

GARDNER

Engine Forum



Autumn 2025

No. 48

www.gardnerengineforum.co.uk



*Engine
Forum*

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Mrs J M Gray - Treasurer, Gardner Engine Forum 29 Verity Walk, Wordsley, Stourbridge, DY8 4XS			
Email:- gardnerengineforum@blueyonder.co.uk			

Gardner Engine Forum Philosophy

The aims of the Forum are to promote and foster interest in all Gardner engines”

Forum Officers

Chairman:

John Naylor. Thatched Folly.
Lindow End, Mobberley.
Knutsford. WA16 7BA
Tele 01565 872222

Secretary. Linda Kemp
See below for contact details

Treasurer.& Membership Secretary
Judith Gray 29 Verity Walk
Wordsley Stourbridge West Midlands DY8 4XS
Tele 01384 827745

Editor-Vice Chairman. Steven Gray
29 Verity Walk,
Wordsley, Stourbridge, West Midlands. DY8 4XS
Tele 01384 827745

Andrew & Linda Kemp.
Korna Cottage,
Works Lane,
Barnstone,
Notts.
NG13 9JJ
Tele 01949 860867

Website;- Steven Gray & Peter Bull

Contact email address
gardnerengineforum@blueyonder.co.uk

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Gardner Engines**

**Cover Photo
2BCR powered
Barford-Perkins
A2 Roller**

Chairmans Notes

Welcome to the Autumn newsletter. I hope that you all enjoyed the summer, as we are all aware the lack of rain affected the number of boats who were able to attend the rally at Etruria in September, due to canal closures, plus one or two other problems.

Further to the rally a big thank you to the people who did the organising. I would also like to mention that to date we do not have any volunteers to organise another one. If no one comes forward the Etruria rally will have been the last one.

For my part, I enjoyed seeing and talking to various people, many thanks to the "HF13 team of Tony and John", "Harold with the 3J5" "John with his 4LW", Henry and David from Cumbria plus Foden Society members who turned up on the Sunday. I apologise if I have missed anyone out, I very much appreciated seeing you all there.

With regards to the Hog Roast I think that this was a great success, with some thirty five people attending.

My return to Knutsford on the Saturday evening was somewhat wet!, thankfully Sunday was a much better day.

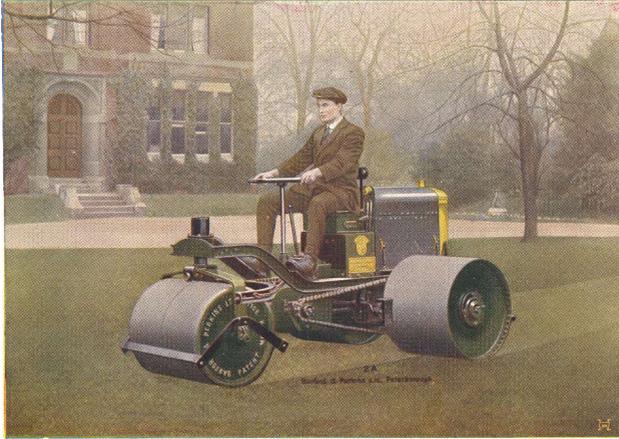
The sad news as some of you will be aware is that we lost Charles Mills of Classic Maritime Diesels. Charles had a great knowledge of Gardner engines and some of you will have had work done by him over the years. His workshop was in the Anson Museum area, I often went along to see what he was working on and have a chat., He will be sorely missed, fortunately he was able to pass on his knowledge to Kevin Simmer who has taken the business over.

The A.G.M in May was held at the British Commercial Vehicle Museum in part of the old Leyland Works on the outskirts of Preston, sadly it was thin on members attending, it was good to see Mr Alan Imrie and his son who had travelled down from Arbroath for the day, plus Henry Tuer who had travelled down from Cumbria in his 4LK powered ERF.

During the summer I had a day out at a county cricket match where during the lunch interval I was able to view the equipment used by the groundsman to keep the pitch in good order. Some of it was quite collectable! including an ancient roller. You will see that the Barford Perkins roller has a 2BCR engine, I hasten to add is still around, have any of you seen it?. You can check the company out, it went through various name changes becoming Aveling-Barford in 1934. The reversing mechanism looks interesting. So the question is how many Gardner

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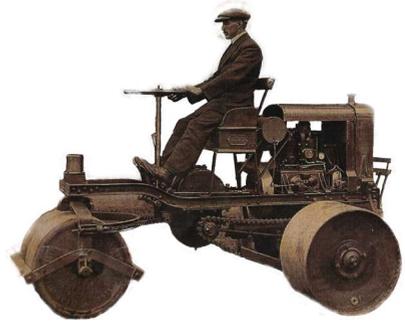
https://beamishtransportonline.co.uk/wp-content/uploads/2014/06/IMG_0001.jpg

engines were sold for road rollers, an interesting project for someone.

Before I close, many thanks to member Peter Bull for updating our website. Welcome to new members, Jack Edwards, Glyn Jones and Allan Gillham.

John

The cover picture shows a size "A2" roller, with a 2BCR engine. Barford-Perkins introduced Petrol Paraffin powered rollers in 1904 which preceded the introduction of the R range of Gardner Spirit engines by 2 years. A 1ACR in January 1906 being the first size followed by a 2ACR in March 1906, so it is possible that 2ACR engines were also supplied before the introduction of the BCR range in 1910/11. The photograph below right is annotated as being a 2BCR, although the same photograph appears in "A Product History over 125 years by James. J. Francis" as having a 2ACR petrol engine. Published information about the ACR range is almost non-existent so it is difficult to be precise. Other engines used were Brotherhood badged Coventry Simplex petrol engines.



More information can be found at
[https://beamishtransportonline.co.uk/
imagegalleries/road-rolling-and-making-gallery/](https://beamishtransportonline.co.uk/imagegalleries/road-rolling-and-making-gallery/)

Gardner 1CR Marine Engine №. 6704

Despatched to Lacy Hulbert & Co. Ltd. 28th March 1907
4.5 b.h.p. @ 1000 r.p.m.
Build designated as a G.P.O. type.
By Jeff Ramsay

I have been a regular exhibitor of stationary engines at the Welland Steam and Country Rally since 2005 and although I did not always exhibit a Gardner engine, Peter Allen the stationary engine steward back in those days, knew that Gardner engines were my favourite. At the 2014 Welland rally, Peter asked me if I would be interested in purchasing a small rare Gardner engine from him, he did not have any photographs, but his description of the engine got me very interested, so we agreed a date for me to go to Peter's home to view it. I went along with my trailer and plenty of cash and ended up taking it home with a big smile on my face. I was pretty sure I had seen that engine somewhere before, so I checked on my archive of photos and found two views of it from the 2011 Welland rally when Peter had purchased it from the Friday auction run by H. J. Pugh & Co.



Peter had included some paperwork that came with the engine when he purchased it: A letter dated 29th August 1975 from Dion Houghton of Gardner engine sales to a previous owner, Mr. W. J. Davies, stating that the engine is a 1CR type. The invoice for the purchase of the engine at the 2011 Welland rally from H. J. Pugh & Co. stating that the engine is very rare. A print of the 1CR & 1ACR General Arrangement Drawing from the Gardner Patricroft Drawing Office, stamped 22 July 1957.

Peter had said he expected to see it entered for the Welland rally next year, so I got started on the restoration straight away.

There is a cast brass plant label attached to the engine crankcase cover from Lacy Hulbert & Co. Ltd. Pneumatic engineers, London, stamped №. 1281. A search through the internet only came up with one clue, that was in Graces Guide and showed a GPO type air compressor from Lacy Hulbert & Co. Ltd. Unfortunately

the image is very poor, but shows a four wheel hand cart with an engine, compressor and air receivers. The engine does look remarkably like a Gardner 1CR. The side rail of the cart chassis bears the lettering G. P. O. 3. I decided to try and make the exhibit as similar to the GPO cart as possible whilst keeping it compact, as space is at a premium back home. I have an American Gardner Denver air pump that

The illustration of a GPO type air compressor by Lacy Hulbert & Co.

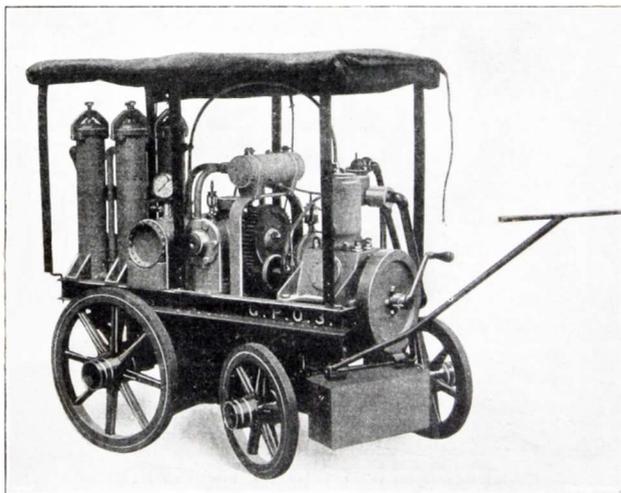


Fig 56 PORTABLE COMPRESSOR AND PETROL ENGINE LACY-HULBERT AND CO. LTD.

could act as a suitable load for the engine, so using dimensions from the general arrangement drawing I

set about designing a trolley for the engine and air pump.

An odd feature of the engine is that the crankshaft main bearing caps are held in place by very long studs that emerge at the top of the crankcase at either side of the cylinder flange, I assume that allows



The plant number plate that is fixed to the crankcase door.

adjustment of the running clearance without stripping the engine, especially as it was designed as a marine engine and could be located in the bottom of the hull. The internals of the engine are splash lubricated by a dipper mounted on the bottom of the big end shell. Another oddity is that sandwiched between the bottom of the cylinder and the top of the crankcase is a two piece brass casting that forms an annular oil reservoir, filled by the splashed oil. At the bottom of its stroke, the piston dips into this reservoir.

The carburetor sits low down at the side of the engine between the mounting lugs and has a simple single jet, hot air is fed to the carburetor down a brass pipe connected to a jacket around the exhaust stub. The hot air/fuel mixture is then fed up a long brass pipe to a cylindrical throttle body at the very top of the cylinder, then to an atmospheric inlet valve. Whilst cleaning the carburetor and

throttle body I could see that it was constructed from a collection of brass pipes, flanges and small castings, all brazed together - was this an experimental arrangement? You can see on the image of the 1ACR engine below, that the carburetor is a cast unit that incorporates the throttle body as well. According to the general arrangement drawing there should be a gear type water pump mounted on the rear face of the crankcase, this was missing. The magneto was chain driven from the end of the camshaft, this did not look like a Gardner way of doing things, but there was nothing on the general arrangement drawing to suggest how it should be done. I have an image of a 4ACR in the Anson Museum that has the magneto chain driven from the crankshaft. I have an image, again from Graces Guide, of a 1916. Gardner 1ACR Petrol engine. 4.5 hp. exhibit at the National Waterways Museum, Gloucester, that shows the magneto driven by gears from the crankshaft and the water pump chain driven from one of the gears. When stripping the paint off the castings I found that the cylinder had been bronze welded to repair a crack, I had never seen such a perfect weld, it was only the colour of the weld that gave it away.



Gardner 1ACR Petrol engine. 4.5 hp.
at the National Waterways
Museum, Gloucester.

I had a nice set of cast iron spoked wheels with very wide hubs that looked similar to the G.P.O.3. set, so using these I made a similar looking chassis out of rolled channel section, making the front axle able to swivel and tilt. I had a Kelvin fuel tank in nice condition, that with the addition of a couple of stout legs to elevate it, fitted well at the side of the engine.

I utilised some old lathe gears that I had and manufactured a gear drive from the end of the camshaft to drive the magneto and a small centrifugal water pump, then made a circumferential finger guard to go around them, like the Gardner guards on their small engines of that period. For the cooling system I made a cylindrical brass header tank and fashioned a radiator out of loopy brass tubes all connected with 15mm copper tube.

The Gardner Denver air pump (an American company that has nothing to do

with L. Gardner & Sons), was chain driven from a large sprocket on the crankshaft and fitted with an inlet filter and an outlet gate valve. The exhausted air was directed to blow through the radiator.

I entered the engine in the 2015 Prestwood Steam Rally, but I had only just got her running in time, she was not running very well, but there would be plenty of time at the rally to fettle her. On the first day of the rally the engine exhibited many faults:

The engine would produce clouds of oil smoke (I later found out that if you applied light finger pressure to the top of the inlet valve lifter that protrudes from the top of the throttle body, the smoke is not produced - this probably meant that the atmospheric inlet valve spring was too strong, resulting in oil being pulled past the piston rings).

Petrol would constantly drip from a small drain hole in the base of the carburetor, I believed this was due to the hot air/fuel mixture travelling up the long brass pipe to the throttle body, condensing on the walls of the tube and running back down to the carburetor.

The cooling system does not work well enough as the engine soon overheats. After a relatively short run the engine would stop and refuse to start, but will

Exhibiting at the 2015 Gardner Rally, Bugsworth Interchange Basin.

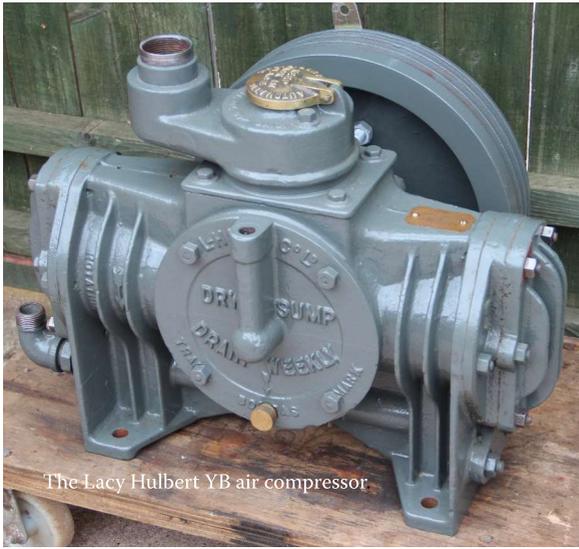


always re-start after a cooling down break.

The next rally was the Gardner Rally on 6th & 7th June 2015 at Bugsworth Interchange basin, on the peak forest canal, Whaley Bridge, Derbyshire. 6704 was running slightly better with a much lighter inlet valve spring, also I had arranged a bottle to catch the petrol dripping from the carburetor drain hole.

At least I could pour it back into the tank. Even with the poor running, the engine was well received at the rally and Geoff Challinor of the Anson Museum was able to give the dispatch date of the engine as 28th March 1907, by referencing the Gardner archive material that the museum holds.

The last outing of the season for 6704 was to be Welland Steam and Country Rally, near Upton-upon-Severn, Worcestershire. Peter Allen was nearby as I removed the sheet to unload the engine from the trailer, his first words were "hell



The Lacy Hulbert YB air compressor

you've got some bull shine on there boy"! (from which I gathered that Peter prefers engines to be unrestored and in their working clothes). While talking about the engine to Peter Allen and Ted Pratt (who drove the water bowser tractor), I mentioned that the engine should be driving a Lacy Hulbert twin cylinder compressor, I showed them the image of the GPO 3, Ted said he had one of those compressors in his garage and it could be mine for £35. He

lived locally and brought it to the rally the following day, I paid the asking price and said thanks.

A short while after the rally, I stripped down the compressor to assess its condition. It looked as if it had spent some time stored outdoors as there was evidence of water having sat in one side bore/cylinder head, but it cleaned up nicely. The inner workings of the compressor are very interesting; there is only one piston that comprises of two opposing piston heads separated by four pillars all cast in one piece. Both piston heads carry compression rings and only one piston head has a gudgeon pin to connect it to a conventional con-rod. The big end of the con rod connects to the crank pin of the crank shaft, the crank and con-rod rotate in the space between the four pillars. This results in the piston assembly being shuffled horizontally in the bore. The twin cylinder heads carry conventional spring loaded disc valves.

I was now convinced that the magneto had a fault that caused the spark to fail after a short run, so arranged to take it for testing by Carl Kenney at Vintage Magnetos, located at Bicester Heritage (on the old Bicester airfield). He put the magneto through various tests and true to its recent behaviour it ran out of sparks in a short time. Carl said he would get it re-wound, but could leave the mechanical restoration to me. This resulted in a very reasonable overall price.

I have been a member of the Gardner Engine Forum since 2001, this is a group of Gardner enthusiasts/owners, they run bi-annual Gardner engine rallies and issue a twice yearly newsletter. During a recent clutter sort-out I was sorting all

of the newsletters into binders when I came across an image of a Portable Maintenance Truck of 1913 vintage on page 6 of the Spring/Summer 2002 issue. This image is also of very poor quality but shows a very similar unit to the G.P.O. 3 from Graces guide, but this one includes a cooling radiator above the engine flywheel.

This photograph of the 1913 maintenance truck appeared in the Gardners of Patricroft 1868-1968 book, it and was copied and used in the 2002 spring summer issue of our magazine and was of poor quality. The image has been photographed from the book and cleaned up for this edition.



1913
Portable Maintenance Truck

It was now autumn 2023 and I had been exhibiting my Gardner 1L2 and water pump for the last two rally seasons and had got it nicely fettled. It was now time to concentrate on curing the problems of the Gardner 1CR. The magneto was as good as new now, so the first job was to modify the chassis to accept the Lacy Hulbert compressor, this was easily done by making some mounting plates to raise the compressor so that it's flywheel would clear a drive pulley mounted on the engine crankshaft.

The homemade cooling radiator had proven to be ineffective, mainly I believe because the pipes were arranged in a single serial flow. I created a new one using the same loopy brass tubes, but this time having the tubes in parallel, running vertically between a top and bottom manifold in the conventional manner. The radiator is mounted next to the compressor so that the air is drawn by the fan past the air compressor then through the radiator.

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The casting for the atmospheric inlet valve had two lugs for bolting to the top of the cylinder head, these were rather thin and over the years had been bent and cracked. I had previously made a clamp to fit over the top of the casting, which worked OK, but looked rather ugly. I removed this clamp, made a much more substantial base flange for the casting, then cut off the lugs of the old casting then pinned and soldered the new flange in position.

The last of the improvement tasks was to solve the flooding of the carburetor. The exhaust manifold/air heating chamber and air pipe to the carburetor is all one piece, I removed this and put it in a safe place in case I need to put it back if

my experimentation was not successful. The original carburetor arrangement had no filtration of the air intake, but with the carburetor being so low down on the engine and likely to be running at a dusty summer rally, I constructed an air filter from an old drip feed oiler shroud and some perforated brass sheet.

A new exhaust flange and manifold were now constructed, this could be much neater and closer to the engine than before.

May Day bank holiday 2024 was the first opportunity to give the engine a long test at the Chalgrove Village Fete. The engine ran very nicely, but still overheated after a short while, so the second design of homemade radiator was also not up to the job. The afternoon turned very wet, so we were packed off home sooner than expected.

The next rally was at the beginning of July, so I set about sourcing a radiator of a suitable size but was unable to find an old brass type car radiator in a good enough condition, in the end I settled for a modern aluminium one that would need hiding behind a sheet steel casing. I also enlarged all of the water pipe sizes from 15mm to 22mm and opened out the ports of the cooling water pump to match the bore of the new pipes. Once this was all done, I ran the engine for about an hour at home, thankfully the running temperature was now good. The compressor has a wick feed oiler built into the air inlet to lubricate the internal workings. Try as I might, I could not get this device to release a drop of oil into the compressor, I have now replaced it with a glass drip feed oiler and can now see that oil is entering with the air into the compressor.

The 5th of July arrived, so off to the Chiltern Traction Engine Club Rally at Hyde End near Great Missenden. The Weather forecast was not too promising, but the turnout of exhibitors was good. The rain started in the evening before the rally and steadily got worse, by mid-morning of the first day of the rally the rain was really heavy. The club committee declared the rally cancelled, so we all got thoroughly soaked as we packed up to go home.

The next rally was the West Oxon Steam and Vintage Show, 20th and 21st July, The weather forecast predicted hot dry weather and was not wrong. On both days I had difficulty in



getting the engine running, but once running, the engine ran nicely and the water temperature seemed just right. As always happens when you have difficulties with an engine at a rally, you receive lots of advice from many people. In the end I put the problems down to the fuel being 2 to 3 months old, so have since been using a fuel additive, that seems to have solved the problem.

Latest Developments

On the 5th to 8th September 2024 I showed 6704 in the Haddenham Steam Rally, the engine ran nicely on the first day, but would not run at all on the second day. During the head scratching and search for the problem I found that the central screw in the magneto shaft was not tight and upon attempting to tighten it I found that the thread was so worn that the screw would not tighten, so I could not fix it until I returned home. When back at home I removed the magneto to better examine the problem. Both the internal thread of the magneto shaft and the thread of the central screw looked in good condition, but when screwed together they were a loose fit. In searching for a bolt with a better grip in the shaft, I found that the thread in the shaft was M5 and the central screw was 2BA. No wonder they were a loose fit! I used an M5 screw and the problem was solved.

The next rally for 6704 was a small Beds & Bucks Stationary Engine Club crank-up at Dunton, Buckinghamshire on 13th October. The engine ran faultlessly for the whole event.

The engine ran faultlessly again at a private crank-up held at my brother-in-law's farm in South Wales.

On 5th August 2025, I purchased a Gardner 2BCR engine together with various spare parts and a quantity of paperwork. Amongst the paperwork was a photocopy of a Gardner Engines catalogue by Norris Henty & Gardners Ltd. Dated 1913. On page 7 of this catalogue was the image of the 1913 Portable Maintenance Truck with the caption "Boreas Desiccator as supplied to the G.P.O. by Messrs. Lacy Hulbert & Co. Ltd. London. Driven by a Gardner single cylinder CR Spirit Engine". So it would seem that the task of the Maintenance Truck was to dry out the underground conduit that housed the telephone lines following a maintenance job.



2BCR at the Anson Engine Museum

This article first appeared in the Stationary Engine section of issue 429 of Old Glory, my thanks to Jeff for allowing the use in the newsletter and supplying the original files plus an update, making life a little easier. Ed.

Davyhulme Sewage Works, its Railway and Diesel Locomotives

The Works

Davyhulme sewage works was brought into use in 1894 as a key element in the reduction of the pollution and insanitary conditions that had developed within the city of Manchester during the nineteenth century

Previously, sewage that was not simply tipped into local cesspools or collected by the 'nightsoil man' was piped into the city rivers, especially the Irk and Irwell along with the prevailing industrial waste, raising significant health risks along their watercourses.

To address this situation, two large 'interceptor' sewers were built to collect and divert the sewage for transmission to the new Davyhulme works. The works was strategically located next to the Manchester Ship Canal to allow the delivery of coal for the powerhouse, materials for the filter beds, the direct disposal of treated liquid waste and the loading of treated 'solids' onto ships for dumping at sea.

The Railway

A 3' gauge railway was constructed on the site to facilitate the movement of the materials, and at its greatest extent, it comprised seven track miles, handling 50,000 tons of traffic per year.

Over the years, sixteen different steam locomotives were employed, supplied by Aveling and Porter, Bristol Railway Workshops, Bagnall, Peckett, Kerr Stuart, and Avonside.

The Diesels

In 1934, two diesel locomotives were ordered from Hudswell Clarke, with works numbers D584/5.

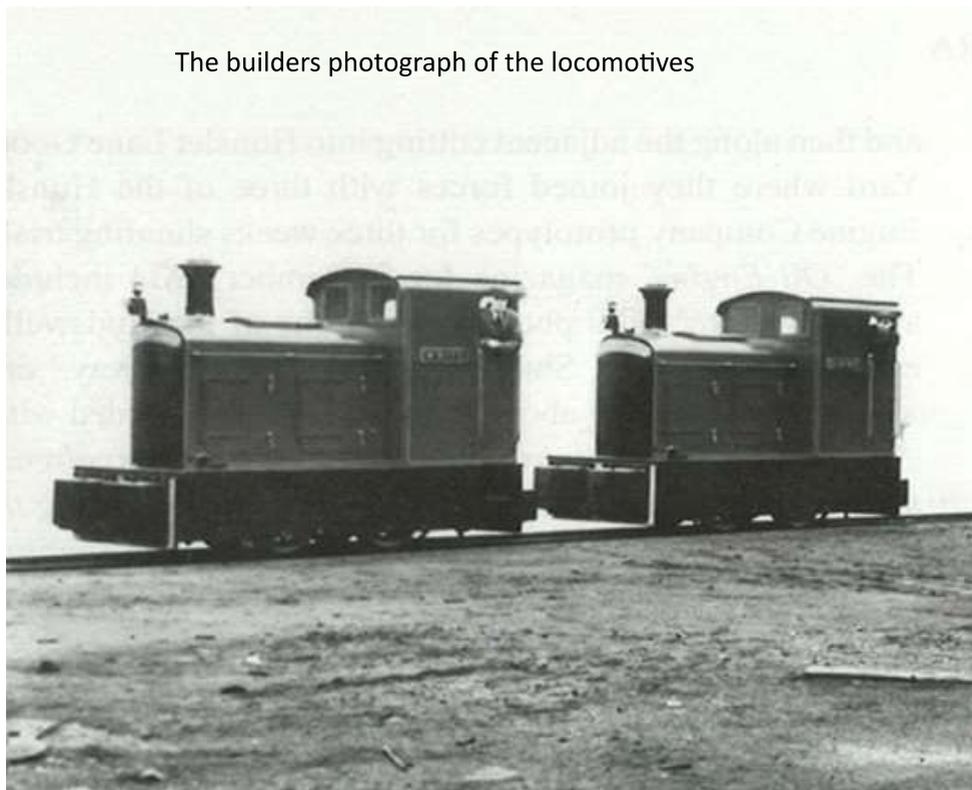
Hudswell had not been the most prolific diesel manufacturer up to this point and those that had been built had used Dorman, McLaren, National and Mirrlees prime movers.

The Davyhulme locomotives, named 'White' and 'Dawson' after senior works committee members, were fitted with Gardner 4L2 engines set for a 38 HP output. One can speculate that, as Patricroft is just across the canal from Davyhulme, the sourcing of the engines was directed by the sewage works management committee.

A Hudswell clutch mechanism and a two-ratio Campbell and Hunter gearbox connected to the wheels through a front jackshaft drive, although this was obscured by tramway engine style fairings.

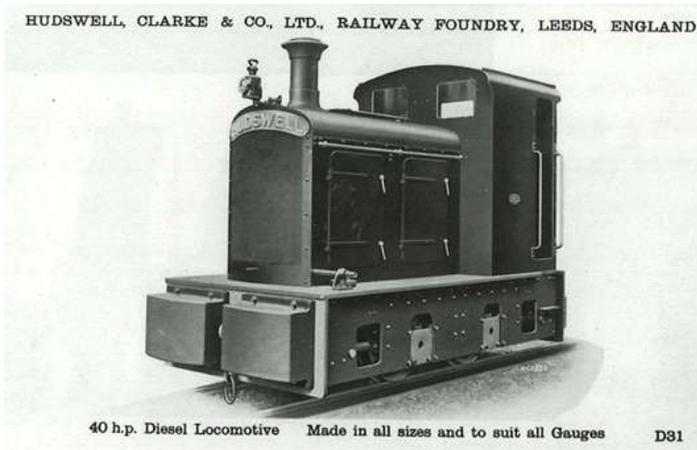
Weight in working order was 8 ½ tons and the top speed was 9mph.

The builders photograph of the locomotives



The locomotives were not without problems. Weaknesses in the gearbox and especially the clutch caused multiple failures, and the latter was never completely resolved throughout their life. Unsurprisingly, this type of transmission was not used on any subsequent Hudswell Clarke product. Initially the 4LWs suffered with excessive carbonisation, with Gardners suggesting that this was due to the poor quality of the diesel fuel being used. However, later, it was determined to be caused by excessive periods of idling combined with short distance trips, and once the drivers understood the need to stop the engines whilst awaiting duties, the problem was resolved. Despite these problems, the diesels were deemed successful as the fuel cost was only 4/9d per week compared with coal for a steam locomotive costing 29/7d.

The Hudswell Clarke catalogue photograph of the Davyhulme class of locomotive is shown below.



Demise of the Railway and the Fate of its Locomotives

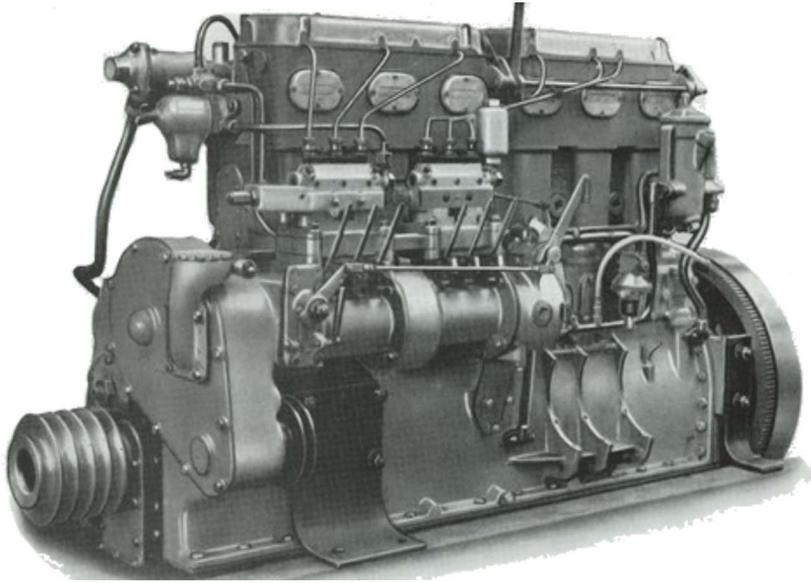
Over the decades of operation, the works had updated its treatment processes numerous times either with its own innovations or those of others, and by the 1950s the amount of material requiring movement was reduced to the point where it could be managed with a tractor. In 1958 the railway was abandoned with the rails being sold for scrap.

However, the diesel locomotives found further use with the Piel and Walney Gravel Company on Walney Island, where they were renamed 'Tern' and 'Teal'. They were eventually scrapped in 1963 when that system was abandoned.

Hudswell Clarke and Gardner

Following the building of White and Dawson, Hudswell Clarke manufactured a further 839 diesel locomotives. Of these, 85 were of over 204 HP where, apart from a batch with 8L3B engines rated at 260 HP, Gardner did not offer a suitable power unit. Below 200 HP, 49 featured non-Gardner engines and in some cases it was noted that the customers had not been prepared to wait for one to become available. However, it's also the case that some of the customers in both these categories tended to return to Gardner engines for subsequent orders, even accepting a consequent reduction in power.

Overall, the fact that 85% of Hudswell Clarke diesels were built with Gardner engines following the initial Davyhulme order suggests that there was a mutually beneficial relationship between the two companies lasting nearly four decades.



6LW Configured to Hudswell Clarke Specification

Despite this success and attempts by the company to diversify into other areas of engineering and manufacturing, Hudswell Clarke closed in 1972.

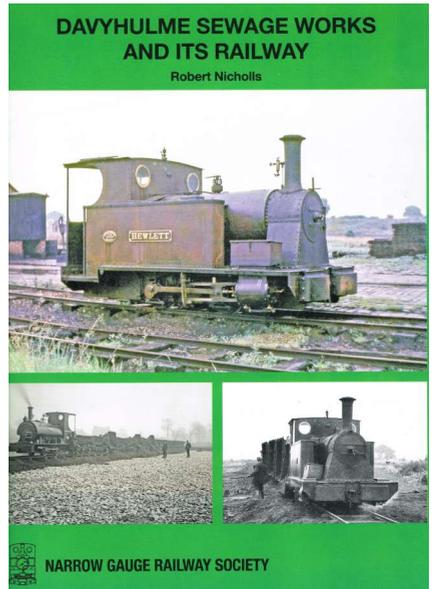
Davyhulme Works Today

Now branded as ‘United Utilities Wastewater Treatment Works’, Davyhulme remains one of the largest and most successful of such plants in Europe. To the casual eye, no trace of the railway can be seen although the remains of the wharf alongside the ship canal can still be discerned.

Bibliography

For more information, the book ‘Davyhulme Sewage Works and its Railway’ by Robert Nicholls is recommended. The figures for the comparative running costs of the steam and diesel locomotives were taken from this source and the copyright of the author is acknowledged.

H Evans



Rally at Etruria

In the last magazine we included details and entry form for our bi-annual rally to be held at Etruria in conjunction with the Industrial Museum's heritage weekend in September. Usually the entries drop through the letter box very shortly after. This time we only had one entry confirmed within the first 2 months, clearly it wouldn't have been worth continuing with the process of obtaining the necessary permissions to hold the event. This was discussed at the A.G.M. and Mike Hodgkinson volunteered to contact previous attendee's, this led to an increase in boat entries, which we deemed sufficient to carry on with obtaining the licence from Canal and River Trust for the boat side. Then liaised with the Etruria Industrial Museum to hold the road vehicle exhibits on their car park and the grass area adjacent to the canal. This is controlled by the local council, so requires the appropriate permissions. Our thanks go to Bernard and Tony from the museum for organising that side of things. We were still short on stationary engines and lorries but decided that we would continue anyway. In addition to our long time supporters of Tony and John with the HF13 and Harold with the 3JF mounted on the ERF, nearer the day entries for lorries increased, so on the Sunday we had four Fodens and three E.R.F's one with a 6LX gen set as well. Thanks to Chris Wallwork for advertising us with the Foden group, long time member Gary Hill who had arranged for an associate to bring a 240 powered ERF and Jack Edwards for bringing his friends. A thank you to Chris Jones and Mike Hodgkinson for spreading the word on facebook groups, Waterways World and Towpath Talk.

We ended up with ten boat entries. Unfortunately nature decide to intervene, a lack of rainfall saw navigation restrictions being implemented, followed by complete closures of some sections of the canal system, which meant that it was only possible to navigate to the site from a fairly small area, this reduced the number of boats to four. We were all watching the notices closely expecting the one remaining area to be closed, thankfully Canal and River Trust adopted a different management strategy which kept the canal open. Luckily for us, five of our boaters also owned camper vans and came to support the rally by using them instead of their boats., Plus one brave member used his tent to camp. As usual we had a gazebo onsite from which we were selling merchandise, this was run by Judith and Linda with Andrew providing back up and refreshments. On Saturday we were also able to enjoy an assortment of "pop-bang" stationary engines. The weather forecast for Saturday was for heavy rain moving in, it made an appearance at around 11 am, the deluge arrived curtailing activities. Sunday turned out to be a better day. Sunday also saw an assortment of classic cars. Once again Judith had organised a hog roast for the Saturday evening using the

same people as we had in 2018. This time we had the use of another building that is looked after by the museum, around forty people took part in this enjoyable evening.

As normal the weekend passed in a blur, leaving me little time to think about anything other than ensuring everything was in order.

As John mentioned in his Chairman's notes, if there is to be another rally then we need someone to come forward and take care of organising one, including the arranging of food for the Saturday night. It has become increasingly difficult for Judith and myself to manage the work necessary to set up the event, sort out and transport the merchandise before and after the event alongside running the shop over the weekend. As always it is nice to catch up with old friends. A final thanks to all of you who turned up and supported the event, plus anyone who helped out over the weekend that I have missed.

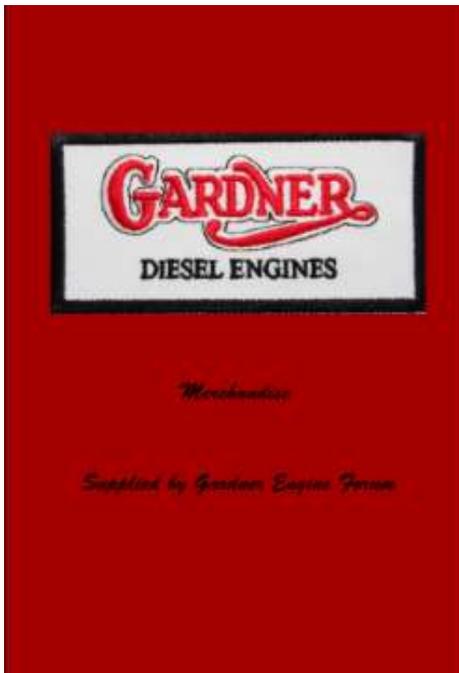
Steven



Sometimes a surprise comes along, during the evening gathering for the hog roast, Geoff Challinor presented Judith and Myself with the “Les Crawley” trophy which is awarded by the Anson Engine Museum committee to people who have kept alive the history of manufacturers and their engines. In our case for having kept the Forum running now for many years.



Merchandise



Just in time for Christmas Presents
With this newsletter you will find a new
copy of our updated merchandise
catalogue.

To order items please either email
gardnerengineforum@blueyonder.co.uk
or by telephone 01384 827745.

If we are unavailable please leave a
message and we will return your call.

Website

As mentioned in the Chairman's notes our website has undergone an update, it now uses the Wordpress platform instead of the old HTML. It has all the content from the old version but should be easier to keep updated. The committee would like to thank Peter Bull for volunteering and carrying out the work necessary to migrate the old one across. It also includes a mobile friendly version as well.



GARDNER Engine Forum

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"To Promote And Foster Interest In All Gardner Engines"

About Us

Established in 2001 by a passionate group of enthusiasts, the Forum was created to ignite a lasting interest in all things related to Gardner Engines. Today, it continues to thrive under the guidance of a dedicated committee based in the UK.

We proudly publish a newsletter twice a year and have been hosting bi-annual rallies for Boats, Commercial Vehicles, and Stationary Engines since our inception. While we strive to hold these events in diverse locations, finding suitable venues has become increasingly challenging as options dwindle.

We warmly welcome members from overseas to join our community. We encourage the sharing of insights and experiences through our newsletter, and our editor is always eager for fresh contributions. You can find copies of all our newsletters conveniently located under the publications tab. Additionally, downloadable Engine Manuals in PDF format are available in the same section for your convenience.

Our History tab features a collection of pages that chronicles the evolution of the engine range alongside a brief overview of the Gardner journey through the years, including valuable engine dating information.

We also offer a selection of merchandise, with a booklet and ordering details accessible under the Merchandise Tab.

The next event will be the AGM In the Spring of 2026 on a date and at a venue to be decided.

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Electronic Newsletter

Copies of each newsletter can be emailed to members who wish to receive it by this method, either with or without a paper copy as well. Any email address used for this purpose will not be made available to any third party. If you would like to receive your newsletter this way please email the editor at gardnerengineforum@blueyonder.co.uk with your request and preferred email address.

The file will be in PDF format (usually around 2 Mb) so is universally readable



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ANSON ENGINE MUSEUM



For opening times check the website

The Museum holds many records of Gardner and other makes of engine and also offers a dating service. Go to <http://www.enginemuseum.org/news.html> to find the downloadable enquiry form

Special events occur throughout the year normally at Bank Holidays See the Museum Website www.enginemuseum.org for up to date information

Anson Road, Poynton, Cheshire, SK12 1TD

Tel: 01625 874 426 Email: enquiry@enginemuseum.org



Centurion Court
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