

Industrial Railway Record 250



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Front cover. East Greenwich Gas Works had a number of small attractive locomotives with ten inch cylinders, of which No.16 (Peckett 1285 of 1912) was the last of the steam fleet to survive. Roger West's drawing of the locomotive was used on the cover of the IRS London Handbook. The date of this J.P. Mullett photograph may be 10th June 1961 but, as the identity of the engine was wrongly catalogued, we cannot be certain.

Number 250

Martin Shill

Whereas quite a few locomotives built in Britain have been given the maker's number 250 and the larger main line companies have often used it as a running number, very few British industrials have carried the running number 250. Doubtless the letters pages of a future RECORD will produce others, but only six come to mind, all of them internal combustion.

Motor Rail 250/1916

At the outbreak of the First World War, the War Department had little interest in narrow gauge railways believing that it would be a mobile war but when, after a few months, the fronts turned into static trench warfare and road transport became (literally) bogged down, tramways were laid to serve the trenches. Initially they were worked by hand or mule but, by 1916, with preparations for the Battle of the Somme in progress, the War Office was seeking 60cm gauge petrol "trench tractors". Motor Rail Ltd had already envisaged this and so was well placed to tender for orders. It

No photograph of Motor Rail 250 has been traced but it was similar to 264, seen here performing at an Apedale Valley Railway "Tracks to the Trenches" event, 14th May 2016. Number 264 still has the wide brake column which was a feature of the earlier batches.

(Martin Shill photograph)



received the major share, building more than a thousand locomotives before the end of the war. Three quarters of them were a 20hp bow framed two ton (nominal) design, powered by a Dorman 2JO engine mounted transversely and a Dixon-Abbott gearbox. Initial orders placed by the Railway Operating Division for a hundred units were beyond the capacity of Motor Rail's Lewes Works, so assembly was sub-contracted to the Bedford Engineering Co. It fabricated the frames but most of the other components were bought in allowing rapid production. The ROD batches were given running numbers that matched the maker's number, one of those being 250 which was completed and shipped to France at an unknown date in 1916. As they rapidly expanded in size, operation of the trench railways passed to the Light Railway Operating Companies, with subsequent locomotives numbered in the LR series. After the war ended, the huge stock of locomotives was disposed of and, like many, the ultimate fate of Motor Rail 250 (assuming it survived the hostilities) is not known.

Ruston & Hornsby 187069/1937

This was a 2ft gauge class 25/30hp locomotive, with a Ruston 3VSO engine and weighing 3¼ tons; it was ex-works on 28th October 1937. It was one of forty of that type working on the Nuttall-Pauling

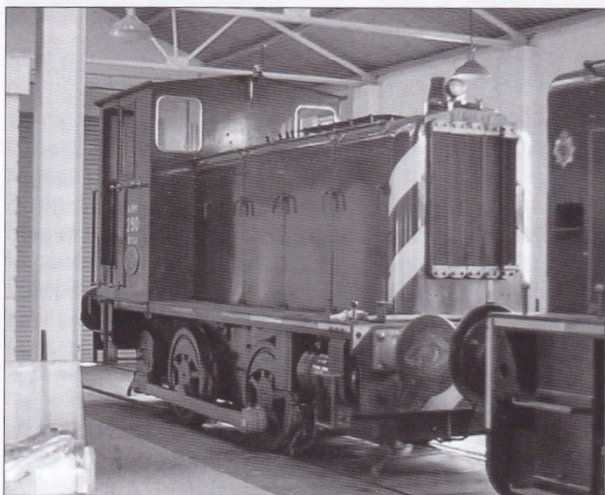
Consortium contract to build the Royal Navy Armaments Depot at Trecwn, a huge site in a remote area near Fishguard, comprising fifty eight underground caverns and extensive above ground storage. Construction was complete by 1941 but this locomotive was evidently still in the west of Wales in 1950, because a spares order was placed by Pauling on 26th May 1950 to be sent to Geo Bros Ltd, East Burrows Yard, Swansea, which may have been repairing it. In 1951 it was noted at Pauling's Park Royal plant depot, Middlesex, numbered P250 in the Pauling list. It was later sold or scrapped at an unknown date.

Ruston & Hornsby 213820/1942

Built to 2ft gauge, fitted with a Ruston 2VSOL engine and weighing 2¾ tons, the maker's plate of this locomotive probably showed it as class 16/20hp although, by that time, the designation 20DL was beginning to be used and this was one of a batch built under what is assumed to be Lot 6 of the 20DL series. Ex-works on 28th August 1942, it was given the number 250 in the AMW (Air Ministry Works) series and despatched to the Mill Green Plant Depot, Hatfield of the RAF Airfield Construction Service, together with two others from the same lot. Understandably, at this period of World War 2, airfield construction was a major task with a workforce at its peak of thirty thousand and employing a fleet of some thirty Rustons, mostly class 20DL. Mill Green was a plant depot and training school acting as a storage and distribution centre for new locomotives. The order for 213820 specified 5201 Works Squadron, which was the Plant Squadron formed in May 1942 to maintain two airfields (Reykjavik and Kaldadarnes) and signal units in Iceland protecting transatlantic shipping. Spares for the locomotive were ordered on 4th March 1943 and 21st March 1944 to be sent to 5351 Wing, RAF Harpsfield (Hatfield). This was the Airfield Construction Wing which included 5201 Squadron and Harpsfield may have been a distribution hub from which the spares were sent to the base where the locomotive was working. Given 5201 Squadron's role, it is even possible that it had been deployed to Iceland. Its subsequent disposal is unknown.

Andrew Barclay 368/1945

In 1941 the Ministry of Supply ordered twenty diesel shunters based on a pre-war Andrew Barclay design, although with some modifications devised by the Drewry Car Co. The design featured a Gardner 6L3 engine rated at 153 bhp, with wheel diameter 3ft 3in and weighing 21.3 tons. The order was split evenly between Barclay and Drewry (sub-contracted to Vulcan Foundry). By WD standards this was a small order, as they had little requirement for diesel shunters of that power range, although the class did gain some fame when two of them were photographed being landed on the Normandy beaches after D-Day. One also later featured in the Victory parade through London. In



Army 250 (Andrew Barclay 368) at Thatcham on 25th August 1982. One of the differences between the Barclay and Drewry batches was that Barclay fitted plain bodysides, whereas Drewry had louvres. Some Barclays later acquired louvred panels, but 368 retained the plain pattern to the end.

(Roger Hateley photograph)

1945 a further order for twenty was under construction (five by Barclay and fifteen by Vulcan Foundry) although, with the war drawing to a close, this was reconsidered and the last three of the Vulcan batch were cancelled. Andrew Barclay 368 was completed just after VE day in May 1945, becoming WD No.72235. Delivered to Longmoor but soon moved to Queniborough Depot, Leicestershire, where it was renumbered 841 under the 1952 scheme. In September 1959 it went to Bicester for overhaul, after which it was sent to Shoeburyness. A further visit to Bicester in 1966 saw it fitted with a 195hp engine, thus changing its Army classification from B3 (153 hp with type 5088 final drive) to B11SA. After this rebuild, it went to Ruddington where, under the 1968 scheme, it became ARMY 250. Following yet another visit to Bicester in 1975, it moved to Ludgershall Depot and from there to Thatcham in March 1979. In 1983 its luck ran out, being sold, via George Cohen, to R.E. Trem, Finningley, which scrapped it in March 1983.

Hunslet Engine Co. 6329/1965

For much of the 1950s, Bord na Móna relied mainly on Ruston diesels in the 40/48hp range, with chain drive and a maximum axle load of 3½ tons, to operate its network of 3ft gauge railways serving the Irish peat bogs. However, by the late 1950s, it was clear that a more powerful alternative was required and, with the axle-load restriction eased to 4 tons, Ruston & Hornsby produced a prototype 75hp locomotive with rod drive. Issues encountered when testing this machine prompted BnM to produce its own prototype using a Ford engine. This provided the basis for a production version which was put out to competitive tender in 1961. Because an 80hp Ford 590E engine was specified, Rustons would not tender so, instead, it was the Hunslet Engine Co which, in January 1962, gained an initial order for twenty five "Wagonmasters". Drive to the jackshaft was through a Vulcan Sinclair fluid coupling, plate clutch, Ford gearbox and a Hunslet reverse gearbox which together gave five speeds in both directions and a high starting tractive effort for a machine of this size. Large sandboxes were fitted, as little could be moved on the peat bogs without plenty of sand! Further



LM 250 (Hunslet 6329) heads a loaded peat rake on the Mountdillon System.

(Hamish Stevenson photograph)

orders followed, eventually totalling 126 units. Hunslet 6329 was one of the second batch taking the number LM 250. It was delivered new to the Mountdillon system, where it has remained ever since. Used on peat haulage until about 2004, it was then relegated to service use. Withdrawn in 2016, it was reinstated in 2018 but, by late 2019, it was again stored out of use and, with the demise of the Irish peat industry, its industrial career would appear to be over. A number of Wagonmasters have been rebuilt with hydraulic transmission or more extensively with shaft drive, but 6329 has remained in original condition.

Thomas Hill 252V/1974

This is the last of this select group and by far the largest, weighing more than all of the others put together! With the Redcar Ore Terminal due to open in 1973 and iron ore needing to be transported from there for some five miles over British Steel tracks in 100 tonne PTA bogie tippler wagons to the ore plant for the Clay Lane blast furnaces, a much more powerful locomotive than any in the South Teesside Works fleet at that time was required. Thomas Hill's solution was the 'Titan', a 0-6-0 diesel hydraulic of 75 (nominal) tons weight. At the time, Hills had recently taken over the Sentinel locomotive business and it might have been expected that the Sentinel "Steelman" six-wheel diesel hydraulic would have met the requirement. However, it was said that Thomas Hill (Senior) disliked it and preferred that a new rod-drive design be developed. The prototype (242V), delivered in August 1972, had two Rolls-Royce C6T engines with a total rating of 556bhp, but was followed by three more, each with two C8T engines, total rating 700bhp. Thomas Hill was an advocate of the "Master and Slave" concept, so a 45 ton 0-4-0 diesel hydraulic power tender (241V), rated at 375bhp, was

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For some years Thomas Hill offered the Titan design as part of its range, although only the nine for South Teesside were ever built. This advertisement shows the maker's photograph of 242V with power tender 241V. Although Thomas Hill also offered a 100 ton 1500bhp Bo-Bo, the Titan was the largest locomotive it actually built.

also supplied to operate with any of the Titans. Initially these locomotives proved very satisfactory on the heavy ore trains, so five more were ordered. However, problems developed after a few months, with all four existing locomotives being out of service for a time, causing British Steel to threaten cancellation of the follow-on order. Thos Hill managed to fix the problems and performance was then deemed satisfactory but, in the meantime, British Steel had been exploring other possibilities. A 500hp Moyse six-wheel diesel electric demonstrated in October 1973 had impressed, but it was against British Steel policy to buy locomotives which did not incorporate British steel, so the Moyse option was not pursued. Instead, British Steel approached GEC Traction, which then designed a six-wheel diesel electric of similar weight and power to the Titans. So, although the second Titan order was ultimately confirmed, even before delivery began an order had been placed with GECT. Accordingly, the Titans' employment at South Teesside was destined to be short-lived. In fact, the power tender had an even shorter life, being withdrawn and scrapped in 1975 just as the second batch of Titans started to arrive.



*Number 250 (Thomas Hill 252V) waits whilst slag is tapped from one of Ravenscraig's blast furnaces on 18th July 1985. The remains of a Hunslet 0-4-0 diesel hydraulic is placed ahead of the leading slag ladle to protect the locomotive. A more colourful view of this scene can be found on the rear cover of RECORD 245.
(Martin Shill photograph)*

Numbers 252V-256V were ex-works between December 1974 and July 1975. Whereas the first batch had been finished in the green livery favoured by Dorman Long, these were painted yellow. Another difference was that previously the Teesside diesels had generally been given running numbers based on their maker's numbers, so the first batch of Titans were numbered 242-245. Initially the second batch followed that principle, with at least 252-255 being reported as such in July 1975, but they were soon renumbered, becoming 246-250. Accordingly, 252V took the running number 250 (IRS records initially incorrectly showed 256V as 250).

The new arrivals shared duties with the first batch, primarily on the ore trains and on torpedo wagons conveying molten iron between Clay Lane blast furnaces and Lackenby Basic Oxygen Steel plant, but they were soon displaced as the new GECT six-wheel diesel electrics began to arrive from

1976. All the Titans were subsequently transferred to BSC Ravenscraig, 252V arriving there on 18th August 1980. The South Teesside running number 250 was retained.

Inevitably, their duties at Ravenscraig included the most arduous tasks hauling torpedo wagons and slag ladles. The fleet of nine was larger than necessary and was gradually thinned down as some were fed to the voracious scrap furnaces, but 252V was one of three that remained active until 1991. However, by October of that year, it was stored (although serviceable) in the former Steel Strip Mill and probably did not work again before Ravenscraig closed in 1992. Together with fellow Titans 254V and 255V, it was amongst nineteen diesel locomotives still stored in the Strip Mill in May 1994, but all were subsequently scrapped. ■

IRS Annual General Meeting 2022

The formal meeting took place at Preston on the afternoon of the 23rd April 2022 with opportunities to travel on the Ribble Steam Railway and look round the museum in the morning.

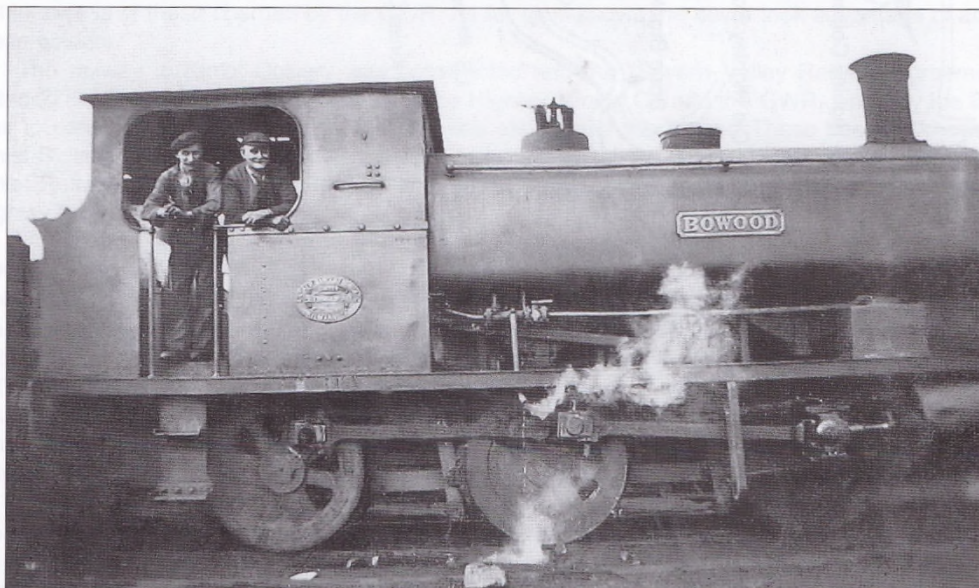


The much rebuilt No.20, originally a Sharp Stewart locomotive (1448 of 1863), pulls a passenger train containing the IRS party along the Ribble Steam Railway on 23rd April 2022. Not only did the engine once work at the Barrow Haematite Steel Co's works as a four-coupled industrial saddle tank, but the train is about to cross the entrance to Preston Dock on the branch that still sees regular traffic by one of three Rolls-Royce four-wheel diesel hydraulics moving tank wagons between Total UK Ltd's depot and the Strand Road exchange sidings, south of Preston Station. The railway and road vehicles share the bridge that crosses the channel connecting the dock to the River Ribble. (Cliff Shepherd photograph)

The Railways of the Highley Mining Company

John Tennent

I was recently contacted by Peter Stamper about a photograph of the Andrew Barclay six-coupled saddle tank BOWOOD, maker's number 1113 of 1907. This had been given to David Poyner by a lady who is the granddaughter of the driver of the locomotive while it was in the Highley area. The latter, of course, has a station on the Severn Valley Railway between Bewdley and Bridgnorth. The importance of the photograph is that BOWOOD disappeared from the records between it leaving the Shelton Works, Stoke on Trent and its arrival at Florence Colliery a year later in 1938. This fits in with the lifting of the line to Billingsley which was carried out in 1937-38. It reminded me of an article I wrote for the Severn Valley Railway Magazine way back in 1972. As far as I know, nothing has

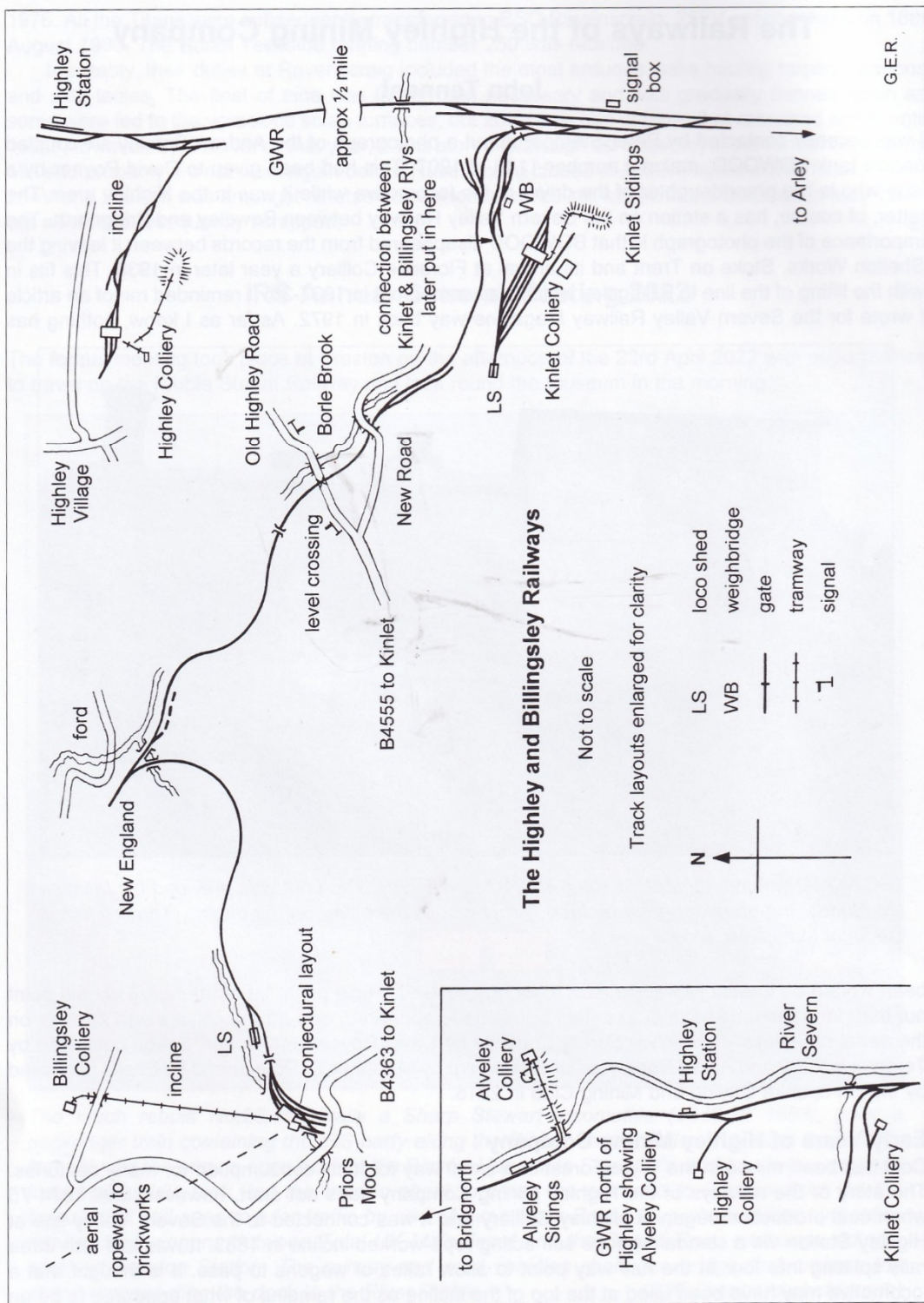


BOWOOD was photographed somewhere near Highley. The print was provided by Jasmine McSorley, the granddaughter of Jack Turner who is the driver on the engine. The fireman is thought to be a Mr Jones.

been written on the subject since, so I thought a revised article might be of interest. I should point out that, in the meantime, two excellent books have appeared, one on the colliers and another on the aerial ropeways - *The Wyre Forest Coalfield* by David Poyner and Robert Evans published by Tempus in 2000 and *Aerial Ropeways of Shropshire* by M. Shaw, D. Poyner and R. Evans published by the Shropshire Caving and Mining Club in 2015.

Early Years of Highley Mining Company

Coal has been mined in the Wyre Forest in a small way for local consumption for many centuries. The story of the railways of the Highley Mining Company does not start, however, until 1874-75 when coal production began at Highley Colliery and it was connected to the Severn Valley line at Highley Station via a standard gauge self acting rope-worked incline in 1883. It was laid with three rails splitting into four at the half way point to allow rakes of wagons to pass. It is thought that a locomotive may have been used at the top of the incline as the remains of what appeared to be an



engine shed were still extant in 1940. The yard was quite small and could easily been worked with a horse. No record of a locomotive has survived.

In 1892 the Highley Mining Co extended its activities to the south and took a 21 year lease on part of the Kinlet Estate of Charles Baldwin Childe empowering them to mine coal, iron and clay, as well as to lay a railway from what became Kinlet Colliery to connect to the Severn Valley line of the Great Western Railway about a mile south of Highley Station. The railway was to be approximately one mile in length and was to be completed within three years from the 25th March 1892. Among the various provisions of the lease was the interesting item "not to cover with coal rubbish a greater part of the surface lands than necessary, or any part of the site of the old railway of the lessor". This was a plateway from his coal workings near Billingsley.

Under the terms of the lease, the lessor (Baldwin Childe) was allowed to use the railway, but not so as to obstruct the lessee (Highley Mining Co) and also to connect with it any railway or tramway that he might construct himself. He was to pay tolls to the Highley Mining Co for use of the line, but not in excess of those charged by the GWR. As far as is known, he never took advantage of any of these powers.

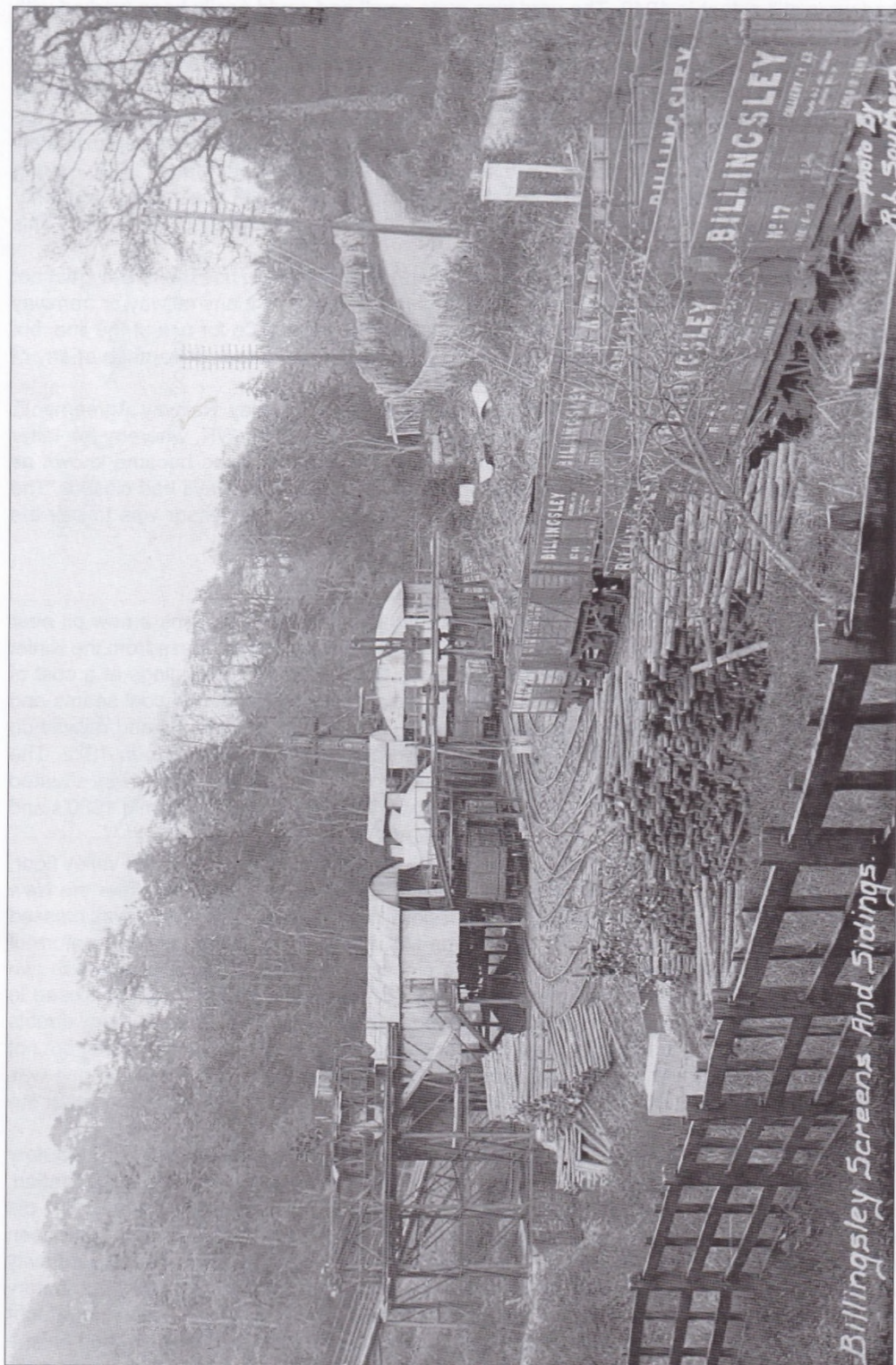
The railway to Kinlet Colliery was constructed and the "Severn Valley Railway Agreement", dated 27th May 1895, was made between the Highley Mining Co and the GWR, whereby the latter was to construct the junction and sidings at the expense of the former. These became known as Kinlet Sidings and survived as a wagon repair yard long after the colliery railways had closed. "The Kinlet Railway Agreement", dated 23rd May 1899, set out the tolls that the lessor was to pay the Highley Mining Co for the use of the railway.

The Billingsley Railway

Meanwhile, early in the 20th century, the Billingsley Colliery Co was formed to sink a new pit near the Cape of Good Hope Inn on the Bridgnorth to Kinlet Road. This was also on lease from the Kinlet Estate, as was the land for its railway to link the colliery to the GWR at Kinlet Sidings at a cost of £30,000. The company, however, ran into difficulties because of steep and faulted coal seams and gave up the lease in September 1915. The Highley Mining Co took over the colliery and railway on a new lease in 1916. The troubles at the colliery persisted and it was closed down in 1922. The railway was retained to serve a landsale yard at the terminus, near the screens, which was situated on the Bridgnorth to Kinlet road at a place called Priors Moor. The yard closed in the mid 1930's and the railway was dismantled in 1937-38, which is where BOWOOD comes in.

The Billingsley Railway was about three miles in length and wound its way along the valley floor, a long trailing siding being given off the south side of the line just before it passed under the New Highley Road by means of a concrete bridge. The old road with its very steep gradients was crossed on the level about a quarter of a mile further on at Borle Mill. Here, due to the precipitous nature of the road descending to the railway on either side, the crossing gates were linked by wires to two semaphore signals at the top of the gradients on each side of the valley. When the gates closed to the road, the signals went to danger and road users stayed at the top of the hill if they had any doubts about the effectiveness of their brakes. Strangely, the signal arms were painted white or grey but not the usual red. They did, however, display the usual red or green lights at night. The west one was level with the top of Borle Mill Cottage garden and the east one was by the bend in the road near the house at the top of the hill.

The line continued along the deep wooded valley for almost a mile before crossing a tributary stream and running into a reversing station at a place called New England. The reversing station, which was adjacent to the Highley – Billingsley road at the point where it fords the Borle Brook, did not seem to have any associated sidings, being just a simple reversing neck. Trains may have been propelled for part of their journey, but there is a downward gradient towards the dead end so gravity may have been used to run round. Leaving the reversing station, the line re-crossed the tributary stream and followed its valley as far as the Bridgnorth to Kinlet road at a place called Priors Moor where it terminated at the Billingsley Colliery screens. Just before the terminus, a single road engine shed was passed on the right. The colliery was situated some 200 feet above the valley near



The Priors Moor terminus of the Billingsley Railway seen from the buffer stops with the screens in the centre and the end of the aerial ropeway and tramway incline on the left. (Photograph courtesy David Poyner)

Billingsley village and was connected to the screens by means of a rope-worked narrow gauge tramway incline. The screens and railway yard were partly constructed on a girder bridge above the stream and this structure can still be seen from the adjacent road. The yard here was also the terminus of an aerial ropeway serving a brick works near the Cape of Good Hope Inn. The brick works was established to provide bricks for miners' houses at the "New Village" at Highley in May 1914. It had a short working life as, following a dispute with the local council, building work ceased and the ropeway closed just a year after opening. It was not dismantled until 1937-38 when the railway was lifted. My father remembered seeing the buckets hanging above the road in the late 1920's. The delivery of bricks was unbelievably complicated – ropeway to Priors Moor, Billingsley Railway to Kinlet Sidings, GWR to Highley Station and steam lorry to the building site. The latter caused complaints as it cut up the roads.

The position at Prior's Moor is in some doubt, Eric Hannon who recorded the track layouts after lifting from the sleeper marks shows only two sidings but, as seen from the postcard view, there were four lines. This may be due to the demolition of the screens and aerial ropeway terminus disturbing the ground to the extent that he was unable to identify all the tracks. The previously mentioned engine shed was a single-road structure situated about a quarter of a mile short of the terminus, remote from road or path. It must have been one of the most secluded engine sheds in the country hidden deep in a wooded dell. Its occupant was a Peckett W4 class 0-4-0 saddle tank with 14in x 20in cylinders, maker's number 599 of 1895. It came from C. Rowlands, a shunting contractor at Swansea Dock, via the dealer C.D. Phillips and was scrapped or sold at an unknown date. If it survived until the lifting of the line, it must have been unusable otherwise there would have been no point in obtaining BOWOOD. As far as the local people could remember, it was painted in a dark colour probably green but possibly blue. Eric Hannon examined the shed on his visit and stated that it appeared not to have been long vacated, but that may be due to its use by BOWOOD during the demolition at the terminus. Once the track lifting started, BOWOOD would have had to be left out in the open of course. There were never any miners' trains on either railway, they always walked to work, some from as far away as Kidderminster.

Later Years of Highley Mining Company

In the late 1920s, the Highley Mining Co was looking for new reserves of coal in the area. It established that the coal beyond the River Severn at Alveley was of good quality. A single shaft was



Kinlet Colliery as viewed from the engine shed.

(Photograph courtesy of the late Marie Price)

sunk there in 1935 but the Highley Colliery shafts were retained for ventilation and emergency access because there was good underground communication between the two pits. Alveley Colliery involved the use of modern equipment with coal cutters, electricity and underground conveyors progressively replacing pit ponies. It was connected to a new set of screens next to the Severn Valley Railway by an endless cable-worked narrow gauge tramway which crossed the river on a concrete bridge. The tramway was replaced later by an aerial ropeway. All coal and men haulage transferred to Alveley in 1940 marking the end of Highley Colliery.

Kinlet Colliery had closed in 1935 and been abandoned in September 1937 when the lease on the estate had expired. It had proved difficult to modernise the colliery and there were geological problems. The railway was lifted about 1940 and it had all gone by July 1941.

Kinlet Sidings had consisted of three parallel loops to the west of the Severn Valley Railway line just south of the bridge over the Borle Brook. A signal box was provided on the east side of the layout and the Kinlet and Billingsley railways had separate exits at the north end of the yard. Each exit was provided with a gate. The lines then ran parallel to each other along the valley of the Borle Brook. Both became double on leaving the yard but soon singled again. There was latterly one, possibly two, connections between the lines hereabouts and a weighbridge on the Kinlet track. The Kinlet railway soon began to climb the south side of the valley, while the Billingsley railway remained on the valley floor alongside the brook. The One Inch Ordnance Survey map of the period mistakenly shows only one line here. The Billingsley Railway suffers the indignity of not appearing on large scale maps as it came and went between two surveys; the One Inch detail being taken from a corrected earlier large scale sheet, now destroyed. The Kinlet Railway soon reached Kinlet Colliery perched high on the valley side and terminated at a single-road engine shed, the various sidings trailing back from a point just short of the shed.

As to the locomotives used on the Kinlet line, the Highley Mining Co purchased the new Andrew



Andrew Barclay 782 in retirement at Guy Pitt & Co at Shutt End after having worked earlier on the Kinlet Colliery railway. (John Tennent photograph)

Barclay six-coupled saddle tank number 782 in 1896 presumably for the opening of the colliery. It had the following inscription painted on its tank – HIGHLEY MINING CO LD "KINLET". The apostrophes appear to indicate that it was named KINLET and that the word was not just part of the address. It was sold to Guy Pitt & Co Ltd of Shutt End, Staffordshire at some date, being noted there by November 1946. Named PETER, it remained at Shutt End for the rest of its working life before being transferred to the Ironbridge Gorge Museum for preservation. It was replaced at Kinlet by Hawthorn Leslie 0-4-0 saddle tank, maker's number 3424 of 1919, obtained from Thos W. Ward in 1929. Later, this locomotive went to the Steel Company of Scotland via Thos W. Ward. Possibly it was about when the colliery closed but another engine was acquired from Ward's Charlton Works at Sheffield in 1937. This was a four-coupled saddle tank, Hudswell Clarke 1401 of 1920; it may have been needed for the site clearance because it left in 1941 for W. Gilbertson & Co Ltd, Pontardawe in Glamorganshire.

The loss of Highley and Kinlet Collieries was not felt by the mining company as, by 1945, Alveley was producing almost 250,000 tons of coal, more than the output of the earlier two combined. With the market for coal contracting, Alveley Colliery closed in January 1969, but remained active until March for clearance operations and so ended coal production in the area. The waste tips at Alveley have been landscaped into a country park and, amongst the relics on display, are two tramway tubs, one old wooden type and one modern metal one.

Finally I would like to express my thanks for all of the help that I received in preparing the original article from The National Coal Board, Ordnance Survey, Eric Tonks, Eric Hannon and Colin Clark and from Peter Stamper, David Poyner and Allan C. Baker for the revised version. ■

"Those you have missed"

Compiled by Andrew Smith

Roger West was instrumental in ensuring that the industrial railway and locomotive photograph collection of the late John K. Williams was donated to the Society. The donation included not just John's own photographs and negatives but also a lovely collection of colour slides that he had acquired over the years. It has not yet been possible to identify the names of all the photographers but they include Peter D. Rowbottom (PDR) and John P. Mullett (JPM).

John Williams first recorded observation of industrial locomotives was an undated (but about 1951) observation of SULTAN (Nasmyth, Wilson 602/1902) at Giants Hall Colliery on the Standish Railways in Lancashire. From there, he went to nearby John Colliery where he saw ACHILLES (Hudswell Clarke & Rodgers 217/1880), HECTOR (Wigan Coal & Iron of 1867) and a 0-4-0 diesel Hunslet 2074/1940 at a R.O.F. site (IRS records show this to be Beech Hill, Wigan). It was rare for John to record any details about diesel locomotives as he was a steam man through and through.

He took hundreds of black and white photographs but rarely dabbled in colour until much later. He gathered together his favourite slides into a green metal slide case and would use these as the basis for talks. This case, together with his detailed notes of what to say about each slide, are now in the Society archive. What follows, starting with his introduction, are nine colour slides and the exact wording he wrote in his notes to give a flavour of how it might feel to have been at one of these shows. I have added further details and notes in brackets for each photograph including the date taken and initials of the photographer if known.

Preamble

Perhaps I should have entitled this show "Those you have missed" because it was not until the final demise of main line steam that the main body of enthusiasts began to take an interest in industrials. However the wind of change had by then taken its toll until today there are very few industrial steam locos in regular operation.

The majority of the slides I am going to show you tonight were taken between 1960 and 1965 when there was so much to see then that it was difficult to know where I should begin. To preserve some sort of logical sequence, I propose to conduct you on a railway 'Cook's Tour' beginning where my day began at Tutbury Station; here most mornings, one of the Station's two Pecketts would usually be shunting the exchange sidings behind the station.



Peckett 1666 of 1924 is on the bridge over the River Dove part way along the half mile long branch between the plaster works and the exchange sidings.

(IRS 088001, photographer unknown)



We commence our journey via Marston Junction and the North Stafford Railway line into Burton where at Old Dixie and Horninglow Bridge, Workington's and Bass once put their traffic to rail. Their attractive and well turned-out locomotives were very much a part of the daily routine in Burton. The Guild Street Branch led from Dixie into the Bass breweries and the company's No.3 (Thornhill & Warham 609 of 1891) stands in front of the Middle Yard Store with the branch on the right.

(IRS 08809, JPM)



Worthington No.4, which was built by Hudswell Clarke as its number 602 in 1901 but was later rebuilt several times, was photographed outside Worthington's New Engine Shed.

(IRS 088003, taken 7/1960 JPM)



Moving away from Burton, at Leicester Junction, we take the Woodville loop line at Swadlincote Junction on which there were four companies owning locomotives. The one shown here belonged to John Knowles, the pipe manufacturers at Woodville and is Andrew Barclay 891 of 1901 which came to Knowles in 1950 as spare engine after a period at Kings Norton Ordnance Depot.

(IRS 088011, taken 7/1960 PDR)



*Next we have an action shot of No.6 at Measham Colliery which was one of the last steam locomotives produced by Bagnall's of Stafford. This is maker's number 3061 of 1954 and is seen in May 1965.
(IRS 088012, taken 14/5/1965 JPM)*



*We now travel through Coalville to another of the National Coal Board's pits. This one is Nailstone Colliery where we see the only shot of a Yorkshire Engine product tonight in the shape of number 1890 of 1924.
(IRS 088037, taken about March 1964 (PDR))*



*And so to Desford Colliery where the locomotives were usually stabled in the open; this photograph shows Peckett 1118 of 1907.
(IRS 088013, taken 7/3/1964 (JPM))*



*From Desford Colliery, we go east on the former Midland Railway's Leicester to Swannington line past the now closed stations at Desford and Ratby to approach the main line at Knighton and to two industrial sites on either side of the line. To the south, lay Aylestone Gasworks which used locomotives built at Newcastle by Hawthorn Leslie and Robert Stephenson & Hawthorns. This is MARS II which was built in 1948 and was the last steam locomotive to be used here and was later sold to Leicester Corporation's museum at the Abbey Pumping Station.
(IRS 088016, taken 9/5/1964 (JPM))*



On the opposite side of the line was Freemans Meadow Power Station where we see an Andrew Barclay fireless locomotive, number 1815 which was built in 1924.

(IRS 088017, taken 9/5/1964 (JPM) ■

Mystery Industrial Shed

This photograph is owned by John Sloane and he has struggled to identify both the location and purpose of the large shed. Hopefully, readers can supply the missing information on it ; answers to the editor please.



The Many Faces of Holwell Works

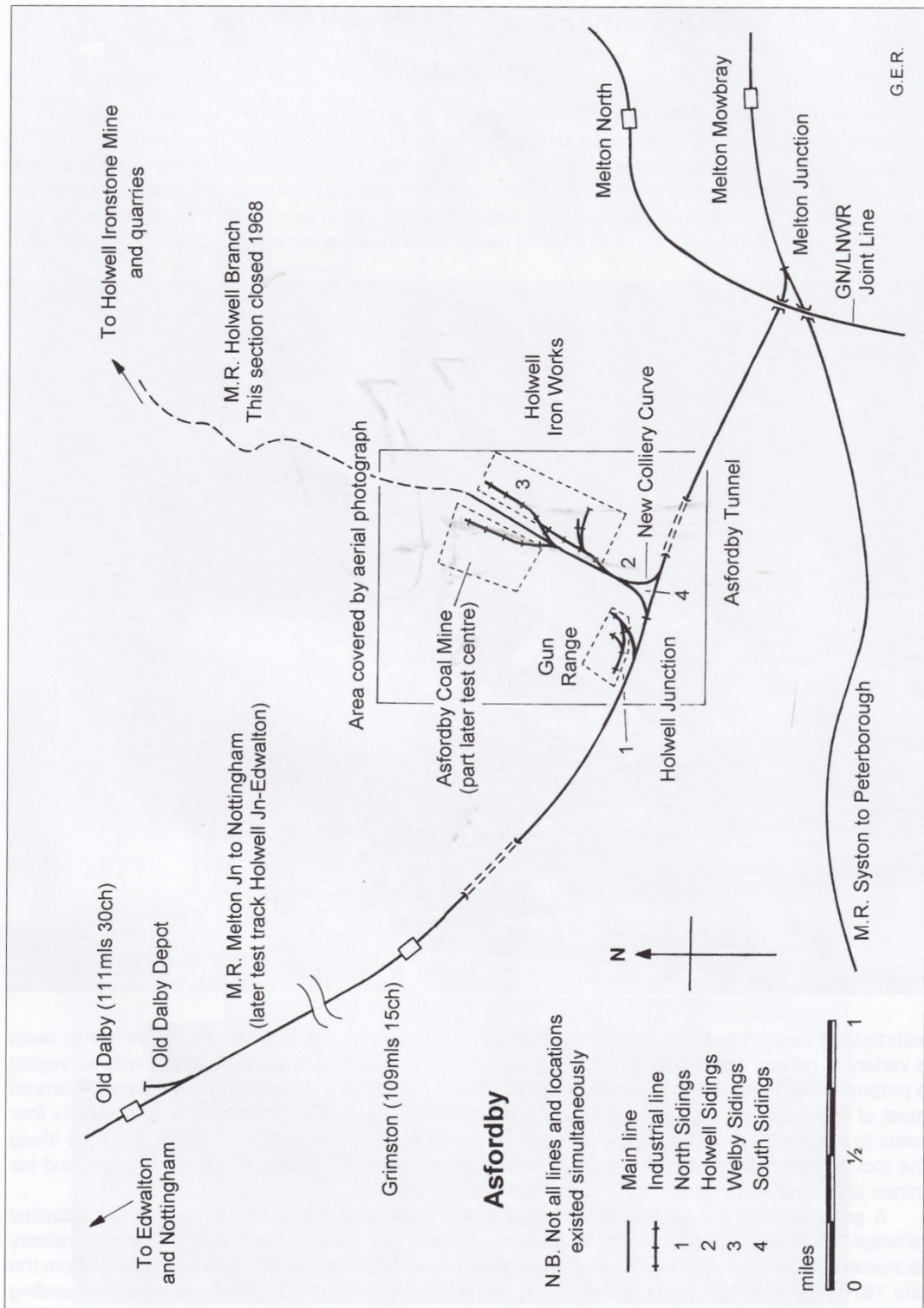
Ian Bendall

The aerial photograph below is in the IRS archive as part of the Trevor Lodge Collection in a brochure titled 'STANTON from the air' published by The Stanton Ironworks Co Ltd in October 1949. In Trevor's usual style, he located a copy of the original photograph which is the subject of this article. What caught my attention are the blast furnaces which had been demolished years before I made my first visit to Holwell Works. I then began to study the area covered by the photograph in detail and, as I now live only a couple of miles away, used my local knowledge to reconcile the scene



with today's view. Holwell Works continues to produce castings but, over the years, there has been a variety of railway activity going back to the 1870s when Colonel Richard Dalgleish was surveying a proposed line from Melton Mowbray to Nottingham for the Midland Railway. He must have covered most of this area and discovered ironstone in commercial quantities at Holwell, approximately four miles to the north off the top of the photograph. He settled on the route for the MR that runs along the foot of the photograph. He also built Holwell Ironworks in the centre of the photograph and his mines at Holwell were served by a branch off the new MR line.

A great deal of activity has taken place in this area over the years, all served by industrial railways, including blast furnaces, a foundry, military gun range, deep coal mine and railway technical centre, not forgetting the civil engineering contractors that built the infrastructure. From the late 1870s for over 150 years of activity on the Holwell Works site, together with the surrounding



area, the one thread that links all this together is the MR main line, subsequently used as a test track after its closure and the southern stub retained to also serve a new colliery.

The area where the blast furnaces once stood has not been redeveloped and today is a brown field site. The foundry is in the centre of the photograph, its buildings now rationalised but still producing castings by PAM Saint Gobain, the successors to Stanton plc. To the left of the ironworks on the open ground was the site of British Coal's "Superpit" Asfordby Mine – now gone. Today, some buildings remain, the former coal preparation plant is Network Rail's Rail Innovation & Development Centre workshop and other buildings constitute what is now Asfordby Business Park.

1874–80

JOHN AIRD & SONS

CONTRACT No.2 Willoughby/Upper Broughton to Melton Mowbray

Work commenced at Melton Junction in October 1874 and progressed northwards towards Nottingham. The initial contract was not signed until 7th July 1875 and a new contract between Lucas & Aird and the MR agreed in June 1877. Aird's also had Contract No.1 Willoughby to Nottingham but, as construction commenced at Melton Mowbray and progressed northwards to Nottingham, it is assumed that the same locomotives were employed on both contracts.

The line was completed and opened to goods traffic on 1st November 1879 and passenger traffic on 2nd February 1880. A sale of plant took place at the contractor's yard at Old Dalby on 11th June 1880 and included seven locomotives by Hunslet and Manning Wardle.

Those identified below as working on the Nottinghamshire section are listed in our publication *Industrial Railways of Nottinghamshire* (IRS, 1999) but *Industrial Railways & Locomotives of Leicestershire & South Derbyshire* (IRS, 2006) does not mention any specific locomotives. To complicate matters, Lucas & Aird also had the MR contract for the 15 miles of line from Manton (Rutland) to Glendon Junction (Northamptonshire). That contract was let in July or August 1875, had work in hand by February 1876, opened on 1st December 1879 and fully by 1st June 1880. Manton being only 20 miles along the MR line from Melton Mowbray, it is possible that locomotives were transferred over this main line between the two contract sites.

Gauge: 4ft 8½in

	FORTESCUE	0-6-0ST IC	HE	3	1865	(a)	(1)
142	TIME	0-4-0ST OC	MW	559	1876	(b)	(2)
	MIDLAND	0-6-0ST IC	MW	656	1877	(c)	(3)

(a) originally to W. & J. Pickering, Barnstaple-Taunton railway contract, 1865-67.

Hunslet later records it as with J. Aird & Sons, Nottingham.

(b) new to Nottingham

(c) possibly new to Nottingham but it may have gone to the Bromley North-Grove Park contract first.

(1) the locomotive was still with John Aird & Sons in 1901.

(2) later with Chas. Murrell, London, possibly circa 1913-18.

(3) later with Baker & Firbank, Ruskington-Lincoln contract, 1880-83.

There are two other locomotives which **may** have been used on the contract and I wonder whether they were standing at Old Dalby when purchased? They were both Manning Wardle Class K 0-6-0 saddle tanks with 12in x 17in inside cylinders which were purchased by the Holwell Iron Co. Maker's number 564 of 1876 came from Lucas Bros after working on the Felixstowe-Ipswich railway contract (1874-77). Manning Wardle 589 of 1876 had been despatched new to Lucas & Aird's Victoria Dock Extension contract which was in progress between 1875 and May 1880.

1875–84

HOLWELL TRAMWAY

As already mentioned, in 1873, Colonel Dalglish the civil engineer engaged by the MR to survey

the route in preparation for the construction of the Nottingham to Melton Mowbray line, investigated the redness of the soil in the Holwell district to the north of Melton Mowbray. Tests confirmed the presence of large deposits of ironstone. In partnership with Howard Allport (son of James Allport, General Manager of the MR), they purchased land at Holwell and, in December 1875, established the Holwell Iron Co.

The ironstone deposits around Holwell village were opened up and began to be exploited. Holwell Works (named after the ore deposits) was being erected on the chosen site at Asfordby Hill but was not ready to receive the ore. Aird, whilst constructing the MR line to Nottingham, also laid out a tramway for the Holwell Iron Company during 1875 and 1876. The opening of the tramway enabled the ore to be transported by rail to Melton Junction and so it could be sold on the open market. The line actually ran at ground level above Asfordby Tunnel and, by all accounts, shared the contractor's siding at Melton Junction before joining the Syston-Peterborough railway.

To work this traffic, two locomotives are known to have been at Holwell and may have shared these duties with MR locomotives, although it is stated that the Holwell locomotive hauled the traffic to Melton Junction. The Kitson was new in February 1879 but the blast furnace was not tapped first until 1881. The disposal of the 0-4-0 saddle tank is not known and an advertisement dated 24th October 1879 for the sale of a "Four wheel coupled Tank Locomotive" by a Mr Dalgleish at Melton Mowbray is debated in *Industrial Railway Record* 235, December 2018, page 475. When new, Kitson 1836 had HOLWELL No.1 painted on the saddle tank but it later acquired cast HOLWELL No.1 plates, one of which is on display in the IRS collection at the Chasewater Railway, Brownhills, Staffordshire.

The tramway was replaced when the MR built its branch line alongside it in 1884.

Gauge: 4ft 8½in

-	0-4-0ST OC	HCR	187	1876	(a)	(1)
HOLWELL No.1	0-6-0ST IC	K	1836	1879	(b)	(2)

(a) new from Hudswell Clarke & Rodgers 6/1876; a rebuild of a locomotive by Thornewill & Warham of Burton-on-Trent, Staffordshire.

(b) built 1872 but not purchased/delivered until 1879. Based at Holwell Works.

(1) offered for sale 24/10/1879 but nothing else is known.

(2) remained in the Holwell Ironworks fleet.

From 1878 to today

HOLWELL IRONWORKS AND FOUNDRY

Asfordby Hill, Melton Mowbray

Saint Gobain PAM UK (Holwell)

Stanton plc until 1/10/2000

British Steel Corporation until 3/1986?

Stanton & Staveley Ltd until 29/3/1970

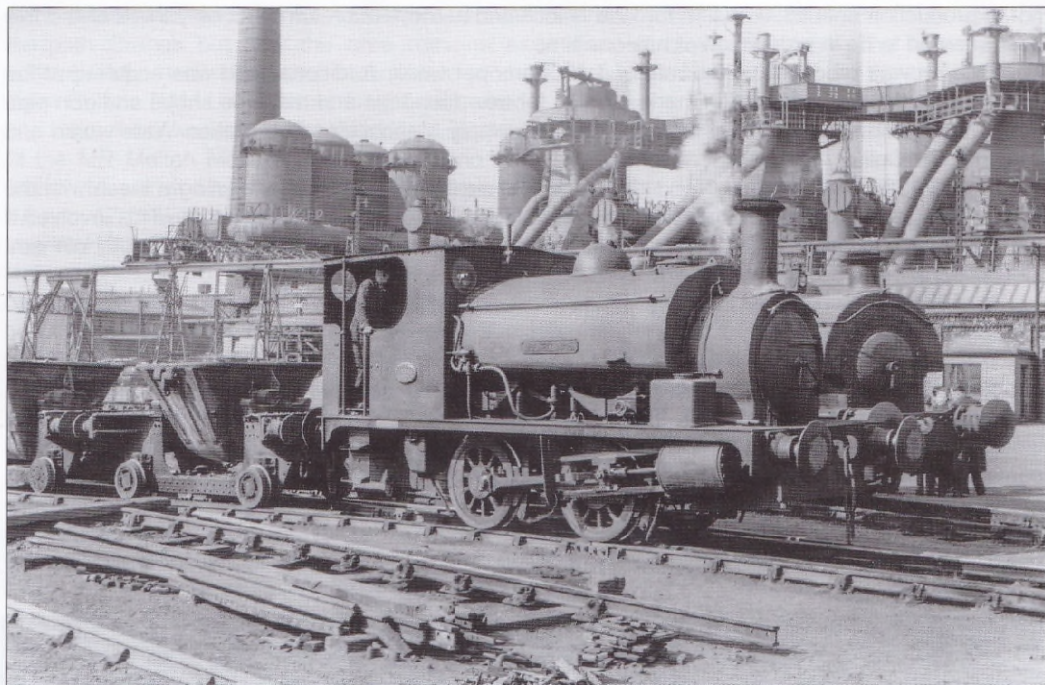
Stanton Ironworks Co Ltd until 1/6/1962

Holwell Iron Ltd until 1/1/1918

Holwell Iron Co until c/1880

The works was a subsidiary of Stewarts & Lloyds Ltd 1939-29/3/1970, British Steel Corporation to 8/1989 and then Saint Gobain.

Faced with competition from other iron-makers who were also extracting ore from the local area, the company decided to build its ironworks "on the spot" and chose this site at Asfordby Hill close to the junction of the Melton Mowbray-Nottingham line with the branch line to Holwell. Construction commenced in 1878 and the ironworks was in production from 4th December 1881. Additional blast furnaces were constructed; the second being tapped in 1883, the third in 1887 and the fourth was under construction by 1890, together with a foundry. Statistics quote that the fourth blast furnace was



A fine picture of HOLWELL No.15 (Hudswell Clarke 1321/1917) in front of the blast furnaces at Holwell Ironworks on 22nd April 1956 and tipping slag out of the ladles on 8th March 1953.
 (IRS Bernard Mettam and Doug Clayton photographs)

not in production until 1899. A fifth furnace is included in the 1923 returns but only three of the five ever seemed to be in production at any one time.

Pig iron was produced at the rate of 1,400 tons per week. Additional land was acquired at the north end of the works from Sir Charles Welby for new foundries and machine shops and iron pipe production commenced in 1904 with contracts to supply Manchester Corporation Waterworks and the Bolsover Colliery Company.

In July 1894, the company had safeguarded its supply of ironstone by signing a lease with the Duke of Dysart to extract ore from 2,000 acres of land at Buckminster, Lincolnshire. This involved a rail journey of 13 miles to the ironworks. It also secured a supply of limestone at South Witham, Lincolnshire.

In 1931, a Continuous Casting Plant, built to produce pipes from pig iron, proved so commercially successful that a second plant was added in 1937. All these initiatives each resulted in the increase of inward and outbound rail traffic. In 1933 two furnaces were in blast and being charged with raw materials as follows: Northampton Sand Ironstone from Buckminster Quarries; Middle Lias Ironstone from Holwell, Eaton and Tilton, together with calcined ironstone from Stainby, Lincolnshire. Limestone came from South Witham and coke from the Yorkshire coalfield. This gives some idea of the incoming rail traffic with over 1,000 wagons arriving each week. Shell cases were manufactured in the Second World War and there is a suggestion that armour plate was also produced.

The last charge to the blast furnaces was made on 14th September 1962, following which they



HOLWELL No.18 (Andrew Barclay 1791/1923) had been recently repainted and was pulled out of the Holwell Ironworks shed for a photograph on 28th March 1969. Note the distinctive heavy buffers that were a feature of the locomotives at Holwell. (Cliff Shepherd photograph)

were demolished and the 40 acre site had been cleared by 23th April 1963. Part was used by Redpath Cranes but now the area remains as a disused brown field site. The foundry was subsequently modernised and continues to produce castings today (2021) under the ownership of Saint Gobain PAM UK but is no longer rail served.

Holwell Ironworks had various sidings connecting with the main line. The first were situated north of the MR Melton Mowbray–Nottingham line at Holwell Junction located 2¾ miles north-west of Melton Mowbray Station. Also by 1896, there were sidings on the east side of the MR Holwell Branch, 17 chains along the branch. This second collection of sidings was known firstly as "Holwell Iron Works Sidings", later as "Centre Sidings" and then as just "Holwell Sidings". Further along the Holwell Branch at 51 chains were "Welby Sidings" shown on the map after 1884 and, by 1887, as "the Holwell Iron Company's Welby Sidings".

From 1968, the Holwell Branch had been cut back to Welby Sidings, which themselves closed in February 1972. Following closure, a single siding at Holwell Junction, known as Holwell Siding, ran into the southern part of the works adjacent to the crane. The last traffic on this siding was on 30th August 1980 and official closure was dated 17th May 1983. With the connection to the main line taken out, the remaining rail system within the works was purely for internal traffic handled by diesel locomotives until this ceased in 1995.

Full details of the locomotive fleet at Holwell Ironworks are provided on pages 51-52 of the Leicestershire & South Derbyshire Handbook and will not be repeated here. Initially, there were some secondhand acquisitions but a new Hudswell Clarke (406/1892) was purchased to be followed by three new 14 inch saddle tanks in 1900-01 built by Hawthorn Leslie, maker's numbers 2458, 2482 and 2511. With a few exceptions, the company bought new four-coupled locomotives up to the Second World War with an increasing preference for Andrew Barclay products. The Holwell Iron Co and later Stanton Ironworks Co operated a centralised locomotive policy and many engines came from outlying quarries for heavy maintenance and rebuilds. After the war, steam and diesel locomotives became available, particularly from works with which Holwell was associated.

Not surprisingly, there was a significant reduction in rail traffic after the closure of the blast



One of the final two locomotives at the Holwell Foundry was 19 (Sentinel 10019) seen here on 28th June 1993.

furnaces in 1962. A visitor to the works on 28th March 1969 found its first diesel, Sentinel 10019, working although for some reason it was said not to be popular. STANTON No.27 (Andrew Barclay 1899/1927) was in low steam and acting as spare; HOLWELL No.18 (Andrew Barclay 1791/1928) and HOLWELL No.17 (Andrew Barclay 1651/1919) were in the shed and HOLWELL No.15 (Hudswell Clarke 1321/1917) and No.2 (Hawthorn Leslie 2458/1900) were dumped on a siding for scrap. Details of the last two locomotives at the Ironworks are given below:

Gauge: 4ft 8½in

19	4493/45	4wDH	S	10019	1960	(a)	(1)
36	4493/46	4wDH	S	10036	1960	(b)	(1)

(a) ex Stanton & Staveley Ltd, Cochranes Works, Middlesborough, 11/1968.

(b) ex Stanton & Staveley Ltd, Cochranes Works, Middlesborough, 6/1971; to R.F.S.Engineering Ltd, Kilmhurst, South Yorkshire for repairs, 12/7/1991, returned 27/9/1991.

(1) to Staffordshire Locomotives, 15/1/1996 and 16/1/1996.

1918-69

MINISTRY OF DEFENCE

Asfordby Gun Range

War Department until 1/4/1964

The site (SK 718196) was set up as a Proof & Experimental Establishment during the First World War when, in July 1918, the Ministry of Munitions asked the MR to modify the North Sidings at Holwell Junction. A loop was provided by the MR at the Government's expense raising the capacity of North Sidings to 210 wagons. The sidings for "Holwell Proof Butts" were further extended at the Government's request at the start of the Second World War. Proof testing of heavy-calibre guns was carried out on the range until firing ceased in March 1971. The last gun was fired in the following October during a short ceremony to mark the closure. The site was mothballed, the locomotive shed



The former engine shed at Asfordby Gun Range in September 1988.

and other buildings still being extant in 1996 when they were used as a training ground by the MOD and emergency services but were demolished by 2000. The site was offered for sale by auction in February 2003 and is now in private ownership. It is not known what rail traffic and locomotive use took place before the arrival of John Fowler 22503 in 1938. It is assumed that shunting was performed by the Midland Railway and later LMS.

Gauge: 4ft 8½in

815	r/n 111	0-4-0DM	JF	22503	1938	New	(3)
814		4wDM	RH	218046	1943	(a)	(1)
813	r/n 110	4wDM	RH	411319	1957	(b)	(2)
805		4wDM	RH	224343	1944	(c)	(4)

(a) ex Highbridge Depot, Somerset, 2/1945 [or MoS Melton Mowbray 8/1/1943]

(b) ex Bramshall Depot, Staffordshire, 9/3/1964.

(c) ex Hilsea Depot, Hampshire, 9/1967.

(1) to Bicester Depot, Oxfordshire, 1/1964.

(2) to Bicester Depot, Oxfordshire, 19/6/1967.

(3) to Bicester Depot, Oxfordshire, 7/1969.

(4) to ROF Wilford, Nottingham, 8/1969.

Note: As of 1st December 2021, John Fowler 22503 survives, having moved from Marchwood Military Port, Hampshire to Kineton Ammunition Depot, Warwickshire. Ruston & Hornsby 411319 is at Whitrope Heritage Centre, Hawick, Roxburghshire.

1967-2000

BRITISH RAILWAYS

Test Track – Melton Mowbray to Edwalton

Serco Railtest from 12/1996

Railtest from 11/1994

British Railways (Research Department)

BR had tried to get the MOD to take over responsibility for the Up line between Holwell Junction and Old Dalby but nothing came of it. Notice of Termination was served on the MOD on 31st July 1969 and occasional traffic to MOD Old Dalby continued until the line officially closed on 6th October 1969. This left the former Up line serving Holwell Sidings with daily traffic for the ironworks plus occasional traffic to Asfordby Gun Range.

In the 1960s, British Railways decided to improve and centralise its research work and chose



Schöma 0032 ELISABETH and 0031 FRANCIS (maker's numbers 5367 and 5366 of 1993) were photographed standing at Old Dalby on 9th September 1993.

the former LMS Research Laboratories in Derby which were enlarged and reopened in May 1964. Additional buildings were added later. This was going to have positive implications for the Melton Mowbray–Nottingham line. Eventually, fourteen miles of the former main line from Melton Junction to Nottingham was taken over by the British Railways Board, Research Centre, Derby. The Research Department became responsible financially for all of the Up line from Holwell Junction. The line was remodelled by British Rail's Divisional Civil Engineer, Nottingham to the Research Department's design. Work commenced in the autumn 1969 running for several months at the same time as goods traffic to Old Dalby continued on the old Up line.

The southern (Melton Mowbray) end remained open to serve the British Steel Corporation's Holwell Works and, latterly, British Coal's Asfordby Mine. The remaining section of line north of Edwalton was dismantled and the land used for housing with the bridge over the River Trent converted to road use.

The Test Track was officially available for use from 30th September 1970. Initially, each train ran under its own Special Notice with train crews usually from Derby. Serco Railtest acquired the Research Centre at Derby and the Test Track in December 1996. In June 1999, it published a proposal to upgrade and electrify the test track and raise the speed limit from 90mph to 125mph. However, Alstom took over the project and the remaining 23 years of Serco Railtest's lease of the line in 2000. (See below).

The locomotive and rolling stock fleet was based at the Railway Technical Centre, Derby but the following industrial type locomotives were present at Old Dalby on 9th September 1993 and may (a slight may) have traversed the test track.

Gauge: 4ft 8½in

0031	FRANCES	4wDH	Schöma 5366	1993	(a)	(1)
0032	ELIZABETH	4wDH	Schöma 5367	1993	(a)	(1)

(a) ex Eurotunnel, Cheriton Terminal, Folkstone, Kent, by 7/8/1993.

(1) to Eurotunnel, Cheriton Terminal, Folkstone, Kent after 4/10/1993.

1985-98

UK COAL LTD

Asfordby Mine

R.J.B. Mining Ltd until c/2001

British Coal until 30/12/1994

Site (SK 727207) preparations to the west of the old Welby Sidings for this new "superpit" on behalf of the National Coal Board commenced in January 1985 and shaft sinking began in 1986. Reorganisations within the NCB resulted in administrative control changing from South Midlands Area to Central Area 1/4/1987, Nottinghamshire Area 1/11/1987, Nottinghamshire Group 1/4/1990, and Midlands Group from 1/9/1993. The mine was purchased by RJB Mining Ltd on 30th December 1994 as part of the privatisation of the coal industry.

Construction of a new south-east curve at Holwell Junction started in late 1989 with track laying beginning on 6th August 1990. This new curve was in a shallow cutting which cut through the stone wall that once formed the southern boundary of the Holwell Ironworks. The new line to serve the colliery ran from a location at the former site of South Sidings, then north along the former Holwell Branch track bed to the colliery (½ mile) and was commissioned 6th January 1991. Main line locomotives positioned their trains for filling by front loading shovels on a concrete pad until a bunker had been erected by September 1994 and came into use the following year. The only industrial locomotives employed were underground.

Loaded trains ran from the colliery into Melton Station where, if they were not topped and tailed with a diesel on each end, the locomotive had to run round its train. A second phase of rail infrastructure was to construct a new north-west curve at Melton Junction which would allow trains



Asfordby Mine on a gloomy 5th June 1992. The train, topped and tailed by 56062 and 56070, is being loaded from the concrete pad.

to travel towards the Trent Valley power stations without reversing. Permission to build the line was granted in the British Rail (No.2) Bill 1990 but the chord was never constructed.

Underground, the mine relied on a number of Clayton Equipment Ltd four-wheel battery electrics to operate on the 2ft 6in gauge system. It also received one of the Becorit rubber-tyred pony four-wheel battery electrics from Harworth Colliery although the 2ft 6in gauge and circa 1991 date of arrival may correct information on this locomotive in RECORD 244, page 322.

Asfordby Mine was beset throughout its life with geological problems, but full production was reached in April 1995 when between four and six loaded trains were despatched daily. The geological problems caused major stoppages in October 1995 and again in February 1996. This resulted in no rail traffic for a period of four months and, when it restarted on 9th May 1996 only two trains ran a week. With the demand for coal becoming less and its price reduced, together with the geological problems, the mine was making huge financial losses and RJB announced the closure of the colliery on 18th August 1997, the last coal train ran on 29th August 1997. Equipment was salvaged from underground, the shafts were plugged and capped in January 1998 and the twin winding towers demolished by explosives on 28th March 1998. The site and buildings are now used for commercial purposes and some of the rail facilities became part of Alstom's Midland Test Centre.

Gauge: 2ft 6in

No.2	4wBEF	CE	B3482B	1988	New	(4)
No.3	4wBEF	CE	B3482A	1988	New	(3)
-	4wBEF	CE	B3141B	1984	(a)	(2)
-	4wBEF	CE	B2933	1981	(b)	
	rebuilt	CE	B3393B	1987		
	rebuilt	CE	B3697	1990		s/s
-	4wBEF	_(BGB	18/4/001	1984		
		(WR	L3032F	1984	(c)	(1)

(a) ex Warsop Colliery, Nottinghamshire, /1989.

(b) ex Cotgrave Colliery, Nottinghamshire, /1990; to CE, Hatton, Derbyshire, 1/1990, returned 10/1990; to CE, Hatton, Derbyshire, /1991, returned /1991.

(c) ex Harworth Colliery, Nottinghamshire, /1989.



Two views of Grant Lyon Eagre's Ruston & Hornsby 421417 of 1958 on 4th September 1990 while working on track laying at Asfordby Mine; some of the buildings at Holwell Works form the background.

- (1) to Ashington Mine Service Centre, Northumberland, 5/1991; regauged to 2ft 0in, thence to Thyssen Tunnelling Ltd, South Kirkby, West Yorkshire, c/1991.
- (2) to Ashington Mine Service Centre, Northumberland, 5/1991; thence to Tanfield Railway, Marley Hill, Tyne & Wear, 10/9/1993.
- (3) later at Stillingfleet Mine, North Yorkshire, then to Selby Mines Rescue Station, Selby,

North Yorkshire, c/1999.

(4) later to Kellingley Colliery, North Yorkshire; then to Ayle Colliery Co Ltd, Ayle East Drift, Alston, Cumbria, c1/2011.

CE B3141B is still at Tanfield, CE B3482B at Ayle and CE B3482A went from Selby to Waltham Abbey Royal Gunpowder Mills Co Ltd, Waltham Abbey, Essex, 28/2/2004 but was scrapped 7/2009.

1989

CEMENTATION MINING LTD

ASFORDBY MINE CONTRACT

Based at Bentley near Doncaster, South Yorkshire this company had the contract from the NCB/British Coal for shaft sinking and pit bottom development work. As far as it is known, Clayton B0132B was not a flame-proofed locomotive so that might explain its short visit to the site.

Gauge: 2ft 0in

70213

4wBE

CE

B0132B 1973

(a)

(1)

(a) ex Bentley Plant Yard, Doncaster, South Yorkshire, 7/10/1989.

(1) to Bentley Plant Yard, Doncaster, South Yorkshire, 2/11/1989.

1990

GRANT LYON EAGRE LTD

Asfordby Mine Contract

A Scunthorpe-based company, Grant Lyon Eagre, was awarded the contract from the NCB/British Coal to lay out the railway sidings serving the coal loading pad and locomotive run-round loop. Work started on 6th August 1990 and was completed on the following 13th October; the first coal train ran on 12th December 1991.

Gauge: 4ft 8½in

-

4wDM

RH

421417 1958

(a)

(1)

(a) ex Plant Yard, Scunthorpe, Humberside, /1990, by 4/9/1990.

(1) to Plant Yard, Scunthorpe, Humberside, c/1990.



A deserted Asfordby Mine in August 1997.



Probably one of the sub-contractors on the up-grading of the Test Track was Trackwork Ltd which used Ruston & Hornsby 398616 of 1956, 24th February 2001.

2000-01

**BOWMER & KIRKLAND LTD,
THE MIDLANDS TEST TRACK CONTRACT
ASFORDBY to EDWALTON (NOTTINGHAMSHIRE)**

Bowmer & Kirkland Ltd was the main contractor for the development of part of the former Asfordby Mine site and up-grade to the Melton Junction to Edwalton Test Track for Alstom Transport. It carried out the civil engineering and building work. A variety of specialist sub-contractors were employed on the railway engineering, erection of overhead line equipment and provision of power supplies.

Gauge: 4ft 8½in

-	4wDM	RH	398616	1956	(a)	(1)
Q454 JTT	4wDM	R/R	Unimog	0027869	(b)	(2)
Q826 GHD	4wDM	R/R	Unimog	0011436	(c)	(3)
KYH 862X	4wDM	R/R	Unimog	0072629	c1984	(b) (4)
Q204 HFR	4wDM	R/R	Unimog	0029065	(c)	(5)

(a) ex Trackwork Ltd, Plant Depot, Thorn Lane, Long Sandall, South Yorkshire, /2000, by 19/10/2000.

(b) ex Border Rail & Plant Ltd, Coatbridge, Lanarkshire, /2000, by 8/9/2000.

(c) ex Brecknell Willis, Chard, Somerset, /2000, by 8/9/2000.

(1) to Trackwork Ltd, Plant Depot, Thorn Lane, Long Sandall, South Yorkshire, after 25/2/2001.

(2) to Railtrack, West Coast Mainline Contract, Rugby, Warwickshire, by 5/8/2001.

(3) to Tyne & Wear Metro contract, Sunderland site, by 22/4/2001.

(4) later with Nor EX Hire (Rail) of Cheadle, Staffordshire.

(5) to Brecknell Willis Ltd; at Midland Metro, Wednesbury, West Midlands, by 31/8/2001.

2000-06

ALSTOM TRANSPORT, ALSTOM MIDLANDS TEST CENTRE, ASFORDBY

In January 2000 it was announced that Alstom planned to use the former 70,000 square foot clean coal shed (SK 727207) and adjacent old coal loading area as part of the Virgin Pendolino Test Programme. Alstom has since tested other diesel and electric multiple units. The legalities of obtaining planning permission which involved Rushcliffe Borough Council in Nottinghamshire, Melton Borough Council, Leicestershire and the involvement of The Secretary of State eventually resulted in planning permission being approved on 14th June 2000. The overhead power lines at 25kV AC were energised on 1st June 2001. The first Pendolino nine coach train ran the entire length of the line on 4th June 2001 and the official opening by Sir Richard Branson took place on 9th July 2001.



VICTORY (Hunslet 7424 of 1978) stands on a ballast train at Alstom's Midlands Test Centre on 2nd December 2000.

Re-installment of the former Holwell Junction curve and installation of four tracks into the old clean coal building enabled it to be used as a workshop. The line into the mine site was remodelled and a triangle formed by the installation of a north curve from the mine site towards Old Dalby. The former Research Centre buildings at Old Dalby (SK 680239) are also used with a locomotive sometimes based there from Asfordby.

Alstom used a number of industrial locomotives at the Test Centre. VICTORY (Hunslet 7424 of 1978) was employed on the railway's upgrade and electrification. It could be seen working at various locations along the line, including into Nottinghamshire. Alstom's involvement with the Test Centre ceased on 31st January 2006.

Gauge: 4ft 8½in

VICTORY	0-4-0DH	HE	7424	1978	(a)	(1)
-	0-4-0DH	S	10128	1963		
	rebuilt	YEC	L142	1965	(b)	s/s
-	0-4-0DH	HE	9225	1984		
	rebuilt	YEC	L173	2000	(c)	(3)
(D3236) 08168	0-6-0DE	Dar		1956	(d)	(2)

- (a) ex Alstom Transport, Washwood Heath Assembly Plant, West Midlands, 16/8/2000.
- (b) ex Corus Track Products, Castleton, Greater Manchester, 7/2/2001.
- (c) ex YEC, Long Marston, Warwickshire, 22/6/2001.
- (d) ex Fragonset Railways Ltd, Derby, 10/12/2001.

- (1) to Alstom Transport, Washwood Heath Assembly Plant, West Midlands, 8/2002.
- (2) to Fragonset Railways Ltd, direct to Battlefield Line, Shackerstone, 22/7/2004.
- (3) to Alstom Transport, Edge Hill Carriage Sidings, Liverpool, by 10/2/2007.

Current Use

NETWORK RAIL INFRASTRUCTURE LTD RAIL INNOVATION & DEVELOPMENT CENTRE

Unit F and Sidings, Asfordby Business Park

According to the *Railway Magazine*, April 2007 issue, Metronet Rail took control of the line, committed to invest £7 million and planned to electrify 2½ miles of the line with London Underground Ltd compatible third and fourth rail. This took place north from Old Dalby through the former Upper Broughton Station and onwards towards Plumtree. It was used to test new sub-surface trains built by Bombardier at Derby. Bombardier was part of the Metronet consortium.



Sentinel 10128 shunts a Strathclyde EMU 334013 at Alstom's Test Centre on 4th May 2001.

The sign board at the entrance to the Business Park has shown several changes of occupants over recent years and has now altered its name to "Melton Business Park, formerly known as Asfordby Business Park". Serco Railtest became the principal rail operator as it was its safety case that the railway operates under on behalf of Network Rail. The test track now includes 21km Down Reversible line allowing 125 mph running, 17km has 25kV overhead line and 7.5km Up Reversible with 25kV overhead line and 750V fourth rail DC which permits testing of London Underground trains.



A Schöma London Underground four-wheel diesel hydraulic, after rebuilding in 2015 by Clayton as a battery/ third rail electric locomotive, stands outside the workshop on 24th April 2015. No.4 was Schöma 5406 to become Clayton B4607.04.

Network Rail awarded an £18.9 million contract to GBRF commencing 1st April 2021 for the management of train movements for four years, with an option for a two-year extension. The length of the contract might be associated with an announcement by H.M. Government in the Budget on 3rd March 2021 with a pledge of £30 million for a project to develop a rolling stock and infrastructure testing complex in South Wales to be known as the "Global Centre of Rail Excellence". This will be built on the mothballed opencast mine site at Nant Helen and the coal washery at Onllwyn. Phase 1 could be operational by 2023 with full completion by 2025. Possibly use of this site here in Leicestershire might be relocated as a result. To comply with the terms of the new contract, the existing locomotive fleet was replaced by different stock hired in by GBRF and these arrived in 29–30th March 2021 with their predecessors departing the site soon after.

Gauge: 4ft 8½in

(D1955 47511) 47714	Co-CoDE	BT	617	1966	(aa)	(7)
(D4002) 08834	0-6-0DE	Derby		1960	(a)	(2)
(D4122) 08892	0-6-0DE	Horwich		1962	(b)	(5)
(D4186) 08956	0-6-0DE	Darlington		1962	(c)	(6)
(D4106) 09018	0-6-0DE	Horwich		1961	(d)	(1)
4 PAM	4wBE/RE	CE	B4607-04	2015	(e)	(3)
rebuild of	4wDH	Schöma	5406	1996		
8 EMMA	4wBE/RE	CE	B4607-08	2014	(e)	(3)
rebuild of	4wDH	Schöma	5410	1996		
(D3673) 08511	0-6-0DE	Dar		1958	(f)	(4)
(D3747) 08580	0-6-0DE	Crews		1959	(g)	(8)
(D4152) 08922	0-6-0DE	Horwich		1962	(h)	
(56003) 56312	Co-CoDE	Electro		1976	(i)	
CD40 4618/4	4wDH	CE	B4618.4	2016	(j)	(9)
CD40 4618/3	4wDH	CE	B4618.3	2016	(k)	

- (aa) 47714 here by 22/9/2010.
- (a) ex Harry Needle Railroad Co Ltd, direct from Basford Hall Yard, Crewe, Cheshire 27/5/2009.
- (b) on hire from Harry Needle Railroad Co Ltd, Barrow Hill Roundhouse, Staveley, Derbyshire, 19/2/2015. To Tysley depot, Birmingham, tyre reprofile, 29/7/2016; returned 12/8/2016.
- (c) ex Serco Rail, Railway Technical Centre, Derby, 9/12/2008. To Wishaw, Warwickshire, overhaul, 19/2/2016, returned 6/2016.
- (d) ex Harry Needle Railroad Co, direct from Boden Rail, Washwood Heath, West Midlands, 19/10/2011.
- (e) ex CE, Burton-on-Trent, Staffordshire, (for trials), 23/4/2015.
- (f) ex Traditional Traction Ltd, direct from Boston Docks, 18/2/2016.
- (g) ex Railway Support Services Ltd, Wishaw, Warwickshire, 29 or 30/3/2021.
- (h) ex Railway Support Services Ltd, direct from Chasewater Railway, Brownhills, Staffordshire, 29 or 30/3/2021.
- (i) ex UK Rail Leasing Ltd, Leicester, by rail, 29/3/2021, (returns to Leicester by rail for regular servicing and maintenance).
- (j) ex Railway Support Services Ltd, Wishaw, Warwickshire, after 10/9/21, by 15/9/2021.
- (k) ex Railway Support Services Ltd, Wishaw, Warwickshire, 11/10/2021.
- (1) to Harry Needle Railroad Co, direct to Lafarge, Hope Cement Works, Hope, Derbyshire, 7/6/2012.
- (2) to Harry Needle Railroad Co, Barrow Hill, 10/3/2015.
- (3) to Transport for London, London Underground Ltd, 4/2015.
- (4) to Traditional Traction Ltd, direct to Locomotion, Shildon, Co.Durham, 25/2/2016.
- (5) to Harry Needle Railroad Co Ltd, Worksop Depot, Nottinghamshire, 1/4/2021.
- (6) to Harry Needle Railroad Co Ltd, Barrow Hill Roundhouse, Derbyshire, 1/4/2021.
- (7) to Harry Needle Railroad Co Ltd, Worksop Depot, Nottinghamshire, after 2/4/2021, by 6/4/2021.
- (8) to Railway Support Services Ltd, after 3/10/2021; then direct to Direct Rail Services Ltd, Speke, Liverpool, by 7/10/2021.
- (9) to Railway Support Services Ltd, direct to Hanson Quarry Products Europe Ltd, Whatley Quarry Somerset, after 10/11/2021, by 16/11/2021.

In conclusion, beginning in the 1870s and still continuing today, perhaps no other area in the United Kingdom has seen such a continuous and varied selection of industry and the railways that supported them. Unless indicated otherwise, the photographs were taken by Ian Bendall. The map was started by Tim Ackerley and completed by Geoff Roughton. ■

New South Wales Locomotive Mysteries

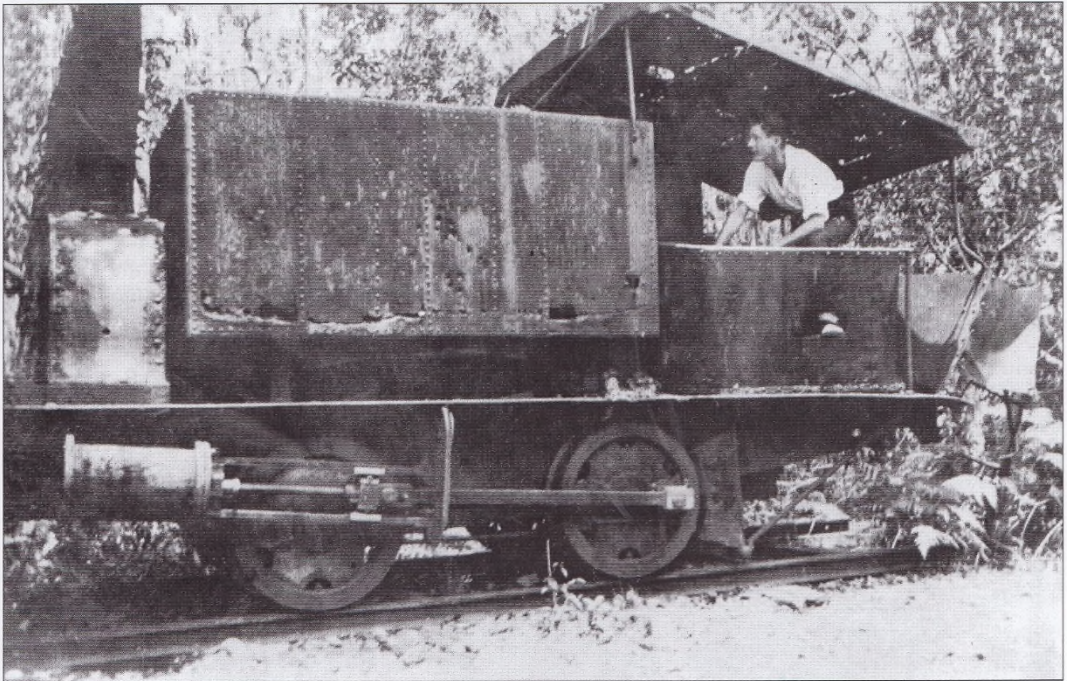
Questions and Some Answers

John Browning

British-built industrial locomotives were used in New South Wales, Australia almost from the inception of railways in the colony, with examples imported in 1856 and 1857 from Fairbairn, Hawthorn and Neilson. These standard gauge machines were for the coal industry but, as main line railway construction extended west and south from Sydney and north from Newcastle, contractors' locomotives were also required. The first purpose-built contractors' engine in NSW was 32, a Manning Wardle 0-6-0 saddle tank for Peto, Brassey & Betts in 1861. Other nineteenth century British standard gauge industrial tank locomotives in NSW included products from Avonside, Andrew Barclay, Beyer Peacock, Black Hawthorn, Fox Walker, Hudswell Clarke, Hunslet, Kitson, Robert Stephenson, Vulcan Foundry and Yorkshire.

One 0-4-0 saddle tank was until recently a complete mystery. It had been left abandoned after 1900 near Yamba on the Clarence River, about 400 miles north of Sydney, where it had been used

The Clarence River locomotive propels a loaded tip wagon on timber staging erected for training wall construction c.1896. (Clarence Valley Historical Society)



The deteriorating remains of the Clarence River locomotive became somewhat of a tourist attraction after World War 1. (Port of Yamba Historical Society)

hauling quarried stone for navigation works. The chain of events on the projects suggest that this is the locomotive first put to this work by the NSW Public Works Department in 1875. It was eventually removed for scrap in 1938 having reached an advanced state of decay. Russell Wear and several of his colleagues have recently examined photographs of the remains and have come to the conclusion that the locomotive can almost certainly be identified as a product of Henry Hughes. Points of identification include the smokebox, the style of the saddle tank and its supports, the cab side sheet and handrail, the running plate with no vertical edging, the brake, the cylinder, slide bars, crosshead and connecting rod.

Circumstantial evidence suggests two previous chapters in the history of this locomotive. It is

likely that this is the one used by contractor Patrick Higgins on his 15-mile contract on the Great Western Railway in the Blue Mountains from Mount Clarence to Wallerawang which was awarded in May 1866. This section included the famous Lithgow zig zag. The locomotive was present by August 1869 and had probably been in use at least six months earlier. The section opened in March 1870 and, in February 1871, Higgins advertised for sale an English ten ton 11 inch locomotive.¹

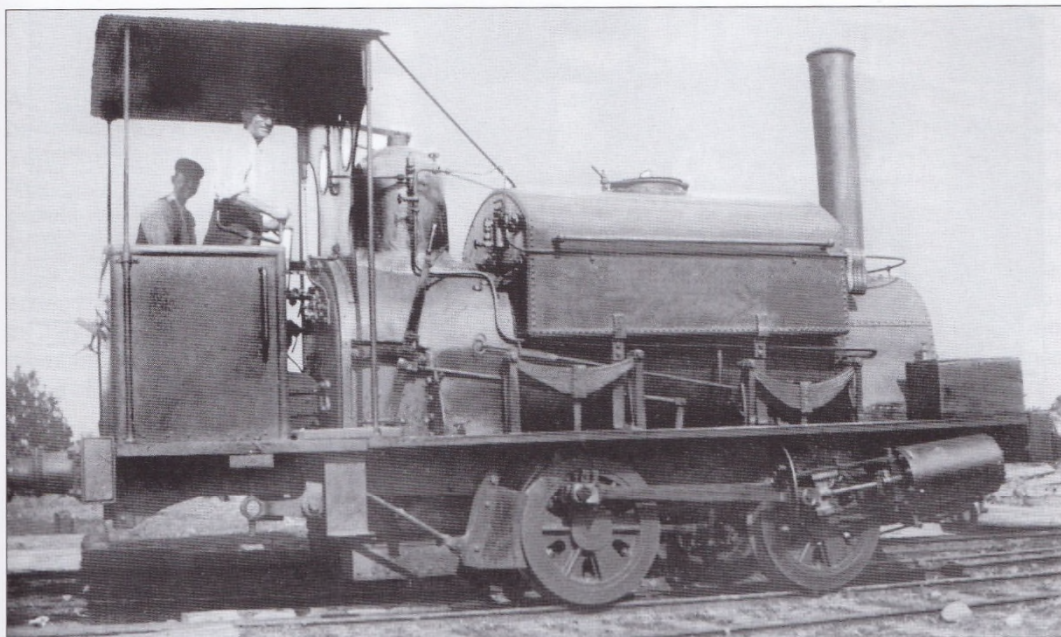
It seems likely that the locomotive used by Higgins was the one built for railway construction contractors, Larkin & Wakeford, in 1864. In June 1863, they were awarded a contract by the NSW Government to build the formation of a 5-mile section of the Great Southern Railway between Mittagong and Wingecaribee, near Bowral. This included the 572 yard Gibraltar Tunnel through the Merrigang Range. In May 1864 it was reported that a locomotive was on its way out from England for the tunnel works. Many years later it was recalled that the locomotive had been used to haul away wagons of spoil from the tunnel, which was completed around June 1866. Afterwards, it was probably used by Larkin & Wakeford for track laying on this and the adjoining sections between Picton and Tallong, a total distance of 31 miles. The contract for this work was let in May 1866 but the required track materials did not arrive from England until March 1867 and tracklaying for the whole length was not completed until around July 1868.²

There is no known photograph of the locomotive with Higgins or with Larkin & Wakeford to enable it to be compared with the one that was used on the Clarence River works.

An unsolved mystery is in the shape of a standard gauge locomotive that was shipped about 200 miles up the coast from Sydney to contractor Granter & Co for harbour works at Harrington in June 1895. It was to be used on the construction of a 'breakwall' at the mouth of the Manning River. It appears that at Harrington the locomotive was known as TARRY. Within a few months, the contract was taken over by another contractor, George Willcocks and, in 1900, the works were transferred to the NSW Public Works Department. It seems very likely that this locomotive was the 0-4-0 saddle tank that, in November 1915, was transferred from Harrington to Coffs Harbour, another 125 miles to the north, where it was also used on harbour works. The locomotive had been under extensive repair at the Public Works Department's Cockatoo Island facility in Sydney



An unidentified 0-4-0 saddle tank at Harrington in some trouble on a stone train for breakwater construction at the mouth of the Manning River. (Imperial Studio, Bruce Macdonald collection)



The 0-4-0 saddle tank seen in use at Coffs Harbour; the cab roof has been cut back and a replacement front spectacle plate has been positioned to the rear of the steam dome.

(Bruce Macdonald collection)

Harbour a few years before. Photographs taken at Coffs Harbour show a number of modifications compared with the photograph on the Manning River. It carried the Public Works Department number 31 on its smokebox door and reportedly had a 4ft 6in wheelbase.³ At Coffs Harbour the locomotive is said to have been put on to stationary duties in 1929, written off in 1938 and scrapped in about 1946.

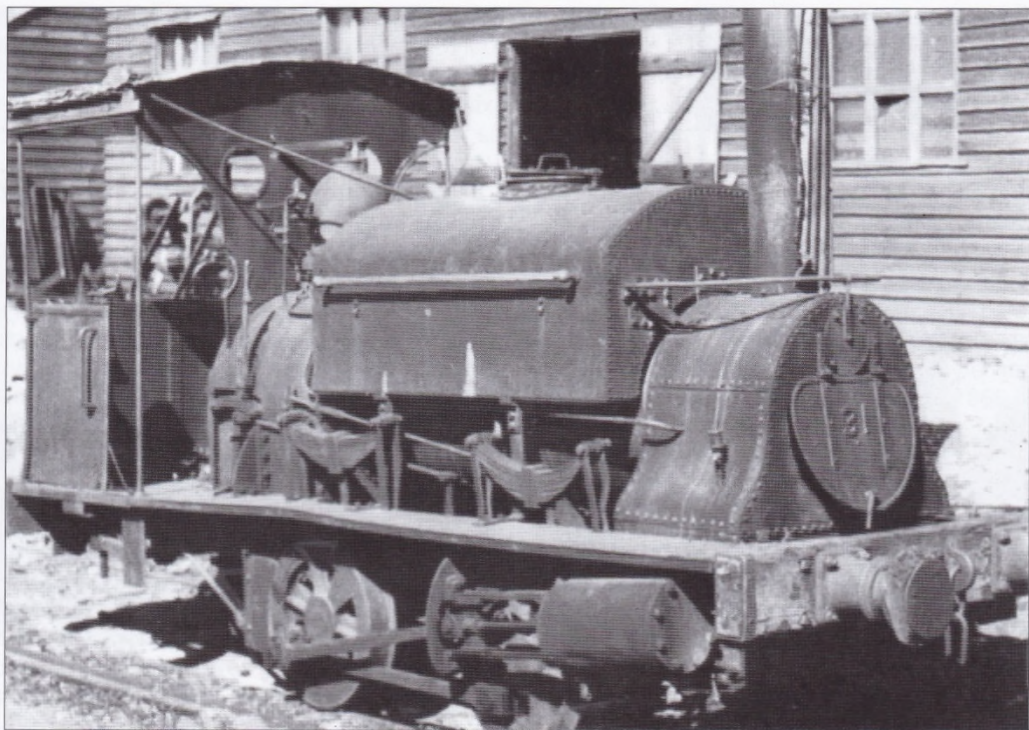
A number of photographs of this engine exist but its maker is unknown. It could date from well before 1895. Even though its smokebox design is remarkably similar to early Henry Hughes products, from its appearance it seems that there is no obvious other reason to associate it with Hughes or any other specific builder. The rear overhang is long and it looks as if the locomotive has been rebuilt with a rearwards cab extension.

It could have been imported new or secondhand and heavily rebuilt, or was perhaps a rebuilt locally-produced locomotive. Any information that could assist with identification would be most welcome.

Thanks go to Russell Wear and his colleagues and to Jon Henry, Bruce Macdonald, John Kramer, Richard Horne, Chris West and Ron Madden for their valuable assistance. As always, further facts and comments will be valued.

References

- ¹ *The Sydney Morning Herald (SMH)*, 23rd May 1866 page 9 <http://nla.gov.au/nla.news-article13131641>; *SMH*, 26th February 1869 page 5 <http://nla.gov.au/nla.news-article13190925>; *GH&C*, 25th August 1869 page 4 <http://nla.gov.au/nla.news-article101474700>; *SMH*, 25th February 1870 <http://nla.gov.au/nla.news-article13201174>; *The Newcastle Chronicle*, 14th February 1871 page 1 <http://nla.gov.au/nla.news-article111138627>



The 0-4-0 saddle tank photographed on stationary duties outside the Public Works Department depot at Coffs Harbour on 7th August 1936. (W.A.J. Maston, courtesy John Kramer)

² *Empire*, 23rd June 1863 page 2 <http://nla.gov.au/nla.news-article6313396>; *SMH*, 21st May 1864 page 8 <http://nla.gov.au/nla.news-article13087908>; *SMH*, 21st July 1864 page 7 <http://nla.gov.au/nla.news-article13099982>; *Robertson Mail*, 12th November 1926 page 3 <http://nla.gov.au/nla.news-article128531973>; *SMH*, 23rd May 1866 page 9 <http://nla.gov.au/nla.news-article13131641>; *The Goulburn Herald and Chronicle (GH&C)*, 30th May 1866 page 2 <http://nla.gov.au/nla.news-article100870914>; *SMH*, 1st February 1868 page 8 <http://nla.gov.au/nla.news-article28609164>; *SMH*, 17th June 1868 page 6 <http://nla.gov.au/nla.news-article13167928>

³ *The Maitland Daily Mercury*, 11th June 1895 page 2 <http://nla.gov.au/nla.news-article121319684>; *Evening News*, 19th June 1895 page 3 <http://nla.gov.au/nla.news-article108098492>; *The Sydney Mail and New South Wales Advertiser*, 17th August 1895 page 355 <http://nla.gov.au/nla.news-article162671492>; *The Manning River Times and Advocate for the Northern Coast Districts of New South Wales (MRT)*, 18th November 1899 page 8 <http://nla.gov.au/nla.news-article171615289>; *MRT*, 28th March 1900 page 2 <http://nla.gov.au/nla.news-article171626769>; Telegram from wharfinger, Coffs Harbour Jetty, to Secretary Navigation Department, 12th November 1915, in NSW State Archives NRS9749 7/7502.3. ■

James G. Beemer, Yonkers, New York. "This company has purchased the property of the New York & Pennsylvania Brick Tile & Terracotta Co, Stroudsburg, Pennsylvania and an 11 mile steam railway known as the Chesnut Ridge Line which affords connections with the plant." (*From The Brick and Clay Record*, US edition, February 1902 – Simon Darvill.)

Early Days

Although the achievement of 250 issues of the *Industrial Railway Record* is perhaps something to be celebrated, it is of course just a number. It reminds me of one of my neighbours, a retired Yorkshire farmer, who I recently congratulated on reaching his ninetieth birthday for him to remark "Aye but it's not the big one". Nevertheless, it does seem an appropriate time to pay tribute to those people who were involved at the very beginning of the Society. As is well known, it began with the formation of the Industrial Locomotive Information Section of the Birmingham Locomotive Club in 1949. Pete Stamper has kindly provided the accompanying photographs and a copy of a booklet entitled *The Birmingham Locomotive Club 1930-1951*. Commenting on the formation of the Section in January 1949, the booklet states that "The Section with its own finances and a different membership is necessarily run as an entirely separate unit, but the Club's name has been retained in the title as the Section was purely a BLC enterprise."



The first photograph taken by Norman Glover at Criggon has been published before and depicts the BLC visit to the Shropshire and Montgomeryshire Light Railway using the 0-4-2 well tank GAZELLE which is happily still with us. The locomotive had fallen into disrepair after several years of disuse but was overhauled in 1936 and allocated in the following year for inspections and special parties. Two trips organised by the BLC ran on 23rd and 30th April 1938 with the parties travelling in the Wolseley-Siddeley railcar body. GAZELLE is now preserved in the Colonel Stephens Railway Museum at Tenterden.

The onset of the Second World War caused a major disruption in BLC activities and it was not until 1946 that an interest in industrial locomotives and railways could be renewed. The booklet tells us that, as it was over six years since the last get-together, "No time was lost in recommencing activities as fully as possible and a notice was sent to all members on the 1939 books; pro tem the existing committee – less members still on active service – were empowered to carry on, but the subscription was raised to 5/- to meet the increased post-war scale of expenditure. A monthly series of indoor meetings was arranged at the Chamber of Commerce by Mr Williams (Mr Camwell still being in H.M.F.), but the outdoor programme was arranged only a few months in advance until the



position regarding permits could be clarified. For 1946 the L.M.S. was the only railway to issue them, so scope was necessarily limited; and this factor, together with the considerable advance of interest amongst club members for "P.O.s" led to the first full scale industrial visit to Cannock Chase on 24/3/46."

The next picture shows the assembled enthusiasts on a BLC visit to the Corringham Light Railway on 12th June 1948. The railway was established by G. Kynoch & Co Ltd in 1897 to serve its explosives factory but, when that closed after the First World War, the line was purchased by Cory Bros & Co Ltd in 1921 which developed an oil depot on the site at Thameshaven. The remains of the locomotive seen in the photograph is the unfortunate KYNITE, a 0-4-2 side tank with 9½in x 15in



cylinders constructed by Kerr, Stuart (maker's number 692) in 1901. Shortly after Cory Bros took over, it appears that the locomotive was "put out to grass" and gradually deteriorated but managed to survive the war-time scrap drives until the end came in 1952. Pete has identified a few names of people in the photograph from the past, reading left to right: 3rd Geoff Wood, 6th Reg Tedstone, 8th Aidan Fuller (standing/leaning by the smokebox, 10th Eric Tonks, Doug Clayton (person leaning on cab roof), Norman Allcock (dapper man in dark suit) and, on the extreme right, Ernie Jones who took the photograph. After a tour of the premises at Corringham, "an al fresco tea was kindly provided by the General Manager on the lawn of his home"!

The following photograph by Norman Glover records a memorable visit to the Ashover Light Railway on 24th August 1947 (not 28th as stated below). I can do no better than quote from the BLC booklet "The year 1947 witnessed the revival of the annual "Light Railway" trip, a feature that has come to be regarded by many as the high-spot of the year and to which kindred societies are invited according to custom on such occasions. On August 28th [*sic*] a party of eighty-eight, including members of the Stephenson Locomotive Society and Manchester Locomotive Society (who had



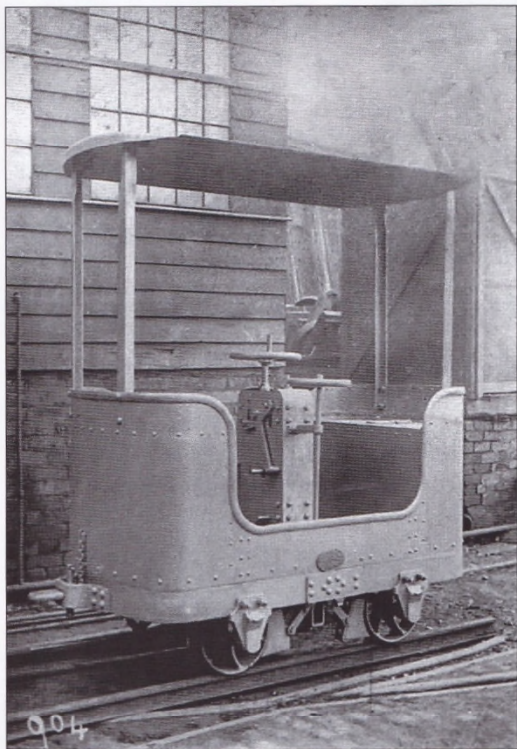
themselves planned a run on the line) enjoyed a trip over the two-foot gauge Ashover Light Railway, travelling in open wagons fitted with wooden seats; the weather was glorious and, though quite a few holes in clothing resulted from the volley of sparks from the rocking Baldwin loco, JOAN, everyone was in holiday mood; incidentally, this was the last passenger train on the line, now dismantled." JOAN (Baldwin 44720 of 1917) was one of the four original locomotives and used on the construction of the ALR.

In May 1946, the BLC visited the firebrick and pipe works of John Knowles (Wooden Box) Ltd at Woodville. This operated two Hunslet locomotives, JACK (684 of 1898) and GWEN (1404 of 1920) on the 1ft 6in gauge railway connecting the fireclay mines with the works. Both engines have subsequently been preserved and Jack has been seen in steam at Statfold in recent years. Although Eric Tonks is not visible in the photograph but Vera, his wife, is the first woman on the right next to Ernie Jones. Standing on the ground, second from the left is Doug Clayton, then Norman Allcock with the trilby. This final photograph shows the party in front of the two narrow gauge engines which ceased working in 1958. As many will know, Roy Etherington was joint author of the IRS book on John Knowles and has subsequently done much to give advice on the Hunslet records at Statfold. It is, therefore, appropriate to include a copy of the plan for the John Knowles' narrow gauge engine shed to complement the photograph of the visit by the Society's predecessors. **Cliff Shepherd**

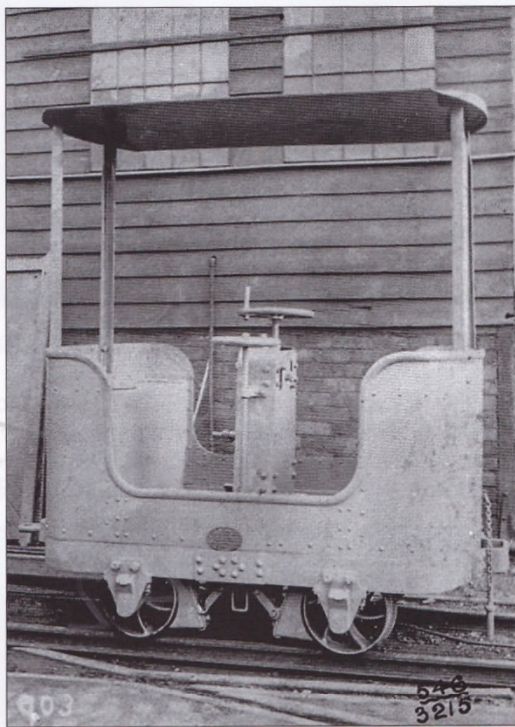
CORRESPONDENCE

RAILWAYS AT PENWYLLT

The two accompanying photographs may be of interest to Andrew Jenkins, the author of the article in RECORD 247. They are Kerr, Stuart works' views of the Penwyllt gripper car which come from the IRS Bill Dickens collection..



MARKET DRAYTON



MARTIN HAYWOOD

SOME 1866 LOCOMOTIVE ADVERTISEMENTS

I was interested in Sydney Leleux's article in RECORD 248 and particularly Chris Down's comment about Shanks having a locomotive for sale in 1863 and the advertisement for a new Shanks locomotive for sale (re-sale?) in 1864 as it was "too small for its present work". I am trying to trace the origins of the first engine in Trinidad, West Indies, which looks very much like a Shanks locomotive; it was called FORERUNNER and arrived at William Eccles' Cipero Tramway in 1864. The Tramway was near San Fernando. There was a suggestion that the locomotive was secondhand but it may have come via an agent which, of course, was common enough. All this is



A poor photograph from a newspaper said to be FORERUNNER.

supposition unless someone knows something definite. The details of FORERUNNER are that it was "7 tons in weight, mounted on four wheels with a wheelbase of 4ft 3in. It was designed to run on 32lb per yard rail at a gauge of 4ft 8½in." The report of a local historian some years later was that it was called 'FORERUNNER'. Without photographic evidence of the name, it is possible that the name was used in the general sense of being first.

TYNEMOUTH

ROGER DARSLEY

A UNIQUE SURVIVOR

With reference to the article in RECORD 246, I consider that Moyse was definitely the builder of the propulsion units for Matisa ballast cleaners. I saw a new unit on the Rhaetische Bahn in Switzerland in July 1976 and it incorporated a more or less conventional Moyse six-wheel diesel electric – see the accompanying photographs of ballast cleaner C312 at Thusis and RhB shunter GM 3/3 233 at





Chur. Apart from moving the air filter, the main differences are removal of the rear bonnet and a slight modification to the cab.

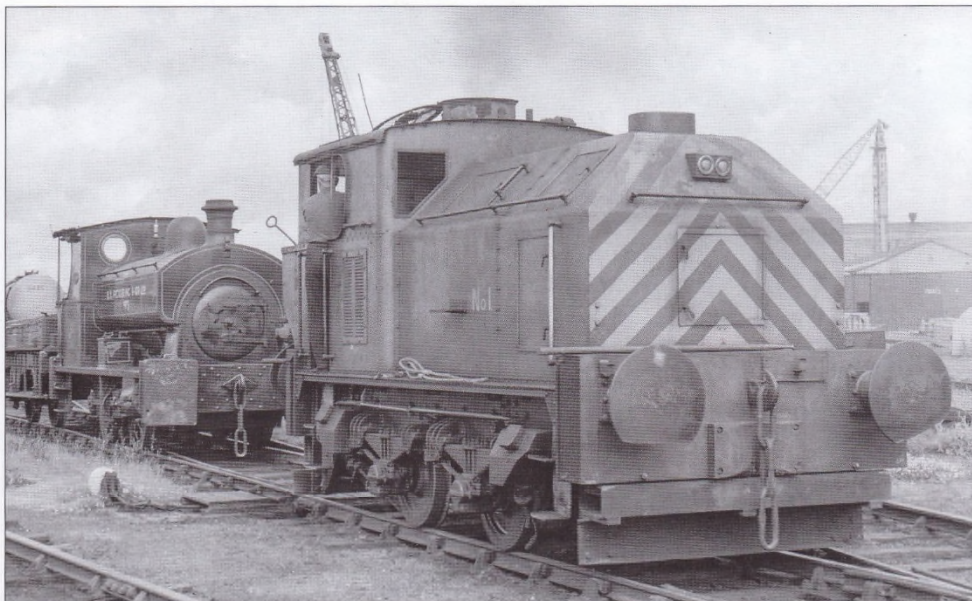
BARROW ON HUMBER

HUW WILLIAMS

SENTINEL 9559



A picture from my collection of Sentinel 9375 at Altrincham was published in RECORD 246. A sister engine, Sentinel 9559 of 1953 vegetates at the Tanfield Railway. I thought that readers might like to see two earlier views of 9559. The first was taken by M.J. Beckett at Rugby Portland Cement Co's



works at Totternhoe on 14th August 1963. The second shows it at R.Y. Pickering & Co Ltd, rolling stock manufacturer of Wishaw, in the company of No.3 (Hawthorn Leslie 2009 of 1884) on 19th June 1968. As I recall, the footplate staff at Wishaw were not over-complimentary about this Sentinel which the management had obtained to replace their ancient Hawthorn Leslie.

BO'NESS

HAMISH STEVENSON

Recent Events. *Although there has been a significant reduction in the amount of industrial railways since the first issue of the RECORD appeared in 1962, we are fortunate that there are still plenty of opportunities to experience the sight and sounds of some of these locomotives at work. This was exemplified recently in the North East of England where the Kerr, Stuart Wren class PETER PAN (maker's number 4256 of 1922) took part in Beamish Museum's Spring Steam Event. It is pictured working on the Museum's 2ft gauge system on 9th April 2022, a far cry from when it steamed on a temporary section of track in the colliery yard during 2010. As well as celebrating its hundredth birthday, the locomotive has now spent over sixty years in preservation since being sold by Devon County Council from its Beacon Down roadstone quarry at Parracombe; it is now based at the Leighton Buzzard Narrow Gauge Railway.*

A contrast in scale is demonstrated by the two surviving massive Bagnall 18 inch locomotives originally built for the Steel Company of Wales Ltd in 1951. An article on these engines by Allan C. Baker was published in RECORD 83 in December 1979. They have had varied careers since leaving the steel works, but were brought together for a gala, much delayed by Covid, at the North Tyneside Steam Railway. On 30th April 2022, number 403 VICTOR was visiting from the Lakeside & Haverthwaite Railway and is coupled to resident 401 (Bagnall 2994), now in SCOW livery, as they move forward before attaching to their train at Percy Main and tackling the two miles back to Middle Engine Lane.

(Michael Denholm, Cliff Shepherd photographs)

Rear cover. *Frances Colliery was located on the cliff top above the Forth Estuary, just north of Dysart. Following development in the 1950s, it was still an active pit when Jim Ballantyne photographed No.5 (Andrew Barclay 975 of 1903) shunting there on 26th February 1967. Rail traffic continued at Frances until 1981 but No.5 had been scrapped at the colliery towards the end of 1968.*



