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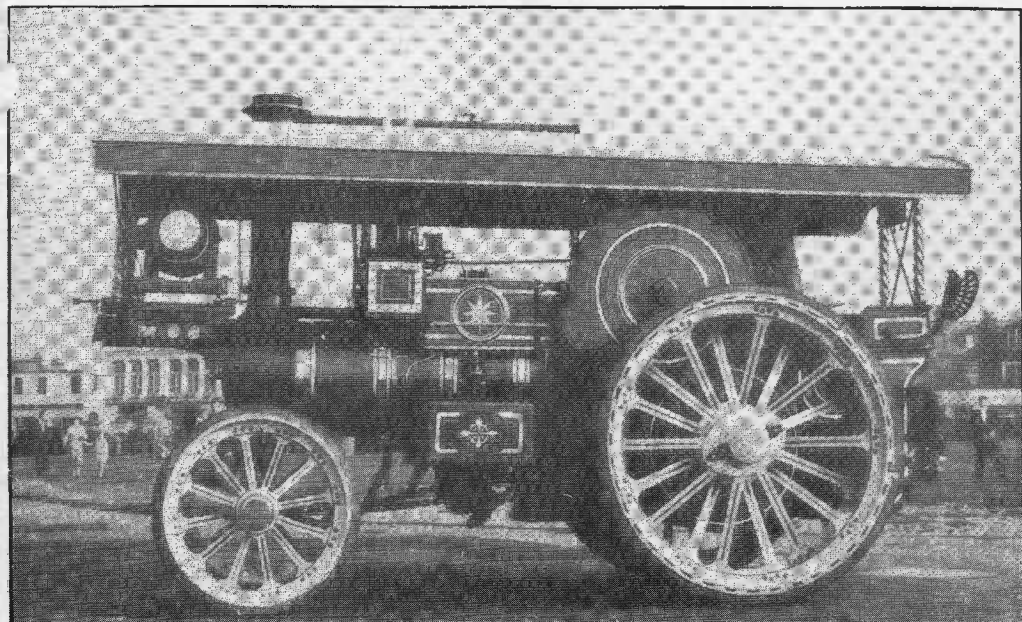
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TRACTION ENGINE RALLY .. 1963



SATURDAY and SUNDAY, 3rd and 4th AUGUST, 1963

Official Opening 2 p.m. Saturday
by MR. ACKER BILK

Lucky No. —

Programme 1/-

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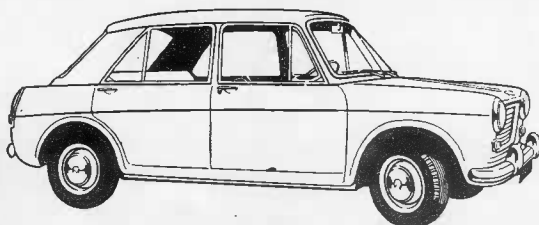
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Traction Engine Rally

1963

Waltham Aerodrome

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Rally Secretary: Mr. J. A. Pearson, 8 Cumberland Avenue, Grimsby.

Engine Entries Secretary: Mr. D. Fenwick, "Greenacres", Beelsby,

Rally Treasurer: Mr. M. Beesley, 94 Queen Mary Avenue, Cleethorpes.

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Mr. J. T. Bootyman
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Mr. J. Cox

Mr. G. Dandy
Mr. J. Fitton
Mr. D. Hunt
Mr. R. G. Macdonald
Mr. J. Overton

Mr. V. Wells

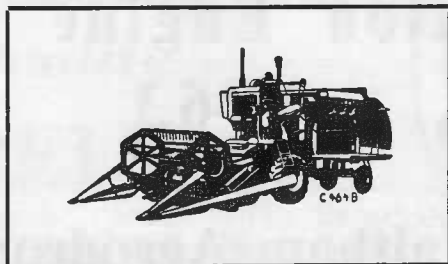
Starter: Mr. A. Davey

Commentator: Mr.

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FOREWORD



A puff of steam, the occasional 'toot' of a whistle and the engines have come to town !

Now, if not yet the Sport of Kings — Traction Engine Rallies are growing in popularity and I hope you will have an enjoyable time at this, the first in the Grimsby district.

Thanks are due to Mr. Acker Bilk for so generously offering to open our Rally in spite of the many calls on his time and to the many others who have co-operated to ensure the success of this event.

The proceeds from this Rally, after a donation to the British Empire Cancer Campaign, will be used to provide a specially designed bus for the conveyance of physically handicapped persons.

In supporting the Rally you are therefore, helping two most worthy causes.

Allan Davey

Chairman.

GRIMSBY ROUND TABLE.

ACKNOWLEDGEMENTS

The organisers wish to acknowledge with grateful thanks the invaluable assistance given by the following:—

G. F. Sleight, Esq., for allowing us to use the aerodrome for the Rally.
Mr. Acker Bilk for opening our Rally, who appears by kind permission of the East Coast Jazz Festival Committee.

Automobile Association for supplying the direction signs.

St. John Ambulance Brigade for their attendance.

Lincolnshire County Constabulary for their assistance in traffic control.

Lincolnshire Caravan Sales for providing two caravans.

Shin Wa Kwai Judo Club for their demonstrations.

Service Engineering Co. (Grimsby) Ltd., for demonstrating their miniature tractors.

Humberston, Cleethorpes and District Young Conservatives for selling programmes and raffle tickets.

Grimsby Civil Defence for the public address system and other communications.

Messrs. R. G. Macdonald, R. E. M. Booty, C. A. Parker and H. L. S. Spindley for their help and advice in staging this Rally.

C. Maddison, Esq. for loan of threshing machine.

R. Haxby, Esq. for loan of threshing machine.

R. M. Thornley & Sons Ltd. for donating coal prize for raffle.

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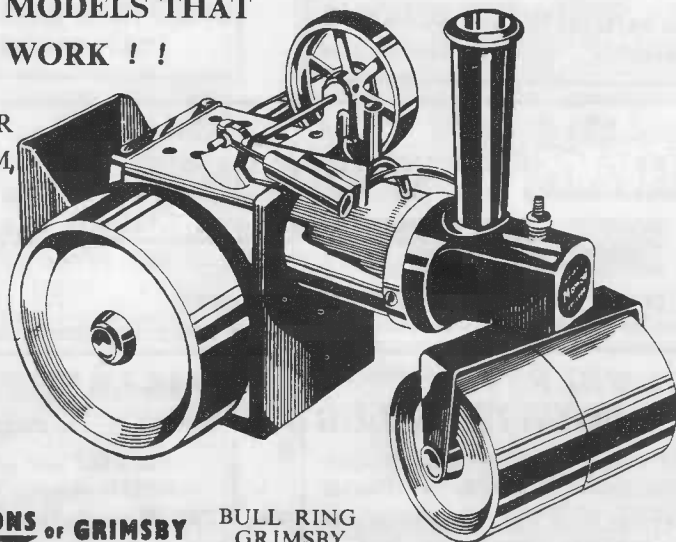
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CLASS. SHOWMAN'S TRACTOR

1. R. G. Macdonald, Louth.
 1927 Foster. Reg. No. UT 2109. 4.B.H.P. No.14589. 'Wellington' Tractor, converted to Showman type by previous owner, H. Darby of Sutton, Ely. Was formally for some time in the ownership of Lord Gretton of Stapleford Hall.
 Driver: R. G. Macdonald. Engines name: 'Lord of the Isles'.
2. H. Epton & Son, New Bolingbroke.
 1939 Foster. Reg. No. BWV 338. 4 N.H.P. 3-speed. Wt. 5 tons. No.14639. New to Chivers, Devizes. Later owned by Mr. C. Antony Parker, Lincoln. Purchased and restored by present owner in 1960.
 Driver: J. Epton. Engines name: 'John Michael'.

Class. General Purpose Traction Engines.

3. F. H. Kidd, Lincoln.
 1910 Reg. No. CT 3859. Marshall. 10 tons. No.54492. 7 H.P. Built at Gainsborough in 1910, this engine left the Britannia Works on 31st August that year, finished in its present livery with rather more ornate lining than was usual with this type of machine. It travelled by rail to Liverpool Show, hence the unusual finish, where it was purchased by J. Wells, Esq. of Eagle near Lincoln. It passed through the hands of an owner in Nottinghamshire, but in 1956 it was purchased by Mr. Thompson, farmer, Wellingore Low Fields, Lincoln. In constant use until 1959, the engine finally blew a tube whilst being used in tree felling operations and was towed to the farmers stack yard where it was located by the present owner. In the following two and a half years the engine was completely dismantled—in the present owners spare time and carefully rebuilt to the specifications so kindly supplied by the manufacturers.
 Driver: F. H. Kidd. Assistant: F. A. Franklin.
4. R. Pumfrey, Aldeburgh, Suffolk.
 1909 Reg. No. BE 7638. Foster. No.12394. 7 N.H.P. 2-speeds. Wt. 9 tons. Originally owned by J. W. Ward of Withcall. In 1931 came the property of H. & S. Sharpe of Horsington. Restored to present condition in 1960.
 Driver: R. Pumfrey.
5. H. Sharpe, Skegness.
 1931 Reg. No. VL 3465. Foster. No.14625. 8 N.H.P. 2 speeds. 9 tons. This engine was new to E. Meers & Son, Little Steeping, Spilsby. It was used at the Royal Show, Warwick, and was laid aside in 1950, and purchased by present owner in 1960 and restored. This engine is for sale.
 Driver: H. Sharp.
6. Eric Riggall & Sons, Mawthorpe, Aiford, Lincs.
 1942 Engine No.14737. Foster Portable. 8 N.H.P. Built for Smiths Potato Crisps, Nocton, for threshing. Later bought by F. Cheffings Croft, and bought by present owner in April of this year.
 Driver: Eric Riggall. Engines name: 'Olive'.
7. J. W. Hebden, Little Steeping.
 1926 Reg. No. CT 8260. Clayton & Shuttleworth. No.48162. 7 N.H.P. 2-speed. 10 tons. Bought new by A. E. Foley, Bourne, sold to S. Smedley, Crowland in 1928. Sold to A. Sharpley, Crowland in 1932 and to B. W. Hundleby, Chapel St. Leonards in 1939 and Measures & Worth, Wainfleet in 1940. Driven by present owner for 17 years and sold to him in 1959. Was the last engine used in East Lincolnshire, has been to all rallies in Eastern Counties as far as Kegworth, Derbyshire under its own steam and has appeared twice on T.V.
 Driver: J. W. Hebden.

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8. R. E. M. Booty, South Ferriby.
1927 Reg. No. JU 8198. Robey. No.42675. 6 N.H.P. 2 speeds. Wt. 8½ tons. Was new to E. Childs, Markfield, Leics. Later passed to Cowman and Sons, Asfordby, Darby's Sand and Gravel, Ely, and J. H. Rundle, at whose sale the Engine went to R. King, Stickford. By 1950 the Engine was redundant and was eventually rescued from scrapping by Mr. Rundle and acquired October 1959 by present owner. Retubed in 1962 and has been used for threshing and sawing during past two years.
Driver: R. Booty.

9. A. G. S. Bishop, Nottingham.
1926 Reg. No. CT 8346. Fowler. No.15771. 8 H.P. Wt. 12 tons. 2 speeds. Was new to J. H. Dennis, Nocton Estate (later Smiths Potato Estates) and was used for threshing until 1953, then purchased by H. Challand, Collingham. Was sold to present owner 1961. Has extra wide wheels for fen country.
Driver: A. G. S. Bishop.

10. Mr. Selby, Epworth.
Marshall No. 79441. 7 N.H.P. Bought from scrap yard and restored, and was threshing during 1961.
Driver: H. Elleker.

Class. Steam Tractors, chain driven.

11. C. Hutchinson, Arnold, Notts.
1932 Reg. No. UX 9728. Foden. No.13748. 6 N.H.P. Wt. 7 tons 19 cwt. 3 speeds. This was new to J. Ashworth & Co. in 1932, later owned by Edward Monte, Henry Hollands and Bishop's of Burley. Retubed and renovated by present owner in 1959.
Driver: C. Hutchinson.

Class. Steam Tractors, gear driven.

12. C. Anthony Parker, Lincoln
"MIGHTY ATOM"
1913 Reg. No. FE 1456. Foster. No.13031. 4 N.H.P. 2 speeds. 5 tons. Was new to Hadfields, Hope, Derbyshire, afterwards owned by Walker of Theddlethorpe, who had larger flywheel and Pickering Governor fitted for threshing. Purchased by present owner October 1959.
Driver: Tony Parker.

13. J. E. Conner & Son, Grindale, Bridlington.
"PRINCESS ALEXANDRA"
1918 Reg. No. NH 5567. Garrett. No.33295. 4 N.H.P. 6 tons. New to War Office late 1918, and was released to private ownership 1924. Purchased by present owner from W. J. Cobbold, Brook, Norfolk, 1960. Has attended many rallies in Lincs., Notts. and North Yorks.
Driver: W. Wrydes.

Class. Steam Wagons.

14. A. Fearnley, Castleford.
1921 Reg. No. AW 3321. Sentinel. No.1465. Undertype Wagon. Single speed. 100 B.H.P. Wt. 6 tons. Double chain driven. Two cylinder, double acting engine. Superheated steam. Varied life to 1939. Then rebuilt by the makers and used for works transport during war years. Renovated by ourselves 1958 for preservation and engine rallies.
Driver: Ronald Fearnley.

15.
1928 Reg. No. VM 4536. Foden. 6 ton wagon. No.13120. 3 speed. Chain driven. Started life as Brewery delivery wagon, then engaged on road works for many years. Renovated by ourselves for preservation in 1957.
Driver: W. Fearnley.

16. R. J. Heugh, Boston.
1931 Reg. No. GT 2827. Sentinel. 6 tons. Engine No.8590. Undertype Wagon.
Drivers: R. J Heugh & A. L. Mills.

PROGRAMME OF EVENTS

SATURDAY

1. 12 noon Engines in steam and on view to the Public.
2. 2-0 pm Grand Opening of the Rally by Mr. ACKER BILK
3. 2-15pm Grand Parade of all engines.
4. 2-45pm Balloon Race for Steam Rollers.
5. 3-15pm Musical Chairs.
6. 3-45pm Balancing Competition.
7. 4-30pm Obstacle Race for General Purpose Engines.
8. 5-00pm Judo Display.
9. 5-15pm Miniature Tractors.
10. 5-30pm Threshing Machine Competition.
11. 6-00pm Slow Race for General Purpose Engines
12. 6-30pm Grand Parade of all engines with opportunity for photographing.

SUNDAY

1. 11-00am Engines in steam and on view to the Public.
2. 2-00pm Parade of Engines with opportunity for photographing.
3. 2-30pm Musical Chairs.
4. 3-00pm Balloon Race for Steam Rollers.
5. 3-30pm Balancing Competition.
6. 4-30pm Judo Display.
7. 4-45pm Raffle Prize Draw and Lucky No. Programme.
8. 5-00pm Threshing Machine Competition.
9. 5-30pm Back to Back Race.

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17. G. E. Liversidge, Balby, Doncaster.
 1933 Reg. No. TJ 4148. Sentinal. No.8992. 90 B.H.P. Undertype Wagon. Wt. 6 tons. 2 speeds, four cylinders. Superheated steam. Lifted out of steel scrap yard to provide spares for another engine, but rebuilt as tanker for rally purposes. When loaded, carries 13 tons of water, plus 2 tons of fuel, plus weight of body and moves off in top gear. The steam engine on the side of tank is from a 1903 Locomobile car. This drives the pump which fills the engines.
 Driver: G. E. Liversidge.
18. R. G. MacDonald & S. F. Darby, Louth.
 1938 Reg. No. FGC 930. Sentinal. No.9347. 5 tons 15 cwt. This wagon was first owned by the Gaslight & Coke Company, Westminster, then owned by North Thames Gas Board. Purchased for preservation by H. Challand, Collingham.
 Driver: J. R. MacDonald.

Class. Road Rollers.

19. H. & J. H. Selby, Epworth.
 1937 Reg. No. BWY 847. Fowler. No.21632. 4 N.H.P. Wt. 8 tons. One of the last Fowler rollers built. Supplied to West Riding County Council and sold to the present owner in 1960. Still in use on farm roads and building sites.
 Driver: J. H. Selby.
20. Eric Riggall & Sons, Mawthorpe.
 1923 Reg. No. FU 1327. Marshall. No.76797. 6 N.H.P. 10 tons. New to Lindsey County Council. Bought by present owners in 1960 and is still used on roads in the Alford district. Class Q engine with ring oiler bearings.
 Driver: L. Jackson.
21. Eric Riggall & Sons, Mawthorpe.
 1931 Reg. No. WX 7696. Fowler. No.18635. 4 N.H.P. Wt. 7 tons, 15 cwt. New to the West Riding County Council, bought by present owners in May of this year and has since been at work on roads in the Alford district.
 Driver: J. J. E. Riggall. Engine's name: 'Alice'.

Class. Showland Organs.

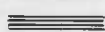
22. E. Riggall & Sons, Mawthorpe.
 Busker Hand Organ, 20 note.
 This organ is believed to be in the region of 100 years old, and is turned by hand by Mrs. Joan Riggall.
23. H. Epton & Son, New Bolingbroke.
 89 Key Marengi. This organ was first owned by Tom Taylor and later by T. Drakeley. Was acquired for preservation by present owner and then rebuilt by Mr. V. Chiappa of London.
24. P. S. Robinson, Heighington.
 89 Key Gavioli Organ. Built in Paris in 1895 and owned by A. Peters, Worcester, and was travelled by them in the centre of their "Golden Gallopers". It was acquired for preservation by T. Alberts of Bolton, who later sold it to R. Turner of Chesterfield. Purchased by present owner from Rowland Hill of Highway Garage, Wentbridge, Yorks in 1960.

CLASS. SPECIALS

25. Screeton Bros., Barton-on-Humber.
 Savage three-abreast Gallopers with 46 Key Verbeck organ. This set bought for restoration and preservation. Past owners A. Dunn and Joe Stevens.

It may well be that Engines listed in this catalogue may not be able to attend due to unforeseen difficulties, whilst others not listed may well arrive at the last minute. The compilers apologise for any disappointment this may cause.

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17th August LYMINGTON, Hants. (N.T.E.C. Rally).
31st August EGHAM & THORPE Royal Agricultural Show,
W. Staines, Middx. (N.T.E.C.)
14—15th September RAYNHAM PARK, Norfolk.
21—22nd September ICKLETON, Saffron Walden.

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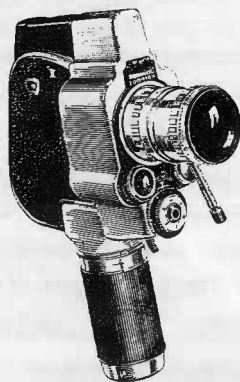


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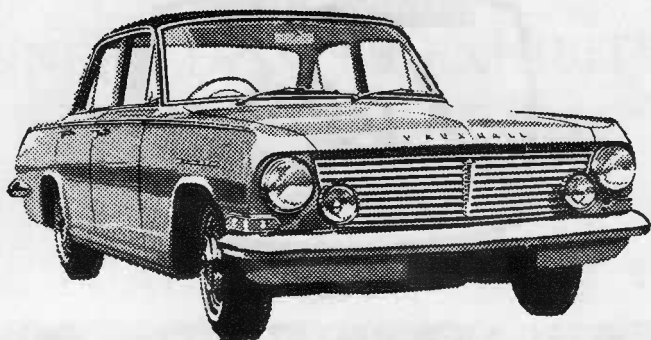
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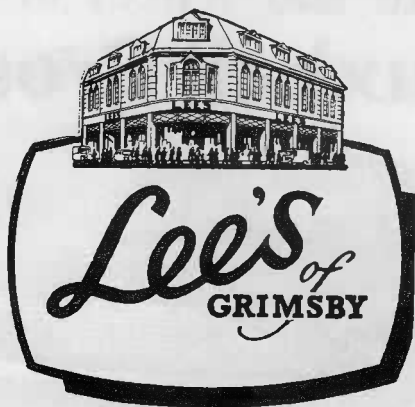
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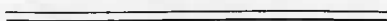
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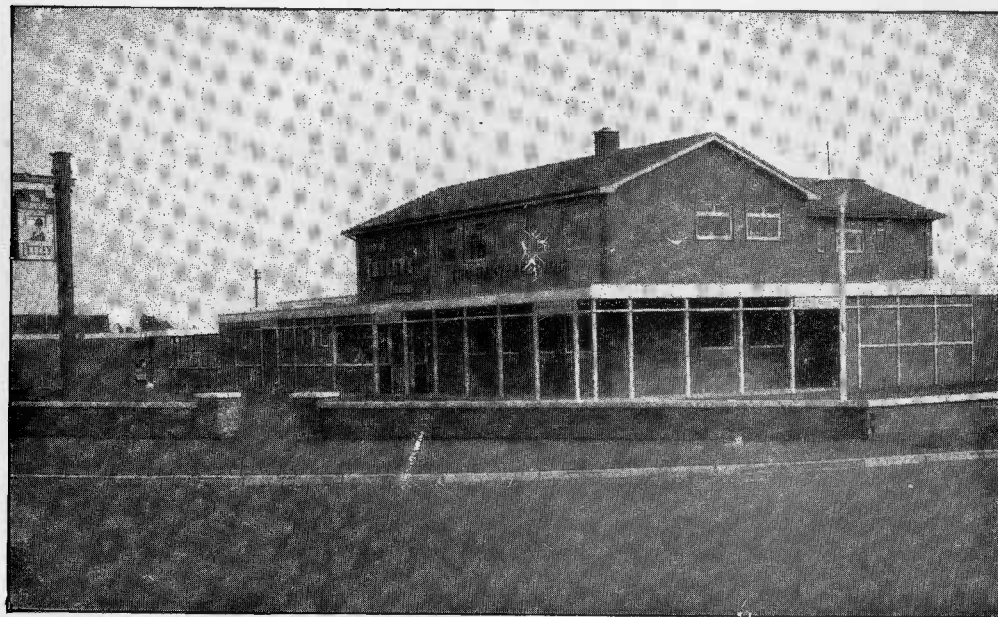


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