

Industrial might



Virtually every standard gauge line has been home to an industrial steam locomotive. **TRACKSIDE** finds that these workhorses remain a major asset to preservation – but occasionally a liability too.

Are industrial engines preservation's poor relations?

It is a common perception, but the vast number of surviving standard gauge industry workhorses featured in this survey – 572 – strongly suggests otherwise.

In Issue T1, *TRACKSIDE* examined the 443 extant 'Big Four' and BR steam locomotives, which revealed that more than a third are in operational condition. That is not quite matched by the industrials – the figure for which ranges somewhere between a quarter and a fifth. However, at 122 the actual number in running order as of August was only 13 fewer than that of their main line counterparts (135 as of the same month – up by three from May). If you exclude narrow gauge locomotives from the 'Big Four'/BR charts (engines such as the Vale of Rheidol 2-6-2Ts), the gap closes to just eight.

Put the industrials together with the former 'main liners' and there are currently *more than*

250 nominally operational standard gauge steam locomotives nationwide.

Despite being sadly overlooked by many enthusiasts fixated only on engines included in the famous 'ABC' spotting books, the relative cost efficiency of industrial engines – generally small and with few complex design features – makes them an attractive prospect for railways and live museums. Responsible for getting many preservation schemes off the ground they were often expected to work heroically beyond their original design expectancy until the restoration of bigger, main line motive power could take place.

Now, 146 locomotives are being tackled in workshops and a further 130 are awaiting similar treatment, indicating that nearly 400 are considered part of the nation's 'running fleet'. As with the main line big boys, these statistics emphasise the sheer scale of investment required to keep more than 100 in steam.

In addition, 173 engines are considered to be

static only. At one end of the scale, that means museum display; at the other, some gently rust with little future prospect. While no locomotive deserves to be scrapped, there can be no automatic right to last forever; and not all engines are unique.

Including all classes (although not narrow gauge or diesels), the 124 surviving engines from Andrew Barclay make the former Kilmarnock company one of the best represented locomotive builders in Britain.

National treasures

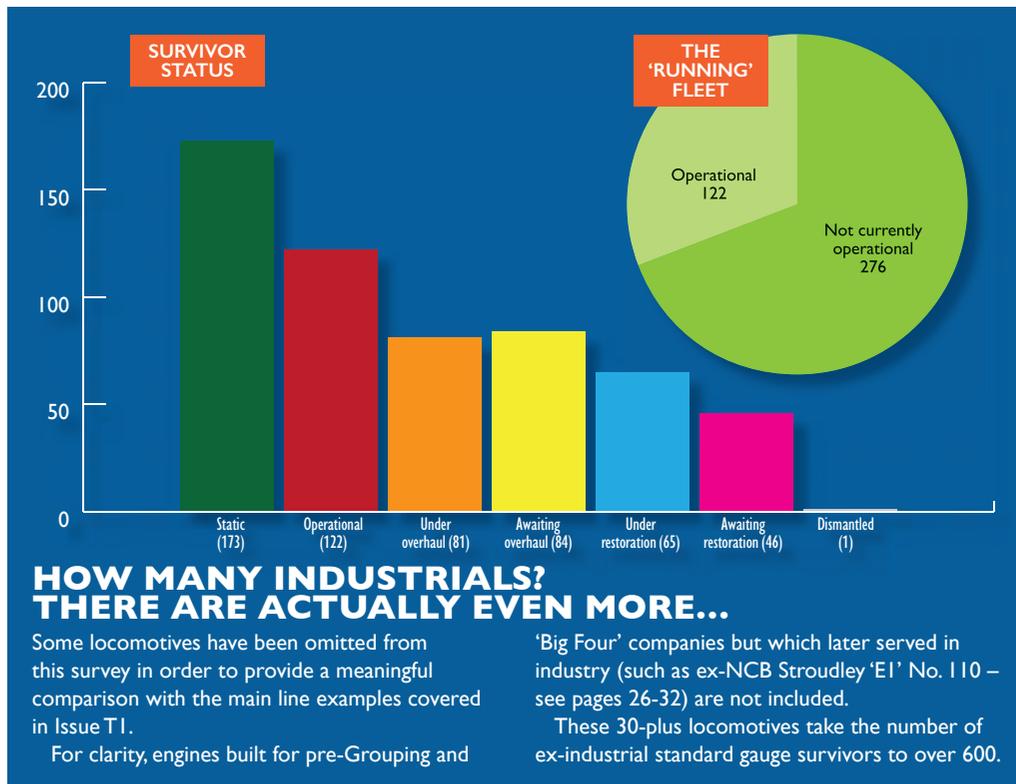
Can we afford to lose any 'Barclays'? Surely, and sadly, yes. Yet the 22 currently operational 0-4-0STs (its most numerous type at 78), plus a further 18 being repaired, demonstrate their usefulness, simplicity and popularity. A further 26 'Pugs' are statically displayed/stored, while 12 wait in line for eventual works attention.

By comparison, some makers rely on a single

Wearing characteristic wasp stripes on the bufferbeam, Bagnall Works No. 2623 Hawarden creeps through the weeds at Blythe Bridge exchange sidings on the Foxfield Railway's former colliery line in July 2006. The 1940-built 0-4-0ST's boiler is currently under overhaul at Heritage Boiler Steam Services in Liverpool. Terry Eyres



“ For how long 570-plus can be sustained is an open question – but their size and simplicity gives them every chance ”



locomotive to represent their industrial past (e.g. Dübs 0-4-0 crane tank Works No. 4101 at the Foxfield Railway or Beamish museum's Seaham Harbour Lewin 0-4-0ST No. 18).

At the time of writing, one dismantled locomotive clings to existence pending scrapping. Perhaps unsurprisingly, it's a Barclay 0-4-0ST. When Works No. 2352 disappears at the Caledonian Railway, Brechin, it will be the culmination of a sad, if not valueless, preservation existence. The former Central Electricity Generating Board's Goldington power station No. ED9 has donated key parts to classmate Works No. 2354 *Richard Trevithick* at the Swindon & Cricklade Railway.

A subsequent attempt to restore No. ED9 was hindered by the lack of a boiler, and parts have already been sold off before the remains are cut-up. It is a traditionally emotive subject, but the brutal truth is that few will grieve the 1954-built engine's passing.

Remarkably though, the number of preserved Barclay 0-4-0STs is outdone by a single class – albeit one built by more than one company. There are 80 Hunslet-design 'Austerity' 0-6-0STs (not even including LNER pair Nos. 68077 and 68078, which formed part of the T1 survey). Originally designed for wartime use, these engines have perhaps played a bigger part in supporting the active preservation movement than any others. Not all represent themselves in doing so: one, Hunslet Works No. 3781, has proved to be most lucrative in its rebuilt form as the Mid-Hants Railway's storybook 'Thomas' since gaining side tanks and a cheeky face in the mid-1990s.

However, this class also includes Britain's last 4ft 8.5in-gauge locomotive built for commercial use: former National Coal Board No. 66 (Works No. 3890) of 1964 at Quainton Road, a former national collection candidate.

Perhaps it is time for the 'Austerities' to finally gain the recognition they surely deserve.

Industrials continue to be useful engines, valuable in their own right. For how long 570-plus can be sustained is an open question – but their size and simplicity give them every chance. ■

◀ **A tale of two engines... Thomas Muir's scrapyard in Fife is still home to four Andrew Barclay 0-4-0STs: Works Nos. 946, 1069, 1807 and 2262. In a 1992 view that epitomises the wildly varying fortunes of survivors, Works No. 1807 is provided with nominal shelter beneath an MG Z Mquette as it slowly sinks into the ground with Grant Ritchie-built Works No. 272 for company at Easter Balbeggie, near Thornton. Happily, the latter engine has since been restored to steam at the Ribble Steam Railway, while the former – and its sister trio – have moved to Muir's current yard in Kirkcaldy, sans car!** Gordon Edgar

Industrial idyll

Among the Lakeland peaks is a remarkable railway:
Dave Wilson visits Threlkeld Quarry in Cumbria.

One of preservation's little gems is the Threlkeld Quarry and Mining Museum. This sits at the northern end of the Lake District, with the well-known peak of Blencathra ('Saddleback') as a backdrop.

The entire site has an air of 'the land that time forgot'; what was once a busy quarrying operation is gracefully returning to a state of nature. Wild flowers, hawthorn, broom and silver birch abound. There's wild iris and bird song; moss and lichen cover the slate and granite that was once quarried here.

In this idyllic setting is the 2ft-gauge former quarry railway, along with the most eclectic selection of old excavators in an equally diverse



Little engine, big landscape... with the slopes of Blencathra in the background, 2ft-gauge *Sir Tom* is a long way from its working home in Kent. *Dave Wilson*

state of repair, from lovingly restored to gently crumbling. The Vintage Excavator Trust runs working weekends at various times during the year (see box).

Threlkeld quarry opened in 1870 to provide ballast to the Cockermouth, Keswick & Penrith Railway, a line that remarkably remained independent (albeit worked by others) until Grouping – see panel. This Lakeland spot also supplied ballast to the LNWR for what is now the West Coast Main Line, while other customers included Manchester Corporation Water Works, which used stone from here at Thirlmere reservoir.

It was 1982 when the quarry finally closed its doors – before it was taken over in the 1990s

by volunteers, and turned into the present day heritage mining and quarrying operation. Steam power on the 0.5 miles of former quarry lines is provided by a charming 1926-vintage Bagnall 0-4-0ST, Works No. 2135 *Sir Tom*. The saddletank spent its working life in Kent at a British Insulated Callender's Cables site and is named after the electrical engineer and businessman Sir Thomas Callendar. *Sir Tom* had lain idle for over 30 years before being restored, at Threlkeld, returning to active duty in 2010.

Also here are an ex-National Coal Board 1945-built 50hp Hunslet 0-4-0DM – one of only two known 2ft-gauge survivors – and a 1947-built Ruston '48 DL'. A four-wheeler like its shedmate,

this was based at a Royal Naval Armaments Depot near Cockermouth until that site's closure in the 1990s; the locomotive was rebuilt from 2ft 6in gauge to work at Threlkeld.

Another locomotive is worth noting, despite not being able to operate on Threlkeld's narrow gauge line even if restored: Avonside 0-4-0ST *Askham Hall* (Works No. 1772), which latterly worked at Whitehaven colliery into the 1970s. The 1917-built standard gauge engine is stored outside.

Threlkeld Quarry and Mining Museum is east of Keswick (Cumbria), roughly south of Threlkeld village and around 0.5 miles from the A66. For details see

www.threlkeldquarryandminingmuseum.co.uk ➔



'STEAM NAVVIES' AND DIGGERS

Together with privately owned machines, the Threlkeld-based Vintage Excavator Trust has assembled a remarkable collection of around 80 diggers, including steam-driven behemoths. Oldest among them is a Ruston Proctor 'steam navy', built in 1909 and rescued in the 1970s from a flooded chalk pit near Arlesey, Bedfordshire.

The VET has an operating weekend on 18/19 September.



Quarry atmosphere: ex-Penrhyn 0-4-0T *Marchlyn* sneaks into shot, while US-built Erie 'Type A' steam shovel No. 3295 works in the background. Such 'steam navvies' were widely used before the advent of diesel-worked shovels.
Gordon Edgar

Ivatt Dream

It was a true pioneer, but was broken up while steam was being saved. Ivatt Diesel Recreation Society chairman **Mark Walker** explains the project to create a new LMS No. 10000.





A time of transition: The north end of Euston echoes to the thrum of two 16-cylinder English Electric engines as twins Nos. 10001 and 10000 work together in tandem for the first time on the mid-day train to Glasgow on 5 October 1948. Raised LMS lettering can be seen on the bodyside of No. 10000, but its sister entered service under BR in July 1948 and is therefore unbranded. The pair would only survive for 20 years, but the Ivatt Diesel Recreation Society is ambitiously aiming to create a new one. This scene is now changing significantly too, for the first time since electrification in the 1960s, in order to accommodate the future London terminus for High Speed 2. That includes changes to the western retaining wall of the brick-lined cutting – straddled here by the Hampstead Road bridge. *Colin Marsden collection*