

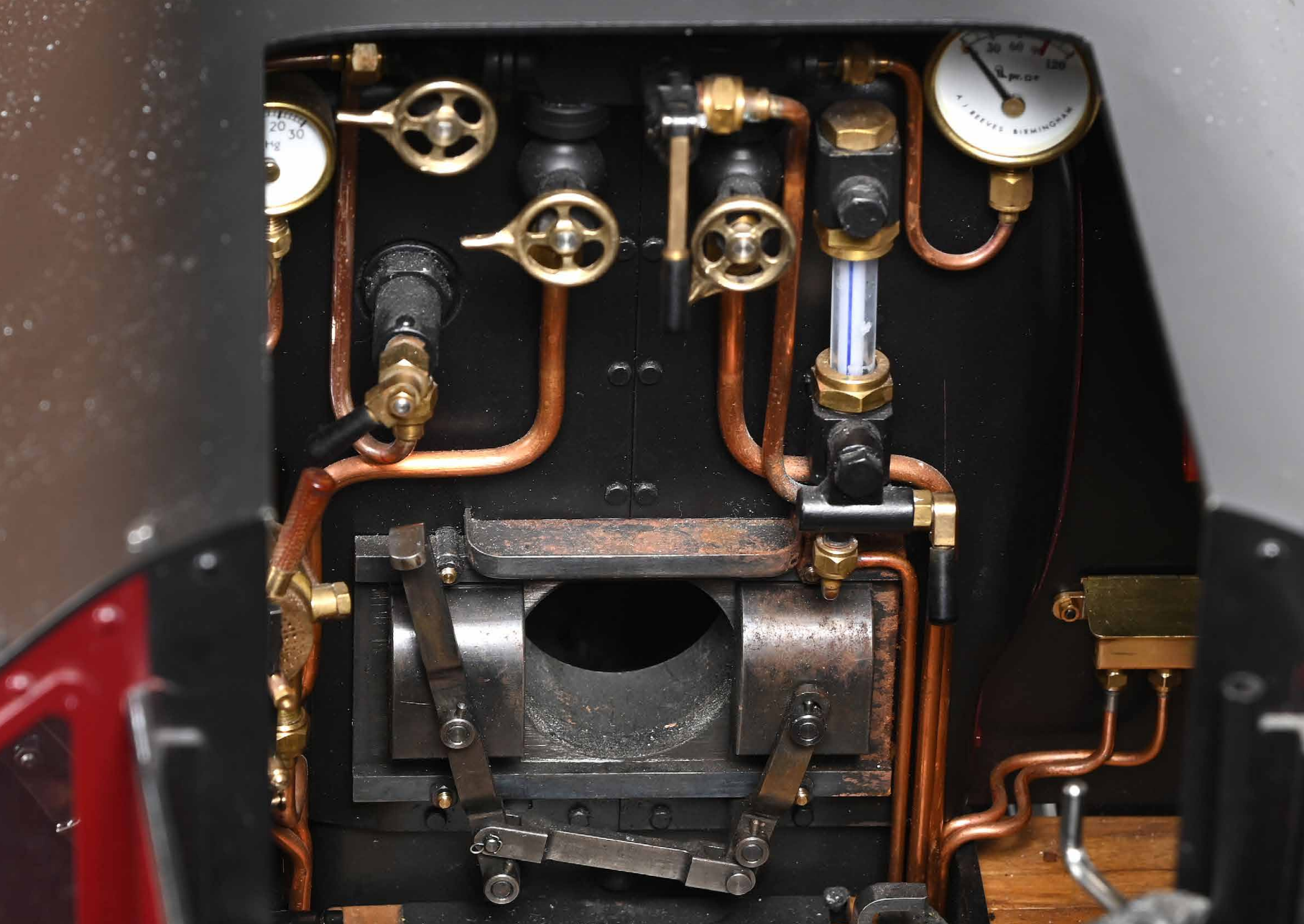
THE TRANSPORT SALE

WEDNESDAY 13 DECEMBER 2023 | NEWBURY



DREWEATTS

EST. 1759



THE TRANSPORT SALE

WEDNESDAY 13 DECEMBER 2023 | NEWBURY

LOTS 1-156 | 12 PM

VIEWING

Friday 8 December: 10am–4pm
Sunday 10 December: 10am–3pm
Monday 11 December: 10am–4pm
Tuesday 12 December: 10am–4pm
Day of sale: from 8.30am

ENQUIRIES & CONDITION REPORTS

transport@dreweatts.com

Front cover: Lot 48
Opposite page: Lot 48
Back cover: Lot 25

Catalogues £10 (£12.50 by post)

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DREWEATTS

EST. 1759

A GUIDE FOR BUYERS

REGISTRATION AND BIDDING

We advise bidders to register at least 48 hours in advance of the auction as we will need to complete Know Your Client checks on all registrants. We allow commission (or absentee bids), telephone bids, live online bidding, and in person bidding. More information is available in our Terms of Sale at the back of this catalogue, and on our website.

BUYER'S PREMIUM

26% of hammer price up to £20,000 (31.2% including VAT), plus

25% of hammer price from £20,001 up to £500,000 (30% including VAT), plus

20% of hammer price from £500,001 up to £1,000,000 (24% including VAT), plus

12.5% of hammer price in excess of £1,000,000 (15% including VAT)

ADDITIONAL CHARGES AND SYMBOLS

λ - Indicates that this lot may be subject to Droit de Suite (Artist Resale Right) royalty charges.

Y - Indicates that this lot may be subject to CITES regulations when exported.

t - Indicates that VAT is payable by the purchaser at the standard rate of 20% on the hammer price as well as being charged on the buyers' premium.

θ - Indicates that the lot is a zero rated item and therefore subject to buyer's premium of 26% exclusive of VAT (0% VAT).

‡ - Indicates that the lot is being sold whilst subject to temporary importation and that VAT is due at the reduced rate (5%).

Ω - Indicates that the lot has been imported from outside the UK and is liable to the standard rate of Import VAT currently 20% on the hammer price.

β - Indicates that the lot is offered in Bond. This applies to wine. Bidding will be at duty paid prices other than for those lots marked 'IN BOND/β'.

PAYMENT

If you are successful, you will receive an invoice to your registered email address, which will include detailed payment and collection information. If you wish to see this in advance, please visit our website. Items must be paid for in full and Know Your Client checks must be complete before we can release any purchases; first time buyers may also be subject to restrictions on the methods of payment we can accept. Please confirm this with the saleroom prior to collection.

COLLECTIONS, SHIPPING AND STORAGE

Unless otherwise stated below, purchases are available for collection from Dreweatts Donnington Priory salerooms from Monday to Friday (9am-5pm) by appointment only. If you wish to have the item shipped to you, please see the list of suggested shippers on our website.

Due to a busy schedule of sales, we are unable to store sold items at the salerooms; any items not collected after 4 working days of the sale (by 4pm) are removed to commercial storage and subject to a storage charge of £20 (plus VAT) per lot as well as a further storage charge of £3 (plus VAT) per lot per day thereafter. Please note for large consignments there may be additional charges. These charges will be the sole liability of the purchaser and will be billed directly to them by Sackville-West Moving & Storing.

On payment of all sales and storage costs, items will be available for collection by appointment from Sackville-West Moving & Storing (Andover SP10 3SA).

CONDITIONS OF SALE

Any registration to bid is subject to acceptance of our Auction Terms and Conditions and Privacy Policy. Both are available on our website.

CONDITIONS OF ITEMS

Buyers must satisfy themselves to the condition of any item prior to bidding. Detailed condition reports and additional images are available upon request.

EXPORT OF ITEMS

If you intend to export goods out of the UK, we ask you to satisfy yourself as to whether there is prohibition on exporting goods of that character e.g. if the goods contain prohibited materials such as ivory or they require an Export Licence on the grounds of exceeding a specific age and/or monetary value threshold as set by the Export Licensing Unit. We are happy to make the submission of necessary applications on behalf of our buyers, but we will charge for this service only to cover the costs of our time.

GLOSSARY OF TERMS

Where relevant, for example Picture auctions or Clocks auctions, a glossary of cataloguing terms will be available at the back of our printed catalogues as well as via our website.

SPECIALISTS FOR THIS AUCTION



Michael Matthews
Consultant Specialist
mmatthews@dreweatts.com



Lucie Hobbs
Head of Consignments
lhobbs@dreweatts.com



1

1
**A CASED 10 INCH VERTICAL IMPERIAL/METRIC
VERNIER HEIGHT GAUGE**

In fitted case 42.5cm x 20.5cm x 10cm

Provenance:

Once the property of Mr R C Lowe, an awarding winning model engineer from Yeovil, Somerset, well known for building aero engines. Some fine examples were sold by Christies, London.

£50-75



3

2
**A 5 INCH GAUGE SCISSOR
LOCOMOTIVE LIFT ON WHEELS
BUILT IN 2002 BY THE LATE
MR RICHARD ARNOLD CASTLE
OF WATFORD**

90cm long, 31cm wide, 86cm high
when extended

£150-250



2

3
**A SMALL GENERATOR,
MINIATURE MODEL GALVANISED
WATER TANK WITH HAND
FEED WATER PUMP AND A BELT
DRIVEN GRINDING WHEEL WITH
SPOKED DRIVE WHEEL**

£30-50



5

4
A COLLECTION OF METAL WORKSHOP EQUIPMENT

To include: a Micrometer; Metric and Imperial calipers; a 4 inch Imperial set of calipers, two digital gauge indicators, one on a metal base; a depth micrometer; set of open and ring spanners; box spanners (mostly BA); three tap wrenches; set of dividers; three angle blocks with clamps; box of riveting snaps; 12 inch calliper; pliers, rulers and small vice.

Together with a quantity of unused items including: a quantity of Blackgates Engineering steam fittings; DNY steering chain for a traction engine; water injector and a set of bevel gears, screws and steam pipe fittings in unopened packs.

£50-100



4

5
**A 5 INCH GAUGE LOCOMOTIVE DRIVERS TROLLEY,
PASSENGER SEAT, DISPLAY RAIL AND A MODERN
LOCOMOTIVE JACKING TROLLEY**

£100-150



6

6
 A LIVE STEAM BASSETT LOWKE 0 GAUGE
 MODEL OF A 2-6-0 TENDER LOCOMOTIVE
 NO 2985
 REBUILT APPROXIMATELY 25 YEARS AGO BY
 LICHFIELD TRAIN SHOP
 Including a copy of firing instructions

Provenance:
 Built from the Bassett Lowke kit in 1948 by the
 vendor's father.

£250-350

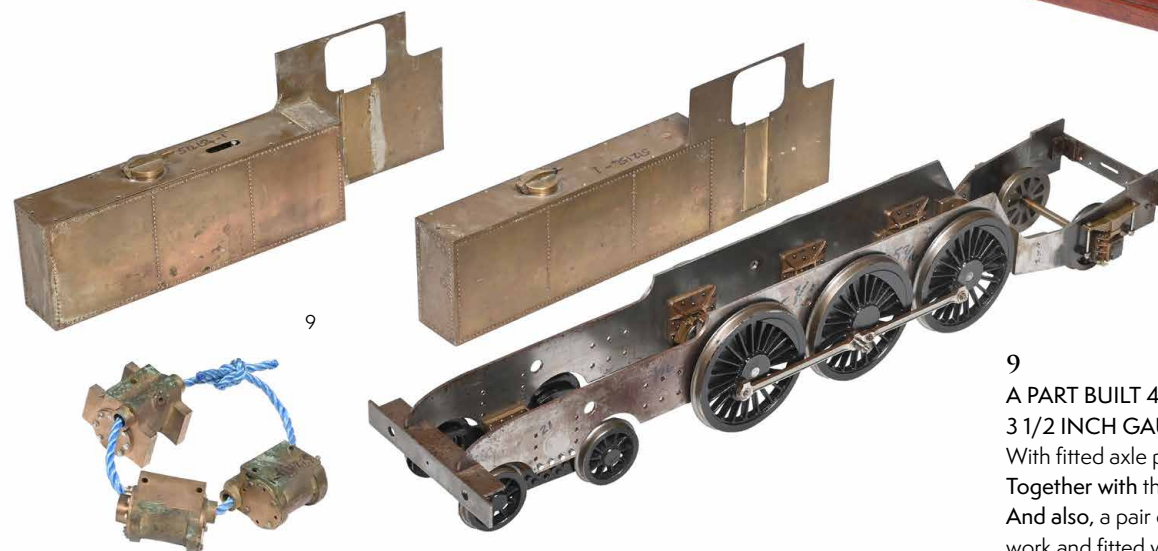


7

7
 A LIVE STEAM BASSETT LOWKE 0 GAUGE
 MODEL OF A 0-4-0 TENDER LOCOMOTIVE
 NO 5374
 REBUILT APPROXIMATELY 25 YEARS AGO BY
 LICHFIELD TRAIN SHOP
 Together with four books on Bassett Lowke

The model is believed to be circa 1924

£250-350



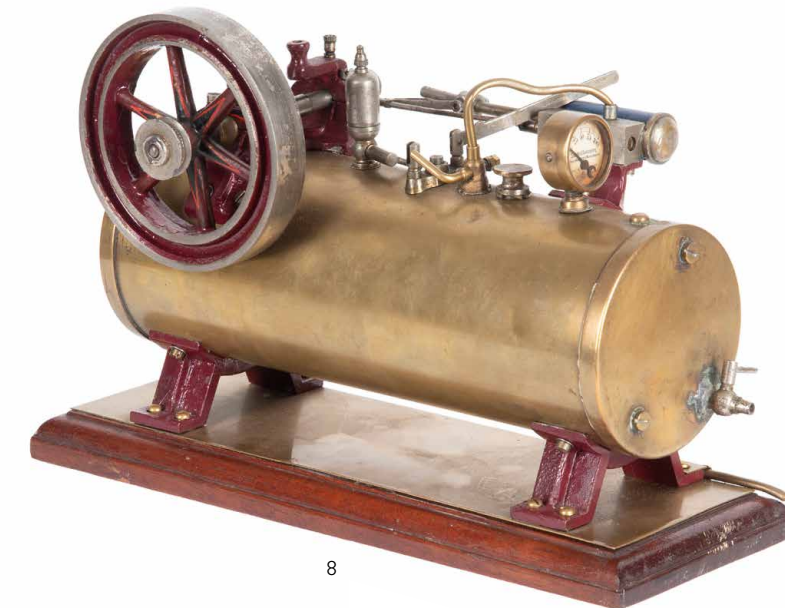
9

9
 A PART BUILT 4-6-2 ROLLING CHASSIS FOR A 'HIELAN LASSIE'
 3 1/2 INCH GAUGE LOCOMOTIVE TO THE LBSC DESIGN
 With fitted axle pump, wheels, fluted coupling rods and front bogie
 Together with three machined cylinder castings
 And also, a pair of brass plate-work side tanks with detailed rivet-
 work and fitted water pump for an unknown model locomotive

£100-150

8
 A RARE MODEL OF A BING STEAM PLANT
 Comprising of a horizontal cylindrical brass boiler with 'GBN' diamond shaped cast
 mark, fitted steam pressure gauge, safety valve, drain tap and horizontal mounted
 steam engine to top with open crank, single cylinder engine with eccentric driven
 steam valve and 3.5 inch diameter spoked flywheel. The model is mounted on brass
 baseplate and wooden plinth with moulded edge.
 18cm high overall, wooden plinth 27cm x 10cm

£200-300



8



10

10
A SET OF CASTINGS TO BUILD A 'MARY' FOUR COLUMN BEAM ENGINE
TO THE DESIGN BY TUBAL CAIN
 With parallel motion, speed governor and drawings
 Finished model will be 37cm long, 23cm high with 24cm diameter flywheel

Tom D. Walshaw (1912-1998) was an engineer, author and contributor to the British magazines *Model Engineer* and *Engineering in Miniature*. Many of his magazine contributions and books were authored under the pseudonym Tubal Cain. The pseudonym relates to the Tubal-cain, the biblical metal worker. As Tubal Cain he made over 424 contributions to *Model Engineer*, beginning in 1971. These were mainly divided between workshop equipment articles and model stationary engine constructional articles.

£100-200



11

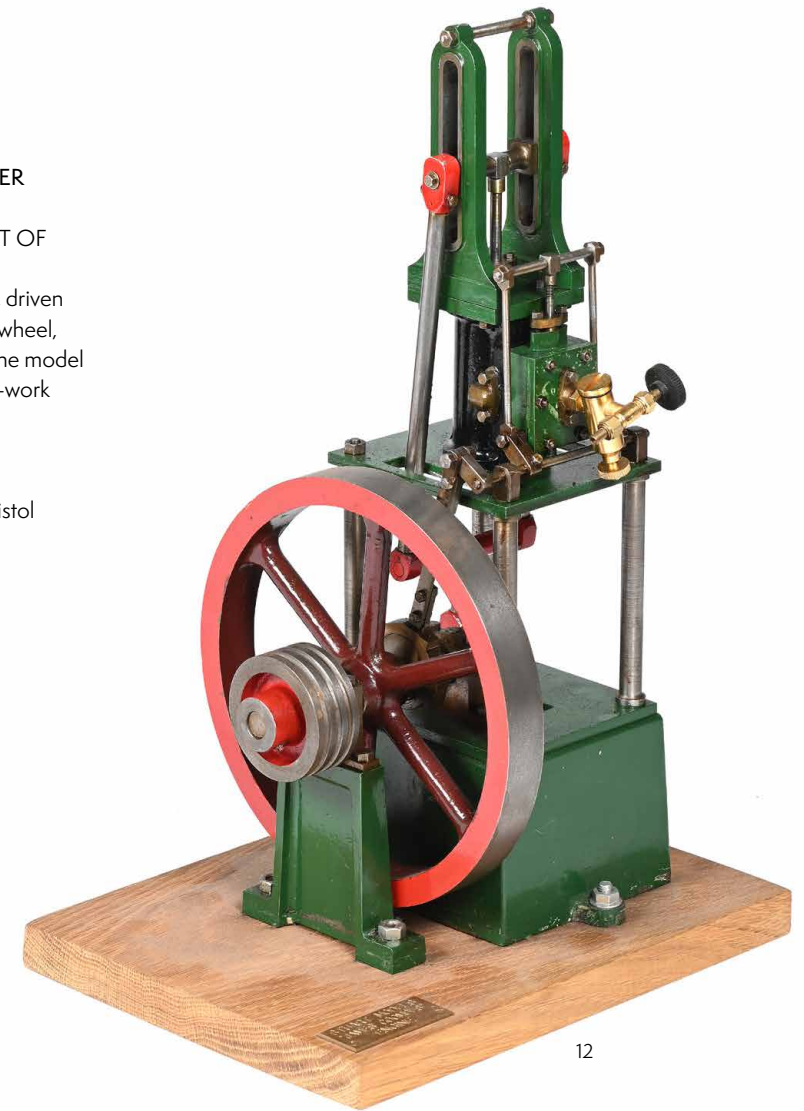
11
AN APPRENTICE AND MODEL ENGINEER BUILT GUILLOTINE CUTTER

£100-150

12
A WELL-ENGINEERED MODEL OF A STUART TURNER
'JAMES COOMBES' LIVE STEAM TABLE ENGINE
BUILT TO THE ANDREW SMITH DESIGN, FROM A SET OF
STUART TURNER CASTINGS
 With single cylinder, 1inch bore x 2inch stroke; eccentric driven steam valve, open crank with 7 inch diameter spoked flywheel, wire rope pulley wheel and oiler points to open crank. The model finished in green and red paintwork with polished bright-work and set on a wooden plinth.
 38cm high, base 21cm x 23cm

The design of this engine is reputed to be based on a Bristol Colliery engine which ran for over one hundred years.

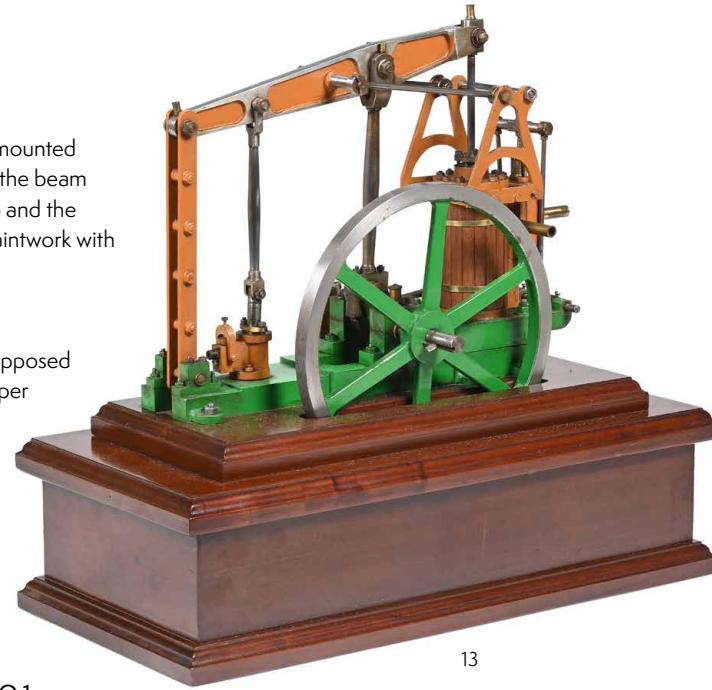
£300-400



12

13
AN EXHIBITION MODEL OF AN EASTON AND ANDERSON LIVE STEAM
'GRASS-HOPPER' BEAM ENGINE
 CIRCA 1950

having single cylinder lagged in planked hardwood with polished brass banding. The steam valve mounted to the outside with operation linkage to an eccentric mounted on the open crank and driven from the beam by shaped connecting rod, split bearings and fitted brass oiler cups. The beam driving water pump and the engine is fitted with a 7 1/2 inch diameter spoked flywheel. The model finished in green and tan paintwork with polished bright-work and mounted on a mahogany double plinth with moulded edges. 35cm high overall, base 41cm x 20cm



13

The grasshopper beam engine is so named because it is supposed to resemble a grasshopper when in motion. The Grasshopper engine was introduced in the 1820s and was built by many companies, but Easton and Anderson were most known specialists in general. This model is similar to an example supplied to Winchester gasworks in 1892

£500-700



14

14
A VERY RARE STUART TURNER NO 1
VERTICAL MARINE STEAM ENGINE
 EARLY 20TH CENTURY

The engine with single cylinder lagged in planked mahogany having brass strapping and brass drain cocks. The cylinder supported on cast metal support with slipper guide and turned pillar support to side, eccentric driven steam valve and Stephenson's reverse gear with direction locking knob. The open crank fitted with 5 inch diameter marine disc flywheel. Set on a mahogany plinth. 38cm high overall, plinth 27cm x 15cm

Provenance:

This model was purchased from a steamboat owner in Teignmouth, Devon in the 1960's when it was removed from a small steamboat used on the river Teign.

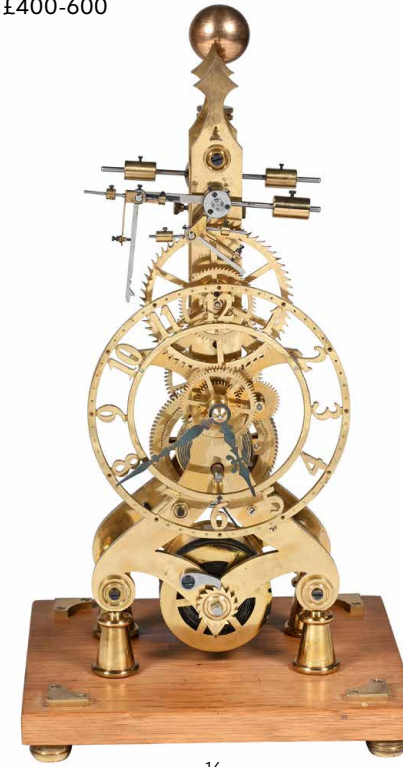
£500-700

15
AN EXHIBITION STANDARD MODEL OF A MODEL ENGINEER BUILT 'LYRE' SKELETON CLOCK
 BUILT TO THE W R SMITH DESIGN AND DRAWINGS, BASED ON A GOLD MEDAL WINNING BILL SMITH DESIGN OF ENGLISH PATTERN

with spring and fusee drive, maintaining power, a one-piece hand pierced skeleton dial with Arabic numerals and unusual sun and planet pinion motion work. It has an 8-day movement and stands 41cm above its base. The pendulum is rear mounted and has a heavy brass cylindrical bob poured with lead. A plastic cover protects it from dust. Case and clock supported on hardwood base 29cm x 22cm, 47cm high overall

The escapement is an original design by Bill Smith and is of the spring pallet type

£400-600



16

16
AN EXHIBITION STANDARD MODEL
OF A MODEL ENGINEER BUILT
'GRASS-HOPPER' ESCAPEMENT
SKELETON CLOCK
 BUILT TO THE W R SMITH DESIGN AND DRAWINGS

The grass-hopper escapement with double escape wheels, single fusee movement, skeleton dial with Arabic numerals, The movement with maintaining power, cylindrical bob pendulum, turned pillars between plates and standing on oak plinth with brass turned adjustable bun feet. Case and clock supported on hardwood base 20cm x 23cm, 44cm high overall

£300-500



15



17

17
AN EXHIBITION STANDARD MODEL OF A MODEL ENGINEER BUILT 'ANCHOR' ESCAPEMENT SKELETON CLOCK

BUILT TO THE JOHN WILDING DESIGN AND DRAWINGS

The movement with traditional anchor escapement wheel, single fusee movement, chapter ring dial with Roman numerals, The movement with maintaining power, cylindrical bob pendulum and passing strike on bell with finial, turned pillars between plates and standing on oak plinth with brass turned adjustable bun feet
Case and clock supported on hardwood base 26.5cm x 19.5cm, 48cm high overall

£300-500

18
A RARE STUART TURNER TWIN CYLINDER VERTICAL MARINE ENGINE

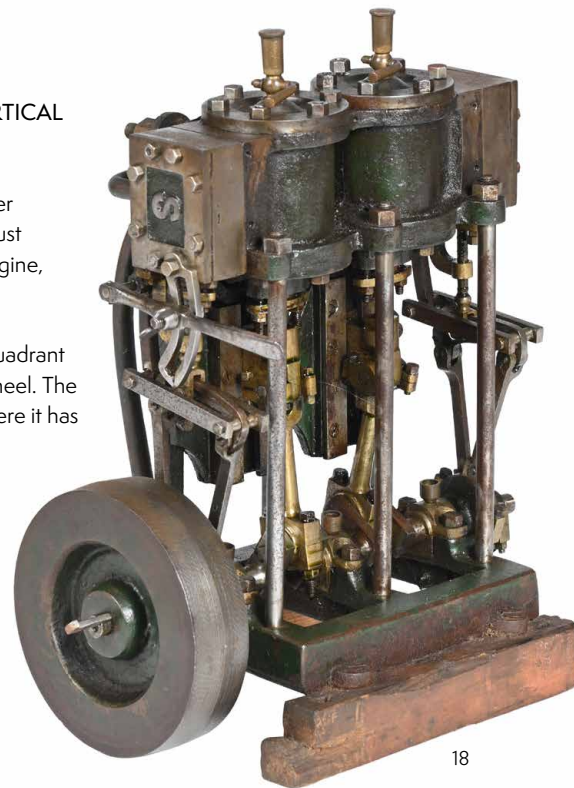
CIRCA 1920 OR 1930

The twin simple cylinders having polished brass oiler chambers with release taps to tops, inlet, and exhaust pipework to steam valves set at each end of the engine, slipper guides, connecting rods to open crank with split brass bearings, eccentric driven steam valves, Stephenson's reverse gear with locking direction quadrant and thumb screw locking nut and marine disc flywheel. The engine is mounted on original wooden bearers where it has been removed from a steamboat.

Provenance:

This model was purchased from a steam boat owner in Teignmouth, Devon in the 1960's when it was removed from a small steamboat used on the river Teign.

£600-800



18

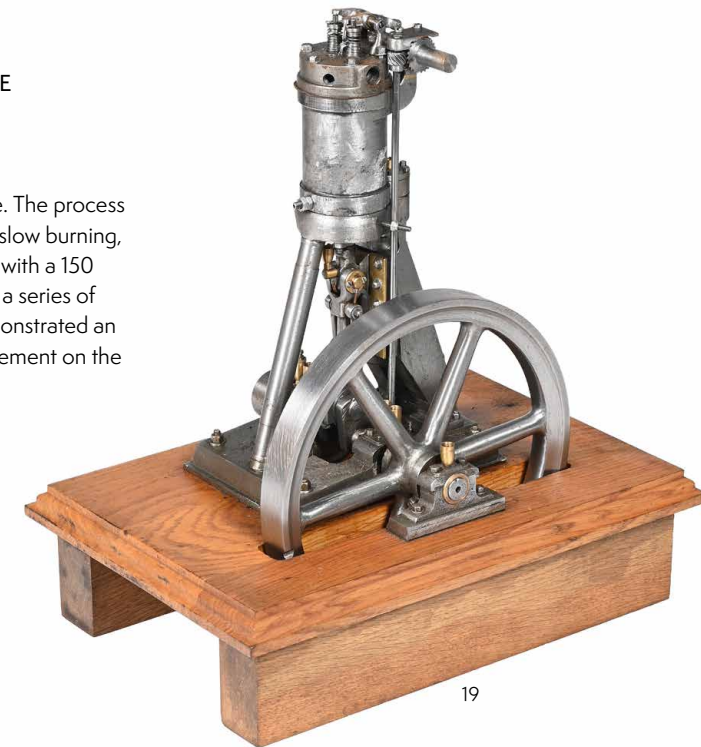
19
A UNIQUE AND RARE MODEL OF RUDOLF DIESEL'S FAMOUS THIRD TEST DIESEL ENGINE USED IN THE SUCCESSFUL 1897 ACCEPTANCE TEST

The model is unfinished, includes a small collection of machined parts and spare parts

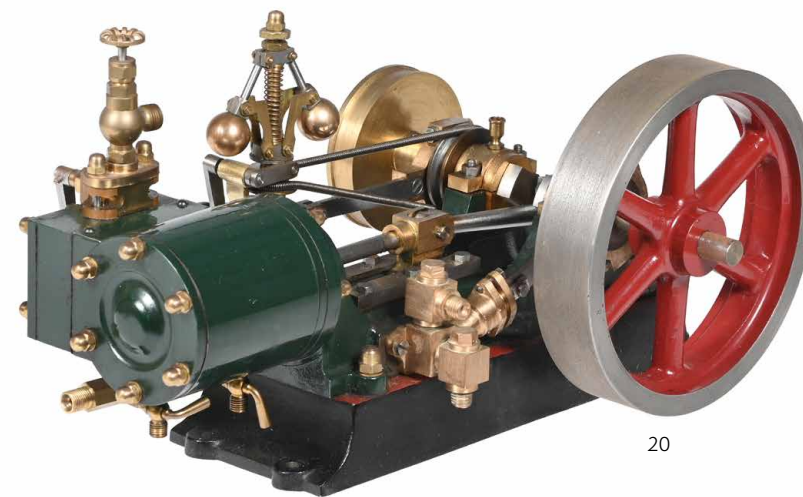
In 1885, Diesel set up his first shop in Paris to begin development of a compression ignition engine. The process would last 13 years. In the 1890s, he received a number of patents for his invention of an efficient, slow burning, compression ignition, internal combustion engine. At MAN in Augsburg, prototype testing began with a 150 mm bore/400 mm stroke design on August 10, 1893. While the first engine test was unsuccessful, a series of improvements and subsequent tests led to a successful test on February 17, 1897 when Diesel demonstrated an efficiency of 26.2% with the engine, The full size engine of this design proved a significant improvement on the steam engines of the time which could only achieve an efficiency of 10 per cent.

Please refer to 'Early History of the Diesel Engine' Rudolf Diesel's Invention. Dieselnet.com (Rudolf Diesel 1858-1913).

£300-500



19



20

20
A WELL-ENGINEERED MODEL OF A STUART TURNER NO 9 LIVE STEAM HORIZONTAL MILL ENGINE

Having metal lagged single cylinder 1 1/2 inch bore by 1 1/2 inch stroke with fitted drain-cocks, speed governor, water feed pump, slipper guides for connecting rod, open crank with 5 inch six spoked flywheel and eccentric driven steam valve from crank. Steam control valve to inlet and brass belt drive wheel. The model finished in green, black and red paintwork with polished bright-work. 27cm long, 17cm wide

£400-500

21
 AN EXHIBITION STANDARD MODEL OF AN 1845 W & A MCONIE,
 GLASGOW, ANGULAR LIVE STEAM STATIONARY ENGINE
 BUILT FROM DRAWINGS AND CASTINGS

Having cylinder set at 30 degrees, open crank, eccentric driven steam valve, bevel gearing and fitted speed governor, and finished in green paintwork having 35cm long, 30cm wide, 23cm high

The first Oscillating engine was attributed to Henry Maudsley in circa 1817
 Similar engine sold at Dreweatts, 20th of April 2021 for £1,700

£800-1,200



21

22
 A VERY RARE AND ORIGINAL FULL-SIZE FLOOR STANDING HEINRICI
 OF GERMANY VERTICAL HOT AIR ENGINE
 CIRCA 1910

With twin 9 1/2 inch diameter spoked flywheels. The piston approximately 2 inch bore by 2 inch stroke with connecting rod with lubricators, side drive wheels with belt to electric dynamo. Being of open crank design with brass oiler cups. The engine flanked by cylindrical copper storage vessel with large sight glass to side. The engine is mounted on its original tapered boxed floor stand incorporating a Crocker-Wheeler Electric Co., Ampere. N.J. USA 1/2hp. 61cm long, 30cm wide, 78cm high

Patented the 5th of May 1891 No 6282. Speed 1800AMP AMP 1.2. Volts 60. Makers and Detail plaques cast in brass on original mounts.

Heinrici's were one of the most successful hot air engine manufacturers between 1879 and the 1920s. Engines of largely similar design were produced in a range of sizes, mostly standing on tapered boxed stands.

It is our opinion that this is the most original example ever to come under the hammer with its original dynamo still present. A similar example can be seen in the late Sir William McAlpine's private collection at Fawley Hill Museum, Oxfordshire.

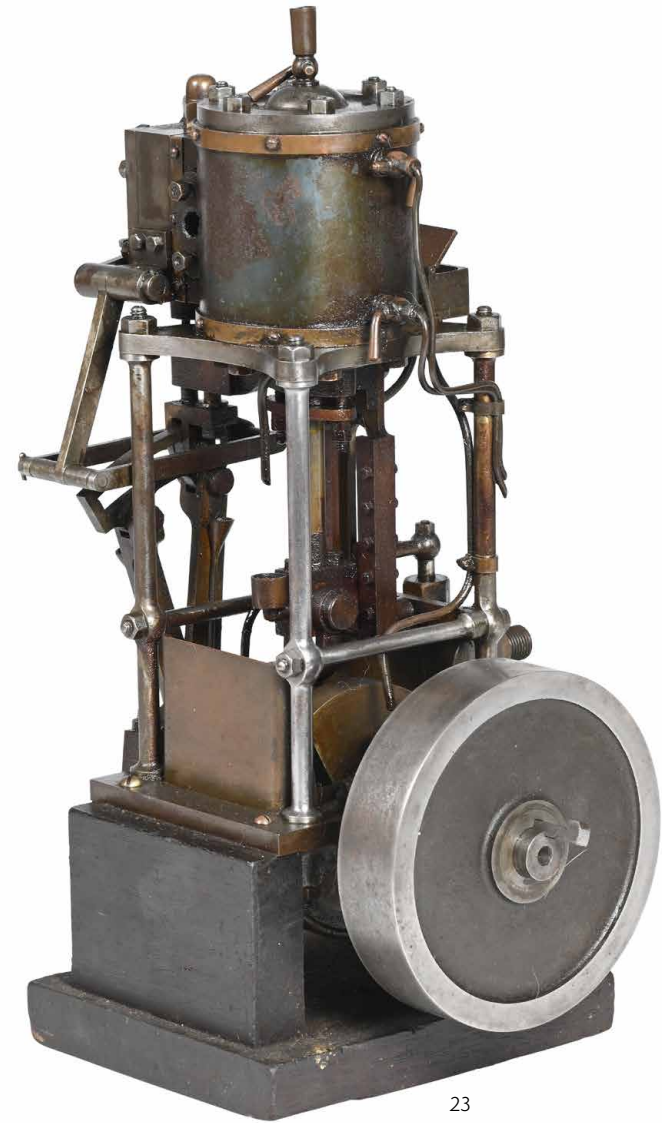
£1,500-2,500



22 (detail)



22



23

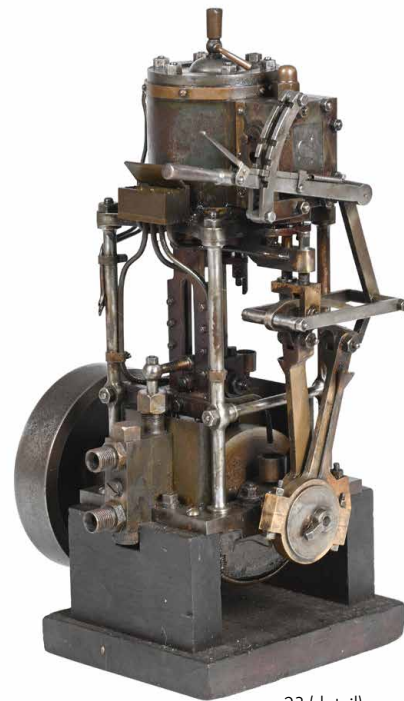
23
A RARE LIVE STEAM VERTICAL MARINE ENGINE
CIRCA 1920 OR 1930

Having single cylinder lagged in blued steel with brass banding and oiler, cylinder drain cocks with associated pipework, steam valve mounted to the side of cylinder with Stephenson's reversing gear and direction control quadrant with setting lever supported on four turned columns, with open crank having slipper side guide, connecting rod oilers and 13cm diameter disc flywheel.

Set on wooden plinth 20cm long, 19cm wide, 38cm high overall

This engine may have Stuart Turner connections as it has a 'S' steam valve cover

£800-1,200



23 (detail)

24
A FULL-SIZE MUSEUM EXHIBIT OF A TWIN CYLINDER LIVE STEAM LATE VICTORIAN LAUNCH ENGINE

The cylinders supported on six turned steel columns, eccentric driven steam valves linked to open crank with slipper guides to connecting rods, two leather belts driving 'Pickering type' speed governors and the engine is mounted on a RSJ steel base with wheels to enable ease of movement.

Overall height 190cm including base, engine height including governor 156cm, engine length 126cm, engine width 55cm

It is believed that the engine was originally on display in a museum on the Isle of Wight for many years and has cut away sections to illustrate how the engine works.

Please Note: This engine has to be collected by the purchaser from East Devon by appointment.

£1,000-1,500



24 (detail)



24



25

25
A LARGE 'MODEL ENGINEER' BUILT MODEL OF AN UNDER-BEAM STEAM ENGINE
The model has twin vertical cylinders lagged in planked hardwood with polished brass banding, side rods linked to two beams set at the bottom of the engine, steam valve linked to an eccentric mounted on the over-crank which also drives a pump set in the base of the engine. The balanced crank with five brass oiler cups and bearings supported on tapering casting supported on six turned brass column supports. The engine has a 9 inch diameter spoked flywheel. The model painted in green, brown and black and standing on hardwood plinth with moulded edge 48cm x 25cm, overall height 47cm to top of flywheel.

The model comes with its own wooden box carrying case.

This design was often used in ships as the main weight of the engine is at its lowest point and helps with buoyancy.

£1,000-1,500

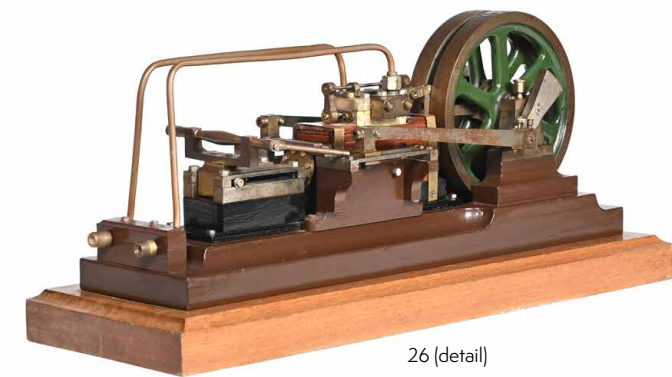


25 (detail)

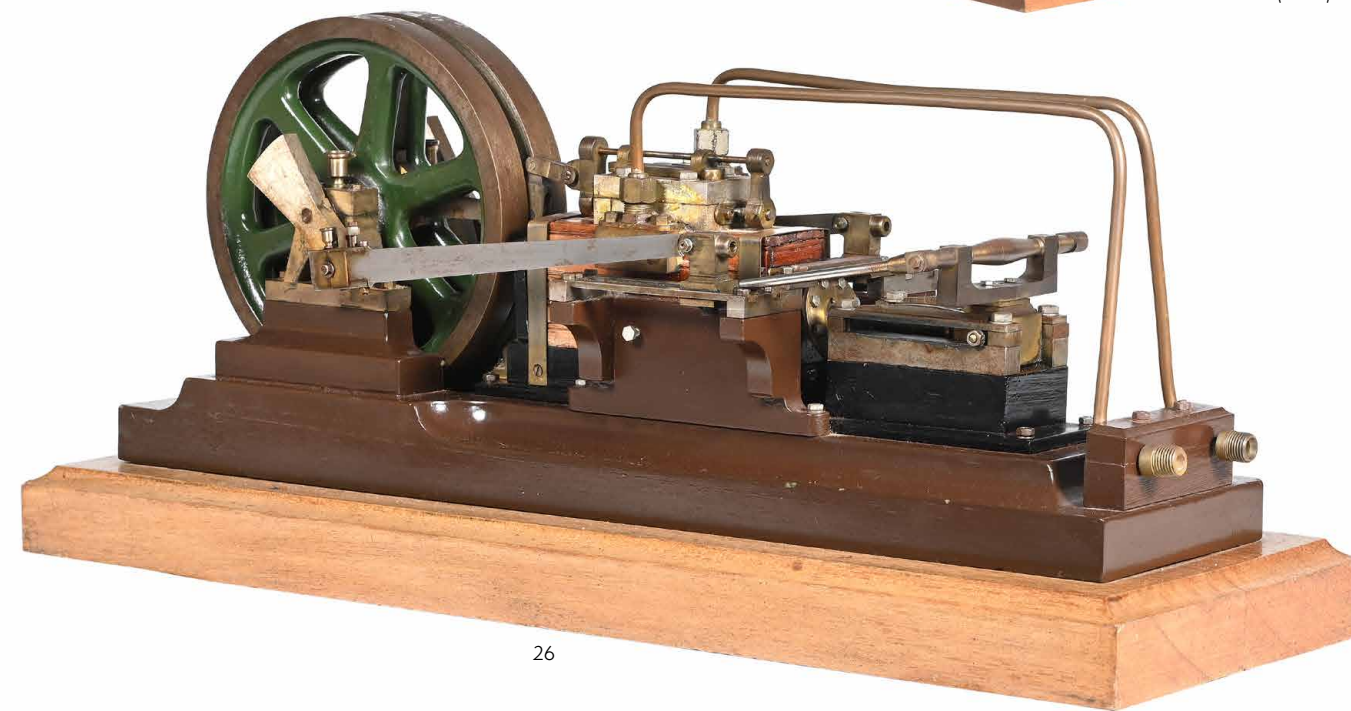
26
A LARGE 'MODEL ENGINEER' BUILT MODEL OF A HORIZONTAL STEAM MILL ENGINE
Unusual design having two 7 inch diameter spoked flywheels, set side by side with eccentric set between the wheels to drive the steam valve set on the top of the single cylinder lagged in simulated hardwood with polished brass end bands. The crank driving tapered connecting rods with crosshead guides flanking the cylinder and at the front. The model has a steam supply copper pipe and exhaust pipe. The engine set on a heavy metal sole plate, the model finished in green and brown paintwork and mounted on hardwood plinth. 62cm x 21cm, 28cm high to top of flywheels

The model comes with its own wooden box carrying case.

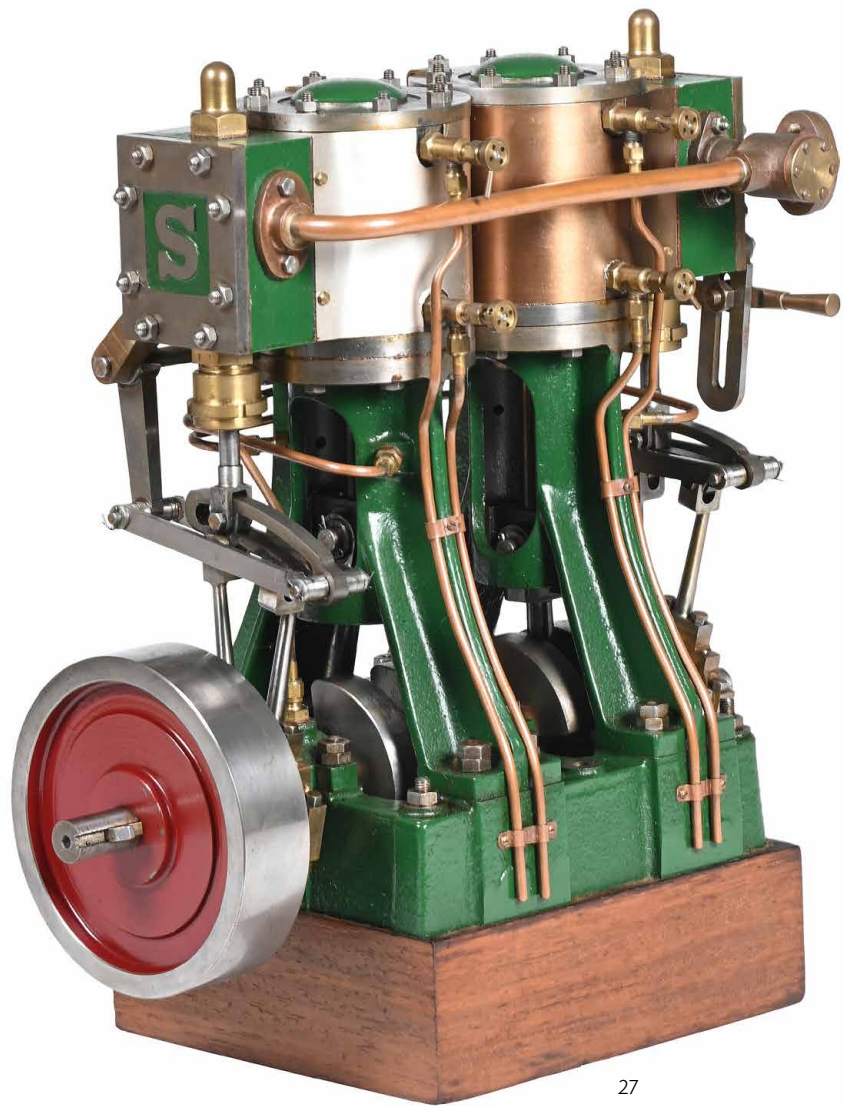
£1,000-1,500



26 (detail)



26



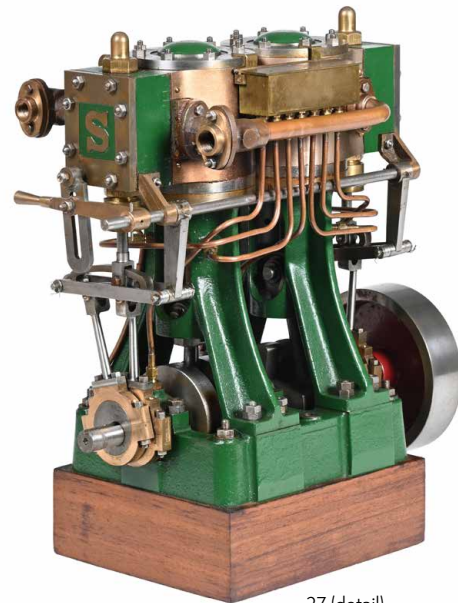
27

27
AN EXHIBITION STANDARD MODEL OF A STUART TURNER SWAN STEAMBOAT ENGINE

Built to a high standard and having twin cylinders with bores 2.25 inches by 2 inch stroke supported on trunk guides with metal cylinder lagging, cylinder drain cocks with associated copper paperwork, oiler system having polished brass reservoir with seven copper pipes leading to oiling points, Stephenson's reverse gear with operating lever, balanced crank, eccentric driven steam valves and 13cm disc flywheel. The model is finished in traditional green paintwork with polished bright work. 37cm long, 18cm wide, 37cm high including hardwood plinth

The Stuart Turner Swan was one of the most successful engines used in full size steam launches but sadly is no longer available from Stuarts for model engineers to build.

£1,500-2,000



27 (detail)



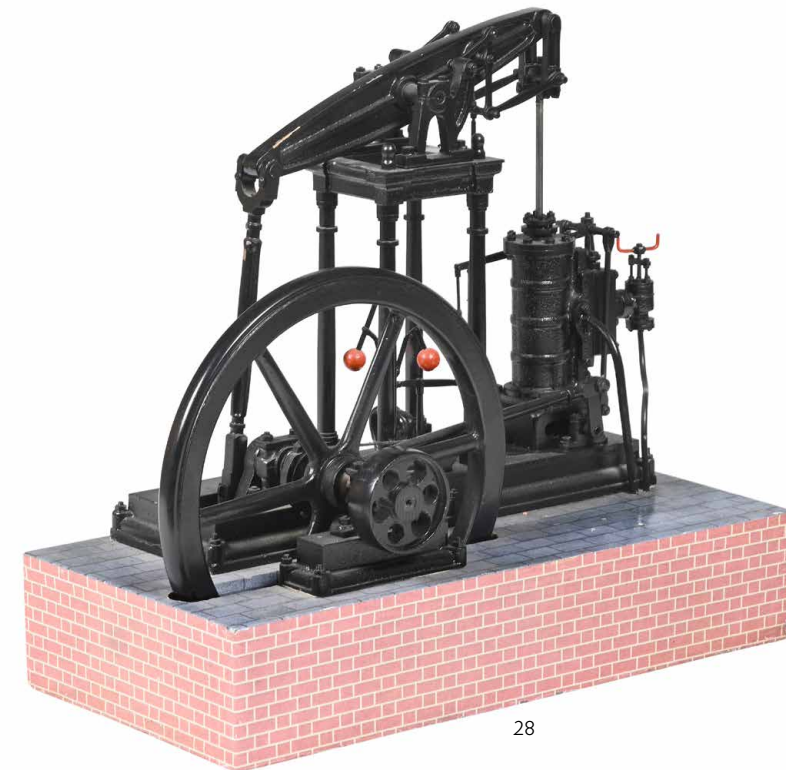
29

28
A WELL-ENGINEERED MODEL OF A 'MARY' LIVE STEAM BEAM ENGINE

The beam supported on four turned architectural columns with Watts parallel motion, the single cylinder with outside steam valve having shut off linkage linked to Watts speed governor. The open crank with eccentric link to steam valve and driving 21cm diameter spoked flywheel.

Mounted on simulated brick-work plinth 36cm x 18cm, 32cm high overall

£400-600



28

29
A DYNAMO
EARLY 20TH CENTURY

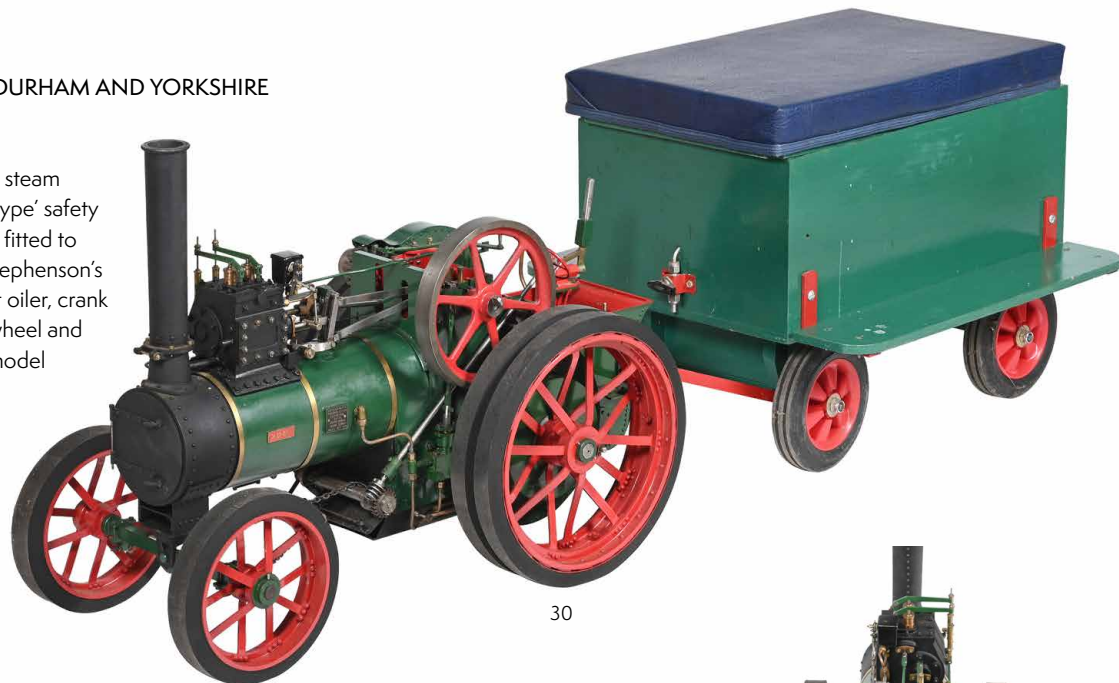
Suitable for use with a small full-size engine or a period model and having wooden drive pulley set inside metal casing
 Mounting bracket 20cm long, the dynamo 20cm wide, 12cm high overall

£100-150

30

A WELL-ENGINEERED 2 INCH SCALE MODEL OF A DURHAM AND YORKSHIRE AGRICULTURAL TRACTION ENGINE 'OLD BILL' BUILT BY MR R C SAKER OF SURREY

The silver soldered copper boiler having fittings including steam pressure gauge, water sight glass, regulator, twin 'Salters type' safety valves, direction control quadrant, hand feed water pump fitted to engine tender and other usual fittings. The motion with Stephenson's link reverse, single cylinder with twin safety valves, ratchet oiler, crank driven water pump, worm and chain steering, spoked flywheel and having spoked wheels with fitted rubber road tyres. The model finished in red, green and black livery with polished brass boiler bands and some detailed rivet-work. The model is being sold together with a transportation trolley, driving wagon and firing accessories. Plans and receipts. Engine 83cm long, 38cm wide, 58cm high. Trolley 43cm wide, 93cm long, 35cm high



30

Boiler History:
Past boiler history and certificate.

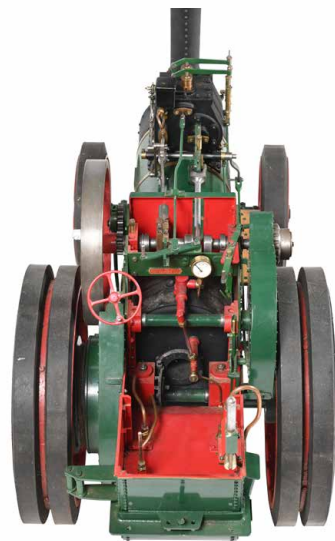
BOILER HISTORY DISCLAIMER

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

£3,000-4,000



30 (detail)



30 (detail)

31

A WELL-ENGINEERED MODEL OF A STUART TURNER 'JAMES COOMBES' LIVE STEAM TABLE ENGINE BUILT TO THE ANDREW SMITH DESIGN BY MR R C SAKER OF SURREY FROM A SET OF STUART CASTINGS

Having single cylinder, 1inch bore x 2inch stroke with steam valve operated from eccentric on the open crank and 7 inch diameter spoked flywheel, wire rope pulley wheel, oiler points to open crank. The model finished in blue and red paintwork with polished bright-work and set on a wooden plinth. 21cm x 23cm, 38cm high overall

The design of this engine is reputed to be based on a Bristol Colliery engine which ran for over one hundred years.

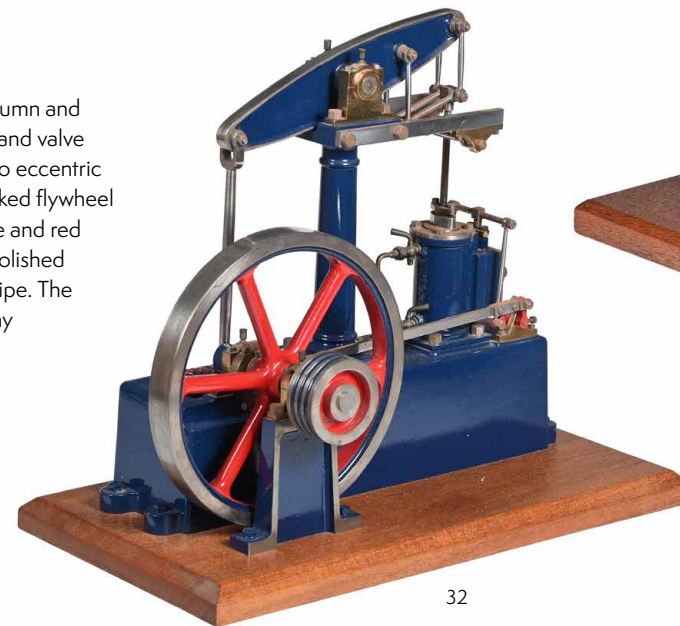
£300-400

32

A WELL-ENGINEERED STUART TURNER MODEL OF A STANDARD BEAM ENGINE BUILT FROM STUART CASTINGS BY MR R C SAKER OF SURREY.

The beam supported on central turned column and having Watts parallel motion, steam chest and valve mounted on the outside with valve linked to eccentric on the central crank and having 7 inch spoked flywheel with small pulley wheel and finished in blue and red paintwork with polished bright-work and polished copper cylinder drains and steam supply pipe. The model is displayed on a polished mahogany plinth with moulded edge 36cm x 20cm, overall height 28cm.

£300-400



32



31

33

A MODEL OF A STUART TURNER 10V VERTICAL STEAM ENGINE

Having metal clad cylinder with drain cocks, trunk guide, open crank with eccentric driven steam valve and spoked flywheel. The model fitted with Stephenson's reverse gear and finished in green and black paintwork and mounted on wooden plinth.

18cm high overall

£100-150

34

A STUART TURNER HORIZONTAL LIVE STEAM COPPER BOILER

with fitted steam pressure gauge, water sight-glass, safety valve and spirit firing burner

12cm wide, 33cm long, 21cm high (36.5cm high overall)

£100-150



33



34

35

A WELL-ENGINEERED 1 INCH SCALE MODEL OF A 'MINNIE' AGRICULTURAL TRACTION ENGINE

BUILT BY MR R C SAKER OF SURREY TO THE L C MASON DESIGN FROM REEVES OF BIRMINGHAM CASTINGS

The silver soldered copper boiler having fittings including steam pressure gauge, water sight glass, regulator, direction control quadrant and other usual fittings. The boiler supporting single cylinder with safety valve, ratchet oiler system, open balance crank motion, 4.5 inch spoked flywheel and worm and chain steering, brake, coal bunker and driving position with wooden slatted floor panel. The model finished in green and maroon with cream lined livery, polished brass boiler bands and straked spoked wheels with polish brass wheel hubs. Sold together with a set of plans.

45cm long, 21cm wide, 31cm high overall

Boiler History:

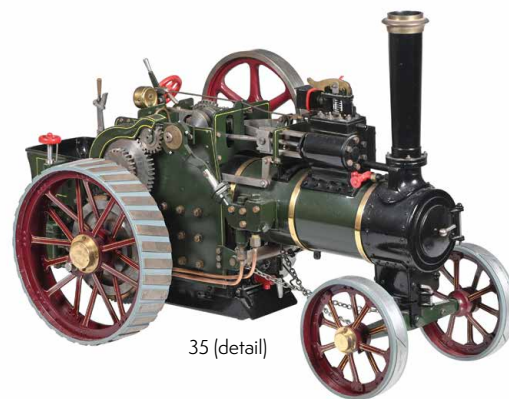
Boiler receipt and original boiler certificate.

BOILER HISTORY DISCLAIMER

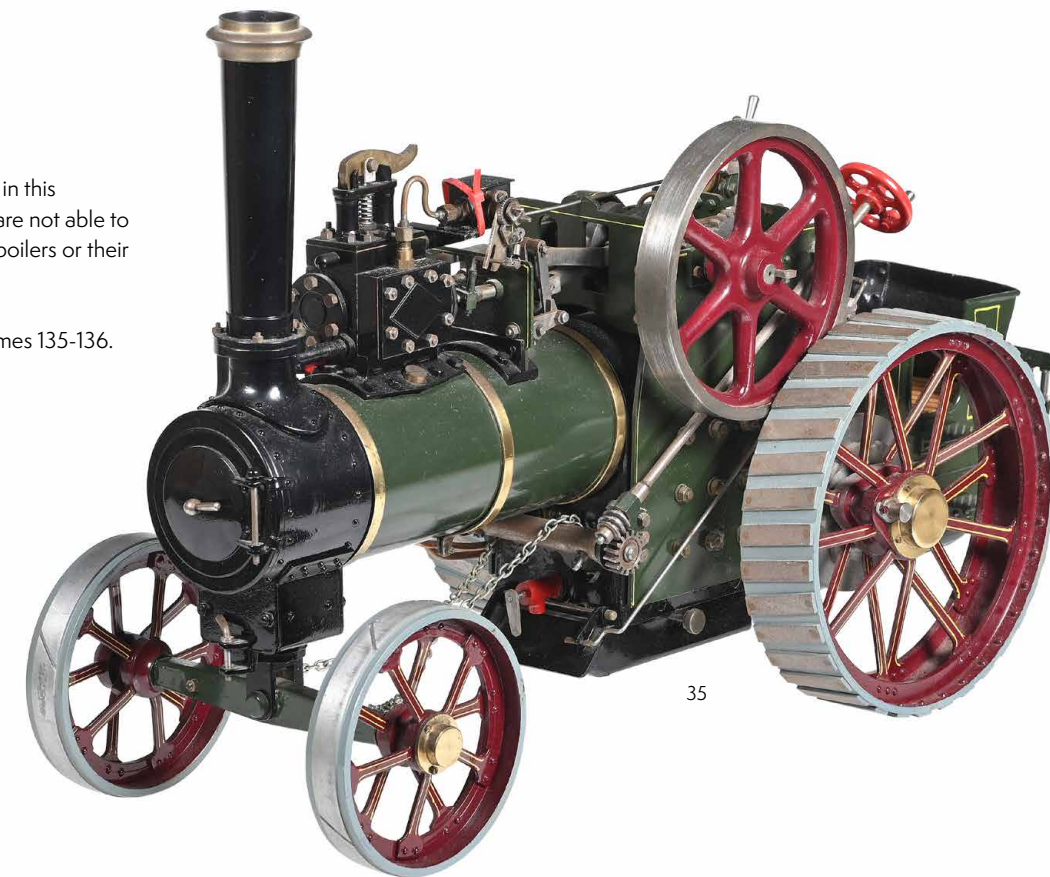
Please Note: All boiler history records and references made in this catalogue are made for guidance only and the auctioneers are not able to convey any guarantees or warranties as to the safety of the boilers or their present condition.

These models are documented in the Model Engineer Volumes 135-136.

£1,000-1,500



35 (detail)



35

THE LATE MR COLIN J F TICKLE OF NORTH WALES | LOTS 36-39

The late Colin Tickle was a long-standing volunteer and supporter of The Llanfair Railway in mid Wales where he helped from 1970 until his death in 2023. He first became a fireman followed by graduation to a locomotive driver. He retired from railway engineering at SAB Wabco in 1995. Working for them and associated companies since 1958. He was a fine model engineer winning awards and medals at the National Model Engineering Exhibition in London, where he also acted as a judge in the Railway sections. For his full obituary see The Llanfair Railway Journal No. 247, April 2023. Pages 17 to 19.



36

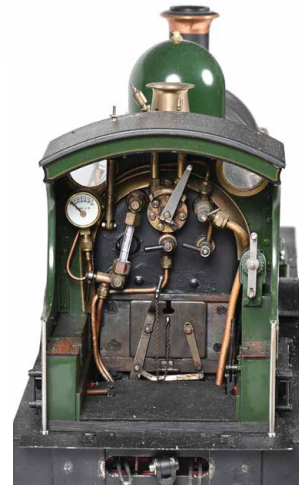
36
AN EXHIBITION STANDARD 3 1/2 INCH GAUGE MODEL OF A 4-2-2 TENDER LOCOMOTIVE NO 3071 'EMLYN' BUILT BY AN AWARD WINNING BUILDER AND NATIONAL EXHIBITION JUDGE, THE LATE MR COLIN J F TICKLE OF NORTH WALES

The silver soldered copper boiler having back-head fittings to include steam pressure gauge, water sight-glass, regulator, drain cocks with associated copper pipework and lever operated fire-box door. Simulated cab planked flooring, direction screw control and driver's seats on tool chests. The six-wheel tender having coal compartment, tool boxes, hand feed water pump and other controls. The locomotive finished in green and black lined livery with central splasher having brass polished mounts, fitted steps and handrails. Comes with Transportation cradle.

110cm long overall, cab width 15cm

Boiler history:
No boiler history available.

£1,500-2,000



36 (detail)



37

37
AN EXHIBITION STANDARD 3 1/2 INCH GAUGE GREAT WESTERN RAILWAY MODEL OF A 2-8-0 GOODS TENDER LOCOMOTIVE NO 4705 BUILT BY AN AWARD WINNING BUILDER AND NATIONAL EXHIBITION JUDGE, THE LATE MR COLIN J F TICKLE OF NORTH WALES TO 1:16 SCALE

The silver soldered copper boiler with back-head fittings to include steam pressure gauge, water sight-glass, regulator, lever operated firebox doors and quadrant direction control with lever and graduated settings. The six-wheel tender with coal compartment and many other fittings. The model finished in Great Western green lined livery and crest finished with fitted steps, handrails, couplings and vacuum hoses. Sold with transportation cradle.

126cm long, cab width 17cm.

Boiler history:
No boiler history available.

The original working engines were built at the GWR Swindon Works in 1922. One of a class of nine locomotives carrying fast overnight freight from London-Plymouth and London-Birkenhead. This model is based on the Swindon arrangement drawings and many photographs used by Mr Tickle to complete this fine model.

£1,500-2,000



37 (detail)



38

38
 A WELL-ENGINEERED 5 INCH GAUGE LONDON MIDLAND & SCOTTISH RAILWAY MODEL OF A 0-4-0 TANK SHUNTING LOCOMOTIVE NO 1529 BUILT BY AN AWARD WINNING BUILDER AND NATIONAL EXHIBITION JUDGE, THE LATE MR COLIN J F TICKLE OF NORTH WALES TO 1:11.3 SCALE
 The silver soldered copper boiler with back-head fittings to include steam pressure gauge, water sight-glass, regulator, lever operated firebox doors and quadrant direction control with lever and graduated settings. Fitted safety valves, whistle, and oiler system. The model is finished in black livery with polished bright-work and fitted with steps, handrails, and side water tanks.
 75cm long, cab width 23cm.



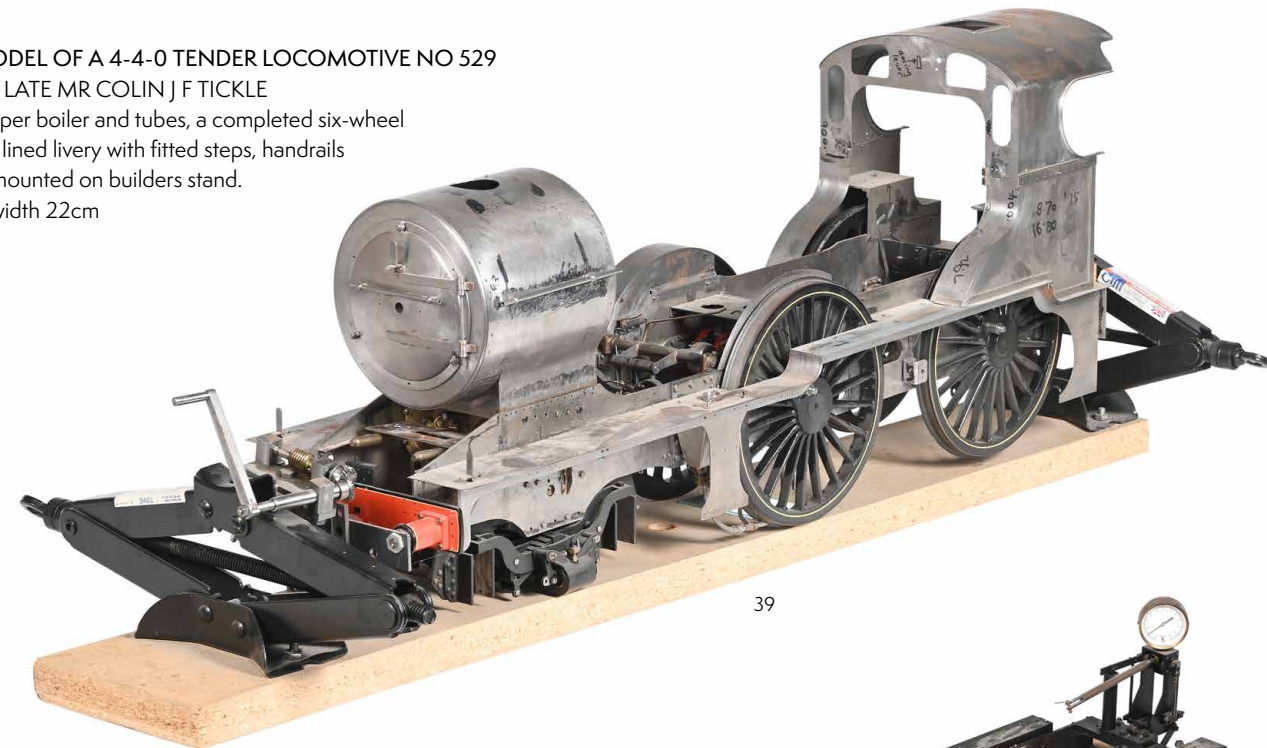
38 (detail)

This locomotive's sister engine No 1528 built by Mr Colin Tickle was sold by Christies at The Brighton and Hove Engineerium on the 22nd of October 1979.
 The original full size locomotives were built at the Derby Works in 1907 for The Midland Railway. The principle places these engines were used were Staveley Iron Works, Gloucester Docks and the Breweries at Burton on Trent.

£2,000-3,000

39
 A PART BUILT 5 INCH GAUGE MODEL OF A 4-4-0 TENDER LOCOMOTIVE NO 529 THE WORK CARRIED OUT BY THE LATE MR COLIN J F TICKLE
 Sundry parts including part built copper boiler and tubes, a completed six-wheel tender finished in maroon and black lined livery with fitted steps, handrails and other usual fittings. The model mounted on builders stand.
 145cm long (including tender), cab width 22cm

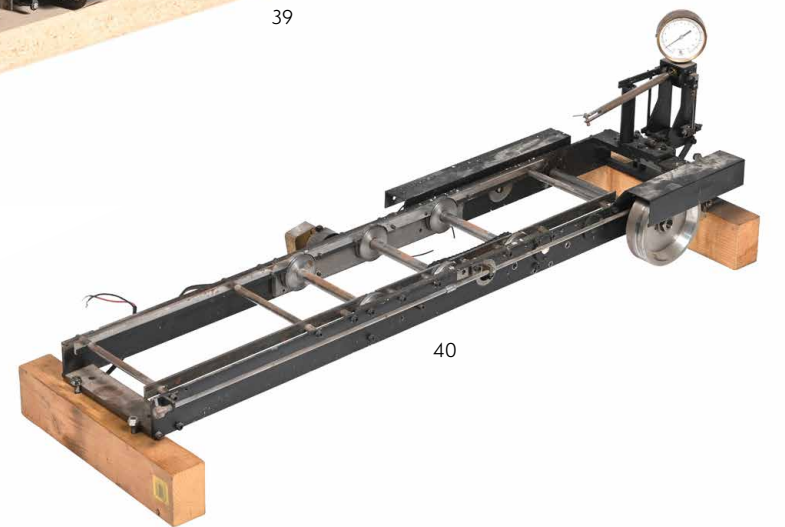
£300-500



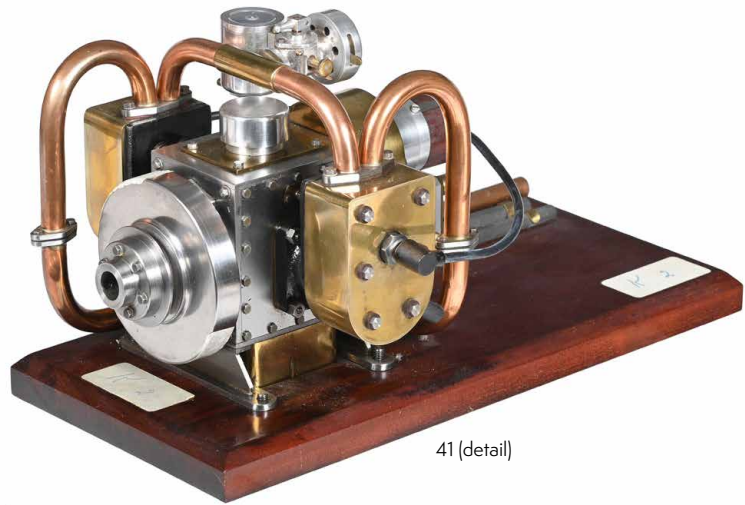
39

40
 A ROLLING ROAD DYNAMOMETER BUILT IN 2000 BY THE LATE MR RICHARD ARNOLD CASTLE OF WATFORD
 97cm long, 28cm wide, 28cm high overall

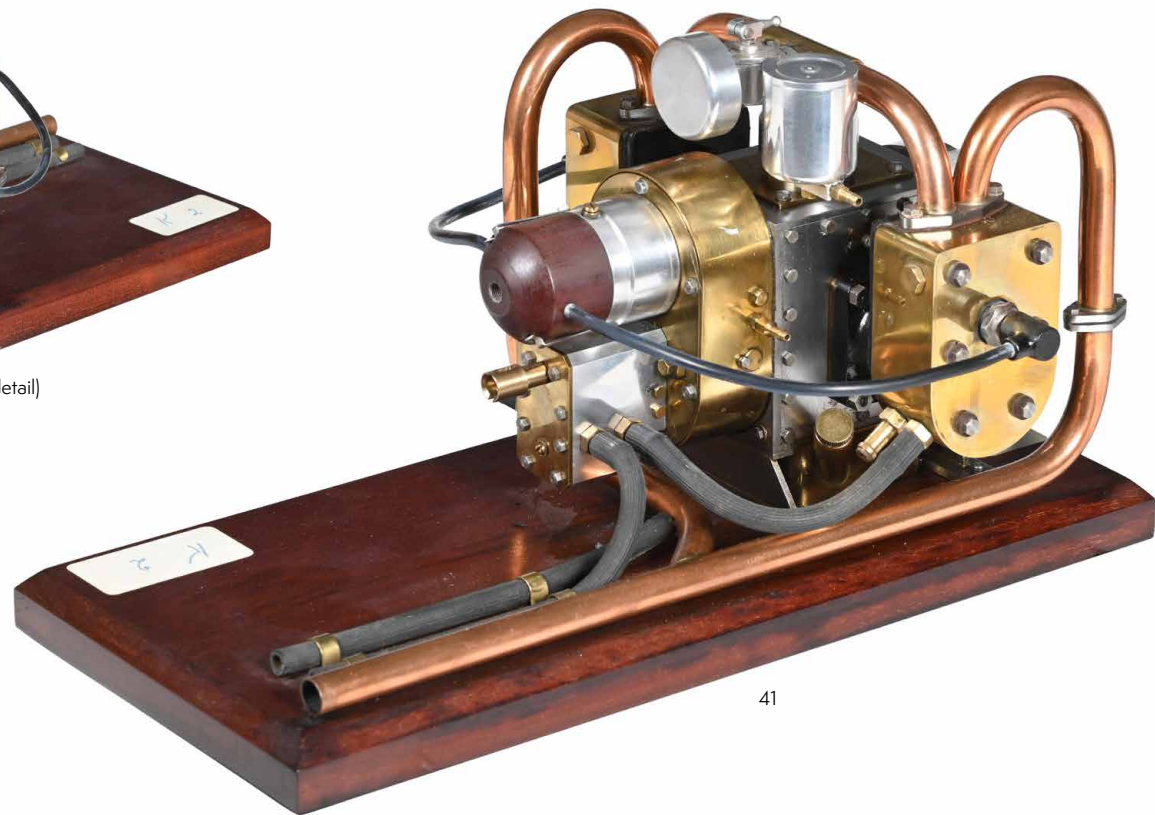
£200-300



40



41 (detail)



41

41
 AN EXHIBITION AND AWARD WINNING
 MODEL OF A 24CC HORIZONTALLY
 OPPOSED PETROL ENGINE
 BUILT IN 1968 BY THE LATE MR RICHARD
 ARNOLD CASTLE OF WATFORD
 Polished brass and copper fittings, fitted
 carburetor, distributor and fitted plugs.
 Sold with a transportation box.
 32cm long, 15cm wide, 18cm high
 (including base)

The model was built in 1968 and was awarded The Model Engineer Exhibition Certificate of Merit and a Silver Medal in 1968 by Judge Martin Evans. The model is sold together with a laminated copy of the award certificate.

£1,000-1,500

42
 AN EXHIBITION AND GOLD MEDAL WINNING
 2.5 INCH GAUGE MODEL OF A GREAT WESTERN
 RAILWAY 4-6-0 LIVE STEAM TENDER
 LOCOMOTIVE 'ARLINGTON GRANGE'
 NO 6800

BUILT IN 2000 BY THE LATE MR RICHARD
 ARNOLD CASTLE OF WATFORD
 The locomotive having silver soldered
 copper boiler with back head fittings
 including steam pressure gauge, regulator,
 water sight-glass and other usual fittings.
 The chassis with twin outside
 cylinders, polished
 bright-work motion
 and Stephenson's
 internal valve gear.
 The model finished
 in Great Western
 Railway green and black livery with
 GWR rondels to six-wheel tender fitted
 with coal compartment, brake and all
 having steps, handrails, and vacuum hoses.
 The model is sold together with its own
 glazed display case.
 85cm long, 18cm high, cab width 12cm

The model was built in 2000 and was
 awarded The Model Engineer Exhibition Gold
 Medal and Charles Kennion Memorial Trophy
 2000/2001. The model is sold together with
 laminated copies of the award certificates.
 (Gold medal in locomotive display case).

£3,000-5,000



42



42 (detail)

43

AN EXHIBITION AND AWARD WINNING 5 INCH GAUGE MODEL OF A NORTH BRITISH RAILWAY LIVE STEAM 0-6-0 DOCK SHUNTER SIDE TANK LOCOMOTIVE NO 16379 BUILT BY THE LATE MR RICHARD ARNOLD CASTLE OF WATFORD

The silver soldered copper boiler having fine back-head fittings to include steam pressure gauge, regulator, water sight-glass, direction control quadrant with lever, simulated plank cab floor and other usual fittings. The chassis having twin outside cylinders with fitted drain cocks, Walschaerts valve gear and fluted motion. whistle, oiler systems. The model finished in black livery and 'LMS' to side tanks, swivel porthole windows, detailed rivet work, scale railway plates 'North British Locomotive Coy. Ltd. 1917 No 21521 Hyde Park Works Glasgow, fitted steps, handrails, lamps, buffers and coupling chain. 71cm long, 24cm wide, 30cm high



43



43 (detail)

Boiler Details:

The boiler was purchased from Western Steam Model Engineers of Bridgwater on the 9th June 2000. Hydraulic test pressure 180 psi. Working pressure 90 psi. Number 002344.

The model was built in 2003 and was awarded The Model Engineer Exhibition Silver Medal award. The model is sold together with a laminated copy of the award certificate.

BOILER HISTORY DISCLAIMER

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

£5,000-7,000



43 (detail)



44

44
A WELL-ENGINEERED 5 INCH GAUGE DRIVING & PASSENGER TRUCK
 BUILT IN 2003 BY THE LATE MR RICHARD ARNOLD CASTLE OF WATFORD
 With seat and leg protection boards for use on a raised track.
 104cm long

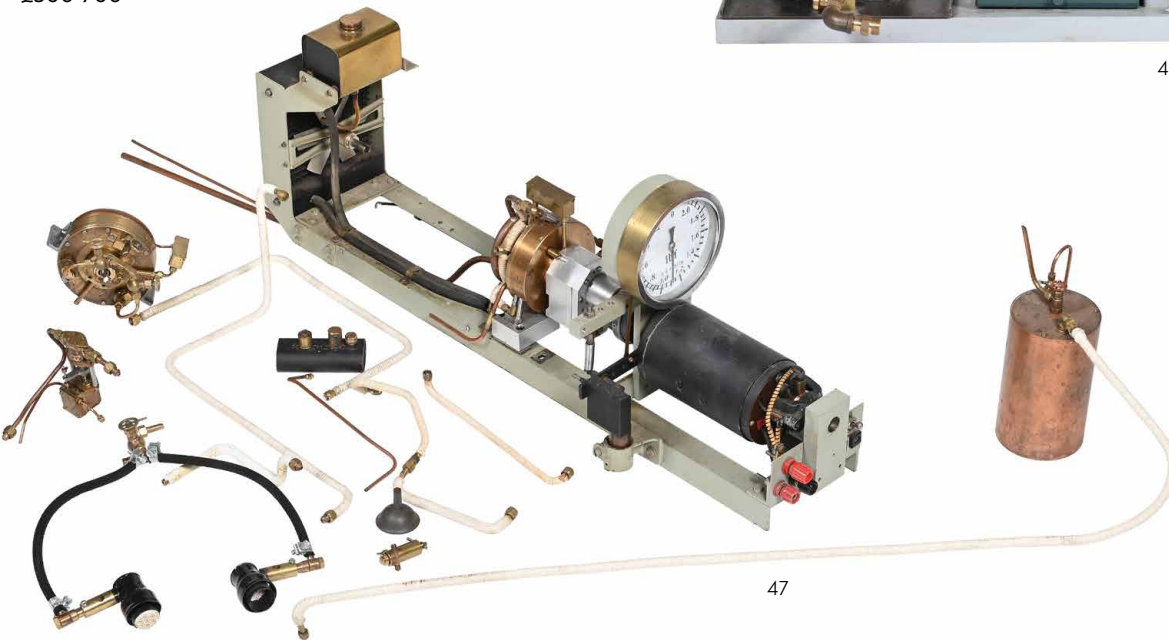
£200-300

45
A WELL-ENGINEERED MODEL OF A ROBINSON HOT AIR ENGINE
 BUILT IN 2005 BY THE LATE MR RICHARD ARNOLD CASTLE OF WATFORD
 Of cylindrical form with single cylinder and painted red flywheel.
 Base 14cm x 14cm, overall height 30cm.

£300-500



45



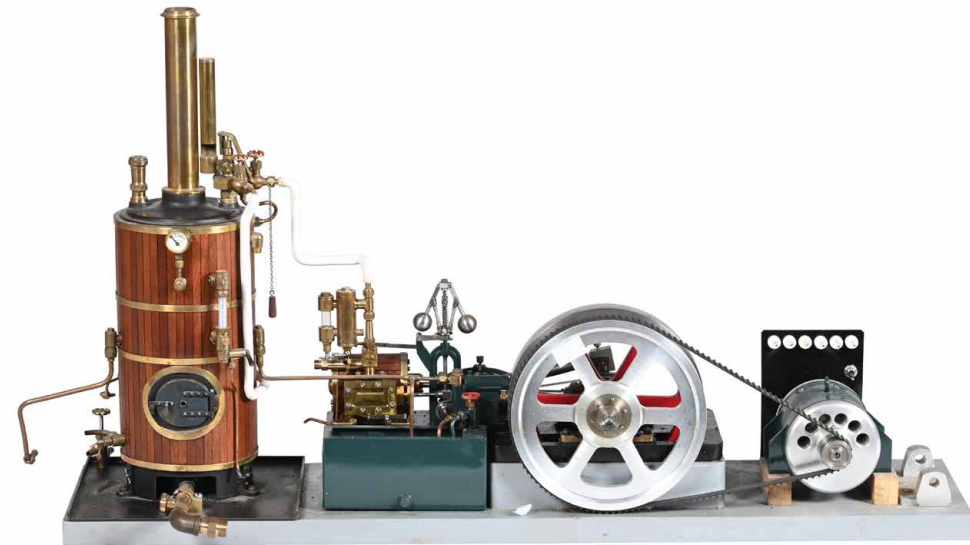
47

47
A MODEL OF AN EXPERIMENTAL STUMPF TURBINE & GEARBOX
 BUILT IN 2016 BY THE LATE MR RICHARD ARNOLD CASTLE OF WATFORD
 Maximum speed 35000 rpm @ 80 psi.
 68cm long, 25cm wide, 26cm high

£300-500

46
AN EXHIBITION STANDARD MODEL OF A LIVE STEAM HORIZONTAL MILL ENGINE
 BUILT IN 2008 BY THE LATE MR RICHARD ARNOLD CASTLE OF WATFORD
 Having single cylinder lagged in hardwood with polished brass banding, the single cylinder having eccentric driven steam valve, cross-head guides, speed governor, flywheel with mounted drive wheel and belt to dynamo. The steam engine supplied with steam by a gas fired, vertical boiler, lagged in vertical planking with polished brass banding, firebox door, fitted steam pressure gauge, water sight-glass, whistle, water storage tank, steam control supply valves and safety valve.
 71cm long, 27cm wide, 42cm high

£500-700



46

48

AN EXHIBITION AND AWARD WINNING 5 INCH GAUGE
MODEL OF A BRITISH RAILWAY CLASS 2T 2-6-2 LIVE
STEAM SIDE TANK LOCOMOTIVE NO 84000
BUILT IN 2008 BY THE LATE MR RICHARD ARNOLD
CASTLE OF WATFORD

The silver soldered copper boiler having back-head fittings to include steam pressure gauge, regulator, water sight-glass, safety valves, simulated plank flooring to cab, lever operated firebox doors and other usual items. The chassis having twin outside cylinders with copper cylinder drain pipes, fluted motion. Vertical pump mounted next to smoke box, The model finished in red and black lined livery with British Railways transfers to tank sides, fitted steps, handrails, vacuum hoses and scale railway plates. 105cm long, 26cm wide, 34cm high



48



48 (detail)

Boiler details:

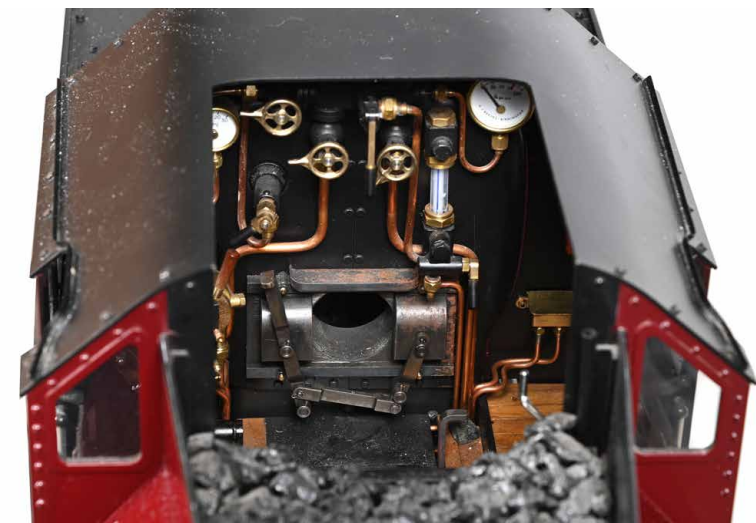
Boiler built by Western Steam of Burnham on Sea. No. 378.11.05.H.V. Purchased 15th of November 2005. Working pressure 90 psi.

This model was built in 2008 and was awarded The Model Engineer Exhibition Bronze Medal and The Charles Kennion Memorial Trophy. The model is sold together with a laminated copy of the award certificates..

BOILER HISTORY DISCLAIMER

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

£5,000-10,000



48 (detail)



49

49
 A WELL-ENGINEERED 5 INCH GAUGE MODEL OF A LNER ENTERPRISE 2-6-2T LNER SIDE TANK LOCOMOTIVE NO 398
 BUILT BY MR K EDGE

The silver soldered copper boiler having back-head fittings to include steam pressure gauge, water sight glass, drain cocks, direction control, fire box door, and regulator.
 The model finished in traditional green and black lined livery with polished bright-work, steps, lamp irons, vacuum hose and twin outside cylinders. Sign written to side tanks L N E R 398.
 Locomotive 115cm long, cab width 25cm

Boiler history:

Boiler Identity No KE12 Constructed 1992. Southern Federation of Model Engineering Societies Boiler Test Record. Certificate No 198292 Hydraulic test due 12th of April 2021. Last test Hydraulic test pressure 150 psi. Working pressure 100 psi. Other past history 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.

£2,000-3,000



49 (detail)



50

50
 A WELL-ENGINEERED 5 INCH GAUGE MODEL OF A STANDARD CLASS 2 BRITISH RAILWAYS 2-6-0 TENDER LOCOMOTIVE NO 78035
 BUILT BY MR R F J BLACK

The silver soldered copper boiler having back-head fittings including steam pressure gauge, water sight glass, lever operated fire-box doors, direction control, drains, whistle, simulated plank flooring and steam regulator. The model finished in British Railways black lined livery with detailed rivet-work, ratchet oiler system, safety valves, handrails and polished bright-work, lamp-irons and fitted lamps, buffers and couplings. The six-wheel tender with fitted water tank and coal compartment, firing tools and finished in B.R lined livery with transfer to sides locomotive and tender 148cm long, cab width 25cm

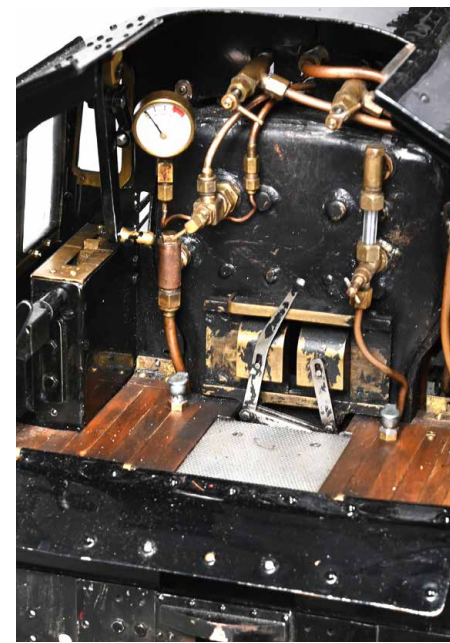
Boiler history:

Boiler Identification Number 1268. Southern Federation of Model Engineering Societies Boiler Record 2201 continued. Certificate No 180912 Canvey MES. Hydraulic Test Due 5th of June 2022. Last Hydraulic test pressure 120 psi. Working pressure 80 psi. Other past history 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.

£4,000-5,000



50 (detail)



51

51
A WELL-ENGINEERED 5 INCH GAUGE MODEL OF A 4-6-0 GREAT WESTERN RAILWAY TENDER
LOCOMOTIVE NO 7813 'FRESHFORD MANOR'

The silver soldered copper boiler having back-head fittings including steam pressure gauge, water sight glass, steam regulator, safety valve, lever operated fire box doors, screw direction control, simulated wooden plank flooring and other usual fittings. The chassis having twin outside cylinders, cylinder drain-cocks, polished bright-work with fluted motion and internal Stephenson's valve gear. The six-wheel tender with detailed rivet-work, fitted toolboxes, brake gear, coal compartment, water storage tank, hand-operated water feed pump, fitted handrails, steps, couplings and vacuum hoses. The model is finished in British Railways green and black lined livery with detailed rivet-work, fitted handrails, steps, lamp irons and lamps, brass framed cab windows, locomotive name plates and cab side number plates. Locomotive 171cm long, cab 24cm wide and 36cm high

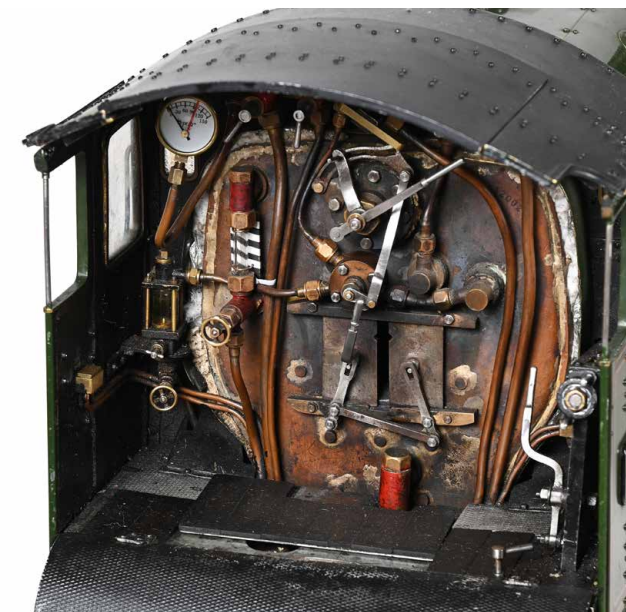
Boiler History:
 Examination Certificate of a Pressure System. Certificate. No C 228012. Next Hydraulic test due 16th of July 2026. Test pressure 150 psi Working pressure 100 psi. Next steam test due 16th of September 2023. Issued by Coventry MES Signed and dated the 16th of July 2022. Also Southern Federation of Model Engineers Documentation. Hydraulic Test Record and Annual Examination & Steam Test Record.

The full-size locomotive No 7813 'Freshford Manor' was completed at Swindon in January 1939.

BOILER HISTORY DISCLAIMER

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£5,000-7,000



51 (detail)



51 (detail)



52

52
 A WELL-ENGINEERED 3 1/2 INCH GAUGE MODEL OF A TWO-FOOT GAUGE 2-4-4 FORNEY BASED ON LOCOMOTIVE NO 7 PRESERVED ON THE EDVILLE RAILROAD IN SOUTH CARVER, MASSACHUSETTS
 Silver soldered copper boiler, 80 psi working pressure, twin injectors with crosshead and hand pumps. Fittings include pressure gauge, "push-pull" American style throttle, water gauge and pole reverser. Chassis with twin cylinders, slide valves operated by Walschaerts valve gear, mechanical lubricator.
 152cm long, 39cm wide, 55cm high

Boiler History:

Boiler number N57-80-279. Northern Association of Model Engineers Certificate No. 225617 Leicester SME, Hydraulic test expires on the 16th. May 2027, Steam test expires 16th May 2024. Hydraulic test pressure 120 psi. Working pressure 80 psi. Signed by Mr C J Grant. With past boiler certificates.

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



52 (detail)



53

53
 A WELL-ENGINEERED 3 1/2 INCH GAUGE MODEL OF A 4-6-2 TENDER LOCOMOTIVE NO 113 GREAT NORTHERN BUILT BY THE LATE MR WALTER JOHN UNDERHILL OF BRISTOL

The silver soldered copper boiler having fittings including pressure gauge, water sight glass, regulator, safety, drains and direction control wheel. The chassis having twin outside cylinders, Walschaerts valve gear and fluted motion. The model finished in LNER green lined livery with fitted handrails. The eight-wheel tender with fitted brakes, hand operated water feed pump, steps and handrails. Last run-on air. Sliding part of cab roof and cover not present. Sold with carrying cases.
 Locomotive and tender 143cm long, cab width 7cm

Boiler History:

Boiler number N20-80-777. Northern Association of Model Engineers Certificate No. 225625 Leicester SME, Hydraulic test expires on the 4th. July 2027, Steam test expires 4th July 2024. Test pressure 120 psi working pressure 80 psi. Signed by Mr J P Harrison.

BOILER HISTORY DISCLAIMER

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

£2,000-2,500



53 (detail)



54

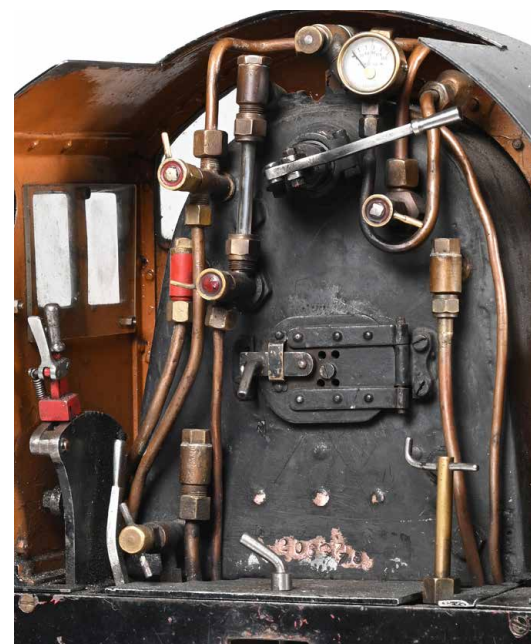
54
 A WELL-ENGINEERED 3 1/2 INCH GAUGE MODEL OF A 2-6-2 TENDER LOCOMOTIVE NO 3401 'BANTAM COCK' CLASS V4 OF THE LNER FOR LIGHT BRANCH LINE DUTIES BUILT TO THE LBSC DESIGN FROM REEVES OF BIRMINGHAM CASTINGS

The silver soldered copper boiler with fittings including steam pressure gauge, regulator, water sight-glass, safety valves and other usual fittings. The chassis having twin outside cylinders with Walschaerts valve gear and fluted motion, water injector, six-wheel tender sign written LNER. The model finished in traditional green and black lined livery with fitted handrails, couplings and vacuum hoses.

Boiler History:
 Boiler number N20-80-778. Northern Association of Model Engineers Certificate No. 225628 Leicester SME, Hydraulic test expires on the 1st. August 2027, Steam test expires 1st August 2024. Hydraulic test pressure 120 psi working pressure 80 psi. Signed by Mr J.C. Grant.

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

£2,500-3,500



54 (detail)



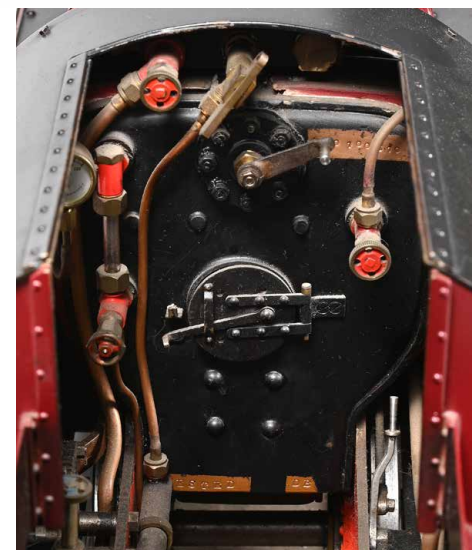
55

55
 A WELL-ENGINEERED 3 1/2 INCH GAUGE MODEL OF A LONDON MIDLAND AND SCOTTISH 2-6-4 SIDE TANK LOCOMOTIVE NO 21034 'JUBILEE' BUILT FROM REEVES OF BIRMINGHAM CASTINGS TO THE DESIGN BY MARTIN EVANS TO CELEBRATE THE DIAMOND JUBILEE

The silver soldered taper copper boiler having fitted steam pressure gauge, regulator, water sight-glass and other usual cab and back-head fittings. The chassis with twin outside cylinders, Walschaerts valve gear, fluted motion and fitted water injector. The model finished in traditional black and crimson lined livery and set on track with plinth. 90cm long

Boiler history:
 No boiler history available.

£2,500-3,500



55 (detail)



56

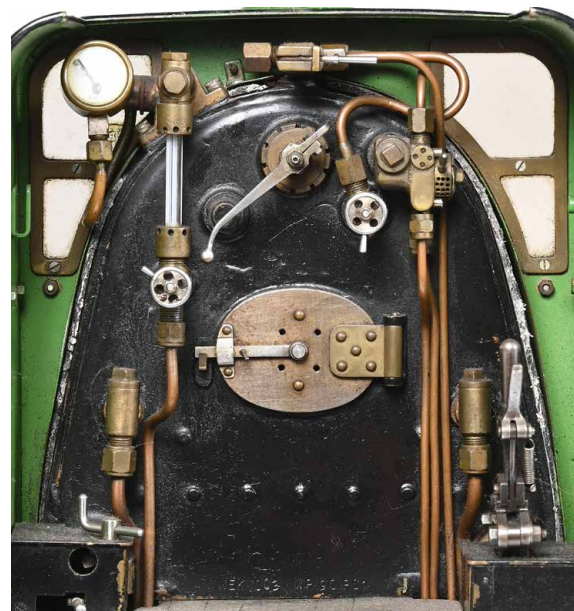
56
A WELL-ENGINEERED 3 1/2 INCH GAUGE MODEL OF A GREAT NORTHERN RAILWAY ATLANTIC 4-4-2 TENDER LOCOMOTIVE NO 442
BUILT TO THE LBSC DESIGN AS A MINIATURE REPLICA OF THE 'LARGE ATLANTIC' CLASS
 The silver soldered copper boiler having steam pressure gauge, regulator, water sight-glass and usual back-head fittings. The chassis with twin outside cylinders and Stephenson's internal valve gear. The six-wheel tender with fitted steps, handrails and gallery to coal compartment. The model finished in black and apple green lined livery with safety valve, fitted steps, handrails and vacuum hoses. 110cm long overall

Boiler history:
 No boiler history available.

£2,000-2,500



56 (detail)



56 (detail)



57

57
A WELL-ENGINEERED 5 INCH GAUGE MODEL OF A THOMPSON CLASS B1 4-6-0 TENDER LOCOMOTIVE 'KUDU'
BUILT TO THE MARTIN EVANS DESIGN FROM REEVES OF BIRMINGHAM CASTINGS

The copper boiler with fittings including water sight-glass, steam pressure gauge, regulator, direction control wheel with indicator, drain cocks and steam whistle. The chassis having twin outside cylinders with Walschaerts valve gear, fluted motion and lubricating system. The six-wheel tender with hand operated water feed pump, coal compartment, steps, handrails, vacuum hose and couplings. The model finished in British Railways black lined livery with polished bright-work, fitted steps, hand-irons and rivet-work. 171cm long overall, cab 25cm wide

Boiler History:
 Boiler number 57010332. Northern Association of Model Engineers Certificate No. 223361 Leicester SME, Hydraulic test expires on the 25th. April 2027, Steam test expires 25th April; 2024. Hydraulic test pressure 135 psi. Working pressure 90 psi. Signed by Mr K A Mason. And some past certificates.

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

BOILER HISTORY DISCLAIMER
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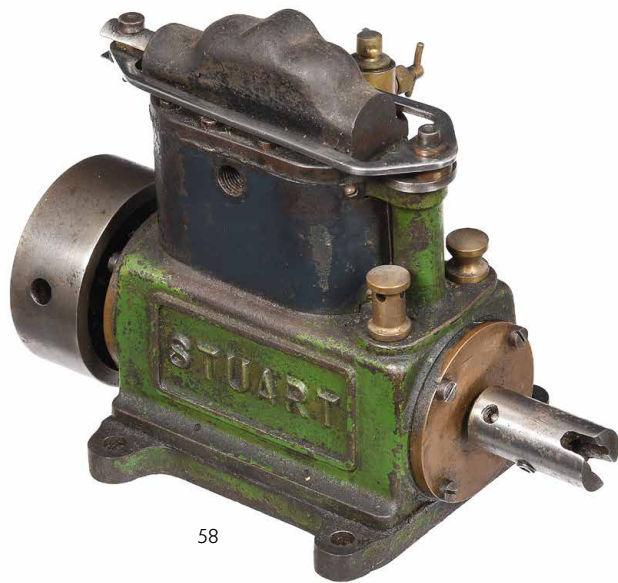
£4,000-6,000



57 (detail)



57 (detail)



58

58
A MODEL OF A STUART TURNER 'SERIUS' MARINE ENGINE
 Having enclosed cylinders with blued steel lagging, fitted brass displacement oiler and solid marine style flywheel
 20cm long, 10cm wide, 15cm high

The Sirius engine is very powerful for its size and was developed for flash steam hydroplanes.

£150-200



59

59
AN EXHIBITION STANDARD 5 INCH GAUGE MODEL OF A GREAT WESTERN RAILWAY FIVE PLANK WAGON NO 109458
 BUILT BY MR D CARTER OF SOMERSET FROM GWR SCALE PLANS AND PHOTOGRAPHS
 The five plank wagon diagram 024 Original built in 1925 with sprung wheels and sprung couplings, sprung RCH draw-gear, buffers and oil axle boxes. Outside Morton brake with ratchet guide. Makers plate on each side.
 56cm long, 24cm wide, 19cm high

£500-600

60
AN EXHIBITION STANDARD 5 INCH GAUGE MODEL OF A GREAT WESTERN RAILWAY STEEL BALLAST WAGON NO 14168 OF 1888 TO DIAGRAM P5
 BUILT BY MR D CARTER OF SOMERSET FROM GWR SCALE PLANS AND PHOTOGRAPHS
 The four drop sides with two central fixed panels Finished in black paintwork, fitted brake shoes swing from base, Transverse sprung from each end for buffing stock. Morton brake one side with ratchet guide and fitted with wooden block door stops.
 52cm long, 22cm wide, 15cm high

£500-600



60

61
AN EXHIBITION STANDARD 5 INCH GAUGE MODEL OF A GREAT WESTERN RAILWAY THREE PLANK WAGON NO 36460
 BUILT BY MR D CARTER OF SOMERSET FROM GWR SCALE PLANS AND PHOTOGRAPHS
 The three plank wagon diagram 037 Original built in 1939 with RCH buffers and oil axle boxes, exposed floor boards, small corner plates, steel diagonal and single sided Morton brake with ratchet guides. GWR makers plate to both sides and finished in GWR grey paintwork with white lettering.
 56cm long, 23cm wide, 15cm high

£500-600



61

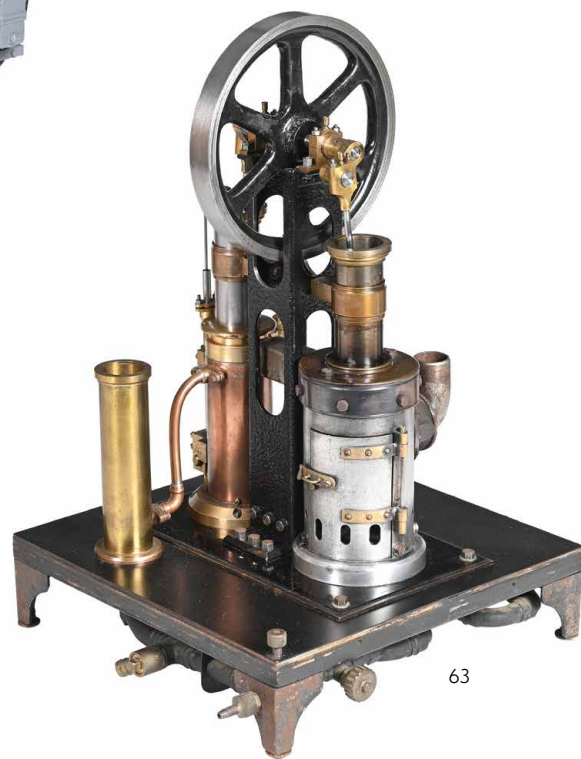


62

62
AN EXHIBITION STANDARD 5 INCH GAUGE
MODEL OF A GREAT WESTERN RAILWAY THREE
PLANK WAGON NO 36461

BUILT BY MR D CARTER OF SOMERSET FROM
GWR SCALE PLANS AND PHOTOGRAPHS
The three plank wagon diagram 037 Original built in
1939 with RCH buffers and oil axle boxes, exposed
floor boards, small corner plates, steel diagonal and
single sided Morton brake with ratchet guides. GWR
makers plate to both sides and finished in GWR grey
paintwork with white lettering.
55cm long, 23cm wide, 15cm high

£500-600



63

63
A VERTICAL RIDER ERICSSON HOT AIR ENGINE
With central 7 inch diameter flywheel, open crank
and flanked by cylinder and firebox with exhaust.
The model finished in polished brass and steel-work
set on base.

30cm x 30cm, 48cm high overall

£400-600

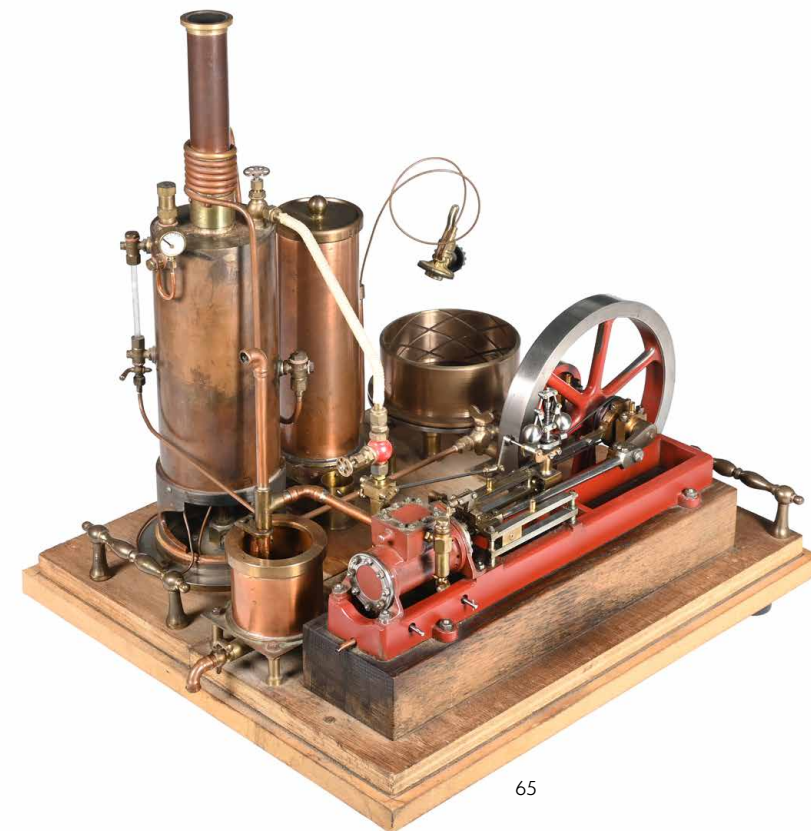


64

64
A VERTICAL STIRLING HOT AIR ENGINE

With central column supporting six spoked flywheel with open crank and connecting
rod to single cylinder and powered from gas canister. Set on square hardwood plinth
35cm x 35cm, 52cm high overall

£300-400



65

65
A LIVE STEAM PLANT COMPRISING OF A STUART TURNER 'VICTORIA'
HORIZONTAL LIVE STEAM MILL ENGINE
GAS FIRED

With cross-head guides, speed governor and powered from a vertical copper boiler
having fitted steam pressure gauge, water sight-glass, pressure gauge and steam
control valves. The plant is supported on wooden plinth with carrying handles.

£400-600



66

66
A MODEL OF A LIVE STEAM POWERED TUGBOAT 'BENMORE'
 EARLY 20TH CENTURY
 With fitted mast, rigging, funnel, vents, oscillating engine linked to drive propeller and having fitted tiller
 65cm long, 14.5cm wide, 27cm high

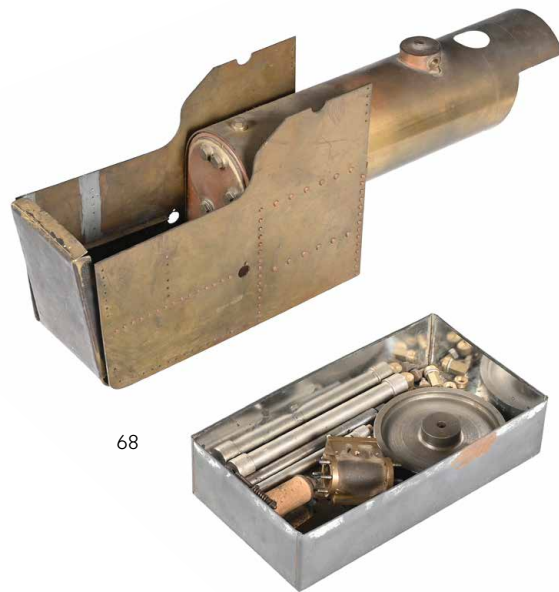
£200-400



67

67
A WELL-ENGINEERED MODEL OF AN INTERNAL COMBUSTION GERMAN REBI 'HOT BULB' HORIZONTAL STATIONARY ENGINE
 Spoked flywheel, crank guard fitted, The model finished in black paintwork with polished bright-work, metal sole plate and wooden plinth
 26cm long, 13cm wide, 15cm high

£300-400



68

68
A PART BUILT 1 1/2 INCH SCALE MODEL OF AN AVELING AND PORTER ROAD ROLLER
 Including copper boiler, some brass plate work, some castings, cylinder block, flywheel, drawings and various plans

£300-500



69

69
A PART BUILT 5 INCH GAUGE DEUTSCHE BAHN CLASS 52 LOCOMOTIVE AND TENDER
 BUILT BY THE LATE MR LEWRY OF WESTON-SUPER-MARE
 Built from extensive research, with a large archive of information relating to the proto-type and model including drawings, plans, photographs and technical information. The model is approximately 50 % finished with working frame rolling chassis, motion work and many parts completed. The steel boiler with copper tubes the tender bogies also completed
 142cm long, 56cm wide, 110cm high

Boiler history:
 Not boiler history available.

£1,500-2,000



69 (detail)



70

70
 A WELL-ENGINEERED 3 1/2 INCH GAUGE MODEL OF A 4-6-2 BRITANNIA TENDER LOCOMOTIVES NO 70007 'COEUR DE LION' BUILT TO THE LBSC DESIGN PLANS FROM REEVES OF BIRMINGHAM CASTINGS
 The silver soldered copper boiler having back-head fittings including steam pressure gauge, regulator, encased water sight-glass, lever operated firebox doors and other usual fittings. The chassis with twin outside cylinder having Walschaerts valve gear, fitted drain cocks, fluted motion, axle pump and injector, steam brakes. The model finished in British Railway Green and Black livery with fitted smoke deflectors, steps, handrails, couplings and lamp irons with lamp. The six-wheel tender of traditional design with coal compartment, water tank, hand operated water feed pump and rear ladder fitted.

Boiler History:
 The locomotives has a current boiler certificates. Next hydraulic test required the 21st of July 2027. Steam test 21st of July 2024. Current test certificates held by the auctioneers. Available for inspection on the auction day.

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

£3,000-4,000



70 (detail)



71

71
 A FINE GAUGE 1 LIVE STEAM MODEL OF THE GREAT CENTRAL CLASS 8B ATLANTIC 4-4-2 TENDER LOCOMOTIVE NO 192 'JERSEY LILLIE' BUILT TO AN EXHIBITION STANDARD BY MR J WINGATE OF WINCHESTER
 The model with multi tube spirit fired boiler with fitted safety valve, electronic boiler water level device and having back-head fittings to include steam pressure gauge, regulator and other detailing. The chassis having twin outside cylinders with slip eccentric valve gear. Fluted motion and polished bright-work, water axle pump with bypass valve. The six-wheel tender with coal compartment and fitted hand operated water feed pump. The locomotive finished in traditional great central railway green lined livery with cab side plate, sign written tender, railway crests, polished brass fittings, fitted handrails, steps, buffers and fitted vacuum hoses
 Locomotive and tender 63.5cm long, cab 9cm wide

Boiler History:
 The boiler was originally hydraulically tested to 120 psi with a working pressure of 60 psi. Boiler history available from the auctioneers on request.

This model can also be built in 5 inch gauge to the design by late Don Young and was serialised in Model Engineer Volumes 137-9

Full size Locomotive History: Facing a potential rise in passenger traffic, the Great Central Railway placed an order for two pairs of different locomotives from the North British Locomotive Company of Glasgow in 1903 - one pair being the 4-6-0 GCR Class 8C, the other pair being this 4-4-2 locomotive. The two locomotives shared as many common components as possible to allow easy conversion of the 8Bs to the 4-6-0 configuration - and both designs borrowed heavily from John G Robinsons earlier GCR Class 8. However, due to a much smaller than anticipated traffic increase, no further Class 8Cs were built, and instead a further 25 Class 8Bs were ordered and built between 1904 and 1906 - built with larger fireboxes as there was no longer a need to convert the locomotives to a 4-6-0 configuration. In 1909 and 1910, the original locomotives also received this larger firebox.

BOILER HISTORY DISCLAIMER
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£2,000-3,000



72

72

AN ASTER GAUGE 1 MODEL OF A LNER A3 TENDER LOCOMOTIVE

PREPARED IN EARLY BRITISH RAILWAY GREEN AND BLACK LINED LIVERY TO TEST MARKET INTEREST.

Model features three cylinders with the outside pair controlled by Walschaerts valve gear; the inside cylinder controlled by Gresley derived gear as per full-size locomotive. Cab controls include regulator, blower valve, water gauge, pressure gauge and screw reverser; oil tank with pressurizing valve, water bypass valve for axle driven feed pump. Tender features include fuel tank, water tank with hand pump. Tender body adapted from Aster A4 model.

70cm long, 10cm wide, 13cm high

This model is un-steamed and in mint condition with instructions and drawings.

This Aster locomotive was kit built by Mr A Anderson and professionally painted and lined by D Steinle to represent 60103 'Flying Scotsman' as running in the early 1950's with right-hand drive and streamlined non-corridor tender.

£4,000-5,000



73

73

AN ASTER GAUGE 1 MODEL OF AN A4 'MALLARD' TENDER LOCOMOTIVE

Cab controls include regulator, blower valve, water gauge and pressure gauge. Also screw reverser controlling Walschaerts valve gear to outside cylinders; inside cylinder has slip-eccentric arrangement. The tender features fuel and water tanks with hand pump and also Aster tender mounted axle driven water pump and bypass valve.

70cm long, 10cm wide, 13cm high

This example built from a kit by an unknown builder to a very high standard. The locomotive has never been steamed but tested on compressed air. It is near mint condition and comes together with photocopies of instructions and drawings.

£4,000-5,000



74

74

A FINE RAKE OF FIVE GAUGE 1 COACHES 'BRIGHTON BELLE' FIVE-CAR SET
MADE BY FM MODELS FOR GOLDEN AGE MODELS

Model is switchable on 2-rail or radio controlled from onboard rechargeable battery. The coaches have full interiors with onboard rechargeable battery lighting. Complete with chargers and radio control handset. Mint condition, boxed with instructions.

This Brighton Belle set 3053 comprising Driving Motor Cars 90 & 91, Third class Car 87 and First class Cars Audrey & Vera.

£5,000-6,000



74



75
A WELL-ENGINEERED STUART TURNER MODEL OF A MARINE 'SUN' STATIONARY ENGINE
 COMPLETE WITH ORIGINAL ASSEMBLY DRAWING
 with two cylinders 3/4 inch stroke by 3/4 inch bore, two single acting cylinders for high-speed operation. Air tested only
 12cm long, 7.5cm wide, 11cm high

£200-250



76
A WELL-ENGINEERED MODEL OF A STUART TURNER '10V' VERTICAL LIVE STEAM STATIONARY ENGINE
 COMPLETE WITH ORIGINAL ASSEMBLY DRAWINGS
 With single cylinder 3/4 inch stroke by 3/4 inch bore. The model finished in traditional Stuart green and black paintwork with polished bright work. Air tested.
 10cm long, 10cm wide, 15cm high

£200-250



77
A STUART TURNER '500' LIVE STEAM HORIZONTAL BOILER
 The copper silver soldered boiler being 8 inches by 2 1/4 inches diameter and constructed to a commercial standard by Stuarts, with fitted steam pressure gauge, water-sight gauge and blowdown valve. Steam regulator control valve and safety valve mounted on top of boiler.
 27cm long, 9cm wide, 28cm high overall

Please Note: Original asbestos lagging has been replaced.

£200-250



78
A RAKE OF FOUR GAUGE 1 LONDON MIDLAND AND SCOTTISH COACHES
 Comprising of a dining car No 127, Kitchen car No 30078, 1st class passenger coach No 7490 and 3rd class passenger coach No 8905

£1,750-2,000



79
 A RAKE OF THREE GAUGE 1 LONDON MIDLAND AND SCOTTISH COACHES
 Comprising of a sleeping car No 586, 1st/3rd coach No 9735 and a postal/luggage coach No 30968.

£1,300-1,500



80
 A RAKE OF THREE GAUGE 1 LONDON MIDLAND AND SCOTTISH COACHES
 Comprising of an engineer's saloon No 45046, dining car No 128 and a 1st class passenger coach No 7516.

£1,200-1,400



81
 A RAKE OF TWO GAUGE 1 LONDON MIDLAND AND SCOTTISH COACHES
 Comprising of a 1st/3rd passenger non-corridor coach No 17356 and a 3rd brake non-corridor passenger coach No 22801

£900-1,000



82
 A RAKE OF THREE GAUGE 1 LONDON MIDLAND AND SCOTTISH COACHES
 Comprising of a 3rd class sleeper coach No 586, 1st class sleeper coach No number and a 3rd class sleeper coach No number.
 Please Note: One coach has 12 wheels and two have 8 wheels

£1,200-1,400



83

83
A RAKE OF TWO GAUGE 1 GREAT WESTERN RAILWAY COACHES
Comprising of a 1st/Restaurant coach number 9560 and a 1st/3rd luggage coach No 7793

£1,200-1,400



84

84
A RAKE OF FOUR
GAUGE 1 "COMPAGNIE
INTERNATIONALE
DES WAGONS-LITS ET
DES GRANDS EXPRESS
EUROPEENS" SNCF
PULLMAN VOITURE
SALON COACHES
CIRCA 1980 BUILT
BY J+M MODELS
(JOHN WAGGOT)
Comprising of three
identical passenger coaches
and a Luggage coach
No 1260. All with boxes

£2,400-2,600



85

85
 A RAKE OF THREE GAUGE 1 "COMPAGNIE INTERNATIONALE DES WAGONS-LITS ET DES GRANDS EXPRESS EUROPEENS" SNCF PULLMAN VOITURE SALON COACHES CIRCA 1980, BUILT BY J+M MODELS (JOHN WAGGOT)
 Comprising of three identical passenger coaches No 4018. All with boxes.

£1,800-2,000



86

86
 A GAUGE 1 LIVE STEAM MODEL OF A LNER 0-6-0 J6 CLASS TENDER LOCOMOTIVE
 the model being spirit fired with fittings including steam pressure gauge, regulator, safety valve and having twin inside cylinders. The model finished in polished brass plate-work with bright-work motion, fitted steps, handrails and buffers. The six-wheel tender with fitted water tank, hand-operated feed pump and gallery railings. Comes with a transportation box.
 54cm long overall

Boiler History:
 Passed boiler history. The Gauge 1 Model Railway Association Boiler test Certificate. Hydraulic re-test pressure 75 psi. Working pressure 50 psi. Certificate dated the 2nd of July 1994.

BOILER HISTORY DISCLAIMER
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£550-750



87

87
 A PART BUILT 2 INCH SCALE CLAYTON STEAM LORRY
 The model is approximately 90% completed and requires a water storage tank, water and steam pipework and a steam pressure gauge
 80cm long, 33cm wide, 45cm high

£600-800



88

88
AN INTERESTING HISTORIC MODEL OF HMS VIPER
 BELIEVED TO HAVE BEEN BUILT CIRCA 1930

With fine detail to include gun turrets and fixed gun placements, funnels, railing and fitted anchor. The fitted live steam plant comprising of horizontal riveted copper boiler with central flue, safety valve and steam inlet control supplying live steam to a vertical twin cylinder marine type engine with drives to boiler feed pump and propeller shaft.

100cm long overall

Destroyer Class HMS Viper was built in 1899 - Listed 3rd of August 1901. Builder: Hawthorne Leslie & Co.Ltd. R & W Hawthorn, Hebburn-On-Tyne (Newcastle). Engines by Parsons Marine Steam Turbine Co., Wallsend. Owners: British Royal Navy - Admiralty -RN, London.

£500-1,000



89

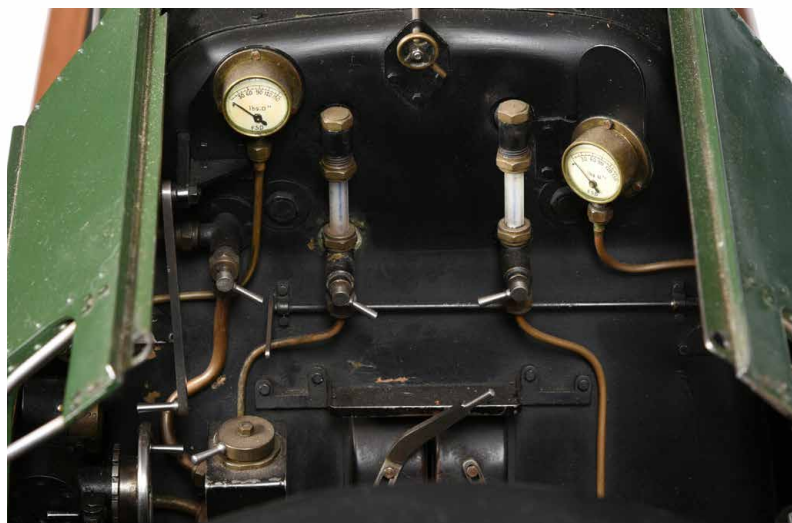
89
A FINE EXHIBITION QUALITY MODEL OF A 5 INCH GAUGE BRITANNIA CLASS LIVE STEAM 4-6-2 LOCOMOTIVE
AND TENDER NO 70012 'JOHN O'GAUNT'

BUILT BY THE LATE FAMOUS AND AWARD WINNING LOCOMOTIVE BUILDER MR JOHN ADAMS OF POOLE with driver's seat bearing oval builders plaque JF & G Adams Poole. The silver soldered copper boiler having fittings including twin water sight gauges, two scale cab steam and vacuum gauges, lever operated sliding firebox doors, drivers cab with folding side doors and simulated plank flooring, fittings including safety valves, blower, lubricator, brake, clack, direction control wheel and blowdown valves. Chassis details include twin outside cylinders with valves controlled through Walschaerts valve gear and twin inside cylinders, cab controlled drain-cocks and associated pipework, ratchet lubricator system and brass oiler boxes, hand-operated and steam brake gear, injector and whistle. Further detail includes fluted connecting rods, riveting, steps, hand and lamp irons. The tender is fitted with hand-operated brake gear to axles and hand feed pump. The model finished in traditional green with black lined livery and polished bright-work, detailed rivet-work and numbering to cab-side, sanding boxes and brass framed windows to cab. The model is sold together with a glazed display case and track.

Locomotive 192cm long, 23cm wide



89 (details)



Boiler history:
No boiler history available.

Provenance:
Locomotive Purchased Christies, London, November 1973

The original full-size locomotive was built in Crewe in December 1951 and withdrawn from services in December 1967.



89 (detail)

John of Gaunt, Duke of Lancaster (6 March 1340 - 3 February 1399) was an English royal prince, military leader, and statesman. He was the third son of King Edward III of England and the father of King Henry IV.

'Britannia' class 'Pacifics' were the first British Railways standard design introduced in 1951. A brand new locomotive was exhibited at the Festival of Britain of that year, and many of the class were named after British Poets and early British Heroes, the balance mainly taken from class Great Western Locomotives and several Scottish Firths

£20,000-25,000

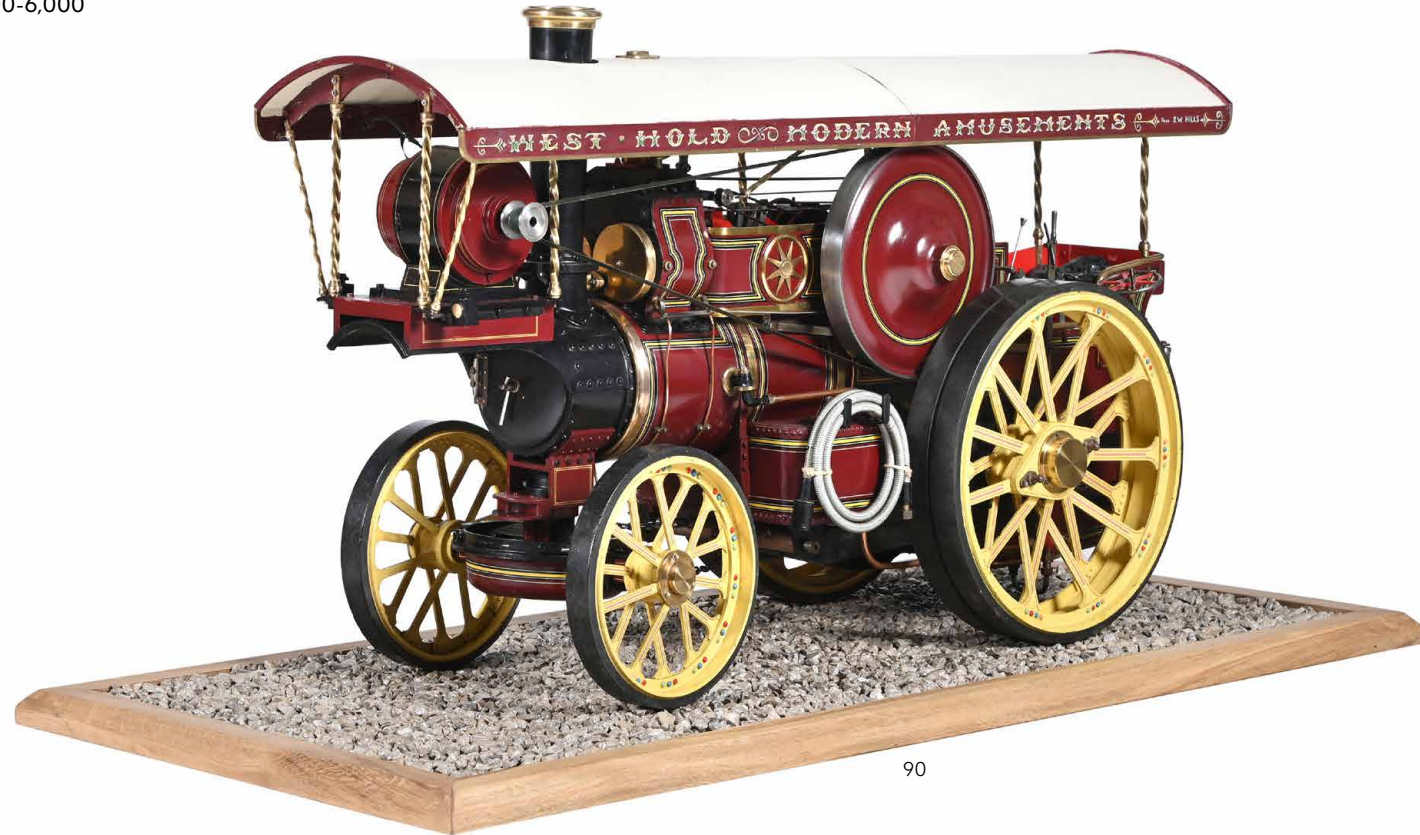
90

AN EXHIBITION STANDARD 1 1/2 INCH SCALE MODEL OF A FOWLER SHOWMAN'S ENGINE

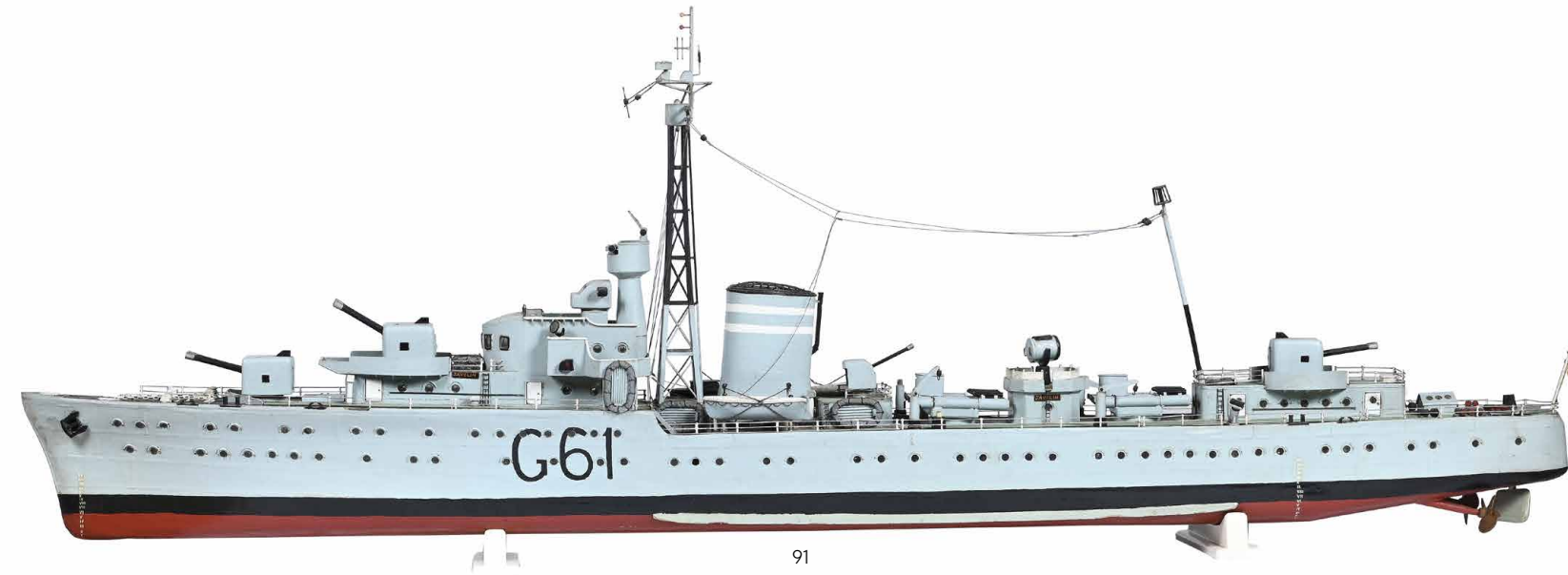
The silver soldered copper boiler with fittings including steam pressure gauge, water sight-glass, speed regulator, drains, cylinder drain control lever, gear controls, steering wheel to worm and chain steering. The motion enclosed by side panels decorated with brass strapping and star panels, cylinder with safety valves, traditional solid flywheel driving front generator, fitted belly water tanks with water lifter and hose, rear hand brake, drum and fair-lead winch for erecting fairground rides. The model finely painted in dark red livery with fitted polished brass boiler bands, copper pipework, spoked wheels with fitted rubber road tyres, polished brass hub caps and canopy supported on brass olivers with fascia board sign written 'West Hold Modern Amusements'. The whole standing on plinth with gravel panel.

82cm long, 30cm wide, 46cm high. Plinth with gravel panel 99cm x 46cm x 3cm

£5,000-6,000



90



91

91

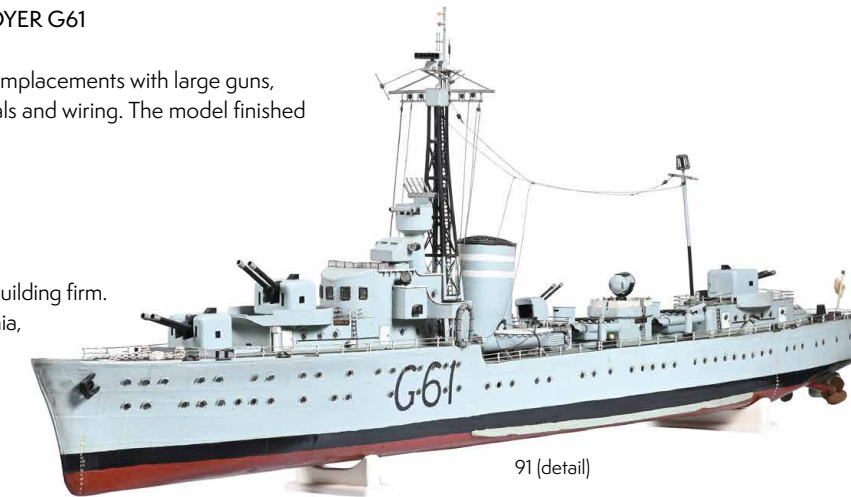
**AN EXHIBITION STANDARD MODEL OF 'HMS JAVELIN' A J-CLASS DESTROYER G61
BUILT IN THE UNITED KINGDOM BY JOHN BROWN AND COMPANY**

With wooden hull and motor drive. The destroyer having detailing including gun emplacements with large guns, observation tower, search-light, radio communications tower with associated aerials and wiring. The model finished in traditional grey and light green to deck area. 150cm long, 18cm wide, 50cm high

HMS Javelin was a J-class destroyer of the Royal Navy.

John Brown and Company of Clydebank was Scottish marine engineering and shipbuilding firm. It built many notable and world-famous ships including RMS Lusitania, RMS Aquitania, HMS Hood, HMS Repulse, RMS Queen Mary, RMS Queen Elizabeth and Queen Elizabeth 2. At its height, from 1900 to the 1950s, it was one of the most highly regarded, and internationally famous, shipbuilding companies in the world

£1,250-1,500



91 (detail)



92

92
AN EXHIBITION STANDARD MODEL OF STEAM CRUISER 'HMS CARNARVON'
 Being a four funnel destroyer with gun emplacements, life boats, masks, rigging and observation platforms 200cm long, 40cm wide, 80cm high

Original ship was built circa 1900

HMS Carnarvon was one of six Devonshire-class armoured cruisers built for the Royal Navy in the first decade of the 20th century. She was assigned to the 3rd Cruiser Squadron of the Mediterranean Fleet upon completion in 1905 and was transferred to the 2nd Cruiser Squadron of the Atlantic Fleet in 1907. She was assigned to the reserve Third Fleet in 1909 and became flagship of the 5th Cruiser Squadron the reserve Second Fleet in 1912.

£2,000-2,500



92 (detail)

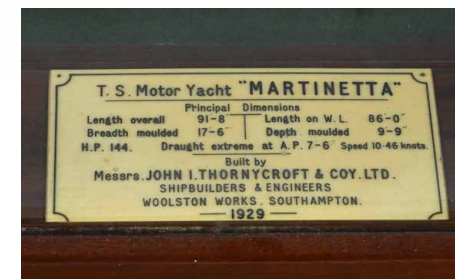


93

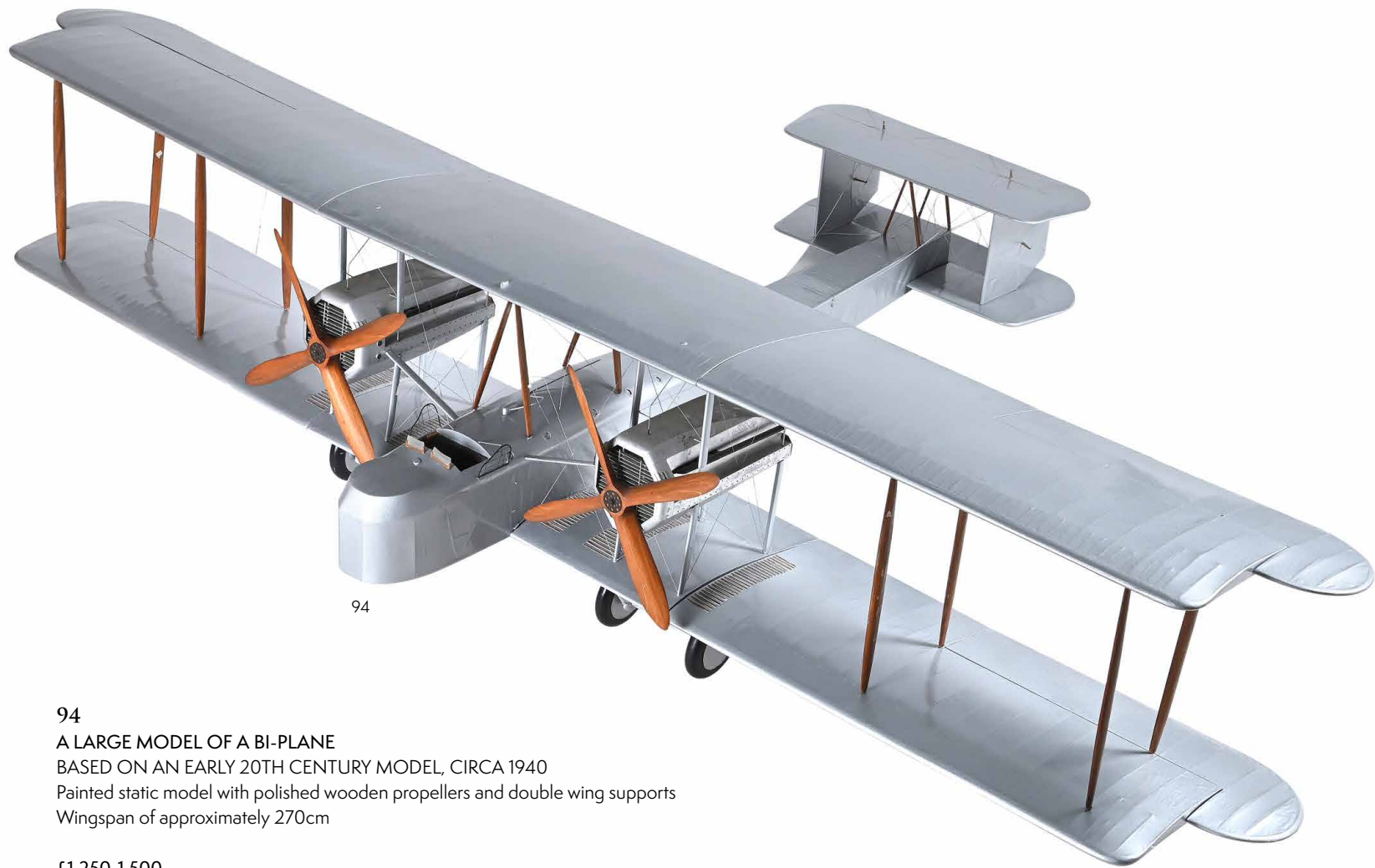
93
A SHIP BUILDERS MODEL OF 'MARTINETTA' A STEAM YACHT
BUILT BY JOHN I. THORNYCROFT IN 1929 FOR A. G. LOMAX
 The model with fitted wheel-house, funnel, masks with rigging and two life boats is displayed in a glazed wooden case with builders information plaque.
 In 1971 it was sold to the Government of Fiji and renamed Vola Silga.

John I. Thornycroft & Company Limited, usually known simply as Thornycroft was a British shipbuilding firm founded by John Isaac Thornycroft in Chiswick in 1866. It moved to Woolston, Southampton, in 1908

£3,500-4,000



93 (detail)



94

94
A LARGE MODEL OF A BI-PLANE
BASED ON AN EARLY 20TH CENTURY MODEL, CIRCA 1940
Painted static model with polished wooden propellers and double wing supports
Wingspan of approximately 270cm

£1,250-1,500



95

95
AN EXHIBITION MODEL OF A HORSE DRAWN
MILITARY GUN CARRIAGE WITH BRONZE METAL GUN
With ammunition boxes, buckets, drivers seat and horse shafts linked to the carriage with polished steel linkages
In an oak framed and glazed display case

£1,000-1,500



95 (detail)



96

96
 A WELL-ENGINEERED 5 INCH GAUGE MODEL OF A 2-4-0 TENDER LOCOMOTIVE NO 53 'EUROPA'
 BUILT TO THE DESIGN BY LES SAXBY AND BASED ON THE CLASS 54 BY WILLIAM MARTLEY
 The silver soldered copper boiler having fittings including steam pressure gauge, water sight-glass, regulator, safety valves and other usual fittings. Direction control and hand operated brake gear. The six-wheel tender with coal compartment and hand operated water feed pump. The model finished in London, Chatham and Dover Railway green and black livery with fitted steps, handrails, lamp irons with lamps. Buffers with couplings and vacuum hoses. Together with firing tools, rolling road and sundry tools.
 132cm long overall, 21cm wide, 35cm high

£1,500-2,000



96 (detail)

97
 A WELL-ENGINEERED 7 1/4 INCH GAUGE MODEL OF A DIESEL LOCOMOTIVE
 Finished in traditional green and black livery with louvre panels to the sides of the engine with fitted hand irons and handrails, brass framed drivers windows, fitted steps, lamp irons, lamps, ventilation grill panel to front of locomotive and fitted buffers with vacuum hoses
 102cm long, 33cm wide, 47cm high
 together with a seat trailer 108cm long, 38cm wide, 37cm high

£500-1,000



97

98
 A WELL-ENGINEERED 5 INCH GAUGE SCALE MODEL OF AN ELECTRO MOTIVE CORP T A ELECTRIC LOCOMOTIVE NO 601 OPERATED BY THE ROCK ISLAND RAILWAY COMPANY BUILT BY THE LATE MR ENNIS OF HAMPSHIRE
 Built from his own research and plans and was not built from a commercial kit. The locomotive is of streamline design with steps and handrails for driver access. Finished in red and grey livery
 167cm long, 28cm wide, 42cm wide

£800-1,200



98



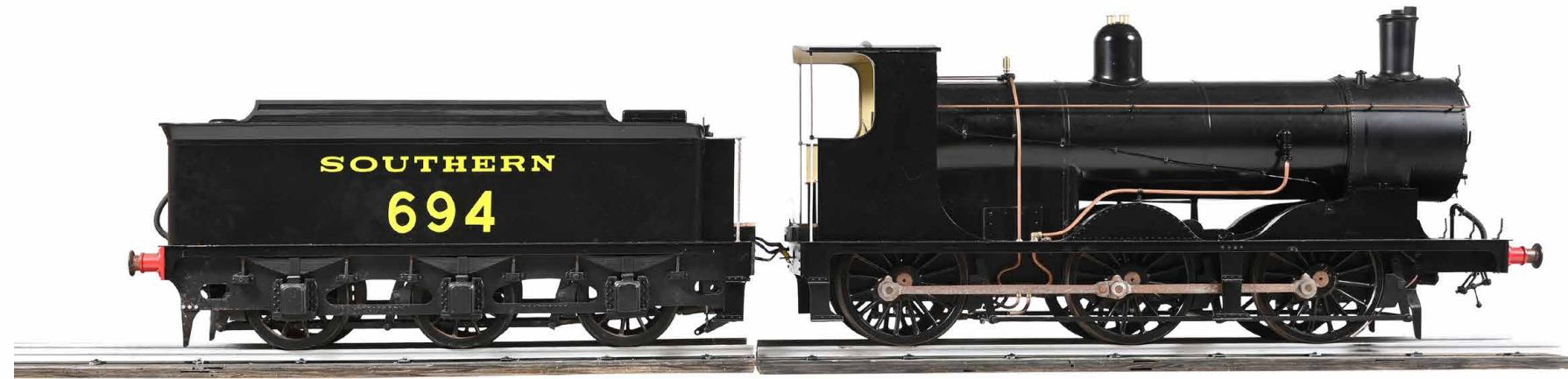
99

99
 A WELL-ENGINEERED 7 1/4 INCH GAUGE SCALE MODEL OF A GENERAL ELECTRIC U25B ELECTRIC AMERICAN LOCOMOTIVE NO 226 OPERATED BY 'ROCK ISLAND' RAILWAY COMPANY BUILT BY THE LATE MR ENNIS OF HAMPSHIRE Built from his own research and plans and was not built from a commercial kit. The locomotive comes with fitted steps, gantries and sprung bogies. Finished in red and yellow livery.
 226cm long, 33cm wide, 56cm wide

£1,000-1,500



99 (detail)

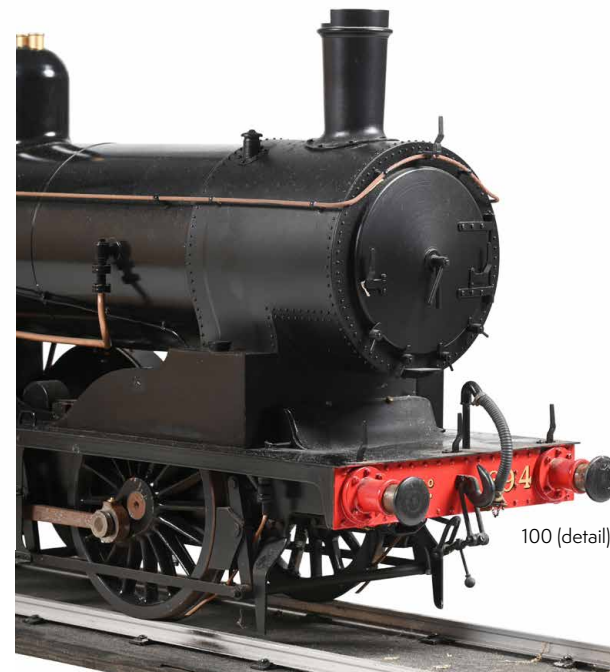


100

100
 A WELL-ENGINEERED 7 1/4 INCH GAUGE MODEL OF A SOUTHERN RAILWAY 0-6-0 TENDER LOCOMOTIVE NO 694 BUILT BY THE LATE MR ENNIS OF HAMPSHIRE The silver soldered copper boiler having back-head fittings including steam pressure gauge, water sight-glass, regulator and other usual fittings. The chassis having twin inside cylinders with Stephenson's valve gear, safety valve and oiler system with associated copper pipework. The six-wheel tender having fitted steps, handrails, tool boxes and hand-brake. The model finished in black livery with fitted vacuum hoses, lamp irons and detailed rivet-work to smoke box Locomotive and tender 205cm long overall, 28cm wide, 51cm high (to top of chimney)

Boiler history:
 No boiler history available.

£4,000-6,000



100 (detail)



100 (detail)

101

A MODEL OF A LIVE STEAMBOAT '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.

90cm long, 25cm wide

£550-750



101

102

A RARE EXHIBITION STANDARD MODEL OF A MAUDSLEY SON & FIELD COLUMNAR ENGINE RESEARCHED AND BUILT BY THE LATE MR RUSS TITFORD OF ESSEX

The engine with crank contained in the vertical column with mounted speed governor having wire-rope linkage to crank and fitted with spoked flywheel. Finished in polished bronze and bright-work. Mounted on hardwood plinth 30cm long, 25cm wide, 46cm high

The original engine was built for the 1862 exhibition at South Kensington

£2,500-3,000



102 (detail)



102



103

103
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. 165cm long, 35cm wide, 50cm high

Boiler history:
 No boiler history available

£3,200-3,500



103 (details)



104

104
AN AWARD-WINNING MODEL OF THE LIVE STEAM CAMPAIGN TUG 'CAMPAIGNER'

The model with detailing to include a wheelhouse with gallery rails and ladder, life boat, rigging, winches and other items. The live steam plant comprising of a horizontal central flue boiler with wooden cladding and polished brass boiler bands, brass displacement oiler, twin sight-glasses and steam pressure gauge. The tug is propelled by a Stuart Turner twin cylinder engine with associated copper pipework linking it to the boiler. 120cm long, 30cm wide, 65cm high

The model won a trophy cup at The Model Engineering Exhibition Earls Court 1975 in the working scale ship class.

£1,500-1,800



104 (details)



105

105
A WELL-ENGINEERED 7 1/4 INCH GAUGE
MODEL OF A 'HOLMSIDE' 0-6-0 SADDLE TANK
LOCOMOTIVE

BUILT BY THE LATE MR HENRY SAVAGE OF WOLVERHAMPTON TO THE DESIGN OF MARTIN EVANS
 The silver soldered copper boiler with cab fittings including regulator, water sight-glass, steam pressure gauge, direction control quadrant with lever, lever operated firebox doors, injectors, whistle, mechanical lubricator, safety valves and other usual fittings. The chassis with twin outside cylinders with fitted drain cocks. Stephenson's valve gear and fluted motion. The model finished in traditional blue and black livery with fitted steps, handrails and couplings, brass framed porthole windows to cab and simulated coal panel to back with filler cap to water storage tank. 122cm long, cab 33cm wide, 53cm high

The locomotive comes with its own stand for the locomotive and tender as well as transportation boxes.

Boiler History:
 Hydraulic test certificate valid until June 2025.
 Steam test expired June 2023

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

£3,000-5,000



105 (details)



106

106
A WELL-ENGINEERED 5 INCH GAUGE MODEL
OF A STRATFORD LIVE STEAM 0-6-0 TENDER
LOCOMOTIVE NO 1940

BUILT BY THE LATE MR HENRY SAVAGE OF WOLVERHAMPTON
 The locomotive with silver soldered copper boiler with back-head fittings to include steam pressure gauge, regulator, water sight-glass, direction control, simulated plank flooring to cab and other usual fittings. The chassis having fluted motion with twin inside cylinders and ratchet oiler system. The model finished in black lined livery with fitted safety valves, whistle, steps, handrails, lamp irons and vacuum hoses. 90cm long, cab 22cm wide, 35cm high

The locomotive comes with its own stand and carrying cases.

Boiler History:
 Hydraulic test expired October 2023. Steam test expired September 2019. Past boiler paperwork will be available from the auctioneers.

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

£2,000-4,000



106 (detail)



107

107
A WELL-ENGINEERED 3 1/2 INCH GAUGE MODEL OF A LBSC MAISIE 4-4-2 GNR ATLANTIC TENDER LOCOMOTIVE NO 251

BUILT BY THE LATE MR HENRY SAVAGE OF WOLVERHAMPTON

The silver soldered copper boiler having back-head fittings to include steam pressure gauge, regulator, water sight-glass and other usual fittings. The chassis with fluted motion, twin outside cylinders, cylinder drain cocks and internal Stephenson's valve gear. The model is finished in traditional green and black lined livery and fitted steps, handrails, lamp irons, oiler system, couplings and vacuum hoses. The six-wheel tender with top railing, coal compartment, hand operated water feed pump, brake, steps, handrails and firing tools

The locomotive is sold together with its own transportation case.

Boiler history:

Expired May 2023.

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.

£1,000-1,500



107 (detail)

108

AN EXHIBITION STANDARD STEAM PLANT TO INCLUDE A MODEL OF A 'VULCAN' BEAM ENGINE BUILT TO THE DESIGN BY EDGAR T WESTBURY BY THE LATE MR HENRY SAVAGE OF WOLVERHAMPTON
With a frame supporting the beam with 9 inch diameter spoked flywheel and the engine linked to vertical live steam boiler fitted with steam pressure gauge, water sight glass, safety valve, steam supply valve and finished in blue paintwork with polished metal bands. Water storage tank for supply of water to boiler. The engine built from Reeves of Birmingham castings and finished in green paintwork.
Set on a plinth base 50cm long, 39cm wide, 48cm high

£500-600



109

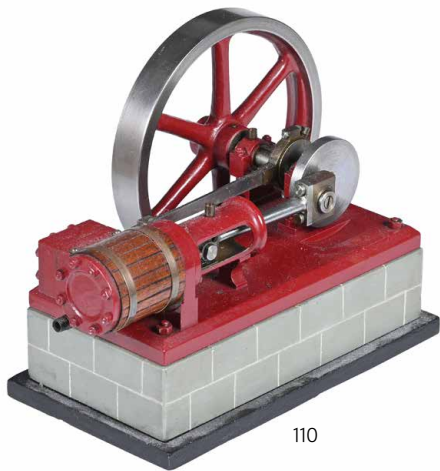


108

109

AN EXHIBITION STANDARD STUART TURNER 10V LIVE STEAM VERTICAL MILL ENGINE BUILT BY THE LATE MR HENRY SAVAGE OF WOLVERHAMPTON
With metal clad single cylinder 3/4 inch stroke by 3/4 inch bore, trunk guide, eccentric driven steam valve from crank and 3 inch spoked flywheel. The model finished in traditional green paintwork. The engine 10cm long, 9cm wide, 15.5cm high. Mounted on wooden plinth 13cm x 9.5cm x 2cm

£100-150



110

110
AN EXHIBITION STANDARD HORIZONTAL MILL ENGINE SET ON SIMULATED BLOCK-WORK PLINTH BUILT BY THE LATE MR HENRY SAVAGE OF WOLVERHAMPTON
The model is of similar design to a Stuart 10H with single lagged cylinder, trunk guide and 4.5 inch spoked flywheel
20cm long, 10cm wide, 13cm high

£100-150

111
AN EXHIBITION STANDARD MODEL OF A VERTICAL LIVE STEAM STATIONARY ENGINE BUILT BY THE LATE MR HENRY SAVAGE OF WOLVERHAMPTON
The engine linked to a vertical polished brass boiler with fitted steam pressure gauge, safety valve, water sight-glass and steam supply valve to single cylinder live steam engine having spoken flywheel and oscillating cylinder lagged in wood with polished metal banding
The whole mounted on rectangular plinth

£200-300

112
A WELL-ENGINEERED MODEL OF A LIVE STEAM 'TWIN SIMPLE' CYLINDER VERTICAL MARINE ENGINE BUILT BY THE LATE MR HENRY SAVAGE OF WOLVERHAMPTON
The twin cylinders lagged in polished metal with copper pipework, trunk guides, open crank with brass oiler cups, eccentric driven steam valves, disc flywheel and set on metal sole plate with wooden plinth 14cm x 11cm x 2cm
The engine 17cm long, 7.5cm wide, 13cm high

£200-300



111



114

113
A WELL-ENGINEERED STEAM PLANT BUILT BY THE LATE MR HENRY SAVAGE OF WOLVERHAMPTON
With vertical polished copper boiler having fitted water sight-glass, safety valve and steam supply valve. The boiler is spirit fired and driving oscillating live steam engine with fitted inline displacement oiler
Mounted on a rectangular plinth 27cm x 10cm, 22cm high overall

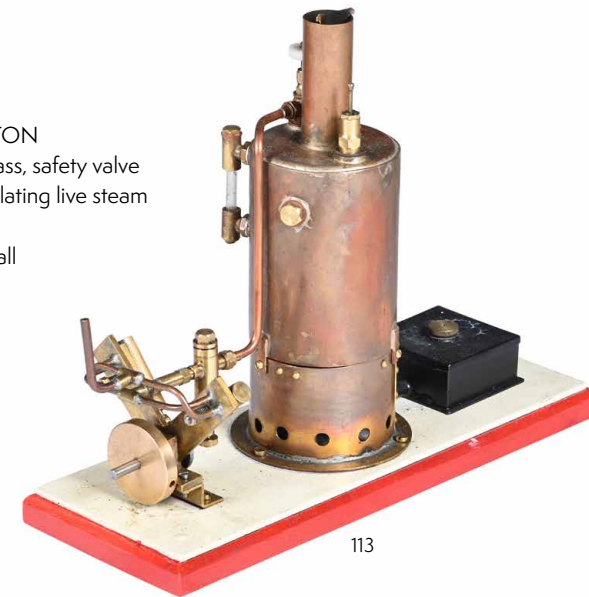
£150-200

114
A WELL-ENGINEERED VERTICAL POLISHED COPPER LIVE STEAM BOILER BUILT BY THE LATE MR HENRY SAVAGE OF WOLVERHAMPTON
The boiler with fitted water sight-glass, safety valve and hand feed pump mounted next to the chimney
49cm high, 16cm diameter

£100-150

115
A HAND BUILT 00 GAUGE MODEL OF A LIVE STEAM 0-6-0 SIDE TANK LOCOMOTIVE spirit fired and finished in red and black livery, on display track

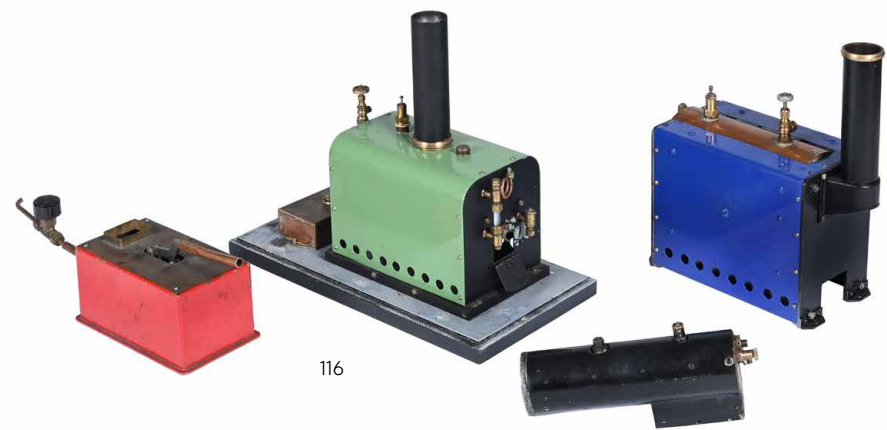
£200-250



113



115



116

116
A LIVE STEAM SILVER SOLDERED COPPER HORIZONTAL BOILER
 BUILT BY THE LATE MR HENRY SAVAGE OF WOLVERHAMPTON
 With fitted water sight-glass, safety valve, steam out-let control and chimney. Similar in design to the Stuart model range
 25cm long, 10cm wide, 25.5cm high
 Together with a boiler 32cm long, 16cm wide, 38cm high
 Together with a scratch built standalone hand powered water pump, 32cm x 8.5cm
And other items to include a collection of hand fabricated spirit burners, set of castings, one machined flywheel and a set of taps and dies in hard-wood box

£100-150



117

117
A WELL-ENGINEERED 7 1/4 INCH GAUGE GREAT WESTERN 'STAFFORD ROAD' 20 TON PLANKED DRIVERS WAGON
 BUILT BY THE LATE MR HENRY SAVAGE OF WOLVERHAMPTON
 With coal compartment, metal bracing and fitted buffers and hand-operated brake lever

£100-200



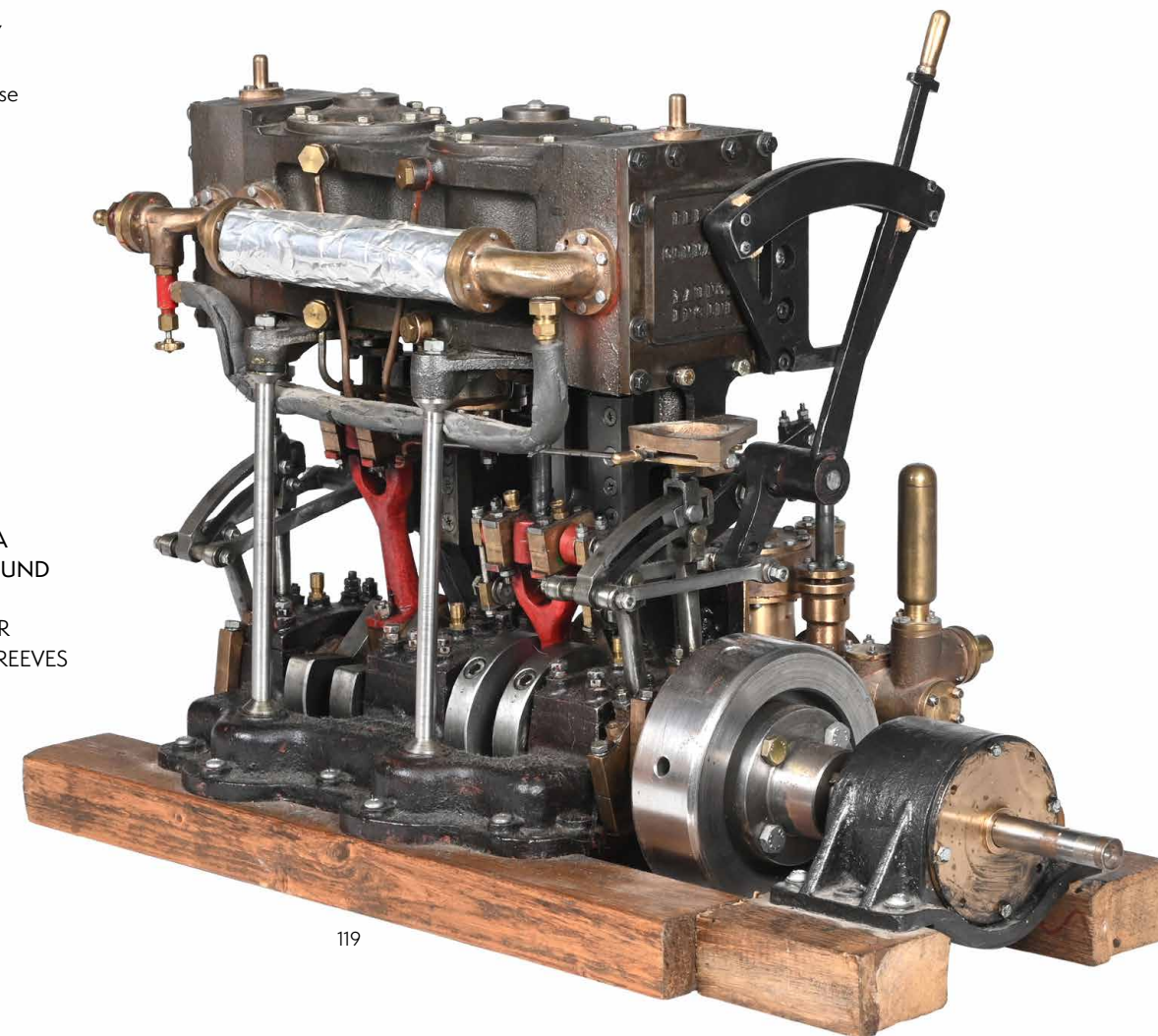
118

118
A 5 INCH GAUGE LOCOMOTIVE TROLLEY AND PASSENGER SEAT
 With upholstered seat and leg protectors for use on a raise track
 95cm long, 36cm wide, 23cm high

£100-150

119
A RECENTLY CONSTRUCTED MODEL OF A 'COMMANDER' TWIN CYLINDER COMPOUND LAUNCH LIVE STEAM BOAT ENGINE
 BUILT BY A GERMAN MERCEDES ENGINEER TO MR D.C. PIDDINGTON DESIGN FROM REEVES OF BIRMINGHAM CASTINGS
 The engine is unused and has twin compound cylinders 50mm and 75mm bores by 60mm stroke supported on turned columns with open balanced crank, fitted brass oiler cups, bronze water pump, disc flywheel, direction quadrant with control lever and separate thrust bearing. Unpainted.
 58cm long, 36cm wide, 45cm high

£1,000-1,500



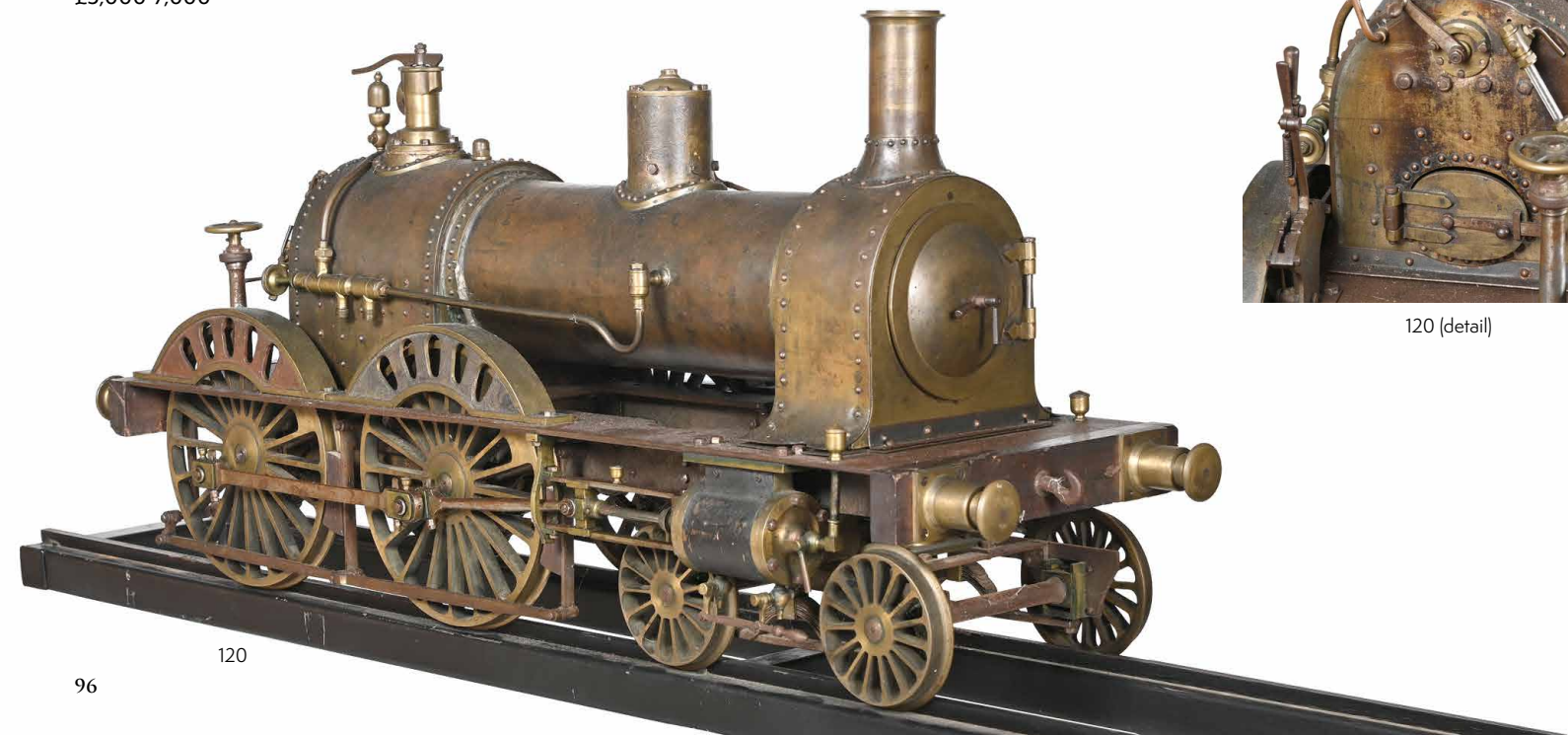
119

120
AN IMPORTANT LARGE MUSEUM STANDARD MODEL OF AN 8 ¾ INCH GAUGE 4-4-0 LIVE STEAM COAL FIRED LOCOMOTIVE BUILT CIRCA 1865-1880

The riveted copper boiler and fire box complete with brass fittings and pipework including Ramsbottom-type safety valves, blower, filler plug, whistle, steam pressure gauge, twin injectors with clack boxes, steam dome, water sight-glass with blow down, regulator, brass smoke box, chimney and fourteen brass multi-tube boiler, tubes of 1/2 inch bore, the steel frames with twin outside slide valve cylinders, counter-weighted Stephenson's link motion, lever and quadrant reverse gear from footplate, outside-operated cylinder drain-cocks with brass spoked wheels with steel axles running in brass horn-blocks, brass crosshead guides, steel motion rods, ribbed and tottered big ends with brass bushes, operational screw brakes with wooden brake blocks acting on all wheels, other details include brass cylinder lubricators, oil cups, brass splashers, wooden buffer beams with brass buffers, the whole locomotive mounted on leaf springs 107cm long, 51cm high to top of chimney

Provenance:
 Purchased by J.F Hall-Craggs from Sotheby's, Belgravia, 3rd of March 1978 Lot Number 195.

£5,000-7,000



120 (detail)



121

121
A WELL-ENGINEERED 3 1/2 INCH GAUGE MODEL OF A 4-6-0 TENDER LOCOMOTIVE 'DORIS' BUILT TO THE DESIGN BY LBSC BY THE LATE MR REG NEWPORT OF UPAVON

The silver soldered copper boiler having back-head fittings to include steam pressure gauge, water sight-glass, regulator, drain cocks, fire-box door, direction control and other usual fittings. The chassis with twin outside cylinders, valve gear, fluted motion and water injector fitted. Six-wheel tender bearing 'LMS' to side. The model finished in black livery with polished bright-work and fitted handrails, rivet-work, and steps. Sold with a quantity of build drawings.

Boiler History:

Southern Federation of Model Engineering Societies Boiler Test Certificate No 7384. Dated the 29th of July 1998. Hydraulic test pressure 120 psi. Working pressure 80 psi. We believe a new boiler was fitted in 1996. Boiler Number 141096. Originally tested by hydraulic test at 160 psi. Working pressure 80 psi. (Some letters and documentation). The boiler supplied by Arian Services of Llanelli. South Wales.

BOILER HISTORY DISCLAIMER

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

£2,000-3,000



121 (detail)



121 (detail)



122

122
A FINE, WELL-ENGINEERED 5 INCH GAUGE MODEL OF A 2-8-0 GREAT WESTERN RAILWAY CLASS 4700 TENDER LOCOMOTIVE NO 4702

BUILT TO A DESIGN BY CHARLES KENNION AND KEITH WILSON

The model having silver soldered copper boiler with back-head fittings to include steam pressure gauge, regulator, and water sight-glass. The chassis with twin outside cylinders and Stephenson's internal valve gear, fluted motion, fitted steps, handrails, and lamp irons. The model finished in Great Western Railway green and black livery.

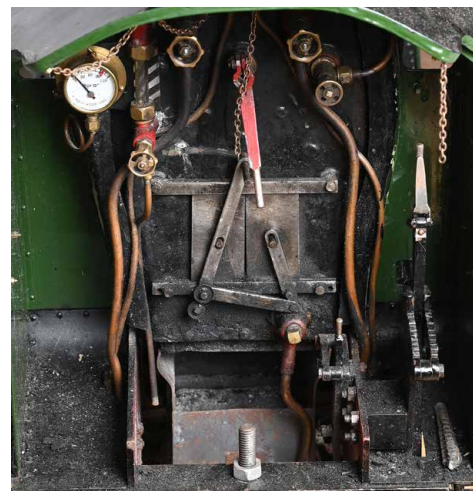
Boiler history:

No boiler history available

Charles Kennion and Keith Wilson would have based their drawings on the original class 4700 full size locomotive designed by George Jackson Churchward.

Full size locomotive by George Jackson of Churchward was introduced into service in 1919 for heavy mixed traffic work and passenger haulage. They were given the nick-name 'Night Owls' .As they did a lot of over-night work. The Prototype of this locomotive was built at Swindon Railway Works in 1919.

£5,000-7,000



122 (detail)



123

123
A WELL-ENGINEERED 5 INCH GAUGE MODEL OF A 2-6-2 LARGE PRAIRIE SIDE TANK LOCOMOTIVE NO 6102

BUILT TO DRAWINGS, ALSO INCLUDED IN THE SALE, OF A TREVOR SHORTLAND MODEL

The model has never been steamed and has a commercially built boiler with initial pressure test certification documents. The copper boiler is silver soldered with fittings including steam pressure gauge, water sight glass, regulator, safety valve, lever operated fire-box doors, hand brake, drains, wooden plank flooring and many other traditional cab fittings. The chassis having twin outside cylinders with fitted drain cocks and internal Stephenson's valve gear, fluted motion, whistle, two water injectors and brake gear. The model finished in Great Western Railway green and black lined livery with detailed rivet-work, water side tanks, oiler system,

handrails, steps, lamp irons and vacuum hoses
140cm long, 23cm wide

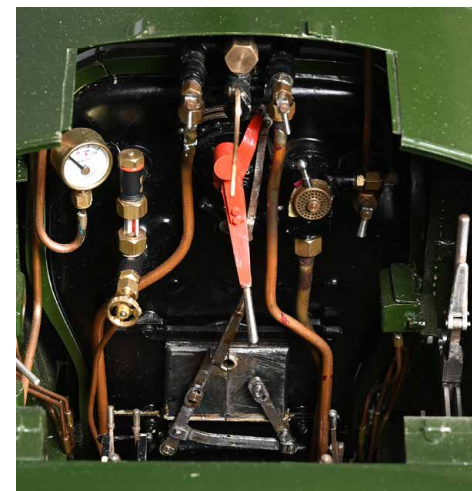
Boiler History:

Boiler built in 2012 by Devon Steam Boilers identity Number DSB262. Original hydraulic test pressure test 200 psi working pressure 100 psi.

BOILER HISTORY DISCLAIMER

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£5,000-7,000



123 (detail)



124

124
A WELL-ENGINEERED 2 INCH SCALE MODEL OF A FOWLER SHOWMAN'S ENGINE 'PRINCESS BERYL' BUILT FROM PLASTOW CASTINGS AND DRAWINGS
 The copper boiler with fittings including water sight glass, pressure gauge, safety valve, blower, clack and blowdown valves. Cylinder bores 1. 3/8in and 2in with 2inch stroke solid flywheel drain cocks with associated pipework Stephenson's link reverse, eccentric driven feed pump and bypass, two road speeds. Pickering type governor and whistle. Chassis detail include spoked straked wheels with rubber road tyres, fitted worm and roller chain steering, cable drum with fairleads, hand brake, water lifter, belly tanks with applied Fowler cast brass crests. The model finished in red black and cream paintwork with brass mounts and brass olivers supporting canopy sign written 'K.M.Markie's Amusements Northampton' and removable driving panels to top. The model comes with firing shovel, steam raiser and also drawings
 108cm long
Together with a sit-upon driving truck which carries another water tank, approximately 100cm long

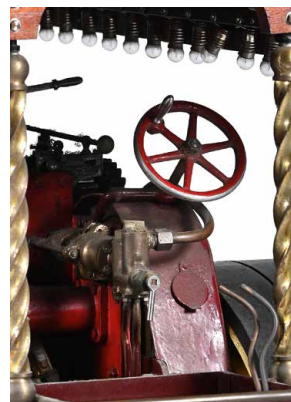
Boiler history:
 Past boiler certificate issues by Northampton Society of Model Engineers. No 55. Boiler Identification No. N47-100-55. Expired the 5th of December 1991. Hydraulic test pressure 200 psi. Working steam pressure 100 psi.

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

£4,000-5,000



124 (details)

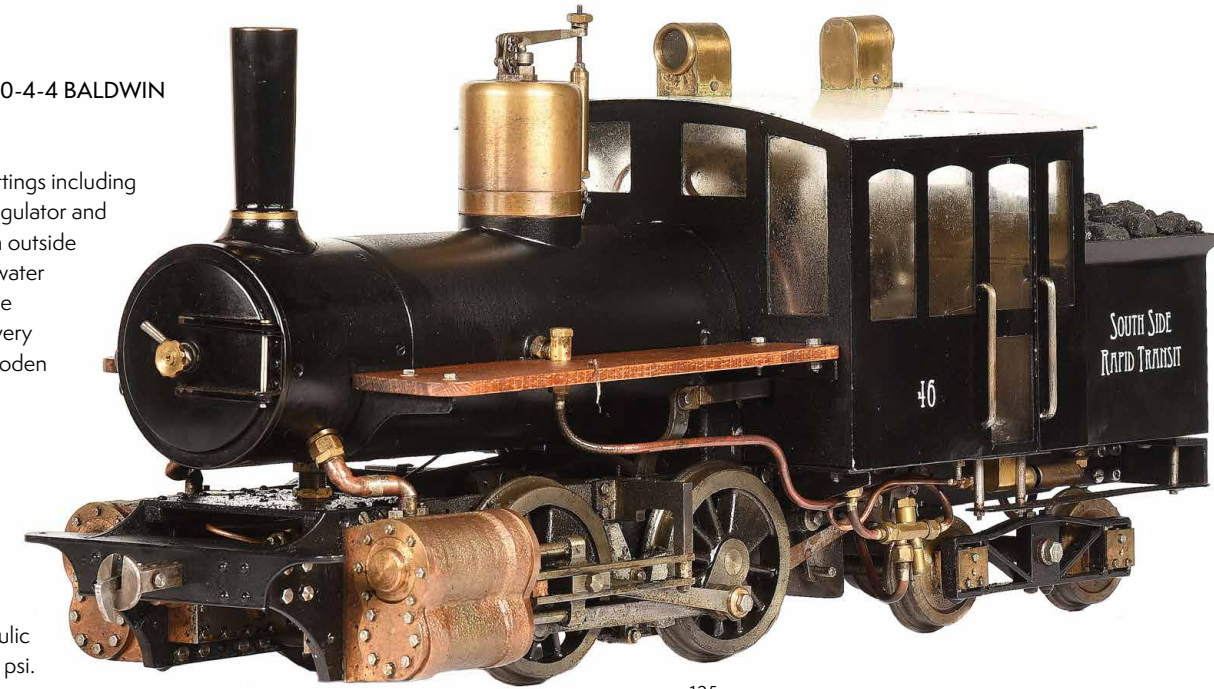


125
A WELL-ENGINEERED 5 INCH GAUGE 0-4-4 BALDWIN AMERICAN LOCOMOTIVE
 BUILT BY MR J WILKS OF SURREY
 The silver soldered copper boiler having fittings including steam pressure gauge, water sight glass, regulator and other usual fittings. The chassis having twin outside cylinders, exposed copper pipework with water injector fitted. Clack valves and Salter's type safety valve. The model finished in black livery with polished bright-work and motion. Wooden running boards, fitted handrails and lamps mounted to drivers cab roof
 65cm long, 26cm wide, 30cm high

Boiler History:
 Examination Certificate of a Pressure System. Certificate Number C202658. Boiler Serial Number ST114101-14. Boilermaker Steam Technology Ltd. Hydraulic test pressure 120 psi. Working pressure 80 psi. Hydraulic test expired 21st of June 2022. Steam test expired 20th of June 2019. Club Crawley Model Engineering Society.

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.

£1,500-2,000



125



125 (details)





126

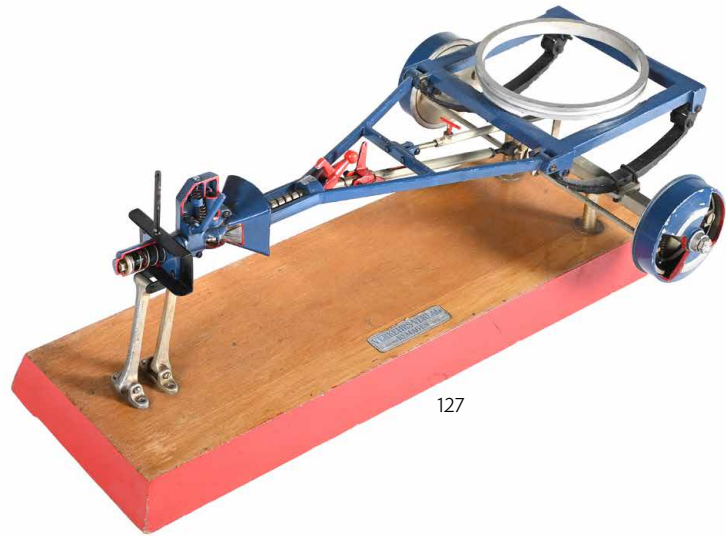
126
AN EXHIBITION MODEL OF A COMMERCIAL LORRY CHASSIS
With detailed suspension and four-wheels with rubber tyres and articulated front axle. The model finished in grey paintwork with builders plaque ' Heninrich Vogel, Munchen 2, Kreuzstrafe 29. Serial number 36

£300-500

127
AN EXHIBITION STANDARD MODEL OF A ARTICULATION TRAILER CHASSIS WITH HITCH
Brake gear and wheel drums on oak hardwood plinth. The model with builders plaque 'Verkehrs-Verlag Remagen. Telefon 8333'.

£200-300

102



127

128
A POND YACHT
CIRCA 1956
With mast, sails, rigging and deck fittings. Finished in white yellow and green and displayed on steel stand 254cm high, 178cm long, 29cm wide

Provenance:
Property from the Charlier and Cortina Collection

£500-800



128

129
A FINE MODEL OF A LIVE STEAM CLINKER BUILT STEAM LAUNCH
With detailing to include cabin area with glazed windows and roof slider for access, covered area for passengers now housing the live steam plant comprising of a brass vertical oscillating steam engine linked to a horizontal mounted boiler having fitted safety valve, pressure gauge and water sight-glass and being lagged in planked hard-wood with brass boiler bands, polished copper funnel and lagged pipework. Clinker built constructed from solid mahogany 102cm long

£400-500



129



130

130
A FINE MODEL OF A LIVE STEAM YACHT
BELIEVED TO HAVE BEEN BUILT IN THE 1950s - 1960s
With detailing to include wheel house, gallery rails, lamps, vents, anchor, planked decking twin masks with rigging, lifeboats and large funnel. The model constructed from solid wood planking and framing. The horizontal gas fired steam plant driving a live steam engine with horizontal copper boiler having pressure gauge and safety valve. The hull has been refurbished and painted 112cm long

£400-500

103



131

131
 A WELL ENGINEERED AND CONSTRUCTED MODEL OF A LIVE STEAM POWERED LAKE WINDEMERE STEAMER "JOSEPHINE" BUILT BY RENOWNED MODEL MAKER ROBERT DUDLEY IN 1-12 SCALE
 With horizontal boiler lagged in planked woodwork with brass boiler bands, safety valve, steam pressure gauge, water sight-glass and steam supply pipe with displacement oiler to twin simple, vertical twin cylinder steam engine with lagging and flywheel . The twin cylinder steam engine with radio control servo fitted. The model having been run on compressed air and live steam, with centre flue boiler having test pressure certificate The boiler being of copper construction with brass and other quality fittings. The butane gas tank mounted under foredeck. The model is sold together with a display and launching cradle as well as full size plywood case for transportation and storage.
 Vessel 112cm long overall
Boiler history:
 No boiler history available.
£1,000-1,500



131 (detail)

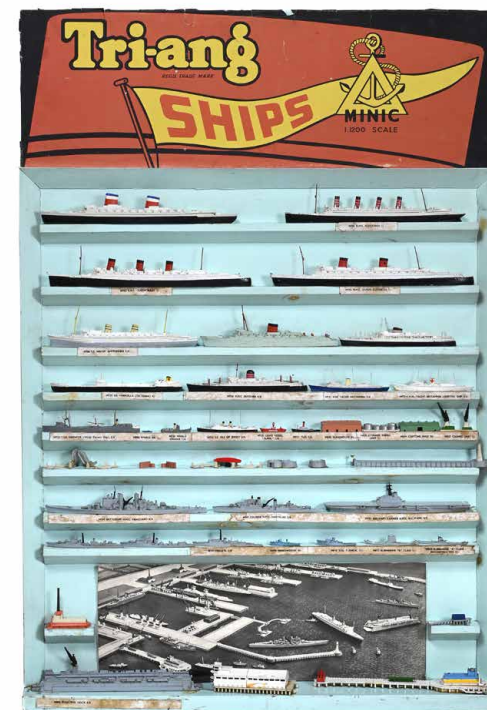


132

132
 A WOODEN CONSTRUCTED TRAVEL DISPLAY MODEL OF THE SS BREMEN
 CIRCA 1930
 Having masks with rigging, wheel house, multiple life boats and passenger accommodation with port holes and internal lighting
 142cm long

SS Bremen was a German built ocean liner. At the time of her construction, she and her sister ship the SS Europa were the two most advanced, high speed steam turbine ocean liners of her day. The German pair sparked an international competition in the building of large, fast, luxurious ocean liners that were national symbols and points of prestige during the pre-war years of the 1930s.

£300-500



133

133
 A RARE TRI-ANG MINIC SHIPS SHOP DISPLAY STAND
 With approximately twenty four water-line models in 1:1200 scale, harbour piers, buildings and cranes. The ships include RMS Queen Elizabeth, RMS Saxonea, HM Yacht Britannia, HMS Swiftsure, Aircraft Carrier HMS Bulwark, Model Submarines, Tugs and other shipping vessels

Triang was a huge worldwide company which made all sorts of toys and introduced the Minic ships range in 1958. Models were based on Portsmouth Royal Navy and Southampton Passenger ports. The range ran until 1964 when there was a fire in the Belfast factory where the ships were made

£300-500



134

134
A DISPLAY MODEL OF THE WHITE STAR PASSENGER LINER 'R.M.S TITANIC'
In glazed display case
62cm long, 9cm wide, 29cm high overall

The original ship was launched on the 31st of May 1911.

£200-300



135

135
A DETAILED PLASTIC MODEL OF A L.C.C. LONDON FIRE BRIGADE FIRE ENGINE NO 86
The model of traditional early 20th Century design with mounted ladders, ropes, hoses, bell, lights and figures. Slight damage to the ladder. The model standing on wooden plinth and contained in a glazed display case
56cm long, 24cm wide, 28cm high

£50-100

136
A CHROMED METAL MODEL OF A RETRIEVER
20TH CENTURY
Probably a car mascot, with twin mounting screws
11.5cm high, 16.5cm long overall, 4cm deep

£150-250



136

137
AN ARMSTRONG WHITWORTH 'ATALANTA' CLASS ALLOY CAR MASCOT
20TH CENTURY
mounted on base (11cm x 11cm)
15.5cm long, 18cm wide, 9cm high overall
Together with a booklet of cigarette cards

Attached with notes suggesting to have been presented to Major H. G. Brackley, Imperial Airways Air Superintendent in 1933

In 1921 Herbert George Brackley, R.N.A.S. joined the British Air Mission as an Air Adviser to the Japanese Naval Air Service and spent the next three years helping in the organisation and training of the Japanese Naval Air Arm. Returning to Britain in 1924, he joined the newly formed Imperial Airways as their Air Superintendent as well as remaining a member of the RAFO. His task with Imperial Airways was to plan operations and organise training as well as carry out route development. He even undertook some of the developmental flying himself such as the first scheduled flight in the new Armstrong Whitworth Argosy from London to Paris which he carried out on 5 August 1926. He also personally surveyed the route to be taken by the new four engined flying boats between England and Australia, recommending that large distances could be flown overland.

£400-600



137



138

138
A FRAMED AUSTRIAN RAILWAY
COMPETENCE CERTIFICATE
DATED 1915

£50-100

139
AN OIL ON BOARD OF THE GWR 4-6-0
LOCOMOTIVE 'PENDENNIS CASTLE' NO
4079 BY JOHN WILLIS
LATE 20TH CENTURY
framed, the image 49.5cm x 75cm

£100-150



139



140 (part lot)

140
MICHAEL TURNER (BRITISH B. 1934)
RACING CARS
Gouache
Each signed, one dated 63
Each approx. 40 x 49cm (2)

£400-600



141

141
A SET OF TWELVE PRINTS OF TRAINS
To include the Caledonian Railway, 4-2-2 Locomotive and Tender no. 123; British Railways, West Country 'Battle of Britain' class no. 43051 'Winston Churchill' Designed by O.V.S. Bulleid and Great Western Railway, Castle Class no. 4709 'Pendennis Castle', each glazed and in faux marbled frames, each overall 25 x 30cm (9 1/8 x 11 3/4in.)

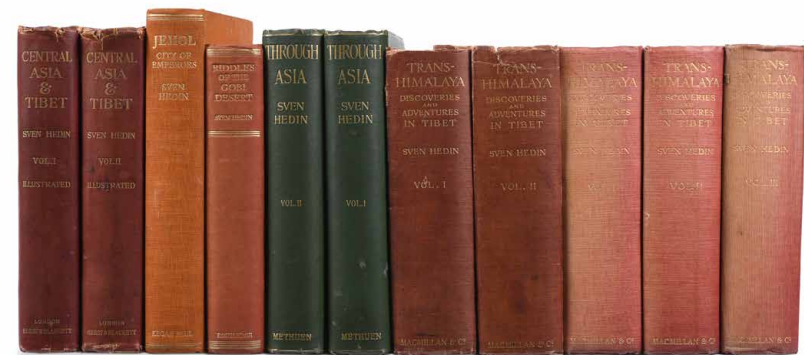
£300-500

142

A GROUP OF TRAVEL BOOKS BY SEVEN HEDIN

Including Seven Hedin, Trans-Himalaya Discoveries and Adventures in Tibet Vol-II, London: Macmillan and Co., St. Martin's Street, 1909.; Seven Hedin, Central Asian and Tibet Vol I-II, London: Hurst and Blackett Limited, 1903.; etc. (11) Seven Hedin Seven Hedin, Trans-Himalaya Discoveries and Adventures in Tibet Vol.I, London: Macmillan and Co., St. Martin's Street, 1909 Seven Hedin, Trans-Himalaya Discoveries and Adventures in Tibet Vol.I, London: Macmillan and Co., St. Martin's Street, 1910 Seven Hedin, Trans-Himalaya Discoveries and Adventures in Tibet Vol.II, London: Macmillan and Co., St. Martin's Street, 1909 Seven Hedin, Trans-Himalaya Discoveries and Adventures in Tibet Vol.II, London: Macmillan and Co., St. Martin's Street, 1910 Seven Hedin, Trans-Himalaya Discoveries and Adventures in Tibet Vol.III, London: Macmillan and Co., St. Martin's Street, 1913 Seven Hedin, Central Asian and Tibet Vol I, London: Hurst and Blackett Limited,1903. Seven Hedin, Central Asian and Tibet Vol II, London: Hurst and Blackett Limited,1903. Seven Hedin, Though Asian, Vol I, London: METHURE&CO., 1898. Seven Hedin, Though Asian, Vol II, London: METHURE&CO., 1898. Sven Hedin, Jehol City of Emperors, London: Kegan Paul, Trench, Trubner & Co. Ltd. 洲旅游志图书一组11本

£200-300



142

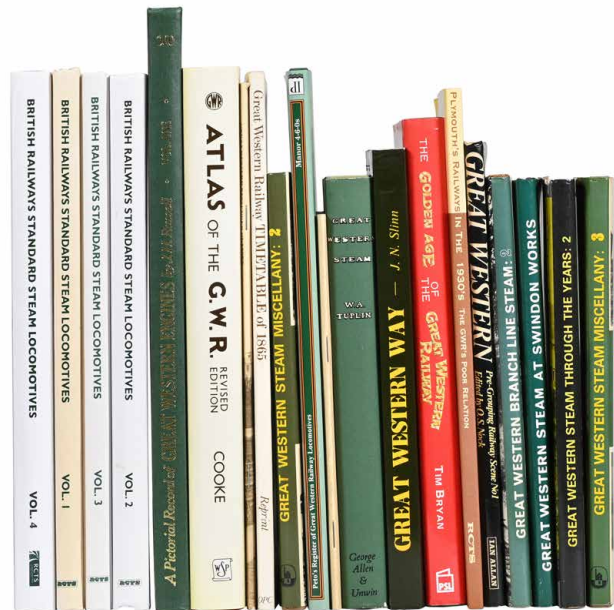
110

143

A COLLECTION OF NINETEEN HARDBACK BOOKS OF THE GREAT WESTERN RAILWAY

To include A Pictorial record of Great Western Engine by J H Russell. Volumn One, Atlas of the Great Western Railway Revised edition 1947 R A Cooke, An Edwardian Album of Great Western Passenger Classes by Roger Carpenter, Great Western Railway Timetables of 1865, A detailed history of British Railways Standard Steam Locomotives 'RCTS' Volumns 1 to 4, Petro's Register of Great Western Railway Locomotives Manor 4-6-0, Great Western Branch Line Steam, Great Western Steam at Swindon Works, Great Western Steam through the years Vo. 2, Great Western Steam Miscellany volumes 2 & 3, A Livery Register of The Historical Model Railway Society GWR 1835-1947, Great Western Steam by W A Tuplin, Great Western Way published by Historical Model Railway Society, Golden Age of the Great Western Railway 1985-1914 by Tin Bryan, Plymouth Railways in the 1930's by Russell Leitch and Great Western Pre-Grouping Railway Scene No 1 Edited by O.S.Nock.

£30-50



143

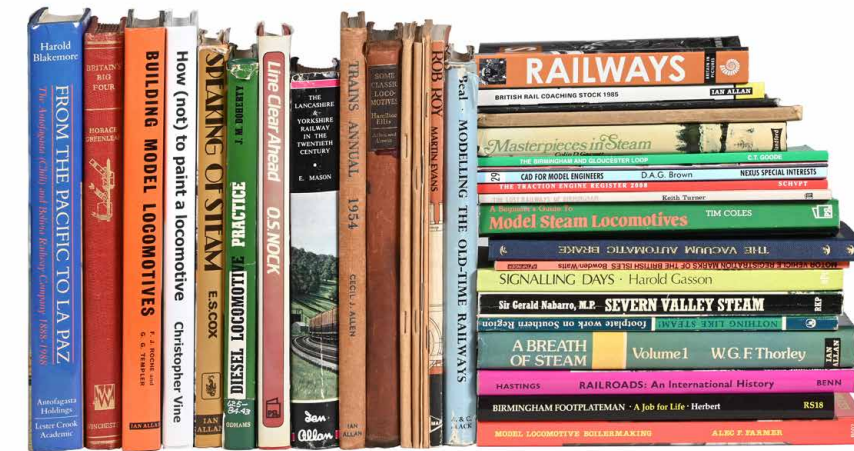
WWW.DREWEATTS.COM | +44 (0) 1635 553 553 | BUYER'S PREMIUM OF 26% +VAT

144

A COLLECTION OF NINETEEN HARDBACK BOOKS ON REGIONAL RAILWAYS

To include The Caledonian Scottish Imperial Railway A History by David Ross, The Coronation Scott by Edward Talbot, William Pickergill and the Caledonian Railway '956' Class Locomotives by Donald Peddie, Through Scotland with the Caledonian Railway by A J Mully, A guide to to the Midland and Great Northern Joint Railway by Nigel J L Digby, Pennine Steam by Kenneth Steel and Brian Stephenson, Cambrian Railways 1859 to 1947 by C C Green, Highland Railway Album by Anthony J Lambert, The LMS Scene by Maurice Earley, Scottish Steam in the 1920's and Scottish Steam Miscellany by R D Stephen, North British Steam Locomotives 1833 - 1948 by John H Court, Gresley Locomotive Album by Nick Pigott, LNER Locomotives by H C Casserley, Irish Railways by H C Casserley, LNER Steam by H C Casserley, North Eastern Main line steam, More Southern Steam on shed and Southern steam in action Published by Bradford Barton.

£30-50



144

111



144

145

A COLLECTION OF TWENTY BOOKS ON MAINLINE RAILWAY TRACTION ENGINES

AND NINE BOOKS ON MODEL BUILDING

Including 'How not to paint a Locomotive by Christopher Vine, Model Locomotive boiler making by Alex F Farmer, Modelling the old time railway by Edward Beale, Rob Roy by Martin Evans.

£30-50

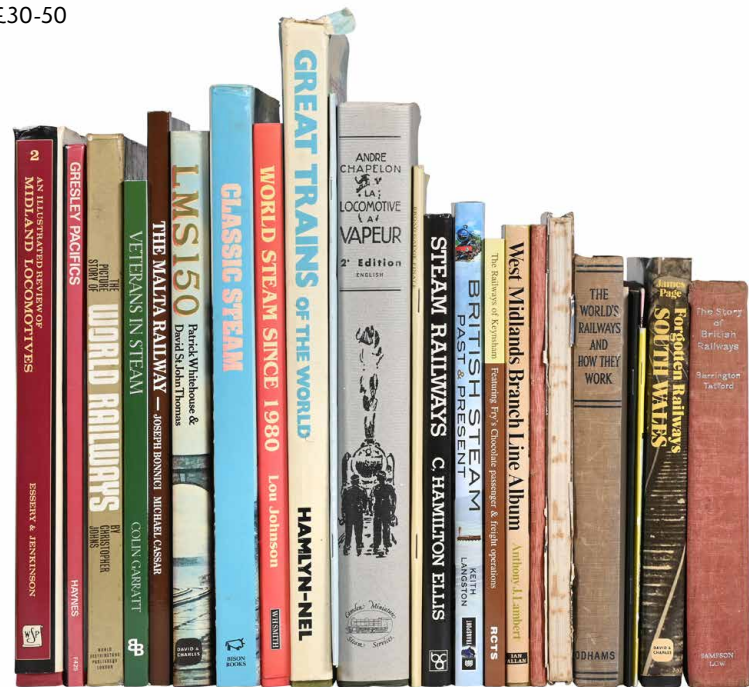
111

146

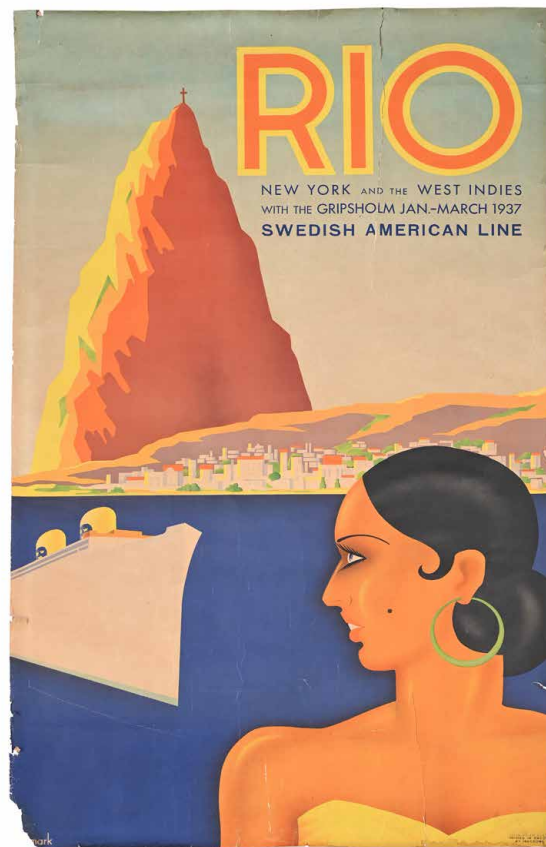
A COLLECTION OF 21 BOOKS ON CONTINENTAL AND BRITISH RAILWAYS

To include La Locomotive a' vapour by Ande Chapelon, Midland Locomotives by R J Essery and D Jenkinson, Gresley Pacifics by R M Tufnell, World Railways by Christopher John's, Classic Steam by Patrick Whitehouse, World Steam since 1980 by Loue Johnson, Great Trains of the World by P B Whitehouse, Veterans in Steam by Colin Garratt, Broad Gauge by Swan Publications, Steam Railways by C Hamilton Ellis, The Malta Railway by Joseph Bonnici, The LMS 150 by Patrick Whitehouse and David St John Thomas, British Steam Past and Present by Keith Langston, Two Trains Annual 1951 by Cecil J Allen, Railways of Keynsham by Rusell Leitch, West Midland Branch line album by Anthony J Lambert, Forgotten Railways of South Wales by James Page, The World Railways and how they work, and Four Main line by Hamilton Ellis.

£30-50



146



147

AN ART DECO TRAVEL POSTER 'RIO'
ARTWORK BY AKE RITTMARK

Printed in Sweden by Isacson, inscribed 'New York and the West Indies with the Gripsholm Jan-March 1937, Swedish American Line

£100-200



148

ORIGINAL RAIL TRAVEL POSTER, THE RHINE VIA HARWICH TWICE A DAY
DESIGNED BY FRED TAYLOR (BRITISH, 1875-1963) FOR LONDON & NORTH EASTERN RAILWAY (LNER)

Printed by Chorley and Pickersgill Ltd, Leeds, ca. 1939
101 x 126cm (39¾ x 49½ in.), backed on linen

£400-600



149

ORIGINAL RAIL TRAVEL POSTER, THE NIGHT MAIL, THE ENGINEMEN
BY SIR WILLIAM ORPEN, R.A.
PUBLISHED BY LONDON, MIDLAND & SCOTTISH RAILWAY COMPANY (LMS), SERIES NO 14

One of a series of sixteen posters by members of the Royal Academy commissioned by the LMS in 1924.
Printed by Bemrose & Sons Ltd, 1924
101 x 127cm (39¾ x 50 in.), backed o linen

£300-500



150
ORIGINAL RAIL TRAVEL POSTER
DEPICTING BAMBURGH CASTLE
DESIGN BY SIR WILLIAM RUSSELL
FLINT (1880 -1969) FOR LONDON
& NORTH EASTERN RAILWAY (LNER)
Printed by The Avenue Press, London,
ca. 1925
101 x 127cm (39¾ x 50 in.),
backed on linen

£4,000-6,000

151
ORIGINAL RAIL TRAVEL POSTER,
SKEGNESS IS SO BRACING
DESIGNED BY FRANK HENRY
MASON (1875-1965) FOR LONDON
& NORTH EASTERN RAILWAY (LNER)
Printed by Jarrod & Sons Ltd. Norwich
& London, n.d.
101 x 127cm (39¾ x 50 in.),
backed on linen

£300-500



151



152

152
ORIGINAL RAIL TRAVEL POSTER, THE WESTERN HIGHLANDS,
TRAVEL BY L.N.E.R.
DESIGNED BY FRANK HENRY MASON (1875-1965) FOR LONDON
& NORTH EASTERN RAILWAY
Depicting a steam train in front of a loch.
Printed by S.C. Allen & Co, Ltd., London, 1930
101 x 127cm (39¾ x 50 in.), backed on linen

£600-800



153

153
ORIGINAL POSTER ADVERTISING TRAVEL BY TRAIN TO NORWICH
DESIGNED BY FRED TAYLOR (BRITISH, 1875-1963) FOR LONDON
& NORTH EASTERN RAILWAY (LNER)

Printed by Dangerfield Printing Co., Ltd, London, 1932
101 x 126cm (39¾ x 49½ in.), backed on linen

£200-400



154

154
ORIGINAL TRAVEL POSTER ADVERTISING TRAVEL BY TRAIN TO ELY
DESIGNED BY FRED TAYLOR (BRITISH, 1875-1963) FOR LONDON
& NORTH EASTERN RAILWAY (LNER)

Printed by John Waddington Ltd, Leeds & London, n/d.
101 x 127cm (39¾ x 50 in.), backed on linen

£200-300

155

ORIGINAL RAIL TRAVEL POSTER EAST ANGLIA BY LNER, BATTLE OF SOLE BAY OFF SOUTHWOLD, 20TH MAY 1672
DESIGNED BY FRANK HENRY MASON (BRITISH, 1875-1965) FOR LONDON & NORTH EASTERN RAILWAY

Depicting a naval battle during the third Anglo-Dutch War
Printed by The David Allen Printing Co. Ltd., London, ca. 1935.

101 x 127cm (39¾ x 50 in.)

£700-1,000



155



156

156
ORIGINAL RAIL TRAVEL POSTER BUXTON, THE MOUNTAIN SPA BY S. LAMORNA, R.W.S. DESIGNED BY SAMUEL JOHN LAMORNA BIRCH (BRITISH, 1869-1955) FOR LONDON, MIDLAND & SCOTTISH RAILWAY COMPANY
 Depicting a view of the town set in the landscape of the Peak District, with a train crossing Duke's Drive Viaduct
 Printed by Thomas Forman & Sons Co, Nottingham
 101 x 126cm (39¾ x 49½ in.), backed on linen

£700-1,000

COMING UP AT DREWEATTS & FORUM AUCTIONS

- 21 November | Dreweatts
A Fine Single owner sale featuring an exceptional collection of Burgundy
- 22 November | Dreweatts
Fine Wine, Ports and spirits
- 23 November | Forum Auctions
Books and Works on Paper
- 25 November | Dreweatts
Art On A Postcard Charity Auction in aid of The Hepatitis C Trust
- 28 & 29 November | Dreweatts
Fine Furniture, Sculpture, Carpets, Ceramics and Works of Art
- 30 November | Forum Auctions
Fine Books, Manuscripts and Works on Paper
- 8 December | Dreweatts
Art Online
- 13 December | Dreweatts
The Transport Sale
- 10 January | Dreweatts
Interiors
- 17 January | Dreweatts
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If you have an item you would like valued for sale at auction, we would be delighted to provide you with a free, no obligation estimate. Contact us to arrange an in-person appointment or visit our website to see how to submit the information online.

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Forum Auctions

Please see **Conditions of Business and Conditions of Sale** on the following pages.

Dreweatts & Dreweatts 1759 are trading names of Dreweatts 1759 Ltd. Dreweatts 1759 Ltd is registered in England, company number: 10758982, registered office: C/O Bishop Fleming LLP, 10 Temple Back, Bristol, BS1 6FL.

IMPORTANT NOTICES

BUYING AT DREWEATTS

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

BIDDING IN PERSON

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

COMMISSION BIDS

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

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

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

CONDITION

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

COMMISSION CHARGES

All purchases are subject to a buyer's premium, which is charged per lot at 26% of the hammer price (31.2% including VAT) up to and including £20,000, 25% (30% including VAT) of the

hammer price from £20,001 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 12.5% of the hammer price (15% including VAT) in excess of £1,000,000. A theta symbol (Θ) indicates that the lot is a zero rated item and therefore not subject to VAT on the buyer's premium. This applies to bound books (manuscripts and printed), unframed maps and albums. In the event the lot has a dagger (†) beside the lot number in the catalogue, this indicates that the lot is owned by an entity or company required to pay VAT (generally not an Antique Dealer, as they operate under a dealers margin scheme). VAT is payable at 20% on the Hammer Price. Lots marked with a double dagger (‡) (presently a reduced rate of 5%) or Ω (presently at standard rate of 20%) have been imported from outside the UK to be sold at auction and therefore the buyer must pay the import VAT at the appropriate rate on the hammer price.

PAYMENT

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

Y CITES REGULATIONS

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

COLLECTION OR DELIVERY

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

Dreweatts also require that all purchased items are collected

within four working days of the sale to avoid a storage charge being applied.

STORAGE CHARGES

All items not collected by 4pm, within four working days of the sale, will be automatically removed to commercial storage and subject to a minimum storage charge of £20 (plus VAT) per lot and to a further storage charge of £3 (plus VAT) per lot per part or full day thereafter. These charges will be the sole liability of the purchaser and will be billed directly to them by Sackville-West Moving & Storing; Sackville-West Moving & Storing may be willing to adjust their charges if they are instructed by the purchaser to deliver to them. On payment of all sales and storage costs, items will be available for collection by appointment from Sackville-West Moving & Storing (Andover), tel: + 44 (0) 2080 909988, email: office@sackvillewest.co.uk. These charges are set by Sackville-West Moving & Storing; we recommend that you contact them directly regarding queries relating to these charges and other questions relating to storage. Staff at the saleroom will be unable to answer questions relating to items that have been removed from the saleroom.

FURTHER INFORMATION

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

VALUATION SERVICES

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

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

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

INFORMATION FOR BUYERS AT PUBLIC AUCTIONS

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

Any particular auction and/or any particular lot in an auction may be subject to different or additional terms which will be published in our auction catalogue. All auctions and sales of wines and spirits, jewellery, watches and clocks are subject to the special terms set out in the relevant Notices in relation to those items published in our auction catalogue and, in the event of any conflict or inconsistency, those special terms prevail over any other terms in our Auction Terms and Conditions. By bidding at the auction, you agree to be bound by these terms.

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

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

4. **BUYER'S PREMIUM.** The Conditions of Sale forming part of our Auction Terms and Conditions require the buyer to pay a buyer's premium on the hammer price of each lot purchased. The buyer's premium is 26% of the hammer price up to and including £20,000, 25% of the hammer price from £20,001 up to and including £500,000, 20% of the hammer price from £500,001 up to and including £1,000,000, and 12.5% of the hammer price in excess of £1,000,000. VAT at the prevailing rate of 20% is added to buyer's premium and additional charges as defined below.

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

liable to a reduced rate of Import VAT currently 5% on the hammer price. (Ω) indicates that the lot has been imported from outside the UK and these lots are liable to the standard rate of Import VAT currently 20% on the hammer price. Lots which appear without the above symbols indicate that no VAT is payable on the hammer price; this is because such lots are sold using the Auctioneers Margin Scheme and it should be noted that the VAT included within the buyers' premium is not recoverable as input tax.

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

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

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

8. **EXPORT OF GOODS.** Buyers intending to export goods should ascertain (a) whether an export licence is required and (b) whether there is any specific prohibition on importing goods of that

character because, e.g. they may contain prohibited materials such as ivory. Ask us if you need help.

Private overseas buyers can only receive goods free of VAT or have the VAT amount refunded if Dreweatts acts as exporter in relation to the sale, the goods are exported within 3 months of the sale and Dreweatts is in possession of adequate export documents. The VAT refunds are available for transactions exceeding £2,500. If you arrange for the goods to be picked up/delivered to you directly we will charge UK VAT at the appropriate rate and no refund will be available. Please note, buyers are responsible for completing the importation procedures as well as the payment of any relevant duty/VAT payable on importation into the destination country.

Where the purchase has been made in the business or trading name, VAT refund will be available on proof of export provided within 3 months of the sale.

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 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 1.5% of the hammer price plus VAT, subject to a minimum charge of £1.50, or if unsold 1.5% 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 1.5% 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, 1.5 % Loss and Damage Warranty and any other costs incurred including but not limited to illustration and restoration fees all of these charges being subject to VAT on being bought in or withdrawn after being catalogued.

15. **CONDITIONS OF SALE.** You agree that all goods will be sold on our Conditions of Sale for Public Auctions. In particular you undertake that you have the right to sell the goods either as owner or agent for the owner with good and marketable title and free and clear of any third party rights or claims. You undertake to compensate us and any buyer or third party for all losses liabilities, costs and expenses suffered or incurred arising out of or in connection with any breach of this

undertaking. We will also, at our discretion, and as far as practicable, confirm that an item consigned for sale does not appear on the Art Loss register, which is administered by an independent third party.

16. **DUE DILIGENCE CHECKS AND ANTI-MONEY LAUNDERING PROCEDURES.** Under the money laundering regulations in force we are required to carry out relevant due diligence checks. This includes verifying the identity of all customers we transact with as well as any beneficial owners on behalf of whom they may transact. Vendors who are unable to or refuse to supply required identification documents and proof of address will not be able to consign to Dreweatts auctions. Copies of customer due diligence checks will be stored for as long as it is necessary to satisfy legal requirements in an appropriate storage facility, which for the avoidance of doubt may include storage solely in electronic form. 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.

CONDITIONS OF SALE FOR PUBLIC AUCTIONS

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

1. DEFINITIONS

In these Conditions:

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

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

accordance with the description;

(c) "hammer price" means the level of bidding reached (at or above any reserve) when the auctioneer brings down the hammer;

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

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

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

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

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

18. **WAREHOUSING.** We disclaim all liability for goods delivered to our saleroom without sufficient sale instructions and reserve the right to make minimum warehousing charge of £10 per lot per day. Unsold lots are subject to the same charges if you do not remove them within a reasonable time of notification. If you 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.

are unable to or refuse to supply required identification documents and proof of address will not be able to bid in Dreweatts auctions. Copies of customer due diligence checks will be stored for as long as it is necessary to satisfy legal requirements in an appropriate storage facility which for the avoidance of doubt may include storage solely in electronic form;

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

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

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

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

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

5. **VALUE ADDED TAX.** Value Added Tax on the hammer price is

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

6. PAYMENT

(a) Immediately a Lot is sold you will:

- (i) give to us, if requested, proof of identity, and
- (ii) pay to us the total amount due or in such other way as is agreed by us.
- (b) Any payments by you to us may be applied by us towards any sums owing from you to us on any account whatever without regard to any directions of you or your agent, whether expressed or implied.
- (c) In order to comply with money laundering regulations we reserve the right to require proof of source of funds and/or confirmation of the nature and source of wealth for all receipts of monies from clients directly or from third parties for payments on behalf of clients. 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 Conditions or if there is any other breach of these Conditions, we, as agent for the seller and on our own behalf, shall at our absolute discretion and without prejudice to any other rights we may have, be entitled to exercise one or more of the following rights and remedies:
 - (i) to proceed against you for damages for breach of contract;
 - (ii) to rescind the sale of that Lot and/or any other Lots sold by us to you;
 - (iii) to resell the Lot (by auction or private treaty) in which case you shall be responsible for any resulting deficiency in the total amount due (after crediting any part payment and adding any resale costs). Any surplus so arising shall belong to the seller;
 - (iv) to remove, store and insure the Lot at your expense and, in the case of storage, either at our premises or elsewhere;
 - (v) to charge interest at a rate not exceeding 1.5% 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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