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A unique single-owner Swiss roller display

MANY years ago, when the road contracting firm of K und A Valli at Aarau, Switzerland, finished using their steam rollers, they were backed into an open-fronted shed in their yard at nearby Rohr-Buchs and remained there for many years.

Over time, as usually happens, other road making equipment such as trailed scarifiers and tar boilers were also pushed under cover into the shed and it became something of a dumping ground for such items.

Following the arrival of the preservation era in Switzerland in the mid-1990s some of the Valli staff at Aarau formed a steam club and one or two of the rollers were pulled out and returned to working order by members of the club. These have subsequently been displayed at events organised by the DampfWalzen Club Schweiz (DWCS).

In more recent years the firm's owner, Andrea Valli, thought that whilst the company's ten rollers were still there and available, it would be an extremely good idea to pull them out and line them up to enable a photographic record to be made - for posterity. This suggestion was taken up by Martin Frey who organised the display.

Nowhere else in the world can such a wonderful collection of ten rollers of differing sizes, all from the same manufacturer, be seen. They were built



The unique line-up of Zettelmeyer steam rollers at Valli's yard at Rohr-Buchs near Aarau. PETER STUDER

by Zettelmeyer of Konz which lies at the confluence of the rivers Saar and Moselle and is about five miles south-west of Trier in Germany. How long the rollers will remain at Aarau is not known. However the photographic record was made and we are extremely grateful to Andrea Valli who has allowed us to marvel at this wonderful display of his steam rollers.

The details of the rollers concerned are: Nos 374/1928; 407/1928; 479/1929; 504/1930; 514/1930; 519/1930; 576/1930; 600/1934; 603/1934 and 606/1934.



The roller line-up from on-high. ANDREA VALLI



Fleet No 13 *Claudia* - Zettelmeyer No 603 of 1934 - is fronted by some of the men who were involved in arranging the line-up. (From left) Heinrich Heller; Daniel Brack; Andrea Valli - the owner of the firm; Martin Frey; Heinrich Bischof and Peter Studer. ERNST FRETZ

A holiday discovery in Canada

DURING a recent holiday in Canada, Paul Gilbey came across an American-built Case 65hp traction engine in the gardens at the 'Ghost town' of Three Valley Gap, British Columbia, located 17 miles south-west of Revelstoke, just west of the summit of Eagle Pass.

There is a railway roundhouse there which contains a number of other interesting transport

exhibits including steam locomotives, carriages and an aircraft or two. Also to be seen is an extensive historic car collection and a few tractors.

The Case engine is No 33317 of 1915 and last saw regular commercial use in 1959, since when it has been in preservation, having then been purchased by the Bell family from Bernard

Dale of Briercrest, Saskatchewan, who bought it new. It was subsequently taken to Three Valley Gap in 1960.

According to information provided on a wooden plaque attached to the engine, it was considered to be in the best condition of any steam tractor in western Canada. Apparently, it's steamed a couple of times a year,

although on close examination during Paul's visit, this seemed not now to be the case.

Also in the roundhouse at the museum was a large portable engine made by George White and Sons of London, Canada. Little of the engine's history is known by the museum other than they purchased it in the 1990s from a man in Newmarket, Ontario.

SWISS FIRE ENGINE RETURNS TO STEAM

THE SWISS are very proud of their German-built Busch self-propelled steam fire engine which is normally on show in the Schweizerische Feuerwehrmuseum (Swiss Fire Engine Museum) in Basel, writes Remo Fröhlich.

However the engine has been away from there for some time and after a thorough restoration, it led a procession of its newer



Back in steam again after a recent major restoration, the Busch fire engine, complete with crew, is pictured on Kirchgasse, Olten,.



kind in Olten in early November where, with due ceremony, it was inaugurated and blessed by local Pastor Kai Fehringer. A couple of days later, the old lady was returned to the Basel fire department on a lorry and then transferred to the museum where it is again on display. The total restoration cost 210,000 SFr (£160,000). The money was obtained by Pascal Troller of Olten.

LEFT: A line-up of fire engines in Olten after the run through the streets. BOTH: REMO FRÖHLICH

A very old hand crane on Herm

LOCATED near the White House Hotel on the island of Herm, off Guernsey in the Channel Islands, is a hand-operated standard gauge

rail crane. Don Heron reports that information adjacent to it indicates that the machine was built by Bray, Waddington and

Company, New Dock Works, Leeds, at an unknown date. Information obtained later from the book *Railways of the Channel*

Islands by C Judge, advised that it was built in Leeds in the 1850s.

The posted information went on to say that the crane was found in a very poor condition and was removed to Guernsey for restoration. It was then returned to Herm Island for display adjacent to its previous resting place on the small wharf there. Don's inspection of the machine revealed no visible identifying marks on it although it was noted that the crane was fitted with somewhat unusual double-flanged wheels.

The quarry tramway on which the crane was used at one time is now part of a number of interesting walking paths on the Island.



The crane showing the information boards and the moveable balance weight on its guide rollers at the rear. BOTH: DON HERON



Another view of the restored Leeds-built hand crane on the Island of Herm, Channel Islands.

Übersetzung Bericht der Valli-Dampfwalzen aus Old Glory / February 2020:

English - Deutsch

A unique single-owner Swiss roller display:

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Over time, as usually happens, other road making equipment such as trailed scarifiers and tar boilers were also pushed under cover into the shed and it became something of a dumping ground for such items. Following the arrival of the preservation era in Switzerland in the mid 1990`s some of the Valli staff at Aarau formed a steam club and one or two of the rollers were pulled out and returned to working order by members of the club. This have subsequently been displayed at events organised bei the Dampfwalzenclub Schweiz (DWCS).

In more recent years the firm`s owner, Andrea Valli, thought that whilst the company`s ten roller were still there an available, it would be an extremely good idea to pull them out and line them up to enable a photographic record to be made - for posterity. This suggestion was taken up by Martin Frey who organised the display.

Nowhere else in the world can such a wonderful collection of ten rollers of differing sizes, all from the same manufacturer, be seen. They were built bei Zettelmeyer of Konz which lies at the confluence of the rivers Saar and Moselle and is about five miles south-west of Trier in Germany. How long the rollers will remain at Aarau is not known. However the photographic record was made and we are extremely grateful to Andrea Valli who has allowed us to marvel at this wonderful display of steam rollers.

The details of the steamrollers concerned are: Nr. 374 - 1928 / 407 - 1928 / 479 - 1929 / 504 - 1930 / 514 - 1930 / 519 - 1930 / 576 - 1930 / 600- 1934 / 603 - 1934 / and 606 - 1934.

Ein einzigartiges Schweizer Dampfwalzen-Display im Privatbesitz

Vor vielen Jahren, als das Straßenbauunternehmen von K. und A Valli in Aarau, Schweiz, den Einsatz ihrer Dampfwalzen einstellte, wurden sie in einem offenen Schuppen in ihrem Werkhof in der Nähe von Rohr-Buchs / AG abgestellt und blieben dort viele Jahre.

Im Laufe der Zeit wurden auch andere Straßenbaumaschinen wie gezogene Aufreiser und Teerkessel in diesem Schuppen abgestellt. So bildete sich mehr und mehr „Deponie“ für solche Gerätee. Mit Einzug der Zeit für Restaurationen in der Schweiz bildete sich auch in der Mitte der neunziger Jahren ein Dampfclub aus einigen Valli-Mitarbeiter in Aarau. Eine oder zwei der Walzen wurden von Mitgliedern des Clubs herausgezogen, restauriert und wieder in Betrieb genommen, sowie gezeigt an Veranstaltungen des Dampfwalzenclubs Schweiz (DWCS).

Im vergangenen Jahr meinte der Firmeninhaber Andrea Valli, dass es eine extrem gute Idee wäre, die zehn Walzen der Comapy herauszuziehen und in einer Reihe aufzustellen, um eine fotografische Aufzeichnung zu ermöglichen gemacht - für die Nachwelt. Dieser Vorschlag wurde von Martin Frey aufgegriffen, der die Ausstellung organisierte.

Nirgendwo sonst auf der Welt ist eine so wunderbare Sammlung von zehn Walzen unterschiedlicher Größe vom selben Hersteller zu sehen. Sie wurden alle bei Zettelmeyer in Konz gebaut, das am Zusammenfluss der Flüsse Saar und Mosel liegt, in Deutschland, etwa acht Kilometer südwestlich von Trier. Wie lange die Walzen noch in Aarau verbleiben, ist nicht bekannt. Wie auch immer, wir machten die Aufnahmen noch und sind Andrea Valli äußerst dankbar, der dies uns ermöglicht hat, diese wundervolle Dampfwalzenausstellung zu bestaunen.

Die detaillierten Nummern der gezeigten Dampfwalzen sind: 374 von 1928 / 407 von 1928 / 479 von 1929 / 504 von 1930 / 514 von 1930 / 519 von 1930 / 576 von 1930 / 600 von 1934 / 603 von 1934 sowie 606 von 1934.

Bilderlegende (übersetzt):

Bild oben rechts: Das einzigartige Line-up von Zettelmeyer-Walzen bei Valli`s Hof in Rohr-Buchs bei Aarau. Foto Peter Studer

Bild unten links: Die Dampfwalzen, aufgereiht, von oben, Foto Andrea Valli

Bild unten rechts: Aus der Flotte Nr. 13 „Claudia“ Zettelmeyer Nr. 603 von 1934 – davor die Herren, welche an der Aufstellung beteiligt waren. (Von links) Heinrich Heller, Daniel Brack, Andrea Valli (Firmeninhaber), Martin Frey, Heinrich Bischof und Peter Studer. Foto Ernst Fretz.

Übersetzung Bericht der Valli-Dampfwalzen aus Old Glory / February 2020:

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Swiss fire engine returns to steam:

The Swiss are very proud of their German-built Busch self propelled steamfire engine which is normally one show in the Schweizerisches Feuerwehrmuseum in Basel, writes Remo Fröhlich.

However the engine has been away from there for some time and after a thorough restoration, it led a procession of its newer kind in Olten in early November where, with due ceremony, it was inaugurated and blessed by local Pastor Kai Fehringer. A couple of days later the old lady was returned to the Basel fire department on a lorry and then transferred to the museum where it is again on display. The total restoration cost CHF 210 000.- (160 000.- £). The money was obtained by Pascal Troller of Olten.

Schweizer Feuerwehrauto kehrt zu Dampf zurück:

Die Schweizer sind sehr stolz auf ihre in Deutschland gebaute selbstfahrende Busch-Dampfmaschine / -spritze, die normalerweise im Schweizer Feuerwehrmuseum in Basel ausgestellt ist, schreibt Remo Fröhlich.

Allerdings war die Dampfmaschine seit einiger Zeit außer Betrieb und wurde nach einer gründlichen Restaurierung Anfang November in Olten in einer Prozession neuerer Art wieder in Betrieb genommen, feierlich eingeweiht und durch Pastor Kai Fehringer gesegnet. Ein paar Tage später wurde die alte Dame per Lastwagen zur Basler Feuerwehr zurückgebracht und in das Museum gebracht, wo sie nun wieder ausgestellt ist. Die gesamte Restaurierung kostete CHF 210 000.- (160 000.- £). Das Geld beschaffte Pascal Troller aus Olten.

Bilderlegende (übersetzt):

Bild oben rechts: Die Dampfmaschine, nach einer umfassenden Restaurierung war die Busch-Dampfmaschine / -spritze komplett mit Besatzung in der Kirchgasse, Olten zu sehen.

Bild unten links: Die Aufreihung der Feuerwehrfahrzeuge, nach der präsentierenden Strassenfahrt.

Beide Fotos Remo Fröhlich.