steamship The Great Eastern.

£700-1,000

130

JER (Mid-19th century)

*Hastings from the ***" August 24th 1853,*

Pencil and watercolour

Signed, inscribed and dated

11.5 x 21cm (4½ x 8¼ in.)

Together with two other pictures mid-19th century English school, "Maidenhead Bridge GWR 1838", 15 by 20.5cm; 19th century French School "Desastre du chemin du fer de Versailles 8 Mai 1842", 18 by 31.5cm (3)

Provenance: From The Hon. Sir William McAlpine Collection

£150-250



131 (part lot)



130 (part lot)

131 λ

David Weston (British 1935-2011)

Submarine refuelling,

Oil on canvas

Signed and dated 1976

49 x 74cm (19¼ x 29 in.)

And another by the same artist "Loch Lochy", oil on canvas, signed and dated 1975, 49.5 by 74cm (2)

Provenance: From The Hon. Sir William McAlpine Collection

£100-200



132



132λ

David Weston (British 1935-2011)

Overcast day- locomotive pulling out of a station,

oil on canvas

Signed and dated 69

25 x 34cm (9¾ x 13¼ in.)

And another by the same artist “Train station- rosy skies”, oil on canvas, signed and

dated 1975, 34 by 44cm (2)

Provenance: From The Hon. Sir William McAlpine Collection

£200-300

133

Ernest Sargieson (Contemporary British)

Broad Street station April 1984,

Pen and ink,

40 by 64cm

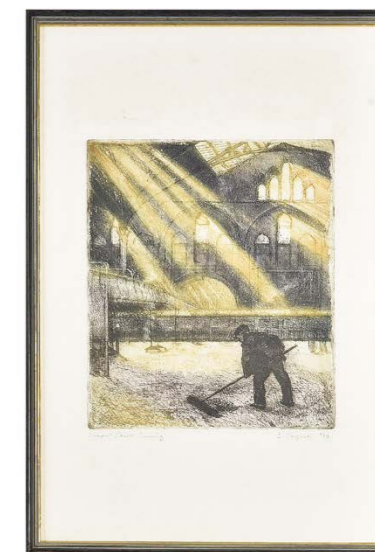
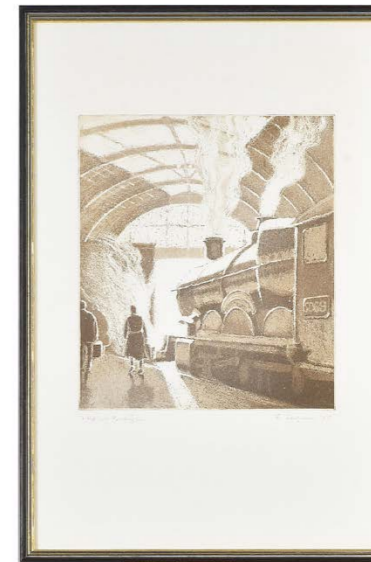
Signed and dated 1984

and two aquatints by the same artist “Liverpool St Sweeping” and “I.K.B at

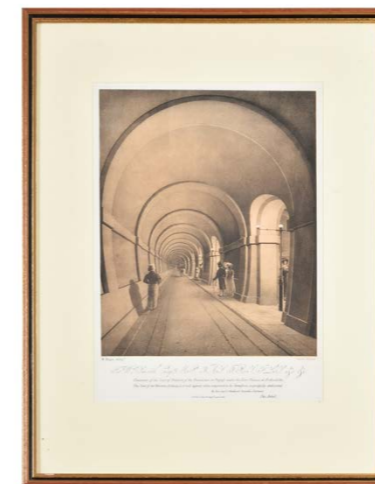
Paddington” (3)

Provenance: From The Hon. Sir William McAlpine Collection

£100-200



133 (part lot)



134 (part lot)

134

Charles Turner after James Northcote ‘Mark Isambard Brunel Esqr’, published March 30, 1815, by C. Turner, 50 Warren St., Fitzroy Square, framed image 44 by 35cm; and another print of the subject by J Carter after James Drummond; and a print after B Dixie “The Thames Tunnel. View of the Western Archway as it will appear when completed” (3)

Provenance: From The Hon. Sir William McAlpine Collection

£100-200

A private collection of transport related pictures and posters with links to the steam world, agriculture and automobilia, the property of a titled gentleman



135
A Mulberry Ecurie Ecosse Tour 1992 Advertising poster. Sports car set in mountain landscape.
43cm x 61cm
Framed and glazed

£50-100



136
After Michael Wright (British, 1935 -)
A pair of identical motoring posters, printed for the Tour de France Auto, 13-16 April 1994, featuring an image of Wright's watercolour depicting a town scene during the Tour de France Automobile 1971 race.
48 x 66cm
Framed and glazed

£50-100



137
A print featuring an image of a helicopter in seascape.
53 x 74cm
Mounted, framed and glazed

£50-100

138
René Vincent (French, 1879-1936)
Le départ de l'Ambusqué
Lithograph on paper, showing a young officer in front of his Peugeot during the War
Printed by F. Champenois, Paris, ca. 1915
61 x 76cm
Mounted, framed and glazed

£400-600



139



138

139
After Roy Nockolds (British, 1911-1979)
Mike Hawthorn Casablanca 1958
Lithograph
58 x 79cm
Framed and glazed

£80-120



140

140
An Italian motoring print celebrating breaking a land speed record by Sir Reginald Munday in a single-seater Thomas-Parry/Perkins “Wolf” automobile at Brooklands in October 1935
81 x 56cm
Framed and glazed

£50-100



141

141
Record du Monde de Distance par Rossi et Codos 1933. Castrol
Printed by P. Fournier, Paris, 1933

Lithograph on paper; an advertising poster for Castrol, celebrating the aviation record of Maurice Rossi and Paul Codos who in August 1933 completed their 56 hour/9,105 km flight from New York to Riyaq (currently Lebanon) in their Bleriot 110, “Joseph le Brix” aircraft
61 x 81cm
Framed and glazed

£300-500



142

142
Jean Pillod (French, dates unknown)
Castrol - Speed on Land Achievements
Printed by Gianoli et Valentin, ca. 1935
Full-colour lithograph on paper, a rare original advertising poster for Castrol, depicting the fastest car and train on earth: Sir Malcolm Campbell’s ‘Bluebird’ holding the land speed record (437 km/h) and the French steam locomotive ‘La Montaigne de L’Etat’ (130 km/h)
61 x 91cm
Framed

£600-800



143

143
Jean Pillod (French, dates unknown)
Le nouveau Record du Monde de L'Heure. Castrol/Bugatti
Printed by P. Fournie and Co, Paris, 1933
Lithograph; an original vintage motor racing poster published to celebrate the new world record achieved by Count Stanislas Czaikowski of Poland on the Avus race track in Berlin on 5 May 1933 in his 4.9 Bugatti car sponsored by Castrol oil
82 x 62 cm
Framed and glazed

£600-800



144

144

Georges Hamel (GEO HAM, French, 1810 - 1972)

Grand Prix de Vichy 1934 1er Comte Trossi sur Alfa-Romeo

Printed by Max Corteau, Paris, 1934

Lithograph, an advertising poster that was created in 1934 in recognition of the 1934 Grand Prix de Vichy winner, Carlo Felice Trossi, in his Alfa-Romeo which was, of course, using SHELL oil.

61 x 81cm

Framed and glazed

£600-800



145

145

Exide. First Again

An advertising poster created for Exide, celebrating the winners of the 21st April 1924 race at Brooklands, fitted with Exide batteries.

51 x 79cm

Framed and glazed

£200-400

146

Marguerite (Gamy) Montaut (French, 1883 - 1936)

Targa Florio 1913

Printed by Mabileau & Co, Paris, 1913

Pochoir lithograph in colours

96 x 58cm

Mounted, framed and glazed

£300-500



146

147

Marguerite (Gamy) Montaut (French, 1883 - 1936)

Cycles Voiturettes

Printed by Mabileau & Co, Paris, 1910

Pochoir lithograph in colours

96 x 58cm

Mounted, framed and glazed

£300-500

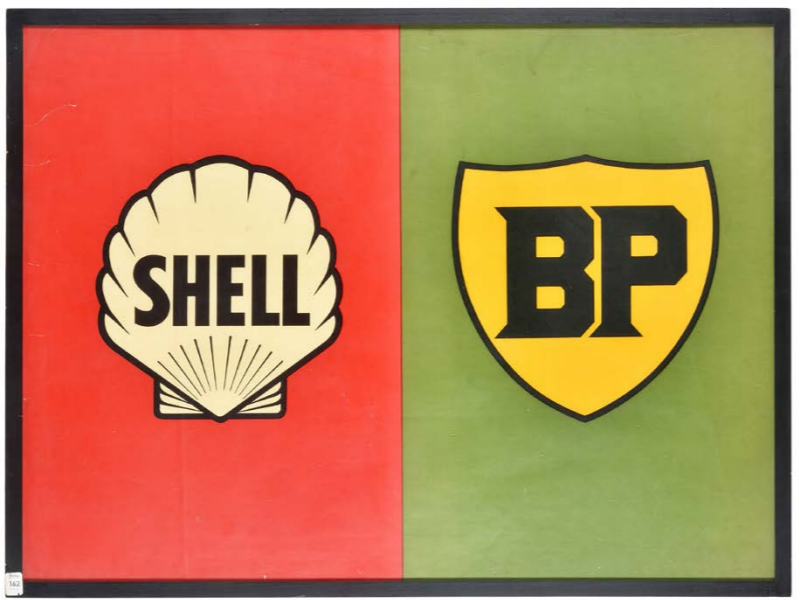


147



148

148
Barry Rowe (British, 1938-)
A mountain landscape with a blue racing car in the foreground
Acrylics on canvas
96 x 81cm
Framed
£300-500



149

149
A vintage Shell/BP sponsored promotional poster
Full-colour lithograph on paper
104 x 81cm
Framed and glazed
£200-400



150

150
Barry Rowe (British, 1938-)
Spectators watching a race at Brooklands
Acrylics on canvas
107 x 81cm
Framed
£300-500



151

151
Hemjje (dates unknown)
Tracteurs McCormick. Machines Agricoles R. Wallut & Co.
Printed by Draeger, Paris
Lithograph on paper
81 x 117cm
Framed and glazed
£200-400

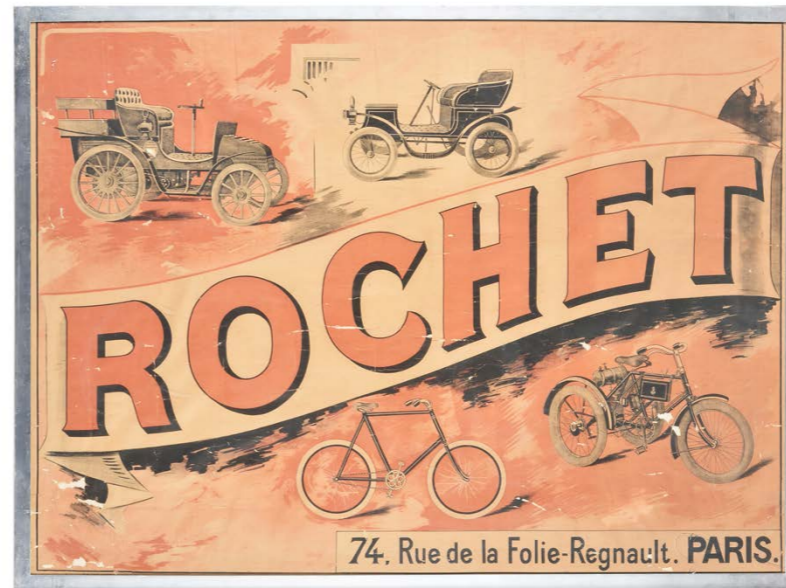


152

152
Charles Loupot
(French, 1892-1962)
Le Tracteur Austin
Printed by Les Belles Affiches,
Paris, 1928
Lithograph on paper
120 x 83cm
Framed and glazed

In this landmark Deco
advertising poster Lupot focuses
on the functionality of the
machinery, rather than rendering
the details of the machine. By
depicting the tractor working
against the grain of the field,
against a steep incline, the artist
implies the strength of the
machine and its ability to help
a farmer accomplish enormous
amounts of work.

£1,500-2,000



153

153
Rochet 74. Rue de la Folie-Regnault.
Paris
Printed by Courmont Freres, 1895
A lithograph advertising poster on paper,
linen-backed
125 x 94
Framed and glazed

£150-250



154

154
Jules Chéret (French, 1836-1932)
Jardin de Paris Spectacle, Concert,
Fête de Nuit, Bal
Printed by Chaix (Atelier Cheret), Paris,
1890
Lithograph on paper, an advertising
poster
92 x 128cm, framed

£800-1,200



155

155
 Louis Charles Bomblé
 (French, 1862-1927)
Clément Paris. Cycles and Automobiles
 Printed by Kossuth & Cie,
 Paris, 1905
 Lithograph on paper, a vintage
 advertising poster
 133 x 97cm
 Framed and glazed

£800-1,200



156

156
Voitures Prosper Lambert,
18 Route De Cherbourg
 Printed by Bourgerie and Cie.,
 Paris, ca. 1905
 Lithograph on paper, an
 advertising poster
 133 x 98cm
 Framed and glazed

£600-800



157

Attributed to Jean Leon Henri Gouweloos (Belgian, 1865-1943)
L'Amortisseur Haubourdin
Printed by Gouweloos Fre & Sr, Bruxelles, ca. 1920
Stone lithograph, an advertising poster featuring a beautiful harlequin enjoying a smooth ride thanks to the Haubourdin shock absorbers.
147 x 92cm
Framed and glazed

£1,000-1,500

158

L'Elegante Moteurs de Dion 6.9.12 Chevaux
Printed by Charraire a Sceaux, Paris, ca. 1900
Lithograph on paper, with an official stamp, an advertising poster for De Dion-Buton, automobile, railcar and engine manufacturers
100 x 151cm
Framed and glazed

£800-1,200



158



159

159

Ernest Montaut (French, 1879-1909)

Hautier. Embrayage Métallique Progressif. Automobiles Canots Moteurs

Printed by Ch. Wall & Cie Paris, ca. 1905

Lithograph

102 x 142cm

Framed and glazed

£1,000-1,500



160

160

Automobiles Cottin & Desgouttes. Lyon Paris 5.Avenue Niel

Printed by Impimerie Publicité Etabl[issemen]ts Vercasson, Paris, ca. 1925

Lithograph, advertising poster

198 x 128cm

Framed and glazed

£300-500



161

161

Charles Delavat (French, 19th century)

Unic Passe Avant Tout

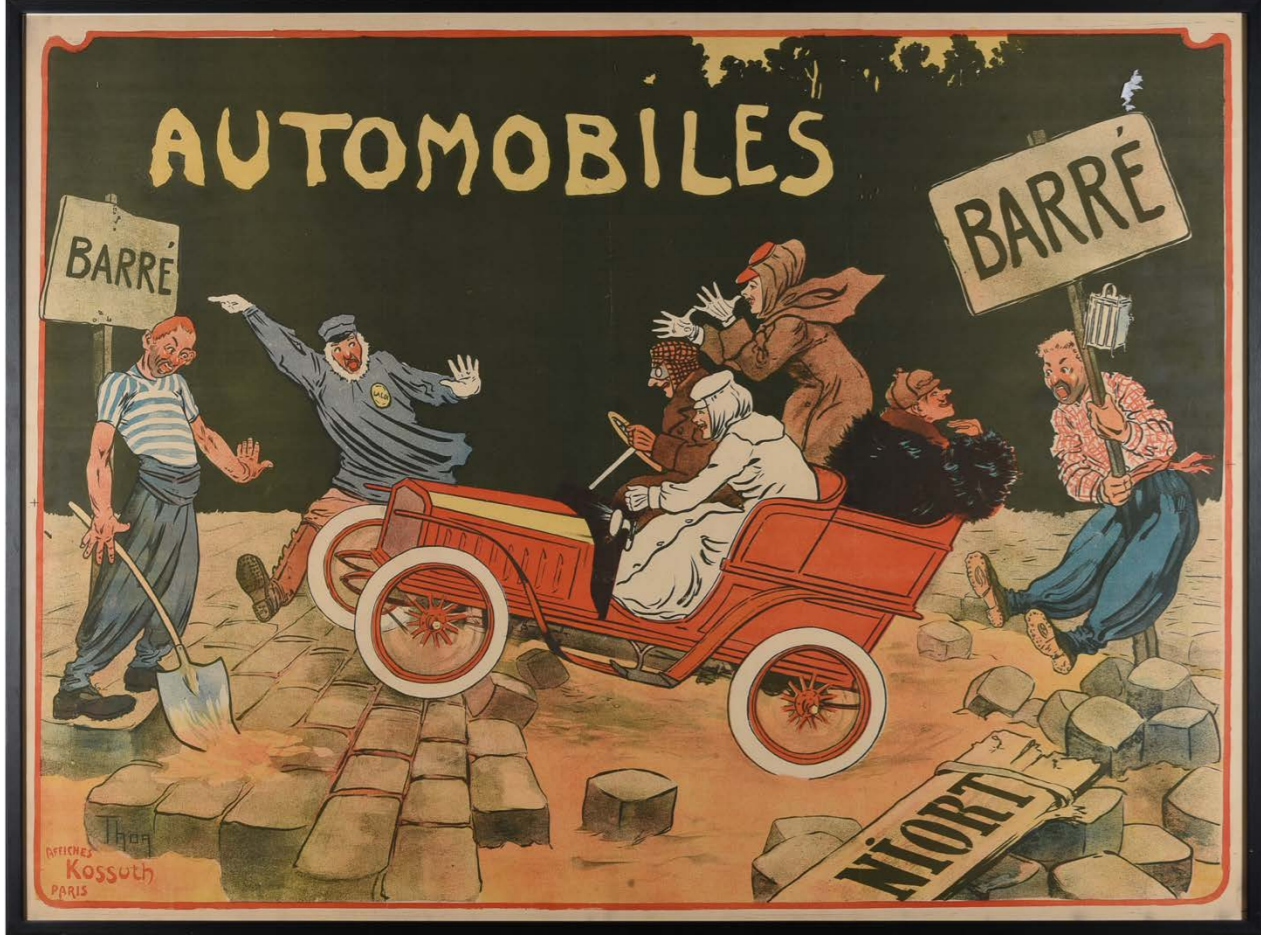
L'Affiches Humoristiques, B. Chapellier Jeune, Paris, ca. 1910

Lithograph on paper, an advertising poster

122 x 160cm

Framed and glazed

£200-400

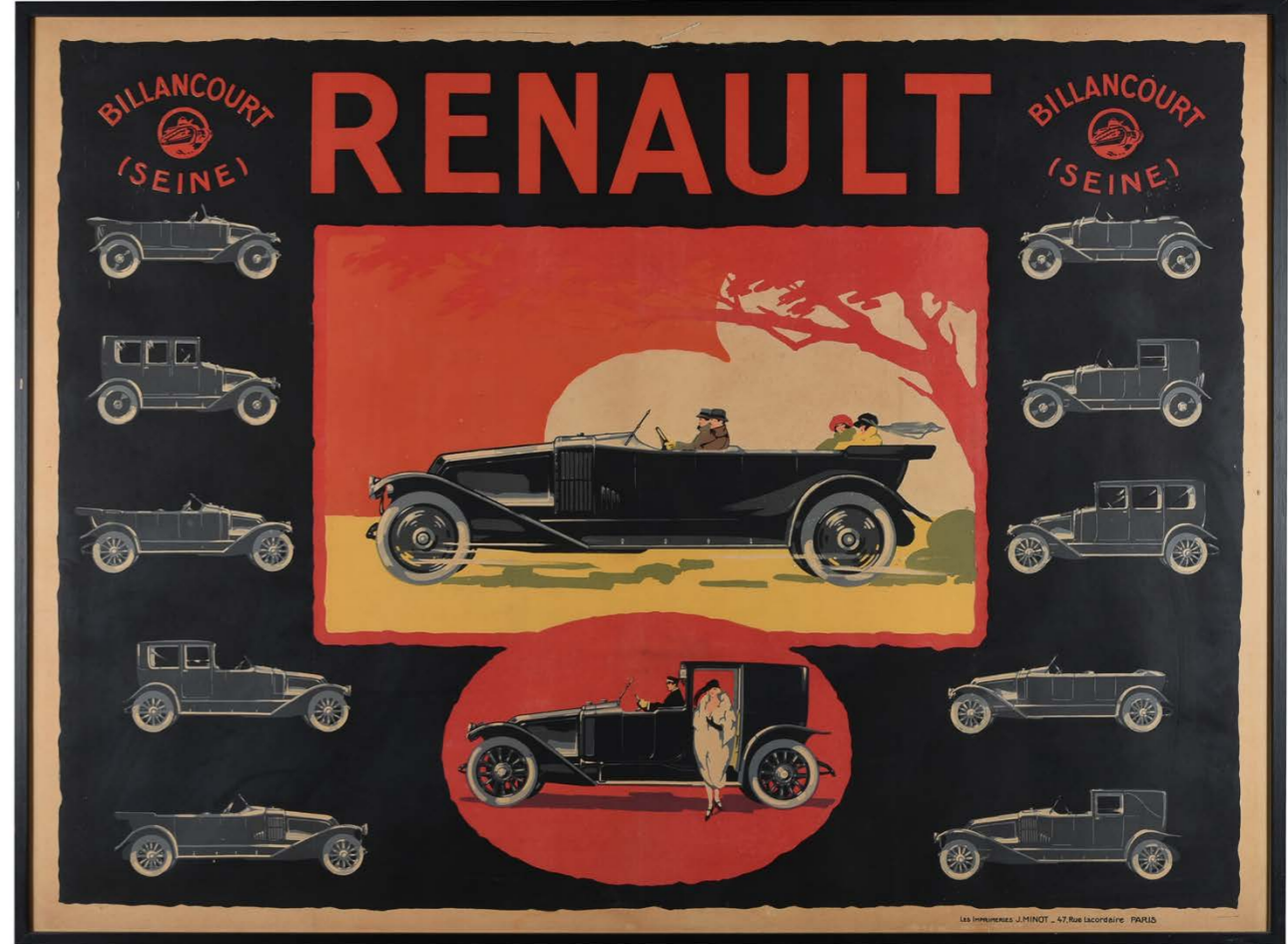


162

162
Walter Thor
(German, 1870 - 1929)
Automobiles Barre, Niort
printed by Afiche Kossuth, Paris,
ca. 1910
Lithograph, advertising poster
160 x 118cm
Framed and glazed

When seen on a road sign, “barré” means “Do Not Enter.” While this could have been a problem for the G. Barré automotive company, Walter Thor decided to drive right through this potential marketing barrier, and as a result produced an advertising coup, depicting a G. Barré automobile passengers fly past the gendarme and even thumb their noses at him. The advert emphasizes not only elegance and luxury but also shows that there are no barriers for the proud Barre automobile owners.

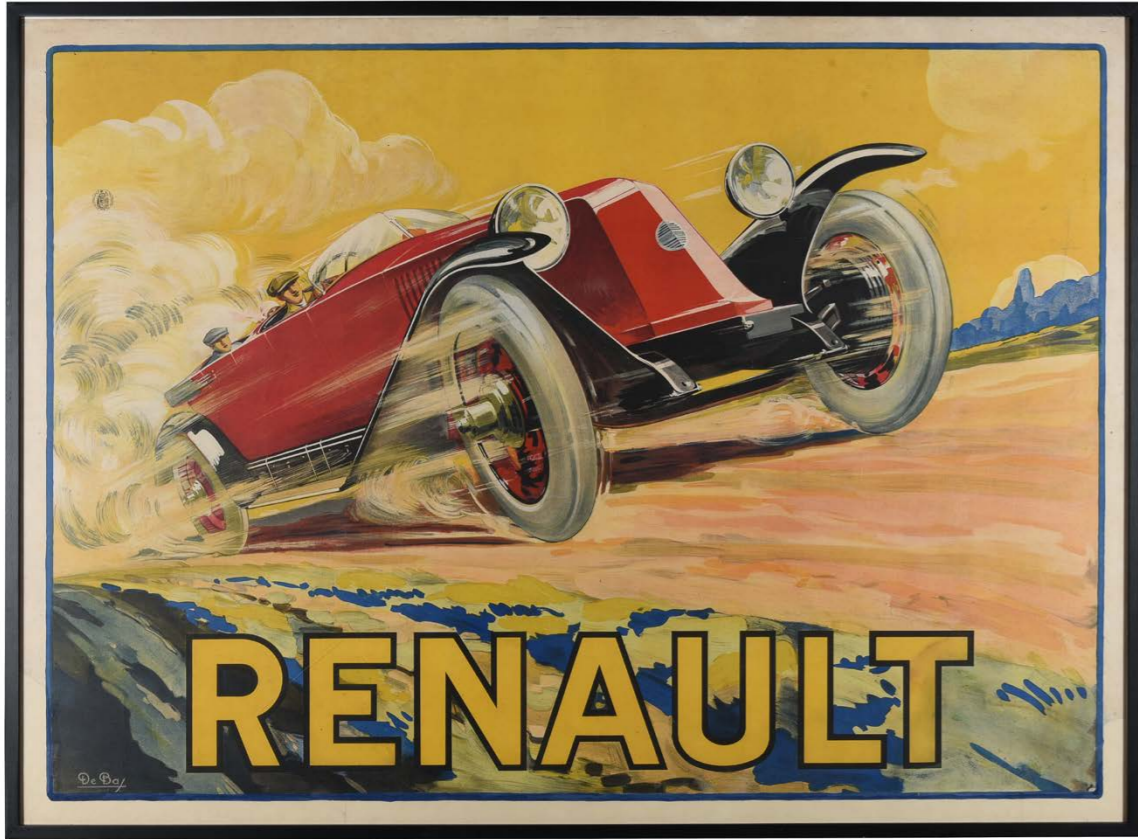
£800-1,200



163

163
Renault Billancourt Seine
Printed by J. Minot,
Paris, ca. 1919
Lithograph, advertising poster
160 x 118cm, framed

£800-1,200



164

164

Rene de Bas (dates unknown)

Renault

Printed by J. Minot, Paris, 1920

Full colour lithograph on paper, with official stamp, a powerful advertising poster depicting a Renault Type 45 Cabriolet Tourer at speed and capturing the thrill of racing

162 x 116cm

Framed and glazed

£800-1,200

165

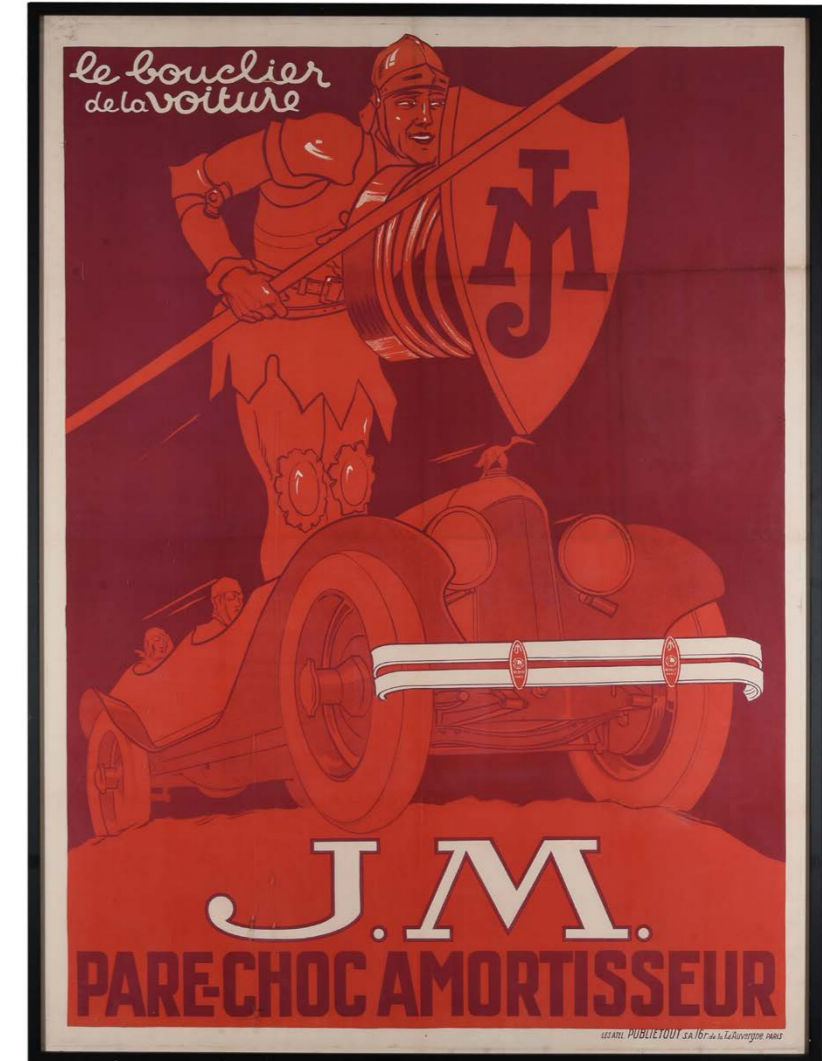
Le Bouclier de la Voiture. J.M. Pare-Choc Amortisseur

Printed by Publietout, Paris, ca. 1925

Lithograph, an advertising poster

160 x 120cm, framed

£800-1,200



166



166

166
An acrylics on canvas painting depicting range of model aeroplanes on a runway at aerodrome and featuring Heineken advertising
68 x 79cm
Framed
£100-150

167
Georges Irat
Lithograph, an advertising poster, ca. 1920
116 x 165cm
Framed and glazed
£200-300



167

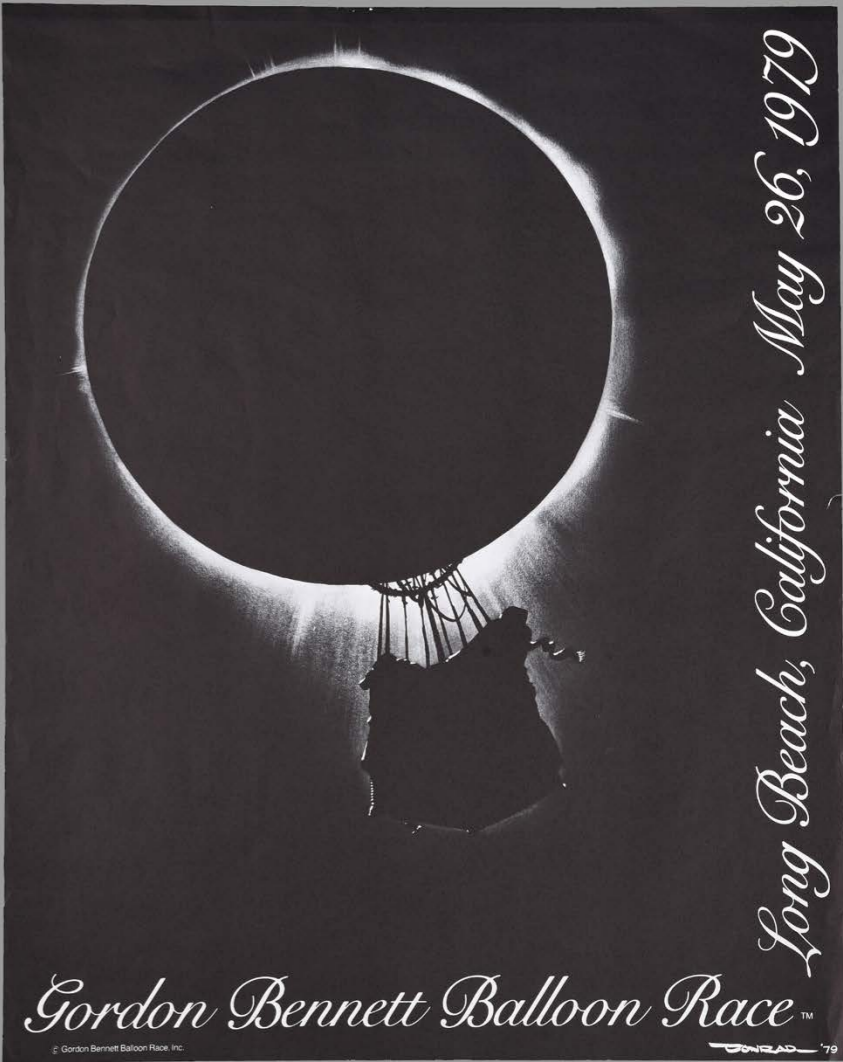
A private collection of ballooning and other posters and prints

168
Poster: Gordon Bennett Balloon Race, Long Beach, California, May 26, 1979. artwork Paul Conrad, (Pulitzer prize-winning cartoonist for the Los Angeles Times), signed in the print, loose sheet, 71 x 56cm.

The Gordon Bennett Cup (or Coupe Aéronautique Gordon Bennett) is the world's oldest gas balloon race. The first race started from Paris on September 30, 1906, sponsored by James Gordon Bennett Jr., the millionaire sportsman and owner of the New York Herald newspaper. The contest ran from 1906-1938, it was interrupted by World War I, and suspended again in 1939 when the hosts, Poland, were invaded at the start of World War II. The event was resurrected in 1979 when American Tom Heinsheimer, an atmospheric physicist, gained permission from the holders to host the trophy. The competition was not officially reinstated by the Fédération Aéronautique Internationale (FAI) until 1983.

Provenance: Royston Cooper. (1931-1985). Balloonist, artist, designer, and typographer; by descent from the family of Royston Cooper to the present owner; Royston Cooper represented the United Kingdom as gas balloon pilot in this event. Royston Cooper competed in balloon races flying in his own hot air balloon, 'Sunny Money' G-BDBI in the UK, France, Belgium, Germany, Sweden. He also participated in the Gordon Bennett gas balloon races held in the United States.

£100-150



168



169
Aero Club, Balloon Meet
Posters- a group of two
French posters, 1976-
1977. comprises: Aero Club
Koninklijke Royal Belgium 75
year Celebration 1901-1976.
International Grand Meeting
of Balloons, Hippodrome of
Boitsfort, June 12, 1976, loose
sheet, 59.5 x 40cm; Aero Club
Koninklijke Royal Belgium 1977.
International Grand Meeting
of Balloons, 21 May, 1977, loose
sheet, 56 x 37cm

Provenance: Royston Cooper.
(1931-1985). Balloonist, artist,
designer, and typographer,
by descent from the family
of Royston Cooper to the
present owner: Royston Cooper
participated in these events
flying in his own hot air balloon
'Sunny Money' G-BDBI. He
competed in balloon races
in the UK., France, Belgium,
Germany, Sweden. He also
participated in the Gordon
Bennett gas balloon races held
in the United States. (2).

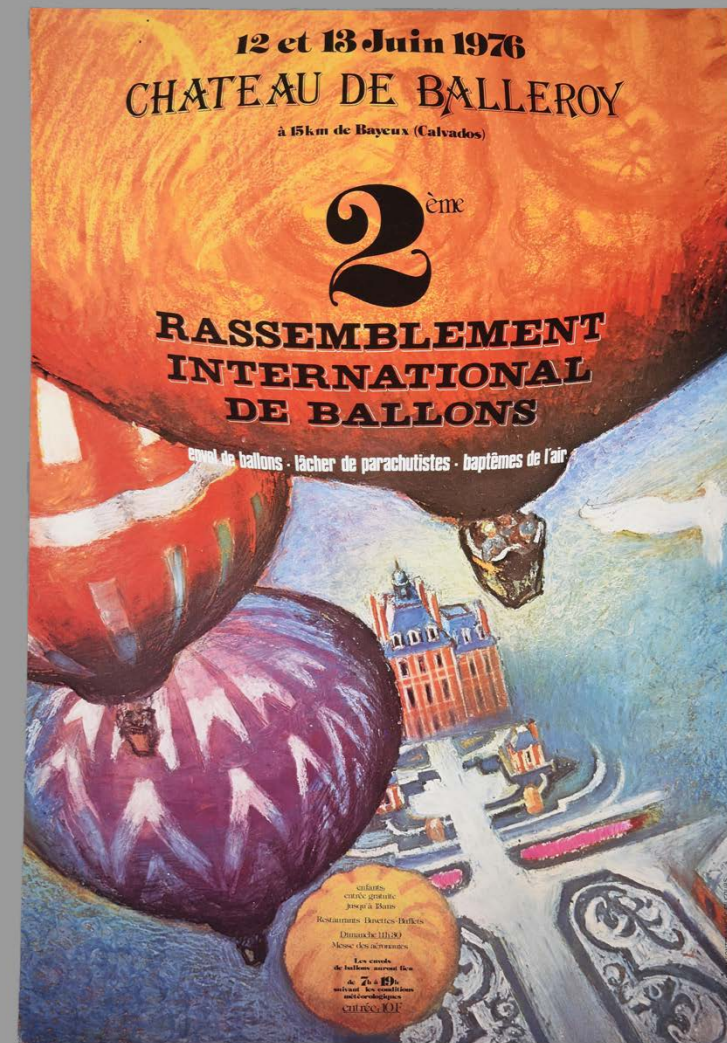
£160-200

170
Posters: Forbes Chateau de Balleroy Balloon Meets, 1975 - 1978. a group of four
French posters. comprises: Grand Rassemblement International de Ballons.
L'inauguration du 1^{er} Musee Mondial des Ballons, 31 Mai - 1 Juin, 1975. the opening
of the first museum of balloons, created on the initiative of Malcom Forbes, printed
Landais, Paris, loose sheet, 60 x 40cms; 2^{ème} Rassemblement International de
Ballons, 12 -13 Juin, 1976. Chateau de Balleroy, printed Du Val de Fontay, loose sheet,
59.5 x 40cm; Rassemblement International de Ballons, 11 -12 Juin, 1977. Chateau de
Balleroy, artwork Andre Masson, signed in the print, printed Argentan, loose sheet, 60
x 39.5cm; IVeme Rassemblement International de Ballons, 10 - 11 Juin, 1978. Chateau
de Balleroy, artwork Jacques Millet, signed in the print, printed Marie, Honfleur, loose
sheet, 60 x 40cm; the poster illustrated pp.76, 'Around the World on Hot Air and Two
Wheels', by Malcolm Forbes, (1985),

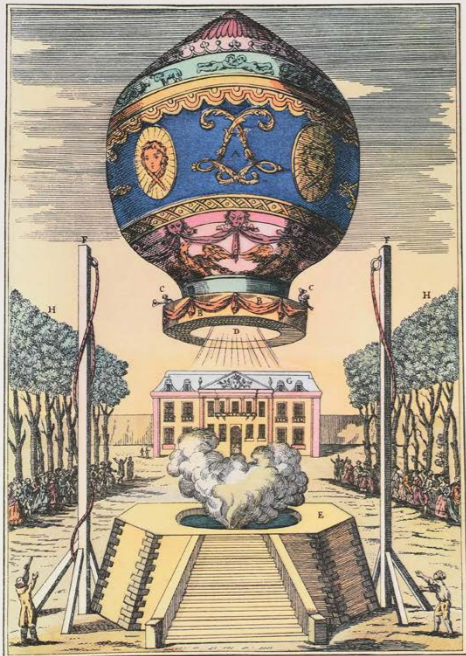
Malcom Forbes, (1919-1990), the American entrepreneur and publisher of Forbes
magazine, whose annual International Balloon meets continue to be held at the
Chateau de Balleroy, Bayeux, Normandy, France.

Provenance: Royston Cooper. (1931-1985). Balloonist, artist, designer, and typographer,
by descent from the family of Royston Cooper to the present owner: Royston
Cooper participated in the 1978 event. He competed in balloon races, flying in his
own hot air balloon 'Sunny Money' G-BDBI. He competed in balloon races in the UK.,
France, Belgium, Germany, and Sweden. Royston Cooper also participated in the
Gordon Bennett gas balloon races held in the United States. (4)

£200-250



170 (part lot)



Provenance: Royston Cooper. (1931-1985). Balloonist, artist, designer, and typographer, by descent from the family of Royston Cooper to the present owner: Royston Cooper participated in the 1976 and 1978 events. He competed in balloon races flying in his own hot air balloon 'Sunny Money' G-BDBI in the UK, France, Belgium, Germany, Sweden. He also participated in the Gordon Bennett gas balloon races held in the United States. (3).

EXPOSITION 200 ANS D'AEROSTATION

4 - 28 septembre 1976

organisée par la ville de Sint-Niklaas dans la salle des fêtes de l'hotel de ville
tous les jours de 9 à 18 h.

sous la protection de Sa Majesté le Roi des Belges

Cette affiche a été réalisée avec la collaboration du Ministère de l'Education Nationale et de la Culture Néerlandaise.

171

Ballooning Posters: a group of three French posters. 1976-1985, comprises: Exposition 200 ans d'aerostation 4-28 Septembre 1976, Sint-Niklaas, an Exhibition organised by the village of St. Niklaas, Belgium, in collaboration with the National Ministry of Education and Dutch Culture, the image depicts the maiden voyage of the Montgolfier Brothers' Aerostatic balloon; Joseph-Michel (1740-1810), and Jacques Etienne (1745-1799), manned the world's hot air balloon during its maiden voyage in 1783, loose sheet, 56 x 37cm; Chateau de Balleroy 1978 IVeme Rassemblement International de Ballons, 10 - 11 Juin, 1978. artwork Jacques Millet, signed in the print, printed Marie, Honfleur, loose sheet, 60 x 40cm; the poster illustrated pp. 76, 'Around the World on Hot Air and Two Wheels', by Malcolm Forbes, (1985); Chateau de Balleroy Xe Rassemblement International de Ballons 15 - 16 Juin, 1985. printed Le Brun, Caen, signed in the print, loose sheet, 60 x 40cm;

Malcom Forbes, (1919-1990), the American entrepreneur and publisher of Forbes magazine, whose annual International Balloon meets continue to be held at the Chateau de Balleroy, Bayeux, Normandy, France.

Provenance: Royston Cooper. (1931-1985). Balloonist, artist, designer, and typographer, by descent from the family of Royston Cooper to the present owner: Royston Cooper participated in the 1976 and 1978 events. He competed in balloon races flying in his own hot air balloon 'Sunny Money' G-BDBI in the UK, France, Belgium, Germany, Sweden. He also participated in the Gordon Bennett gas balloon races held in the United States. (3).

£180-200

172

Posters: Chateau de Balleroy Meets, 1978 - 1988. a group of four French ballooning posters. comprises: Chateau de Balleroy IVeme Rassemblement International de Ballons, 10 - 11 Juin, 1978. artwork Jacques Millet, signed in the print, printed Marie, Honfleur, loose sheet, 60 x 40cm; the poster illustrated pp.76, 'Around the World on Hot Air and Two Wheels', by Malcolm Forbes, (1985). Chateau de Balleroy Xe Rassemblement International de Ballons, 15 - 16 Juin, 1985. printed Le Brun, Caen, signed in the print, loose sheet, 60 x 40cm;

Balleroy 87 XIIème Rassemblement International de Ballons 13-14 Juin, 1987. printed Le Brun, Caen, loose sheet, 60 x 40cm. Chateau de Blleroy XIIIème Rassemblement International de Ballons, 11 - 12 Juin, 1988. loose sheet, 60 x 40cm.

Malcom Forbes, (1919-1990), the American entrepreneur and publisher of Forbes magazine, whose annual International Balloon meets continue to be held at the Chateau de Balleroy, Bayeux, Normandy, France.

Provenance: Royston Cooper. (1931-1985). Balloonist, artist, designer, and typographer, by descent from the family of Royston Cooper to the present owner: Royston Cooper participated in the 1978 event. He competed in balloon races flying his own hot air balloon 'Sunny Money' GB-DBI in the UK, France, Belgium, Germany, Sweden. He also participated in the Gordon Bennett gas balloon races held in the United States. (4).

£200-300

à 15 Kms de Bayeux (Calvados) CHATEAU DE BALLEROY 1978



IV^{ème} RASSEMBLEMENT INTERNATIONAL DE BALLONS

SAMEDI 10 JUIN
de 7 h à 19 h
DIMANCHE
11 JUIN
de 7 h à 19 h
à 11 h 30 messe
des aéronautes

Démonstrations
de chiens dressés
Gymnastes
Manèges

ENTREE 10 Frs
enfants
entrée gratuite
jusqu'à 13 ans
buvettes, buffets
P. et T.

1978

171 (part lot)

172 (part lot)

State Opening of Parliament
March 6th

Nearest Stations

WESTMINSTER

ST. JAMES'S PK.

VICTORIA

TRAFALGAR SQ.

STRAND

CHARING CROSS

GREEN PARK

and see posters at all stations

March 7th to 10th
Visit of French President



173

Poster: Tom Ekersley (British, 1914 - 1997). State Opening of Parliament. The Baynard Press, (1950). a poster designed by the artist for London Transport to commemorate the President of the French Republique and Mm. Auriol's State visit to London, 7-10 March, 1950, signed in the print, The Baynard Press lower r.h., numbered P2/50-297H-15000 lower l.h. corner, loose sheet, (25.5 x 31cm);

Provenance: Royston Cooper. (1931-1985). balloonist, artist, designer, and typographer, by descent from the family of Royston Cooper to the present owner.

£100-200

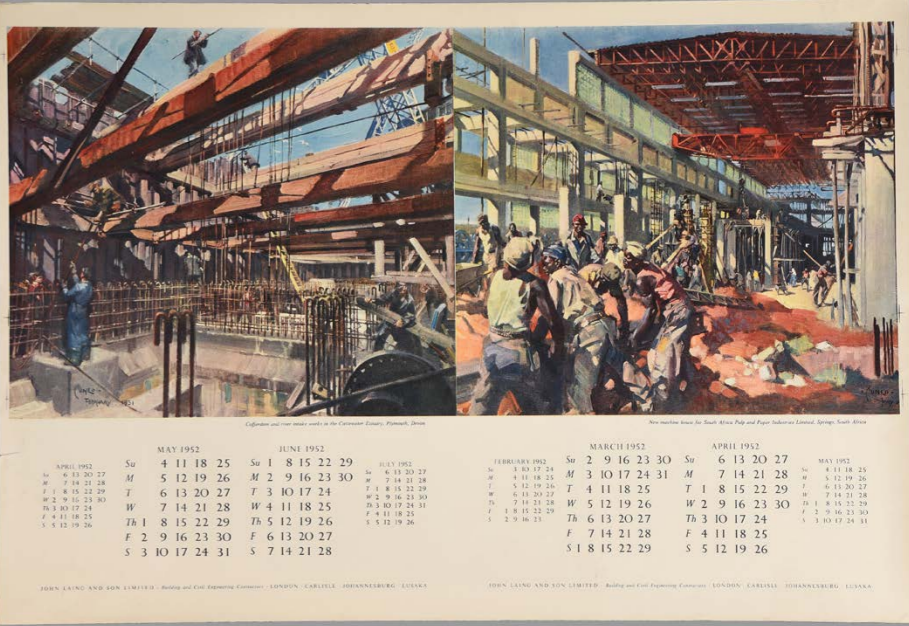
174

Terence Cuneo (British, 1907 - 1996) a group of three Calendar pages, depicting industrial scenes after the artist, 1951 - 1952. two paintings on each calendar, signed in the print, comprises: 1). 'Koehring twinbatch paver in action on runway construction'. the image for May / June 1951, signed and dated June 1950 in the print; With 'Overhauling heavy equipment at the Plant Depot'. the image for September / October, 1951, signed in the print; 2). 'New machine house for South Africa Pulp and Paper Industries Limited, Springs, South Africa'. the image for March / April 1952, signed and dated May (year clipped); With 'Cofferdam and river intake works in the Cattlewater Estuary, Plymouth, Devon'. the image for May / June 1952, signed and dated February 1951 in the print; 3). 'Generating station and wharf construction for the British Electricity Authority at Plymouth, Devon'. the image for September / October, 1952, signed and dated June 1951 in the print; With 'Amphitheatre at Voortrekker Monument, Pretoria, South Africa'. the image for November / December, 1952, signed and dated April 1951 in the print, John Lang and Son Limited., Building and Civil Engineering Contractors, London, Carlisle, Lusaka, Johannesburg, loose sheets, 55 x 80cm

Terence Tenison Cuneo, was a prolific English painter. He studied at Sutton Valence School in Kent, Chelsea Polytechnic and the Slade School of Art, before working as an illustrator for magazines, books and periodicals. Following the second world war Cuneo was commissioned to produce a series of works illustrating manufacturing, railways, bridges, locomotives, mineral extraction, and road building, including the M1. He was also the official artist for the Coronation of Queen Elizabeth II in 1953

Provenance: Royston Cooper. (1931-1985). balloonist, artist, designer, and typographer, by descent from the family of Royston Cooper to the present owner. (3).

£80-120



174 (part lot)



175 (part lot)

175

Posters: London classical music concerts including the Royal Albert Hall, 1940s-1950s. a group of three posters. comprises: Royal Albert Hall, Beethoven Festival Concert, The Favil Press Limited, (1944). a concert held to aid service-men's wives in Queen Charlotte's Hospital, Whit Sunday May 28, 1944, the National Symphony Orchestra (specially augmented to 100 players), Conductor Basil Cameron, Soloists Joan Hammond and Ida Haendel, loose sheet, 81,5 x 52cm;

Royal Albert Hall, Harold Holt Presents, A Delius Memorial Concert, The Favil Press, Limited, (1944). a concert held in conjunction with the Delius Trustees, Tuesday June 6th, 1944, the London Philharmonic Orchestra, Conductor Sir Adrian Boult, Soloists Swales Atkinson, Katherine Goodson and B.B.C. Choral Society, Conductor Leslie Woodgate, loose sheet, 76 x 50,3cm;

Royal Empire Society concert. The Assembly Hall, Northumberland Avenue, WC2. The Favil Press, Limited, (c. 1950s). a concert held in aid of the administration expense of Dominion Services and Students Hospitality Scheme, Lady Francis Ryder and Miss MacDonald of the Isles, artists: Veronica Mansfield, Baritone Tomasini, Marjorie Alexander, Cecelia Keating and Hubert Dawkes, the programme included Beethoven's Moonlight Sonata, and works by Handel, Verdi, Chopin and others, loose sheet 76 x 50,5cm.

Provenance: Royston Cooper. (1931-1985). balloonist, artist, designer, and typographer, by descent from the family of Royston Cooper to the present owner. (3)

£140-180

176

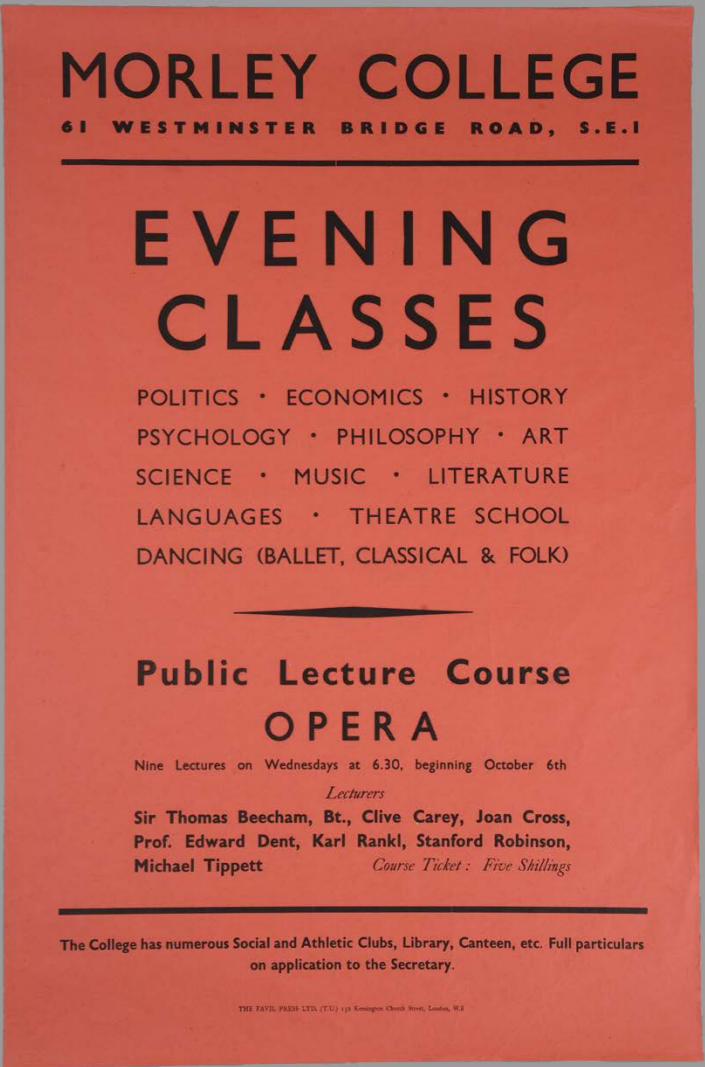
A group of three London advertising posters, 1947-1952. comprises: Town Hall Kensington, Dance poster, The Favil Press Ltd., (1947). A Dance organised by the South Kensington Branch of the British Legion, held on Saturday 22nd November, (Royal Wedding Week), Bill Savill and his Band, Mr. James Holland & Miss Elsa Wells (World Champion Ballroom Dancers), will give Exhibition Dances and judge Amateur Competitions, tickets 5/-, (3/6 to members of H.M. Forces in uniform), proceeds towards Branch Funds, loose sheet, 76 x 50,5cm;

Morley College, 61 Westminster Bridge Road, S.E.1 Evening Classes, The Favil Press Ltd., (c. early 1950s). The college offering students a variety of evening classes including Politics, History, Art, Science, Music, Literature, Theatre School, Dancing (Ballet, Classical and Folk) and an Opera Public Lecture Course, nine lectures on Wednesdays at 6.30pm, the lecturers included Sir Thomas Beecham, Clive Carey, Joan Cross, Prof. Edward Dent, Kark Rankl, Stanford Robinson and Michael Tippett; loose sheet, 76 x 50,5cm;

Tom Ekersley. British (1914 - 1997). State Opening of Parliament. The Baynard Press, (1950). a poster designed by the artist for London Transport to commemorate the President of the French Republique and Mm. Auriol's State visit to London, 7-10 March, 1950, signed in the print, The Baynard Press lower r.h., numbered P2/50-297H-15000 lower l.h. corner, loose sheet, (25,5 x 31cm);

Provenance: Royston Cooper. (1931-1985). balloonist, artist, designer, and typographer, by descent from the family of Royston Cooper to the present owner. (3)


£200-250



176 (part lot)

II. documenta '59

Materie




Kassel

11.7. - 11.10. 1959

Museum Fridericianum
Orangerie Auepark
Bellevue-Schloß

Skulptur



Kunst nach 1945
Internationale Ausstellung

Druckgrafik



Die documenta ist die große
internationale Ausstellung
der Kunst unserer Zeit

177 (part lot)

177

II. Documenta '59. Kassel, Germany, 1959, a poster design for the contemporary art exhibition held 11 July - 11 October 1959, Kassel, Germany; loose sheet, 83,5 x 60cm.

Provenance: Royston Cooper. (1931-1985). balloonist, artist, designer, and typographer, by descent from the family of Royston Cooper to the present owner.

£150-250

178

Poster: Enzo Apicella. (Italian, 1922 - 2018). Everybody in Pontevecchio restaurant wishes you a Merry Xmas & Happy New Year, from Enzo Apicella and Walter Mariti, 1973. a Christmas poster designed by Enzo Apicella for his London restaurant, Pontevecchio, 256, Old Brompton Road S.W.5, signed in the print by Enzo Apicella and Walter Mariti, Enzo's close friend and co-owner of the restaurant, loose sheet, 38 x 58cm

Enzo Apicella, designer, cartoonist and restaurateur. His style and vision in the early 1960s transformed the idea of what an Italian restaurant should be. The murals of the erupting Vesuvius were out, along with the tourist board posters of Lake Como and trellis with plastic vines. In came cool tiles, white paint, downlighters, round tables, Magistretti chairs and proper art. Thanks to Apicella, the Pizza Express in Fulham had murals by Eduardo Paolozzi, forming in many customers' minds an unbreakable connection between pop art and pizza margherita. Walter Mariti (1935-2021) with his friend Enzo Apicella formed a partnership and co-owned three London restaurants, the Meridiana, Pontevecchio and Factorum.

Provenance: Royston Cooper. (1931-1985). balloonist, artist, designer, typographer, and friend of Enzo Apicella, by descent from the family of Royston Cooper to the present owner.

£200-300



178



179

Poster: Enzo Apicella (Italian, 1922 - 2018) Chefs Staff & Directors of Meridiana restaurant (London) wishes you a Sunny Xmas, a Peaceful New Year & a Funny Carnival, 1975. a Christmas poster designed by Enzo Apicella for his London restaurant, Meridiana, 169, Fulham Palace Road, London SW3, signed 'Enzo' and 'Walter' in the print, and further signed 'apicella 73', loose sheet, 58.5 x 39cm. Walter Mariti, (1935-2021), Enzo's close friend, business partner, and co-owner of the restaurant

Enzo Apicella, designer, cartoonist and restaurateur. His style and vision in the early 1960s transformed the idea of what an Italian restaurant should be. The murals of the erupting Vesuvius were out, along with the tourist board posters of Lake Como and trellis with plastic vines. In came cool tiles, white paint, downlighters, round tables, Magistretti chairs and proper art. Thanks to Apicella, the Pizza Express in Fulham had murals by Eduardo Paolozzi, forming in many customers' minds an unbreakable connection between pop art and pizza margherita. Walter Mariti, (1935-2021), with his friend Enzo Apicella formed a partnership and co-owned three London restaurants, the Meridiana, Pontevecchio and Factorum.

Provenance: Royston Cooper. (1931-1985). balloonist, artist, designer, typographer, and friend of Enzo Apicella, by descent from the family of Royston Cooper to the present owner.

£200-300

Sundry pictures

180

Peter and Francis E Lord- an early/mid-20th century folder of watercolours, drawings relating to motor racing and other subjects, to include "Sports car racing- the old and the new"- pencil, wash and bodycolour, signed and dated 1937, 25 x 37cm, and others (quantity)

£1,000-1,200



180



181

181

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 x 75cm.

£100-200

179

Marine related items



182



182
An Officers mess bookshelf and a ships paperwork wall rack.
Removed from the “MV Romney” Faslane 1978.

£50-100



183

183
A collection of five rotators and one ships log register (6).
£100-150



184

184
A collection of three Ships log governor wheels, one ships log register and four rotators.
£100-150



186

187
A collection of three Ships log governor wheels, one ships log register and four rotators.
£100-150



185

185
A collection of three Ships log governor wheels, one ships log register and four rotators.
£100-150



187

186
A collection of three Ships log governor wheels, one ships log register and four rotators.
£100-150



188



189

188
A set of six ex-boardroom chairs removed from
“Braemar Castle” Faslane 1966.

£400-500

189
Two polished brass shell cases.

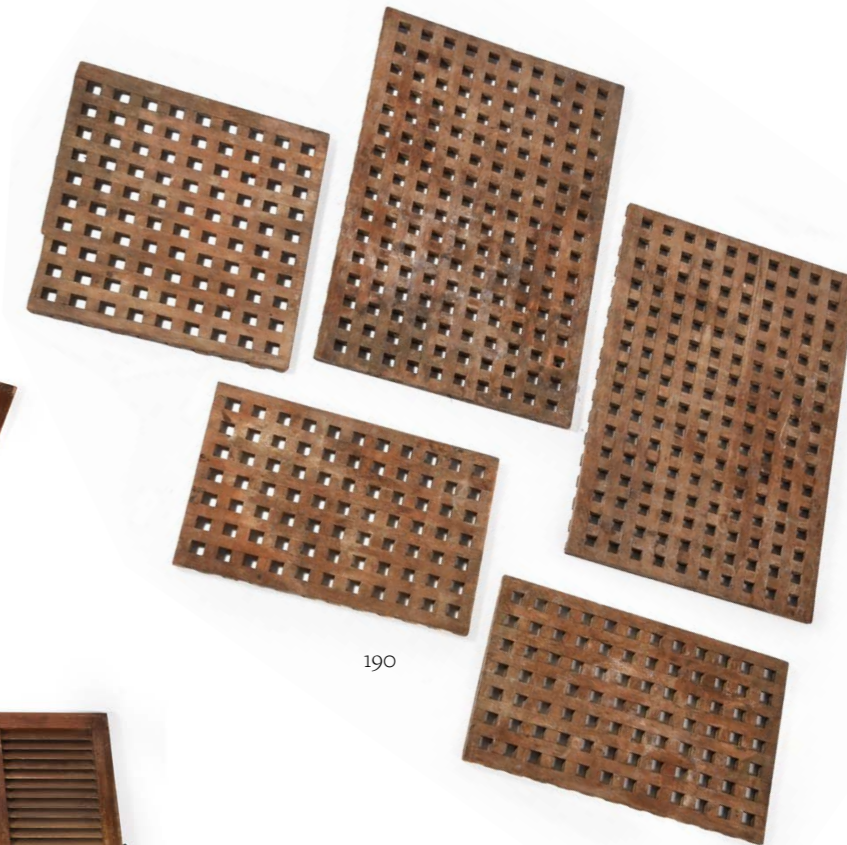
£100-150

190
Five pieces of ships grating, removed from “MV Mastura” at Blyth in 1978.

£80-120



191



190

191
A collection of seven ships louvres doors. Removed from “MV Mastura”
at Blyth in 1978.

£80-120



192

192

A collection of four marine ship parts. Removed from "MV Mastura" at Blyth in 1978.

£80-120



193

193

A collection of sundry ship wooden fittings. Removed from "MV Mastura" at Blyth in 1978.

£80-120

194

A collection of ship flooring. Ex Hughes Bolckow, Blyth Northumberland. Removed from "MV Evandros" at Blyth in 1979.

£80-120



194

195

A ships loud hailer, removed from "MV Evandros" at Blyth in 1979. Two polished shell cases and framed picture of Alyn Bank.

£150-200



195





196



197 (part lot)

196

A brass steam ship whistle. Removed from the "MV James Rowan" Queenborough 1984. Height 137cm.

£400-500

197

A collection of three marine teak companion way ladders, two with brass treads and one with aluminium treads. Removed from the "Braemar Castle" Faslane 1966.

£300-400

198

A collection of miscellaneous marine ships grating. Removed from "MV Tisza" at Blyth in 1978. (4)

£50-100



198



198

199

A M T V ships Jacobs ladder. Removed from "MV Roland" Faslane 1978.

£80-120



200

200

Three pieces of ships Jacobs ladder. Removed from “ MV Roland Faslane 1978.

£100-150

201

A collection of five teak ships bridge wing companion ladders. Removed from “MV Robetina” Blyth 1979.

£300-400



201

202

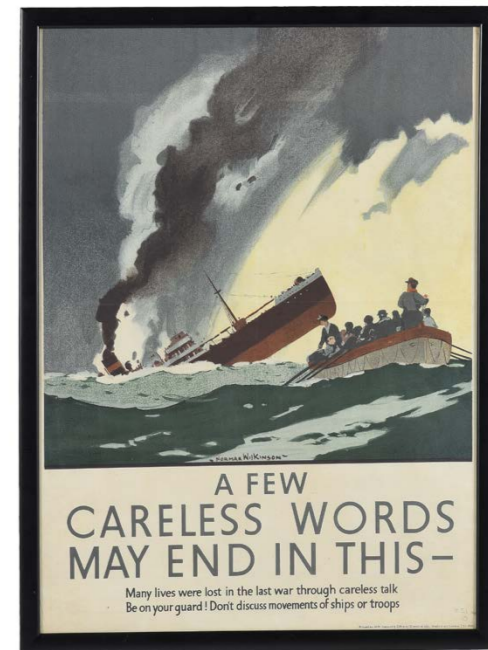
A framed poster ‘A Few Careless Words May End In This’ 50cm x 40cm, and a collection of three small framed transport related prints. Approximately 25cm by 20cm.

£50-100

203

A rare collection of Bassett-Lowke 1930’s parts removed from a P & O model, which prior to removal was at the P&O offices Leadenhall Street London 1977. Comprising of deck railing, collection of masts, deck ladder and steam funnel

£600-800



202 (part lot)



203



204
A leather travelling case and metal travelling trunk

£50-100



205
A large brass cargo ships steam whistle. Approximately 127cm high. Diameter approximately 18cm. Weight in excess of 26Kg

£400-600



206
A cargo ships brass mounted Binnacle, with polished brass cover having glass observation panel and standing on square support

£400-600

207
A military hand held compass with alignment sight, eleven inches in height and in original wooden box labeled 'Delicate Instrument Handle with Great Care'

£200-250

208
A ships Aldis lamp, in carrying case

£120-150



209
Two 19th century percussion cap rifles, having hardwood stocks

£100-200



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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.

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to you directly we will charge UK VAT at the appropriate rate and no refund will be available. Please note that if we export the goods to you, you will be responsible for completing the importation procedures as well the payment of any relevant duty/VAT payable on importation into your country.

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

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

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

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

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 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.

Conditions of Sale for Public Auctions

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

1. DEFINITIONS

In these Conditions:

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

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

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

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. We reserve the right to withhold the monies owed until the vendor provides the information necessary to complete the anti-money laundering checks.

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

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

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

18. **WAREHOUSING.** We disclaim all liability for goods delivered to our

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;

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 or the checks necessary under the current Money Laundering Regulations have not been completed. 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. Lots will only be released once we have completed necessary checks under the current Money Laundering Regulations.

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 and we have completed necessary checks under the current Money Laundering Regulations.

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 Conditionvs 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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