



# SPICERS



Auctioneers & Valuers

Waterways Salerooms, Dutch River Side, Old Goole. DN14 5TB

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**The Baldry auction  
of stationary engines, living vans,  
fairground and machinery  
Saturday 31<sup>st</sup> May at the vendors premises  
Holme Upon Spalding Moor. YO43 4HB  
Auction starts at 12.00  
On site and online**

Auction	Date
Antique and Fine Art	Friday 23 <sup>rd</sup> May 2025
The Baldry Collection	Saturday 31 <sup>st</sup> May 2025
Gold Jewellery	Friday 6 <sup>th</sup> June 2025
Modern & Vintage Home	Friday 13 <sup>th</sup> June 2025
Silver, silver jewellery, watches	Friday 20 <sup>th</sup> June 2025
Gold Jewellery	Friday 4 <sup>th</sup> July 2025
Modern & Vintage Home	Friday 11 <sup>th</sup> July 2025



**1.** A Ferguson automatic corn drill/fertiliser

£50-£100



**2.** A yellow electric table saw, untested

£20-£30



**3.** A belt driven power hacksaw, ideal for a stationary engine display

£40-£60



**4.** A Nuway bale slave, serial number 9558

£20-£30



**5.** A Jones Woodhead & Sons, Leeds retable belt driven pipe bender, ideal for display with a stationary engine.

£40-£60



**6.** Various Gardiner engine parts

£20-£30



**7.** A Bedford O Type alloy body lifting kit, removed from a coal wagon.  
This kit raised the bed of a wagon so that sacks of coal, corn or the such were at a better height for the worker

£30-£40



**8.** A Ferguson post hole boring, with two arbors

£30-£40

**9.** A Ferguson weeder

£30-£40



**10.** A Bedford O Type hand turned tipping bed screw with attachments

£50-£80



**11.** Four Bedford wheel rims

£30-£40



**12.** Four Bedford wheel rims

£30-£40



**13.** A Bedford O type rear axle

£30-£40



**14.** A motor cycle side car chassis

£20-£30



**15.** A Team agricultural field sprayer

£30-£50



**16.** A four wheel trolley frame with steering

£30-£40





**17.** Bedford O Type cab parts

£30-£40



**18.** A Bamford rapid grinding mill, belt driven, ideal for a stationary engine display

£60-£80



**19.** Edington's of Gainsborough horse plough parts

£30-£40



**20.** A Ferguson potato rowing body

£30-£40



**21.** A Ferguson spring tine cultivator

£40-£60



**22.** Six cast iron wheels

£30-£40



**23.** Four cast iron barrow wheels

£30-£40



**24.** Two cast iron binder wheels

£20-£30



**25.** A Lister stationary engine flywheel

£20-£30



**26.** Five cast iron pulleys

£30-£40



**27.** Various cast iron wheels

£30-£40



**28.** Two cast iron wheels

£30-£40



**29.** Two cast iron stationary engine exhaust pots

£20-£30



**30.** Three cast iron stationary engine pulleys

£30-£40



**31.** A Bedford O Type rear axle

£30-£40



**32.** Two cast iron tractor wheels

£30-£40



**33.** Four Bedford O Type wheels

£30-£40



**34.** Two Bamford's of Utttoxeter cast iron implement wheels

£30-£40



**35.** A water bowser

£30-£40



**36.** A Ferguson front loader bucket, rust holes

£10-£20



**37.** An Ex MOD front and rear axle from a trailer

£50-£80



**38.** A James Green & Sons gang mower

£60-£80



**39.** A pair of cast iron implement rear wheels and a small front wheel

£30-£40



**40.** A quantity of line shaft equipment, including pulleys, shafts and fixings

£200-£300





- 41.** A Slack & Sellars belt driven lathe, c.1907.  
Slack, Sellars and Grayson, Sheffield were formed in 1833 and went through many changes of names, becoming one of the largest manufacturers of saws. They were taken over in the 1920's, the name was in use until 1996.

£40-£60



- 42.** A pair of trailer axles with wheels

£30-£40



- 43.** A pair of trailer axles, no wheels

£20-£30



- 44.** A set of sprung trailer axles with wheels and A frame

£50-£80



- 45.** A pair of Morris commercial trailer axles

£30-£40



- 46.** A Fordson tractor rear wheel

£30-£40



- 47.** A pair of axles with wheels

£20-£30



- 48.** Five various cast iron A frames

£20-£30



- 49.** A German corn binder by Lanz, c.1940's, complete and working order, comes with canvasses and knives, rollers working, PTO driven, unused for several years. £200-£300  
The Heinrich Lanz Company was founded in 1859, it produced the first steam-powered stationary threshing machines in 1879, and the first crude oil fuelled tractor; the Lanz Bulldog, in 1921. In 1956, Heinrich Lanz AG merged with Deere & Company.



- 50.** A Massey Harris No. 5 corn binder, originally horse and wheel driven, complete and working order, comes with canvasses and knives, rollers working, unused for several years. £200-£300  
Massey-Harris Co. was formed in Toronto with the merger of Massey Mfg. and A. Harris, Son & Co. in 1891. In subsequent years they purchased many other companies to gain market share. In 1953, Massey-Harris acquired Harry Ferguson, to form Massey-Harris-Ferguson Ltd.; the company's name was shortened to Massey Ferguson in 1957.



- 51.** A Fordson Major E27N belt pulley and front wheel £20-£30



- 52.** Two Fordson Major E27N fuel tanks £50-£80



- 53.** Two oak whisky barrels £40-£60



- 54.** Three tractor pulleys, Grey Ferguson, Massey 35/135 and maybe International, together with a drive pulley from a threshing machine £40-£60



- 55.** A Drummond Brothers of Rydes Hill near Guildford, an A-Type Round Bed treadle lathe, serial number MCHA 1817, manufactured between 1908 and 1912, with spare chucks. £150-£200  
Provenance believed to have been fitted to a workshop truck near the trenches.



- 57.** A Hatz diesel engine, E671LK, 24V dynamo £30-£50





**58.** Two Nuffield tractor pullies

£40-£60



**59.** A Norman T300 ex WD charging unit

£30-£40



**60.** A pallet of plastic fencing and Danger signs

£20-£30



**61.** Ransomes Robin 3 furrow plough

£300-£350



**62.** A Massey Harris No. seed drill, originally horse driven, complete and working order, unused for several years.  
Massey-Harris Co. was formed in Toronto with the merger of Massey Mfg. and A. Harris, Son & Co. in 1891. In subsequent years they purchased many other companies to gain market share. In 1953, Massey-Harris acquired Harry Ferguson, to form Massey-Harris-Ferguson Ltd.; the company's name was shortened to Massey Ferguson in 1957.

£100-£150



**63.** A Crompton Parkinson 110V motor

£20-£30



**64.** Bedford TK spare panels

£20-£30



**65.** A Powercraft 6.7hp 4 stroke AC/DC generator

£80-£120



- 66.** A Pashley Delibike, serial number 69626?, single speed, rod brakes, wicker basket £100-£150



- 67.** A Vintage CWS Co-op Society Delivery Bicycle, c.1939, with black frame and mud guards, lacking folding stand and wicker basket, for restoration £50-£100



- 68.** A Pashley Post Office delivery bicycle, later painted black, lacking basket, for restoration. £50-£100



- 69.** A Raleigh gentleman's bicycle, with rod brakes and 3 speed gears, for restoration. £10-£20



- 70.** Three fuel tanks £20-£30



- 71.** A Petter pulley £30-£40



- 72.** Various stationary engine exhaust pipes £30-£40



- 73.** Various vintage garden tools £5-£10

**74.** Various stationary engine pipework and spares

£30-£40



**75.** A Ford Transit Mk II bonnet, unused

£30-£40



**76.** Various Bedford O Type spares

£30-£40



**77.** Various Bedford 28hp parts, including big ends and shells, NOS

£30-£40



**78.** Various Bedford O Type cab rubber window seals, NOS

£30-£40



**79.** Various boiler fittings

£10-£20



**80.** Various electrical amp gauges and switches

£10-£20



**81.** Bedford O/M Types door handles and fuel lift pumps

£20-£30



**82.** Various Bedford O/M Type spares

£20-£30



**83.** Various track rod ends, mainly tractor and Bedford O/M type

£20-£30



**84.** Various headlights

£10-£20



**85.** Various engine mounts, mainly Bedford O/M Type

£10-£20



**86.** Various springs and U bolts, including Land Rover County

£30-£40



**87.** Six x 22.5" wheel rims, 10 stud

£30-£40



**88.** Various Bedford O Type parts

£20-£30



**89.** A Bedford TL 5 speed gearbox, with spare PTO pump, was working when removed from the vehicle

£40-£80





**90.** Bedford O Type spring hangers and body parts

£30-£40



**91.** Various brake shoes

£30-£40



**92.** Bedford O Type parts including a servo unit

£30-£40



**93.** Fordson E20N tractor draw bar parts

£30-£40



**94.** Three pulleys, possible Massey Harris

£30-£40



**95.** A quantity of stainless steel wire, ex electrical fence

£10-£20



**96.** Various Bedford O Type seats

£20-£30



**97.** Various Bedford O Type spares

£20-£30



**98.** Various Bedford O Type doors and cab wood

£30-£40



**99.** Various long exhaust systems, mainly car related

£30-£40



**100.** Various exhaust pipes

£30-£40



**101.** Various exhaust pipes

£30-£40



**102.** A set of trailed gang mowers

£40-£60



**103.** Three Bedford O Type radiators

£30-£40



**104.** Four Bedford O Type petrol tanks

£30-£40



**105.** Bedford O Type wings

£20-£30



- 106.** A Gardner 6LX engine and gearbox, removed from a Bristol VR double decker, working when removed £400-£500



- 107.** A cast iron pulley and elevator gearbox £20-£30



- 108.** A Ferguson mid mounted grass reaper £50-£80



- 109.** A Villiers compressor, in running order £50-£80



- 110.** A pillar drill and vice £20-£30



- 111.** A 20 volt hydraulic pump and a 12volt hydraulic pump £30-£40



- 112.** Various stationary engine oilers £30-£40



- 113.** Various Petter stationary engine pistons £30-£40





**114.** A stationary engine carburetor

£20-£30



**115.** Five stationary engine magnetos

£30-£40



**116.** Three stationary engine magnetos

£30-£40



**117.** A stationary engine low tension magneto

£60-£80



**118.** A stationary engine flick magneto by Sumpter Electrical Co., Chicago, USA

£80-£120



**119.** A Gardiner 6LX air start engine, ex trawler, with three phase alternator and compressor, the whole rebuilt by Dunstons Shipbuilders, Hull, in running order.

£2500-£3000



**120.** A Howard Gem rotovator, unused for several years

£50-£100



**121.** A vintage hand or pony pulled seed spreader

£50-£100



- 122.** A set of four unusual alloy wheels, with 6.00 x 19 tyres, possible aircraft? £50-£80



- 123.** Various sheets of Visqueen Polythene Damp-proof Membrane £10-£20



- 124.** A shot blaster unit £30-£40



- 125.** A Wilson of Leeds belt driven band saw £50-£80



- 126.** Two large hydraulic rams £10-£20



- 127.** A blue 4 gallon pyramid can, no cap £5-£10



- 128.** A Brown & Green compressor £30-£40



- 129.** Scammel Scarab front coupling, axle and rear axle, with wheels £80-£120

**130.** A pair of Ferguson row crop wheels

£20-£30



**131.** A National Benzole Mixture two gallon petrol can and a Shell can (2)

£20-£30



**132.** Two vintage 2 gallon petrol cans (2)

£10-£20



**133.** Vortexian of Wimbledon, a vintage public address system, microphone, two speakers on poles, wiring and control box, working order but a qualified electrician should check it over before use.

£200-£300



**134.** Three stationary engine oilers (3)

£30-£40



**135.** A Lister flick magneto, spares or repair

£50-£70



**136.** A collection of magnetos

£30-£40



**137.** A Hotbox MIG and TIG welder, in working order

£20-£30







- 138.** A Hornshaws of York block rulle hay trailer, bed 340 x 185cm.  
A "block rulle hay trailer" refers to a type of hay trailer designed for transporting round bales, specifically those that are loaded and transported on their side, rather than on end. £100-£150



- 139.** A block rulle hay trailer, with original wheels and replacement bed and rear axle, needs new wheels, 300 x 165cm £100-£150



- 140.** A block rulle hay trailer with new metal frame for a living van £150-£200



- 141.** W. Sissons of Driffeld, a Yorkshire Wolds hay wagon, approximately 345 x 150, rear wheel diameter 140cm £500-£600



- 142.** A Bradson number 15 hand cranked pillar drill, restored £60-£80



- 143.** Two Bedford TK prop shafts £25-£35



- 144.** An AEC 6 cylinder head, NOS, in original packaging £150-£200



- 145.** A pair of Atkinson Borderer windscreens, NOS £100-£150



- 148.** C. Arthur Lokie (1948-), Yorkshire wagon being pulled by a team of three, oil on canvas, signed, 40 x 50cm, gilt frame. £50-£80  
There is a card stating "The rig is a Unicorn, used only in the East Riding. Yorkshire waggon was made by Sissons of Beswick. Ron Creasey is riding Bowler, the lead horse is Lady and the offside is Blossom"



- 149.** C. Arthur Lokie (b. 1948), "Harvesting", signed dated verso 1986, oil on canvas, 44 x 59cm, gilt frame £60-£80  
Inscribed verso "Swale and Sandfield Folly".



- 150.** A pair of hand painted curved alloy panels, Golden and Mythological, 170 x 80cm £150-£200



- 151.** c.1950/60 Decap 105 Key Dance Band Organ, mounted on a 1995 MAN 7500kg wagon. Registration number N828 FWX. Plating Certificate 00254153. £12000-£15000  
The Decap brothers have always strived to give their organs their own character. They were always looking for improvements and innovations. The Decap organs are therefore immediately recognizable both by appearance and sound character. The Decap organs always had an extensive rhythm section, with complete drum sets and additional percussion instruments such as woodblock, tambourine, temple bells, and rumba balls. in such a way that all dance rhythms can be realized. Fitted with a Rollcutter electronic music library with some 100 tunes. The original sheet music components and music are with the lot. Offered in good working order.



- 152.** A set of eight Roll Up hoopla boards, 110 x 146cm £400-£500



- 153.** A Coulson Mini Minor hand turned children's ride, , late 1940's £800-£1200  
approximately 10 foot wide, tin horses, the remainder fibreglass, ride turns with easy, sides fold up into the trailer.  
F.W. Coulson was founded by Cyril Coulson during the early 1930's, originally, the workshop was based in Ripon North Yorkshire. The Coulson works, when in full operation, had around 80 employees ranging from carpenters, painters and fabricators. Coulson works were well known for producing large toyset rides, though Cyril designed and focused on manufacturing a revolutionary new product; this would become known as the 'minor mobile' (mobile for its ease of use and size, minor after his car a 'morris minor'). Coulson died in a car accident on his way to the Festival of Britain 1951 and production the Minor Mobile came to an end, only some 24 were built. There is a restored example at Yorkshire Amusements in Northallerton.

- 154.** A children's four bay swing board, c.1960/70's approximately 260 x 220 x 400cm, the boats 125 x 35cm £600-£800



- 155.** A Coulson's hand turned fairground ride, c.1950's, with cover and rides, in working order, used by Kirks Amusements, approximately 520cm diameter. £3000-£4000



- 156.** A Dreadnought oval Hoopla stall, c.1940's, canvas sheets, no internal fittings, the canvas cover by Wells, approximately 25 x 15 foot. £800-£1200



- 157.** A Test Your Strength fairground amusement, for restoration, approximately 460cm high. £50-£100



- 158.** A carved wood and painted fairground horse, red saddle, for juvenile ride. £100-£150



- 159.** A carved wood and painted fairground horse, blue saddle, for juvenile ride. £100-£150



- 160.** A Pelican Canadian Canoe, model Ram-X serial number ZEP13110G606 £100-£150



- 161.** A Mirror dinghy, sail and transom number 64887, c.1980, marine ply construction, with recent boat cover and launching trolley £150-£200





- 162.** A pleasure boat/caravan, c.1960's, this boat has a photographic restoration and has been bolted to the trailer for use as a caravan at shows, towed behind the Bedford D type. It has a gas cooker, fridge, 2 x 120 volt leisure batteries, LED lights, they wheels/tyres and bearings have recently been replaced. The outboard engine is for display only. £300-£500



- 169.** C. late 1940's Fordson E27N petrol/paraffin tractor, low top gear, no hydraulics, good runner, has recently been used to roll corn. £800-£1000  
The Fordson E27N Major was known simply as the the Fordson Major until 1953, when the E1A "New Major" entered production. After that, it became common to use the E27N Major designation.



- 170.** c.1948 Allis Chalmers Model B tractor. Registration number not registered. £400-£600  
There is no paperwork with this lot.  
In the early 1930's, Allis-Chalmers tractor division studied the market for small tractors as some four million USA farms were of 100 acres or less. They concluded that there was a need for small, inexpensive tractors to fill the needs of the small farmers still using horses.  
The Model B was initially powered by a Waukesha 1,850 cc four-cylinder engine, then from 1938 by an Allis-Chalmers 1,903 cc engine. This was increased to 2,052 cc in 1943, all with three-speed transmissions.  
In 1947 British production of the Model B began in the UK, using components imported from the USA.  
A total of 120,783 Model Bs were built.  
This Model B is in running order but we would advise a thorough going over before going on a tractor run.



- 171.** A 1943 Allis-Chalmers Model U , Petrol/Paraffin tractor, registration number CWF 496. Imported during WWII as part of Land Aid and used locally until purchased by our vendor. £3500-£4000



- 172.** c.1942 Ford Ferguson 2N petrol/paraffin tractor, unregistered, no paperwork, in running order. £3500-£4000  
The Ford 2N was named so, as it was produced in 1942. This is why, confusingly, there is a 9N which was manufactured in 1939 and an 8N, produced in 1948.  
As a historical tractor, its main significance is that the 2N features the Ferguson System three-point hitch which was hugely instrumental in making the N-series such popular tractors. This was the last tractor to honour Ford's agreement with Irish inventor Harry Ferguson before they parted ways.  
The Ford 2N was also available to farmers as part of the lend-lease system, by which the United States aided its World War II allies with war materials such as ammunition, food and other raw materials. This included certain tractors to assist with food production.



- 173.** c.1950 David Brown Cropmaster petrol/paraffin tractor, unregistered, tractor number P45818. Engine number CAK4/3/6127. No paperwork, in running order. £3500-£4000  
The David Brown Diesel Cropmaster was built in West Yorkshire between 1950 and 1956. A unique feature to the Cropmaster is the double seat configuration, which allows a passenger/ploughman to sit comfortably alongside the driver, with it no surprise that the Cropmaster soon became affectionately known as the 'courting tractor'!

- 174.** Aveling Barford DX-8 Road Roller. Registration number not registered. £10000-£12000



There is no paperwork with the lot.  
In 1933 Aveling-Barford, Ltd. were formed by amalgamating Aveling & Porter, Ltd., and Barford & Perkins, Ltd.  
Early in 1934 the business was transferred from Rochester to Grantham.  
By 1937 the firm make 75% of all rollers in the UK.  
This AF has been used every year for the crushing of cans collected from the vendors camp site for recycling.

- 175.** c.1950 Ransoms Crawler MG5. £800-£1200



In working order, a video is available of it running.  
The MG5 was built by the firm Ransomes, Sims & Jefferies. They were designed to operate in small orchards, vineyards and market gardens. A total of 15,000 of the MG series were eventually built, becoming Britain's number 1 selling crawler.

- 176.** 1949 Reliant 8cwt light van, 747cc. Registration number NRB 461. Chassis number 461541. Engine number 9547. £4000-£5000



Sold with the V5C, a quantity of spares including an engine, two rear wheels, axle, springs, girder forks and a horn.  
In 1934 the Raleigh Cycle Company decided to discontinue the manufacture of their 3-wheeled vehicles and their Works Manager; T. L. Williams disagreed that 3-wheelers had a poor future and after being joined by Mr E. S. Thompson (also from Raleigh) they decided to build their own vehicle in William's back garden at Kettlebrook, Tamworth. With a design that closely resembled the Raleigh LDV van, the first Reliant prototype was licensed in January 1935. The prototype was a 7 cwt van which had a steel chassis and a hardwood frame with aluminium panels attached to it. It is said that as Williams had used many Raleigh parts, some of them were stamped with the letter R and so the name Reliant was conceived to match the initial.

In 1938 Reliant started to use the four-cylinder 7 hp Austin engine. Shortly afterwards Austin announced that they planned to stop the production of this engine. Austin were happy for Reliant to copy their engine and so it was decided that Reliant would manufacture their own engine, which was completed in September 1939. The engine was Reliant's first engine and was a 747cc side-valve unit producing 14 bhp at 3,500 rpm.

In 1950 a new model was introduced with the Reliant Regent 10cwt which was equipped with a few more luxuries that included sliding windows in the doors rather than canvas side screens.

NRB had been in the long term ownership of Frederick Fowler from 1995 until 2015 when he passed away. It was then given to his daughter and has been on many rallies since. Offered in good running order, it would benefit from fresh fuel as it is running a bit lumpy and rich.

- 178.** A Pearman Briggs single axle caravan, for restoration £50-£100



- 179.** A Safari single axle caravan, for restoration £50-£100







- 180.** Showman's Caravan, c.1950/60, typical three bay layout with adult bedroom to the front, with bed and dressing table, living room with professionally fitted log burner fireplace, seats recently reupholstered, and recent carpets, cupboards and drop down dinning table, rear door to the kitchen with restored coal fired Hostess Range No.3, recent LPG water heater, 240V fridge and Calor gas cooker, the bathroom (converted from the bunk bed space) has a shower, sink and porta potti, there are 240v electrics throughout with 12v lighting and battery charger. £10000-£12000



- 181.** c.1935 Hurst's of Retford Showman's living van. Made for Charles Tuby of Doncaster. Typical three bay layout with adult bedroom to the front, with bed and dressing table, living room with fireplace, cupboards and drop down dinning table, rear door to the back for winter compartment access, kitchen and double bunk to the rear. The van was restored c.2000 and last used c.2015. It has twin rear steel wheels, rear handbrake, bathroom, Mollycroft roof and belly boxes. £12000-£14000

Charles Tuby, part of the 150 year old showman's dynasty, was named as Showman of the Year 2017 by the Showmen's Guild of Great Britain. The family had many rides that travelled the East of England, today they have an extensive range of Old Tyme rides available for hire as well as modern rides.

- 182.** c.1908 Orton & Sons, Spooner Showman's Living Van. Made for Enoch Farrah, Wakefield. Typical three bay layout with adult bedroom to the front, with bed and dressing table, living room with fireplace, cupboards and drop down dinning table, rear door to the back for winter compartment access, kitchen and double bunk to the rear. In 1928 the van went back to Orton's to be extended by 2 foot to accommodate the bunk beds. £20000-£25000

The interiors' rare murals are original to c.1928 and unrestored, the van was restored c.2000 and last used c.2015. Originally on artillery wheels (the hubs are still in use) it has upgraded steel wheels, rear handbrake, Mollycroft roof and belly boxes.

Farrars Fun Fairs was founded by Enoch Clifford Farrar in 1876. The Farrar family originated in Wakefield, South Yorkshire and presented fairs around the county.



In 1905 Enoch Farrar joined other pioneering showmen acquiring his first cinematograph show, which he travelled with his other portfolio of rides and amusements until 1912, when he replaced it for a more impressive one, which became the largest travelling the countryside.

After Farrar's death in the 1930's his sons carried on the business; for most of the twentieth century the business was managed by John Farrar, who lived to be 100 years old. After John's death Farrar's Fun Fairs passed to the Percival family, who continue to carry the Farrar name in the twenty first century.

George Orton, Sons & Spooner Ltd, was a fairground engineering and finishing company based in Burton-on-Trent, England. Between 1875 and 1954, they produced some of the most advanced and sophisticated equipment in the industry including rides, living wagons, transport and fairground shows for British and international showmen. It is said that the firm would only make wagons for their regular customers as there was no profit margin on them.

- 183.** A late 19th/early 20th century roadman's living van, possibly by Eddison, fully restored in 1999/2000 by our vendors. Tradition green painted timber body with domed canvas covered roof, fitted with pneumatic tyres, side awning with poles and removeable drawbar, the pine clad interior is fitted with bunk beds, one currently removed, Portways Slow Sure No 2 coal stove, gas cooker, sink, bathroom. Barn stored since the restoration except for when taken to shows/rallies. Approximately 13 1/2 x 7 foot, plus drawbar. £12000-£15000



- 184.** A late 19th roadman's living van, by Richard Garrett & Sons, c.1892, fully restored in 1999/2000 by our vendors. Tradition green painted timber body with domed canvas covered roof, fitted with pneumatic tyres, side awning with poles and removeable drawbar, painted pine interior, multifuel burning stove, pullout double bed, hidden toilet compartment, cold running water. Barn stored since the restoration except for when taken to shows/rallies. Approximately 13 1/2 x 7 foot, plus drawbar. £15000-£20000



Richard Garrett & Sons, founded in 1778, was a manufacturer of agricultural machinery, steam engines and trolleybuses. Their factory was Leiston Works, in Leiston, Suffolk, England. The company was active under its original ownership between 1778 and 1932.

- 190.** 1975 Bedford Y series Plaxton Panorama Elite III. Registration number MFS 444P. Chassis number YRQ2DZOEW454413. £7000-£9000  
Sold with the V5C (as a commercial bus), keys, Certificate of fitness present.

The Bedford Y series was manufactured between 1970 until 1986. It was a 10-metre (33 ft) coach chassis intended to replace the Bedford VAM. The engine was mounted centrally under the floor.

Plaxtons of Scarborough, built the Panorama Elite between 1968 and 1975, three versions (MkI, II and III) were built with variations available for different purposes.

For the MkIII pantograph windscreen wipers were introduced, the twin round rear lights were replaced by a single, vertical, lozenge-shaped cluster. The side trim was revised slightly, with the twin beading strips running separately along the length of the coach, only meeting at the very front.

The model was replaced in 1975 by the Supreme after some 6,000 units were produced.

MFS was supplied by Moseley of Loughborough to Reid & MacKay of Edinburgh and remained in service for some 20 years. It then resided in the Scottish Vintage Bus Museum in Fife. Our vendors bought it from them in 2003 and extensively refurbished it, returning it to use in 2004. It can carry 45 passengers, the current odometer reading is some 373,500 KM. Our vendors have fully restored the Elite with a full new interior is period coverings, the bodywork has also been repainted. The bus is fully operational and can be put into service straight away.



- 191.** 1960 Bedford SB3 Duple Super Vega, petrol. Registration number 551 HHW. Chassis number SB3 73484. £2000-£3000  
Sold with the V5C, V5, R.F. 60, keys, original certificate of fitness present, various spares.

The SB was a front-engined bus chassis manufactured from 1950 until 1986, as a replacement for the Bedford OB.

It was the first Bedford vehicle to have a "forward control" design, with the driver's seat located at the right of the engine and the front axle underneath. It used a four-speed synchromesh gearbox, with five-speed gearboxes offered later. Initially only available with a Bedford petrol engine, from 1953 a Perkins R6 was an option, with a Bedford diesel and the Leyland O.350 options from 1957, and the Leyland O.370 from 1963. Bodywork was provided by a wide range of builders, including Duple, Marshall, Plaxton, Harrington and Willowbrook.

In 1928 Duple decided to concentrate on coachbuilding and used many different chassis over the years, they used the Bedford SB to produce the Vega/Super Vega/Alpine between 1950–62. The Super Vega was longer version and the Alpine had a clear Perspex roof.

HHW was supplied by the Arlington Motor Co. of Vauxhall Bridge on the 27th April 1960 to G. Feltham & Sons of Bristol, it moved to Silver Queen Coaches of Worthing in 1961 and Greens Coaches of Thorney in 1971 until 1988, followed by Gretton Coaches of Peterborough. Our vendor has partially restored one half of the exterior, all the parts are present to complete the work. It is up and running and has been driven recently.





- 192.** 1980 Bedford Dominant single deck bus, project, 8198cc diesel. £500-£800  
 Registration number MMJ 471J. Chassis number YMT3DZDJW454097.  
 Engine number 7231362.  
 Sold with the V5C, keys, duplicate certificate of fitness dated until 1986.  
 Purchased by our vendors as project in 2002, it comes with a quantity of  
 spares and extra seating.



- 201.** 1969 Foden twin axle box lorry, for restoration. Registration number PVY £500-£800  
 527G.  
 There is no paperwork with the vehicle but it is recorded with DVLA and  
 the buyer is responsible for obtaining a new V5C. Last on the road c.1988



- 202.** 1982 ERF B series, 10,450cc. Registration number RHD 518X. Chassis £2000-£2500  
 number 45584. Engine number 6LXB/227300.  
 Sold with the V5C and key. Sold with a Perkins 110volt generating set, in  
 working order.  
 Edwin Richard Foden established the company in 1932 and, with his son  
 Dennis and others, produced a range of diesel-powered lorries, using  
 proven proprietary components, Gardner engines, David Brown gearboxes,  
 Kirkstall axles, Clayton-Dewandre brakes.  
 The B series was introduced in 1974 being replaced by the C series in  
 1982.  
 RHD was built in 1981 and registered in January 1982, in later life it was  
 used by W. Smith touring fairground rides and bought by our vendors for  
 transporting their rides. In running order it with need recommissioning  
 before road use.



- 203.** 1990 LDV Sherpa box van, petrol, 2000cc. Registration number H547 £200-£300  
 TWU. Chassis number XLRZKTL7CN878896.  
 The van is recorded with DVLA as being SORN, the buyer will need to  
 apply to DVLA for a new V5C at their own cost and key.  
 A non runner for restoration.



- 204.** 1974 Bedford TK 330 Diesel 5 Speed Flatbed Truck. Registration number £2500-£3000  
 WUA 195N. Chassis number EJ3BCO, DW111012. Engine number TBC.  
 Sold with the V5C, keys.  
 The TK range replaced the Bedford S type in 1960, and continued in  
 production until 1992. A familiar sight on British roads, the Bedford TK  
 revelled in its own advert slogan 'You See Them Everywhere'. And indeed  
 you did, as these mid-sized workhorses were reputed to be sturdy and  
 dependable. Produced in many forms, including fire engines, tippers,  
 military and flatbeds the TK was the quintessential light truck in the UK.  
 WUA has been used as a twin deck truck for our vendors vintage  
 fairground equipment and is in running order. It has the very useful 5  
 speed gearbox fitted.

- 205.** c.1956 Bedford RL ex MOD, petrol. Registration number PGW 238. Chassis number not found. Engine number unknown. £1000-£1500

Sold with V5C and keys, not in running order as it has been barn stored for several years. Please note the V5C states it is a fire engine.

The Bedford RL was based on the Bedford SCL, a civilian 7-ton truck. The military version had all wheel drive and bigger wheels to increase ground clearance. Originally conservatively rated at 3 tons, all RL GS (general service) trucks in British Military service were, at a late stage in their service lives, re-rated at 4 tons without any mechanical modifications; the weight referring to its rated cross country payload weight. The last RL rolled off the production line in the early 1970s, a total of 74,000 being produced.

The RL was powered by a 4.9 litres petrol engine producing 110 brake horsepower.

This RL has been in our vendors collection for many years and is in running order.



- 206.** 1958 Bedford O type flatbed truck, petrol with Tangye hot tube Stationary Engine. Registration number EWF 890. Chassis number OLAD52802. £15000-£20000

Sold with the V5C, keys.

Mid -1939 saw a complete revamp of Bedford's product range; it consisted of the K (30-40 cwt), MS and ML (2-3 ton), OS and OL (3-4 ton), OS/40 and OL/40 (5 ton) series, and the OB bus.

Post WWII the pre-war K, M and O types continued in production alongside the heavier S types until 1953. Vauxhall had already gone for a transatlantic styling with its E Model Wyvern and Velox saloons, and Bedford followed suit with its mid-range of trucks in 1953. Designated as the TA series, the new range were mechanically very similar to their predecessors, but featured a new Chevrolet-inspired cab.

EWF was purchased by our vendor c.1973 and has been fully restored with new wiring, a rebuilt engine (some 6000 miles ago) and the bodywork repaired and painted. The interior is original. In good running order it is currently being used to display a Tangye Hot Tube stationary engine, c.1910, serial number 24931BR, 57" diameter wheel, open crank, in running order.

Provenance of the Tangye, installed in a joiners shop, c.1910 in Barlow, near Selby, unused from 1935 until it was removed in 1970 and subsequently restored.



- 207.** 1952 Bedford M type, 3515cc. Registration number HPY 220. Chassis number MST 226559. Engine number KM 226522. £15000-£20000

Sold with the V5C, various Operators licence, keys. NOTE the stationary is not included with the truck.

Post WWII the pre-war K, M and O types continued in production alongside the heavier S types until 1953. Vauxhall had already gone for a transatlantic styling with its E Model Wyvern and Velox saloons, and Bedford followed suit with its mid-range of trucks in 1953, designated as the TA series.

Owned by our vendor for many years HPY underwent a full restoration during covid. It was taken back to the chassis and rebuilt from there up. This included an engine overhaul, syncro gearbox, new wiring loam, new interior rear bed and a full repaint. It is now in good running order.



- 208.** 1950 Bedford O type, 3519cc. Registration number EVY 901. Chassis number OLBD141408. Engine number OW17881. £5000-£7000

Sold with the V5C, keys.

Post WWII the pre-war K, M and O types continued in production alongside the heavier S types until 1953. Vauxhall had already gone for a transatlantic styling with its E Model Wyvern and Velox saloons, and Bedford followed suit with its mid-range of trucks in 1953, designated as the TA series.

Owned by our vendor for many years EVY underwent a full restoration during covid. It was taken back to the chassis and rebuilt from there up. This included an engine overhaul, crash gearbox, new wiring loam, new interior rear bed and a full repaint. It is now in good running order.





- 209.** 1947 Bedford M Type, 3519cc. Registration number RSV 545. Chassis number MLD55342. Engine number KM61112. £15000-£20000

Sold with the V5C, keys.

Post WWII the pre-war K, M and O types continued in production alongside the heavier S types until 1953. Vauxhall had already gone for a transatlantic styling with its E Model Wyvern and Velox saloons, and Bedford followed suit with its mid-range of trucks in 1953, designated as the TA series.

Owned by our vendor for many years it underwent a full restoration during covid. It was taken back to the chassis and rebuilt from there up. This included an engine overhaul, syncro gearbox, new wiring loam, new interior rear bed and a full repaint. It is now in good running order.



- 210.** 1957 Bedford D Type truck, 3500cc petrol. Registration number 197 UXG (non transferrable). Chassis number D3LC2 29956. Engine number D6311515. £5000-£6000

Sold with the V5C, key.

The Bedford D Series was a model of commercial vehicle produced by Bedford Vehicles in the late 1950's. It was the successor to the A-series. UXG is believed to have been in Royal Naval service with a service registration number of 66 RN 59 and a serial number of RN/933608/L. It was first registered in 2005 by Derick Drewery, our vendor buying it in 2020 to take to shows with his boat collection. When it was restored the cylinder head was converted to unleaded petrol, it has been fully rewired with halogen headlights. It was driven 60 miles to the auction.



- 211.** 1981 Dodge Fire Truck. Registration number GTC 609X. Body number SDF846A00BD205245. Engine number unknown. £1500-£2000

Sold with the V5C, key.

This Dodge was used at the Berkeley nuclear power station as an emergency vehicle, until it was decommissioned. The odometer only reads 4,564 miles. It has been unused since and is presently a non runner. There is no equipment in the vehicle.



- 220.** A model single mullboard horse drawn plough limited edition model, with wooden handles, spanner and hammer, mounted on a mahogany plinth, plaque stating "Garden Plough c.1900, Oaklands Farm, Bampton, ????" 4/10", base 32 x 12cm £80-£120



- 221.** A well engineered compressed air beam engine, mounted on a wooden plinth, 54 x 27 x 41cm £100-£150



- 222.** A Clarkson of York horizontal single cylinder compressed air beam engine, 6" flywheel, mounted on a display stand, 43 x 25 x 19cm. £80-£120  
Built by A.H. Bellamy, Leeds S.M.E.E.



- 223.** A horizontal compressed air beam engine, 30 x 10 x 17cm. £60-£80  
Built by A.H. Bellamy, Leeds S.M.E.E.







- 224.** A Heinrici design hot air vertical engine, with twin flywheels, probably by Edgar T Westbury, 27 x 23 x 43cm. £150-£200  
Built by A.H. Bellamy, Leeds S.M.E.E., exhibited at Buxton Model Engineer Society, 1991.  
Edgar T Westbury designed his iconic Heinrici hot air engine in the 1960's based on the type of engines used at the start of the century for domestic and light industrial duty including fog horns, ventilation and driving small machines. Until the advent of the fractional horse power electric motor, these engines plugged away for years, largely unattended.



- 225.** A Clarkson of York horizontal single cylinder compressed air beam engine, 6" flywheel, mounted on a display stand, 43 x 25 x 19cm. £250-£300  
Built by A.H. Bellamy, Leeds S.M.E.E.



- 226.** A Stuart Turner single cylinder compressed air beam engine, mounted on a marble and mahogany display stand, 48 x 27 x 29cm, complete with fitted exhibition case. £200-£300  
Built by A.H. Bellamy, Leeds S.M.E.E.



- 227.** A Clarkson of York incomplete twin cylinder 2 x 2 compressed air mill stationary engine, mounted on a display stand, 46 x 30 x 21cm. £50-£60  
Built by A.H. Bellamy, Leeds S.M.E.E.



- 228.** A Clarkson of York twin cylinder 2 x 2 compressed air mill stationary engine, mounted on a display stand, 46 x 30 x 21cm, together with a set of three blue prints, dated 1969. £300-£500  
Built by A.H. Bellamy, Leeds S.M.E.E.



- 229.** Mamod TE1A Steam Tractor, with steering handle, burner, plastic funnel & Steam Engines leaflet, box £50-£70



- 230.** Mamod SA1 live steam roadster with white painted body, with unfired fuel tray, length 39cm £60-£80



- 231.** Mamod, a SR1A live steam road roller, and a Mamod live steam traction engine, lacking fire tray (2) £60-£80

- 232.** A Starpower hot air Stirling electric motor and a SEL model dynamo, model 1500, original box (2). £40-£60



- 233.** Mamod SW1 steam wagon, white box version, c.1978, unused with original packaging. £100-£150



- 234.** Frank Thompson, a scratch built model open crank, twin flywheel stationary engine, signed and numbered (or dated) 1980, electrically driven, 39cm, mounted on a mahogany display stand £500-£800



- 235.** 1" scale live steam Fowler coal fired traction engine, with wooden casing to the boiler, 100 PSI Stuart pressure gauge, no boiler certificate, 58 x 27 x 43cm £1500-£2000



- 236.** A fine exhibition quality 3 inch scale model of a coal powered traction engine. The silver soldered copper boiler having fittings including steam pressure gauge, firebox door, drains, lever operated direction control with quadrant and other usual fittings. Worm and chain steering, open crank with two forward road speeds and reverse gear via Stephenson's link to single cylinder. The cylinder block supporting Pickering type speed governor, steam whistle, ratchet oiler system driven from crank. 125 x 50 x 84cm £8000-£10000  
The boiler has been fired and a video is available of the engine running under its own steam, although it has not been pressure tested.



- 237.** A Reader single cylinder enclosed engine, by E. Reader & Sons Ltd of Nottingham. It was in use at the York Infirmary and has been running during our vendors ownership. £200-£300  
Edward Reader was in business as early as 1861. It was still trading as late as the 1950's.



- 238.** A cast iron vertical steam boiler, approximately 6 foot. £50-£80  
Removed from Full Sutton airfield where it was used to heat the airman's food





- 239.** A Crossley twin cylinder, open crank horizontal stationary engine, with compound split 92" fly wheel (weighing two tons). Serial numbers 89132 and 89133. Not run in our vendors ownership.  
Provenance, previously used at a Pickering sand quarry. This machine will need to be dismantled by the new owner. £500-£800



- 240.** A Mather & Platt Ltd., V twin cylinder stationary engine, c.1900. Provenance, removed from a chemical works in Manchester. Mather & Platt of Salford Iron Works, Manchester, originated in the early 19th century, becoming one of the leading manufacturers of pumps in the textile, fire engineering and electrical businesses and survived until the later part of the 20th century. £300-£500



- 241.** A Fowler 1 PA 1 1/2 HP trolley mounted engine, mounted on a trolley, spares or repair £50-£80



- 242.** A Fowler 1 PA 1 1/2 HP trolley mounted engine, mounted on a trolley, spares or repair £50-£80



- 243.** A Ruston & Hornsby Ltd PS6 stationary engine, serial number 229266 £100-£150



- 244.** A Lister Junior 3hp A2 stationary engine, serial number 248671, mounted on a bogey and in working order £400-£600



- 245.** A Petter type MI B2 stationary engine, serial number 104170, mounted on a bogey and in working order. £600-£800



- 246.** A Petter 1 1/2 hp stationary engine, project, serial number 5654. £100-£150



- 247.** A Petter 3hp M type stationary engine, serial number 61506, mounted on a bogey and in working order. £600-£800



- 248.** A Petter 3hp stationary engine, serial number 63894. £400-£500



- 249.** A Petter Junior 2 1/2hp stationary engine, serial number 52938. £400-£500



- 250.** A Lister stationary engine project £100-£120



- 251.** A Brownwall engine, Circa 1914, 4hp Hit and Miss, sold in the UK under license by Lister. £100-£120



- 252.** An AMANCO Waterloo 2 1/2hp stationary engine, hopper cooled "Hired Hand", serial number 141622, powering a Hebden Bridge CN7 electric generator, serial number 128577, mounted on a bogey and working. The Associated Manufacturing Company of Waterloo, Iowa, USA made engines of 3/4hp to 18hp between 1911 and 1930. The name AMANCO was only used for engines in the UK; the full name or sometimes shortened to ASSOCIATED was used in the States. The engines were given names according to the size of power they would replace on the farm. £1200-£1500



- 253.** A Bamfords 2 12hp stationary engine, serial number 21708, supplied by Kay & Backhouse of York., mounted on a bogey and working. £800-£1000



- 254.** A Ruston & Hornsby PT stationary engine, serial number 272722, mounted on a bogey and working. £120-£150



- 255.** A Lister D502 1 1/2hp stationary engine, serial number 1/61520 28DH, with a Climax water pump, mounted on a bogey and working. £120-£150



- 256.** The Jumbo Line, USA, model I stationary engine, serial number 2852, retailed by Knaptons of Leeds, mounted on a bogey and working. £600-£800



- 257.** A Crossley type PH1060 stationary engine, serial number 85686, powering a Hayward-Tyler & Co. Ltd., pump, serial number 22872, mounted on a bogey and working. £1200-£1500



- 258.** A Petter 5hp stationary engine, serial number 46412, mounted on a bogey and working. £600-£800



- 259.** A Lister 3hp stationary engine, serial number 148 AK9, ex RAF WD WWII, mounted on a bogey and working. £600-£800



- 260.** A Tangye type AA stationary engine, serial number 20419B, mounted on a bogey and working. £6000-£8000



- 261.** A Crossley PE60 open crank 4 hp stationary engine, with repaired block £100-£150



- 262.** A Bamfords and Douglas stationary engine combination, mounted on a trolley £60-£80





**263.** A Wade of Portland, USA dragsaw, c.1920, restored c.1999, with extra blades

£100-£150



**264.** An incomplete horizontal stationary engine

£20-£30



**265.** A Lister incomplete pump with flywheel

£20-£30



**266.** A J.A.P. 2S stationary engine with handle

£50-£80



**267.** Winget CP2 stationary engine, serial number 2496

£100-£150



**268.** An AMANCO Waterloo 2 1/2hp stationary engine, hopper cooled "Hired Hand", serial number 137352

£400-£600



**269.** An ash frame to support a stationary engine

£40-£60