

ARCH : AILSA

**Photographic archive of the premises, work and products of the Putney
Motor Co. and the subsequent Ailsa Craig companies, c.1902-1964**

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Photographic archive of the premises, work and products of the Putney Motor Co. and the subsequent Ailsa Craig companies; this listing incorporates information on the photos themselves, and on a list compiled by Dr R A Kisch in 1993 (see Misc 6). See articles 'The Ailsa Craig Story' by Robert Kisch in *Stationary Engine*, Nov 2000 (pp.30-31) et seq.

Box 1 : conserved photos

L1	[1904 Mar]	[Craig-Dörwald tonneau, with S2 engine shown at Olympia. With copy print] 6.5 x 11cm
L2	[early 1903?]	Light car, [thought to have been completed just after the 1902/3 car for S & J Watts'. With copy print, on SM neg. 40/94] 5 x 9cm
L2	[early 1903?]	---- as above ---- Copy print, 18 x 24cm
L5	c. 1904	[2 horse dray of the New London Brewery Co. Ltd.] 20.5 x 28cm
L7	1905	[R6 engine, the first Craig-Dörwald with OHC. Exhibited at Olympia. With copy print, on SM neg. 44/94] 15.5 x 28cm
L8	1905	[--- as above ---- partly completed. With copy print, on SM neg. 46/94] 14 x 20.5cm
L11	c. 1904	[Workshop, Putney Motor Co. With copy print, on SM neg. 395/93] 27 x 32cm
L13	1909	[70 ton ketch <i>Rubicon</i> . Side view showing overside propeller] 15 x 20cm
L22	1906	[27ft. motor boat <i>Togo</i> , with 24hp S4 engine] 14.5 x 20.5cm
L23	1909	[D4 engine]

		Airbrushed, 21 x 28.5cm
L25	-	[27ft. motor boat <i>Togo</i> , supplied 1905, with 30hp LS4 engine; owned by W A Ryan & Co. Ltd. 16.2 knots] 7.5 x 10cm
L26	-	----- as above ----- 7 x 9.5cm
L27	-	[Stand of 2 Petter engines and an Ailsa Craig (Z4) marine engine, 'exhibited by Hardware & Electric Supplies Ltd.' in Trinidad] 19 x 25.5cm
L28	1908	[John Wilesmith <i>Sleuth-hound</i> hydroplane at Burnham] 19 x 24cm
L52	1956/1959	[Various engines, including RA3, RK3, RFS4, D1] 11 views (on 2 leaves), 9 x 11cm or less
L75	1929	[4-6bhp 2-cylr. A2 marine motor] Airbrushed, 16.5 x 21.5cm
L102	1953	[<i>Mariquita</i> motor boat, with RF4 engine. A standard mooring launch for west Africa, supplied by Roeper of Amsterdam] 18 x 24cm
L123	1940 Sept	292-297: [retouched photos, various views of 2- and 3-cylr. engines, used for article on 'Diesel Design' in magazine <i>Oil Engine</i>] 6 leaves, photos 21 x 20.5cm or less
L125	1929	[Motor boat with L2 'Kid Junior Motor engine'] 3 views, each 8 x 10.5cm <u>With</u> ts. letter, 1929 Jul 8, to Ailsa Craig Motor Co. Ltd. from the builder of the boat on the island of St. Helena]
L128	c. 1920?	[Kirkaldy 40hp single-cylr. semi- diesel engine] 16 x 21.5cm
L156	1956	[RFSH4 engine as fitted to the <i>Adventuress</i> , owned by Mr Hutchinson] 20 x 25.5cm
L182	1920s	<i>Peggy II</i> [motor boat, with L4 engine, winner of several

		prizes in the mid-1920s]
		11 x 14.5cm
L183	1924	[Steel day launch, featured in <i>Motor Boat & Yachting</i> Nov 1924]
		3 views in 1, 18.5 x 27cm
L185	1928	20ft Fast Runabout Ailsa Craig 16 knots, [with 10-14hp 4-cylr. L4 Ailsa Craig Kid petrol engine (single OHC), featured in <i>Motor Boat & Yachting</i> 1928]
		3 views in 1, 28 x 30cm
L187 - 189	c. 1928	----- as above -----
		3 photos (2 the same), each 9 x 14cm

Box 2: unconserved photos in 'L' sequence

L3	c. 1902	[Convertible commercial travellers car, built 1902 supplied 1903 to S & J Watts, exhibited Mar 1904 at Olympia]
		10 x 14cm
L4	C. 1904	[Scott-designed tractor, with S4 4-cylr. 24hp Craig-Dörwald petrol engine, pulling loaded furniture van. A E S Craig standing by tractor, Scott driving]
		13.5 x 20.5cm
L6	-	[S4 engine as fitted to car. It 'drove a Wilson gearbox with Craig-Dörwald label']
		16 x 11.5cm
L9	1909	[D4 engine to power overside propeller installation for ketch <i>Rubicon</i>]
		12 x 16.5cm
L10	c. 1909	[Staged photo, outside Ailsa Craig works, showing part of auxiliary motor device (overside propeller)]
		8.5 x 11.5cm
L11	pre-1909	[The first Lord Ardee overside propeller installation in " <i>Patience</i> ". Different from L11 in box 1]
		15 x 20cm
L12	-	[<i>Patience</i> at sea]
		6 x 10cm
L14	-	[Starboard (?) view of <i>Patience</i> (?) at sea]

		10.5 x 14.5cm
L15	1904	[World's first V12 engine based on S2 blocks with common crankcase. 150hp.]
		12 x 17cm
L16	-	[----- as above ----- 'Magnetos now fitted from Robert Bosch. As sold to China 1907']
		8 x 14.5cm
L17		[----- as above -----] Press photo, 8.5 x 8cm
L18	-	[copy print of L16 above]
		14 x 24cm
L19	1909	[D4 engine]
		7.5 x 14.5cm
L20	-	Craig Dörwald [motor car chassis, with S4 engine? (see L6 above)]
		11.5 x 15.5cm
L21	c. 1904	Scott tractor [another view]
		15 x 20.5cm
L24	1906?	[Motor boat <i>Togo</i>]
		Copy print of L25 (see box 1), 16.5 x 21.5cm
L25		ACE motor [i.e. Ailsa Craig Engines, single cylr. paraffin motor designed by Harold Linford for the Admiralty c. 1913, and built by John Kirkaldy Ltd. Different from L25 in box 1]
		16.5 x 21.5cm
L26		[----- as L25 above ----- Different from L26 in box 1]
		21.5 x 16.5cm
L29	-	[D1 engine. 1910 label but crankcase stamped 1902]
		12 x 16.5cm
L30	-	[Premises of overseas agent Dodwell, Singapore?]
		24 x 27cm
L31	c. 1930	['Z4 marine adapted clutch only for fire pump; Thought to be for Singapore, or a Chinese municipality'. Axe attached to pump bears 'S.F.B.' (Singapore/Shanghai Fire

		Brigade?)]
		23.5 x 28.5cm
L32	1938	[Auxiliary yacht <i>Courtown</i> , with RF1 diesel engine]
		6.5 x 8.5cm
L33	1959 Jul	['FE5 Folkestone fishing boat [with] RKR4 [engine]. Owner Grayling']
		6.5 x 6.5cm
L34	1950s ?	[Honduras yacht of Mr Griffiths]
		5.5 x 8cm
L35	1950s ?	[Yacht of J Williamson, Shetlands, with RF2 engine]
		5.5 x 8.5cm
L36	1951	[Yacht <i>Comet</i> of Rev C Leonard Carty, St. Maarten, Netherlands West Indies, with 20hp RF2 engine]
		5.5 x 8cm
L37	1936	[<i>Santa Teresa</i> motor boat, with 24/36hp DF3 engine, Luarca, Spain]
		9 x 13.5cm
L38	1961	[Motor boat <i>Pelinore?</i> of G Humphries, Penarth, with RFR4 engine]
		12.5 x 9cm
L39	1961	----- as above ----- Rudder]
		9 x 13cm
L40	1936	[Motor coble <i>Good Faith</i> off Runswick, owned by Dora M Walker of Whitby, the only female skipper fishing on the east coast]
		Post card, 9 x 13.5cm
L41	1939	[Motor boat <i>Hygeia</i> of the Manchester Port health Authority, with 32/48hp 4-cylr. DF4 diesel engine]
		Post card, 8.5 x 13.5cm
L42	1950	[Motor boat <i>Curtis</i> , with RF2 diesel engine]
		9 x 13.5cm
L43	1950	[Motor boat <i>Curtis</i> , with 2-cylr. engine]
		6 x 8.5cm

L43	1950s	[Dutch botter <i>Eben Haezer</i> , with RF2 engine. Different from L43 above)] 7 x 7cm
L44	1964 Aug	[An RKR4 engine running with rocker cover removed] 12 x 16.5cm
L45	1949	[An RFS4 4-cylr. 40hp diesel engine with clutch and radiator. One was shown at Olympia] 19.5 x 24.5cm
L46	1932/3	[A DDS2 dynamo set of 20hp.] 10 x 12.5cm
L47	1957	[Ashford factory packing section, RF engines] 20.5 x 25.5cm
L48	1950s	[40hp. (at 1200 rpm) RFS4 engine with radiator] 19.5 x 24cm
L49	1949	[Devonport pilot boat, with RFR3 engine] 25.5 x 20.5cm
L50	1957?	[Ashford factory packing section: 2 RFS2 electric start engines with clutches, belt drive and tropical size radiators, before despatch to Tanganyika. 20bhp at 1200 rpm] 20.5 x 25cm
L51	[1925]	[Testing a boat, with R2 "Pup" engine, near Strand on the Green. Two on board believed to be Ellis Kisch and Harold Linford. See also L135 and L137 below] 16.5 x 21.5cm
L53	1960	[An RK6 engine, 60bhp at 1200 rpm, 72bhp at 1500 rpm. 2 views from different angles] Each 12 x 16cm
L54	1955	[An RKS3 engine with clutch, 40bhp at 1800 rpm] 20.5 x 25.5cm
L55	1957	[Production lines and test beds at Ashford works. 2 copies, one later] 12.5 x 24cm (image)
L56	c. 1936	[Strand on the Green, Chiswick, machine shop, driven by suction (producer) gas engine - looking towards assembly

		areas]
		15.5 x 20cm
L57	1951	[An RFS6 generating set for export, part of order for James Warren, Chittagong]
		20.5 x 25cm
L58	1921	[Interior of 22ft. motor boat, built by Railshead Launch & Boat Co., Isleworth who, after trying various engines, settled for the 10-14hp L4. See <i>Motor Boat & Yachting</i> 15.7.1921]
		16 x 21cm
L59	1950s	Standard lifeboat, [with RF2 engine]
		15.5 x 21cm
L60	1952	30hp [at 1200 rpm] RF3 marine motor with fresh-water cooling equipment - for Egypt. Prototype, only one built]
		9 x 14cm
L61	1961	Bryce Berger on RK6 [engine] for Park Farm generating set
		12 x 16.5cm
L62	1948	[RF6 engine with Mk. 2 water pump and bilge pump]
		Partly airbrushed, 16 x 21cm
L63	1962	[RLS 1 10hp (at 1200 rpm) generating set, for Port Sudan]
		25 x 20.5cm
L64	1950s	RFS4 marine auxiliary set, [generator and compressor]
		20 x 25cm
L65	c. 1936	24/36 hp Ailsa Craig Diesel [DFS3] Engine as supplied to Messrs. Ransomes & Rapier for their locomotives
		21 x 16cm
L66	-	[Customer's motor launch on river test; illustration, slightly airbrushed, used in catalogue]
		12.5 x 15cm
L67	1955	[RKS3 engine with Rockford clutch]
		25.5 x 20.5cm
L68	1950s	[RFS3 12/30bhp at 600/1200 rpm engine for belt drive, fitted with outboard bearing; catalogue illustration]

		20.5 x 25cm
L69	1951	RFS3 Engine developing 30bhp @ 1200 rpm, direct coupled to 16kw Alternator on Fabricated Steel Underbed. [A generating set, typical for export] 20 x 25cm
L70	1955	[RKR4 engine, shown at Boat Show] 12 x 17cm
L71	1928	[Vosper 20ft. runabout, with Universal engine. See <i>Motor Boat & Yachting</i> Sept 1928] 11.5 x 26cm
L72	c. 1950	[RF6 engine with Mk2 water pump] 16 x 21.5cm
L73	1925	[R2 4hp 2-stroke 'pup' prototype marine engine. With view of opposite side] Each 16.5 x 21.5cm
L74	pre-1914?	[S6 engine installed in boat at Chiswick before WW1] 16 x 21.5cm
L76	[1951?]	[An RFR4 engine as supplied to RASC, Barry, Glamorgan, a main WW2 contract] Catalogue illustration, 9 x 14cm
L78	-	[RFS3 engine arranged for belt driving; catalogue illustration?] 19 x 24cm
L79	-	['Pup' type R2 2-stroke engine light alloy crankcase/reduction gear case and cast iron cylinder] 16.5 x 21.5cm
L80	-	[Type Z4 'silent seven', 7-12hp 4 cylr. marine motor, prototype 1926. Catalogue illustration] 13 x 18cm
L81	-	[Front view of premises (in Singapore?) of agents Dodwell & Co. Ltd., machinery department showrooms; a Z4 engine visible through left hand window] 24 x 29cm
L82	-	[RA6 engine with Spirax Sarco cooling valve, prototype for PLA]

		12 x 16.5cm
L83	1934	[Interior view of agent's showrooms, probably Messrs. Windeler in Sweden]
		17 x 23.5cm
L84	-	[Outside exhibition of products of Hardware & Electric Supplies Ltd., Trinidad. Presumably an Ailsa Craig agent in the West Indies. See L27 in box 1]
		18.5 x 23cm
L85	-	[Interior view of showroom of Spanish agent A Casajuana. Displayed are (l to r) M4, L4, M6 and R2 engines]
		22.5 x 17cm
L86		[Another interior view as L85 above. The engine displayed 'may be a Gray']
		17 x 22.5cm
L87	[1949]	Ailsa Craig 40bhp 4 cylinder [RFS4] Diesel Engine totally enclosed Power Take-off Unit. [Catalogue illustration]
		9 x 13.5cm
L88	1920?	[Society of Motor Manufacturers and Traders exhibition. Stand of Ailsa Craig Motor Co. Ltd., Chiswick: D2 fitted to Hotchkiss cone propeller; one of the last S6 engines shown]
		24 x 29cm
L89	c. 1930	A Portable pump for fire protection. The engine is an Ailsa Craig "Silent Seven" 7-12hp 4-cylinder [Z4] unit. [See L31]
		24 x 28.5cm
L90	c. 1930	----- as above ----- [identical to L31]
		24 x 28.5cm
L91		----- as L88 above -----
L92	1934?	[Interior display at showroom of Swedish agent (see L83), DF2 engine at centre back]
		17 x 23.5cm
L93	-	[Mobile crane of Ransomes & Rapier Ltd., with DFS3 engine]
		15 x 20cm
L94	c. 1909	[See L26 in box 1]

		Copy print, 16.5 x 21.5cm
L95	early 1920s	[Launch of The Railshead Launch & Boat Co. Ltd., Isleworth, on river. Passenger is Harold Linford] 16 x 21.5cm
L96	-	[RKS3 or RKS4 engine?, with clutch. 40hp at 1200 rpm] 19.5 x 24cm
L97	1950s	[Fishing boat at sea, RFR6 engine believed installed] 12 x 19cm
L98	1949	48ft. motor boat <i>West Ward</i> , with RF3 engine, supplied to Australia. Seen being towed (in Hobart?) 19 x 24.5cm
L99	1949	[40ft. motor boat <i>Nirree</i> , with RFR2 engine, supplied to Australia] 20 x 25cm
L100	1950s?	[RFS1 engine as supplied for pumping to Kuwait and elsewhere] 20.5 x 15.5cm
L101	-	----- as L80 above -----
L103	1961	[RLS1 generating set (10hp at 1200 rpm) coupled to BKB 4kw generator] 25 x 20.5cm
L104	1951	[RFS3 generating set, standard base welded by Stanhay, Ashford] 20.5 x 25cm
L105	-	----- as L80 above -----
L106	-	[VA6 60-90hp motor, launched 1929] Catalogue illustration, 16.5 x 21.5cm
L107	1944	RFS4 Radiator Set [for export] 16 x 20.5cm
L108	1951	[RFR4 motor, same image as L76 above] Catalogue illustration, 20.5 x 25.5cm
L109	[1944]	[RFS4 radiator set; view of opposite side of L107 above]

		20.5 x25cm
L110	c. 1937	[CFS1 motor with fixed governor control] 21.5 x 16.5cm
L111	c. 1953	[RFR4 motor with first use of Jabsco pumps for heat exchangers for silty waters] 12 x 16.5cm
L112	1950s	[RFS6 generator set for export] 19 x 24.5cm
L113		----- as L88 above -----
L114	1960	Hunslet locomotive <i>Tiger Tim</i> , 23bhp with RFSF2 motor 16 x 20.5cm
L115		----- as L60 above ----- 19.5 x 24.5cm
L116	1935	[52ft. <i>Bettylou</i> , with two DFR8 diesel engines for 9 knots, built by Walton Yacht ... See <i>Motor Boat & Yachting</i> 7 Jun 1935] 20 x 25cm
L117	1937	[Boat at Southampton Boat Show?, with engines (M6, Z4 (4-cylr., 7-12hp 'Silent Seven') and VA4) displayed alongside. Name boards of Ailsa Craig Motor Co. Ltd. and R C J Hervey AMINA, Seabourne Wharf, Richmond Rd., Isleworth] 15 x 20cm
L118	-	[42ft. <i>Lady Gay</i> , with DFR8 diesel motor, owned by J M Wilson, Auckland, NZ. 10 knots at 1200 rpm] 16.5 x 21.5cm
L119	1938 or 1939	[Early RFR6 60-90hp motor] 11 x 16cm
L120		----- as L50 above -----
L121		----- as L108 above -----
L122	-	Ransome & Rapier Mobile Crane with Ailsa Craig Diesel RFS3 [See L69 above] 15 x 20cm
L124	-	[Section of L type gearbox. Enlarged version for M series.

		Both used on diesels, L for RF1 and 2, M for RF3, 4 & 6]
		15.5 x 11.5cm
L126	[1950s?]	[RFS1 engine. See L100 above]
		21.5 x 16cm
L127	1956	[Marine auxiliary set for <i>Adventuress</i> , owned by Mr Hutchinson, RFSH4. 2 copies]
		20.5 x 25.5cm & 19.5 x 24.5cm
L129	1905	----- as L26 in box 1 -----
L130	1905	----- as L25 in box 1 ----- [With captioned press photo of same, 5 x 8cm]
L131	1905	----- as L26 in box 1 -----
		8.5 x 16.5cm
L132	1905	----- as L25 in box 1 -----
		10.5 x 18cm
L133	1950s	[View of opposite side of L100 above]
		20.5 x 15.5cm
L134	c. 1937	[DFS6 motor driving a Merryweather water pump, Chiswick PLA building. With view of opposite side]
		16.5 x 21.5cm & 20.5 x 16.5cm
L135	[1925]	[Towing test on river, near Strand on the Green works, Chiswick; R2 'Pup' engine. See L51 and L137]
		16.5 x 21.5cm
L136	1960	[RK6 engine, with improved version of Twin Disc design; as seen at Boat Show?]
		12 x 16cm
L137	[1925]	[Caption as for L51 above, different view. See also L135 above]
		16.5 x 21.5cm
L138		----- as L60 above -----
		20.5 x 25.5cm
L139	1960	RK4 engine [for Boat Show]
		20 x 25.5cm
L140	c. 1937?	[Racing yacht <i>Westward</i> off Jersey, owner T B Davis,

		under sail. It had two special DDR6 engines, with inverted reverse gear. See <i>Power and Sail 1936-7</i>
		13.5 x 14cm (image)
L141-143	mid-1930s	[Unidentified yachts under sail. Kisch could not place these, but they appeared in catalogues in the mid-1930s. L142 bears two photos]
		9 x 10cm; 7 x 9cm & 9.5 x 10cm; 13.5 x 14cm (images)
L144	1935	[Launch, fitted with DF4 engine, in the Jaffa roadstead, Palestine]
		6 x 8.5cm
L145	1930s	[<i>The Stranger II</i> at Paimpol, north west France. Believed to have LA4 engine]
		11 x 7cm
L146	1912?	[Stand of Ailsa Craig Motor Co. Ltd. at Olympia, with S and D series]
		12 x 16.5cm
L147	c. 1938	[36ft. <i>Madame Pompadour</i> , owner Col. Day of Gillingham, on the river; two CFR2 diesel engines. See <i>Motor Boat & Yachting</i> 19 Aug 1938]
		16.5 x 21.5cm
L148	c. 1928	[<i>Musa</i> (off Barcelona), with KM6 motor. See L162 and L180 below]
		17.5 x 11.5cm
L149	1939	[<i>Hygeia</i> . See L41]
		Post card, 8.5 x 13.5cm
L150		[D1 engine as L29, which see]
		12 x 16.5cm
L151	1951	[RFS3, RFS4 and RFS6 generator sets, believed to be for James Warren, Chittagong]
		19.5 x 24.5cm
L152		----- as L64 -----
		16.5 x 24.5cm (image)
L153		[RFS4 engine as L45, which see]
		20.5 x 25.5cm
L154	1932 or 1933	<i>Shelagh</i> , 30ft. 'Silverette' Cruiser, fitted with one 2 cylinder

		12/20hp [DD2] engine
		16 x 21cm
L155		[RF6 engine as L72, which see]
		Catalogue illustration, 20.5 x 25.5cm
L157	1949	[Hastings fishing boat <i>Wendy Mary</i> , with RF3 engine]
		25.5 x 20.5cm
L158	1930s	[Window of Boston Marine Stores Inc., overseas agent for Ailsa Craig Acro-Diesel Marine Oil Engine]
		20.5 x 25.5cm
L159	1931 Mar	[Display at British and American show (Exp. Britanica) of Spanish agents Agar, Cross & Co. Ltd.: VD4, MB4 and LB4 engines displayed]
		18 x 24cm
L160	-	[Display of Canadian agent T B F Benson: early DF2 engine]
		20.5 x 25.5cm
L161	1960	[RK4 engine at National Boat Show]
		12 x 16.5cm
L162	c. 1928	[<i>Musa</i> in dock. See L148 and L180]
		16.5 x 11.5cm
L163	c. 1925?	[Type R2 'Pup' on trial]
		16.5 x 21.5cm
L164		----- as L135 above -----
		16.5 x 21.5cm
L164	1924?	[L4 engine on test. Railshead launches standardised on Ailsa Craig engines. Different from L164 above]
		16 x 21.5cm
L165	1924?	[----- as above ----- Different view]
		16 x 21.5cm
L165	[1925]	[View similar to L135 above. Different from L165 above. 2 copies, one marked L166]
		16.5 x 21.5cm
L166	mid-1920s?	[<i>Peggy II</i> , steering position]

		15 x 20.5cm
L167	-	[Hudson Hunslet locomotive, with RFS2 engine, 20hp at 1200 rpm] Catalogue illustration, 15.5 x 20.5cm
L167		[----- as L51 above ----- slightly enlarged. Different from L167 above] 16.5 x 21.5cm
L168	-	[30ft. day cruiser <i>The Odd Spot</i> , with RF4 diesel engine, 40bhp at 1200 rpm, 12 knots, for the Lake Nyasa Development & Trading Co.] 14 x 18.5cm
L169	1935	[10 ton junk, with 16hp 6-cylr. L6 petrol engine, 5 knots, for Mr John Grub of Bangkok] 8.5 x 12.5cm
L170		[----- as L49 above (which is slightly enlarged) -----] 24.5 x 19cm
L171	-	[54ft. motor yacht <i>Robin Hood</i> , with two 24/40hp 4-cylr. DDR4 engines] 15 x 20cm
L172	-	[48ft. <i>Sea Bird</i> , with LR4 engine, owner Mr Compton-Smith] 14 x 15cm
L173	1934	[43ft. 3in. motor yacht <i>Vandora</i> , with DFR3 engine, 7-8½ knots] 10.5 x 16cm
L174		[----- as L157 above (which is slightly enlarged) -----] 21 x 14cm
L175	-	[Interior view of premises (in Singapore?) of agents Dodwell & Co., machinery department showrooms] 24.5 x 28.5cm
L176	1930s	[Clients launch on test on river near Chiswick works] 16.5 x 21.5cm
L177	-	[RA6 engine, view of other side (see L82 above)] 12 x 16.5cm

L178	1930s	[11 metre <i>Niantica</i> , with two 16/24hp diesel engines; built by Trimmer] 13 x 18cm
L179	1950s	[Standard lifeboats, with RF2 engine, on the river] 20.5 x 25.5cm
L180	c. 1928	[<i>Musa</i> at sea. See L148 and L162 above] 11.5 x 17.5cm
L181	1919?	[Stand of Ailsa Craig Motor Co. Ltd. and John Kirkaldy Ltd. at Olympia. Engines displayed detailed on verso] 16.5 x 21.5cm
L184		----- as above -----
L186	1950s	[Standard lifeboat. See L59 and L179 above] 20.5 x 25.5cm
L190	-	[20ft. twin screw fast runabout <i>Zampa</i> , with two L4 engines, at Wast Water lake] 9 x 14cm
L191	-	[------ as above ----- at Wast Water?] 9 x 14cm
L192	-	[<i>Zampa</i> , steering position] 15 x 20cm
L193	-	[<i>Zampa</i> , cockpit] 15 x 20cm
L194	-	[<i>Zampa</i> , ink sketch, with printed copy of same] 16.5 x 23.5cm; 12.5 x 19cm

Box 2: unconserved photos, not in 'L' sequence

1	pre-1906	[Craig- Dörwald 2-cylr. 18hp motor car, reg. no. H1352, in Upper Richmond Road] 10 x 14.5cm (image)
2	"	[------ ditto ----- Alistair Craig in rear with Muriel Kisch, sister of Craig's business partner Ellis Kisch] Airbrushed, 16.5 x 22.5cm (image)
3	"	[------ ditto ----- Works foreman Garrett the driver with Craig

- on front seat, Muriel Kisch in rear; hood up. (This is on SM neg. 488/99)]
- 10.5 x 16cm
- 4 - [2 cylr. 20hp open 4-seater motor car built for Dr Bayley. Solid tyres on artillery wheels fitted with Bayley's patent pneumatic hubs. View at Motor Show]
- 15.5 x 20cm
- 5 - [Single cylr. 8hp Craig- Dörwald light car with 3-seater body, Panhard 3-speed gearbox with reverse; original price £175. Single-cylr. version of S-type engine]
- 10 x 14cm (image)
- 6 1905 [Barouche built for the Earl of Norbury, outside premises of Putney Motor Co. Originally fitted with 36" dia. front wheels and 48" dia. rear wheels, and direct single-speed drive by wormgear to rear axle. Proving too expensive to run, it was bought back by the company and kept at the works until auctioned]
- 10.5 x 14.5cm (image)
- 7a 1903-1904 [2 cylr. 18hp enclosed car (S2) built for use by W V Spencer, commercial traveller for S & J Watts, soft goods manufacturers of Manchester. The first car built by Putney Motor Co. (1903), it was exhibited at the 1904 Motor Show at the Agricultural Hall, Islington]
- 24.5 x 29.5cm
- 7b - [---- as above ---- Later (?) photo, with horn attached but lights and crank handle removed. This is on SM neg. 42/94 (print present)]
- 13 x 18cm
- 8 1905 [4 cylr. 36hp S-type Craig- Dörwald motor car with removable hard top over passenger compartment. Pneumatic tyres, tarpaulin slung under chassis to protect transmission from dirt. Copy of earlier photo, taken in Upper Richmond Rd. (?); works foreman Garrett in driver's seat. This is on SM neg. 43/94 (print present)]
- 13 x 17.5cm
- 9 - [4 cylr. 36hp convertible Craig- Dörwald motor car. Dörwald in driver's seat, Ellis Kisch in rear. This is on SM neg. 45/94 (print present)]
- Retouched publicity photo, 13 x 17.5cm
- 10 1911 or 1912 ['S' and 'D' series motors under construction at Ailsa Craig Motor Co., Strand on the Green, Chiswick. This is on SM neg. 397/93 (print present)]

- 15.5 x 20.5cm
- 11 c. 1919 [Ailsa Craig Motor Co., factory staff photo: chief draughtsman Harold Linford, middle row left; foreman Garrett, middle row centre. This is on SM neg. 497/99]
- 15.5 x 20.5cm (image)
- 12 1920s [Interior view of Ailsa Craig Motor Co. works, Strand on the Green. This is on SM neg. 399/93 (print present)]
- 15 x 21cm (image)
- 13 1920s [----- ditto ----- Lit only by natural daylight. This is on SM neg. 396/93 (print present)]
- 15.5 x 20.5cm (image)
- 14 1920s [----- ditto ----- Visible is a D6 crankcase and three Z4 (?) crankcases, hence the date. Electric lighting has been installed]
- 15.5 x 20.5cm
- 15 1920s [----- ditto ----- With electric lighting. This is on SM neg. 398/93 (print present)]
- 15 x 20.5cm
- 16 - [Part of Craig- Dörwald chassis with Wilson epicyclic gearbox showing control rods for gear shift and external contracting brakes on rear wheel sprocket assembly]
- 10.5 x 15cm
- 17 194- [Production line in requisitioned factory at Twickenham during WWII. Admiralty contract work in progress]
- 9.5 x 17.5cm
- 18a - [Gaff cutter *Stranger II*, racing off Jersey]
- 16 x 21cm
- 18b - [----- ditto ----- near Gorey Castle. With press cutting re same from *Jersey Evening Post* of 29 May 1984]
- 19 - [Fast runabout *Zampa* during demonstration run on Thames near Richmond. See also L190-194]
- 14.5 x 19.5cm
- 20 c. 1907 [V12 engine]
- 14.5 x 18cm
- 21 - A2 prototype

12 x 16.5cm

22 [190-] [View of rear of open-topped double-decker bus of the General Omnibus Company. This is on SM neg. 47/94]

Copy print, 18 x 25cm

Box 2: miscellaneous

1 [1909] 'How the Crew of H.M.S. 'Sappho' was rescued'. [Ailsa Craig Motor Co. Ltd. publicity leaflet, bearing article reprinted from *The Motor Boat* of 1 Jul 1909. It details the role of the 21ft. motor boat *Alert*, with 8hp Ailsa Craig engine. End page is an advertisement for Alert engines, 3 to 250hp]

4p

2 - IMP Stationary Oil Engine/Ailsa Craig Motor Co. Ltd. [Illustrated advertising leaflet bearing general description, specification, price list, etc]

4p

3a-d - [Typescripts (2, each 2p): 'A new auxiliary motor outfit for yachts' and 'Ailsa Craig auxiliary motor device for yacht "Ow"'. With illustrated advertising leaflets re the Ailsa Craig Motor Co.'s 'patent auxiliary motor device']

4 items

4 1972 Dec 3 The Craig- Dörwald Commercial Vehicles / R.A. Kisch

2p ts

5 - [Brief overview of the Putney Motor Co. / R.A. Kisch

4p ts

6 1993 Sept [List of photographs in the 'L' sequence of Putney Motor Co. Ltd. / Ailsa Craig Motor Co. Ltd. photos in boxes 1 and 2 / R.A. Kisch]

8p ts

7 1999 Aug Ailsa Craig Ltd. - History / Robert Albert Kisch and Christopher Kisch. [Brief history, chiefly of Putney Motor Co. Ltd. / Ailsa Craig Motor Co. Ltd. / Ailsa Craig Ltd. 12 pages (ts) of text are accompanied by many photocopies of photographs and other illustrations, and of product literature]

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