

THE MIDDLETON RAILWAY

LOCOMOTIVE STOCKBOOK

Addenda

P.13 G.E.R. 999 was an O-6-2T

P.14 Description - measurements are driving wheel diameters.

Technical Details

JOHN ALCOCK O-6-0 diesel mechanical shunter. Built in 1932 (no. 1697) 150 bhp M.A.N., rebuilt in 1949 as 132 bhp 6-cyl McLaren-Ricardo. Originally supplied to the L.M.S.R. and numbered 7401. Later returned to Hunslet where it remained as works shunter until 8/1940, when it went to Capenhurst War Department as W.D.27. Subsequently returned to the L.M.S. in 6/1941 and numbered 7051. Returned to War Department (possibly as W.D. 70027) in August, 1944, and after a brief sojourn it returned to the L.M.S. in June, 1945. Withdrawn and sold back to Hunslet, December 1945. Here it again served as works shunter and after rebuilding it was loaned to the Thameshaven Oil Wharf Ltd., from October 1949 until some time in 1951. After this it was sent out on loan for a number of short periods only; it was purchased by the then M.R.P.S. in June 1960 and was named 'John Alcock' on 21st January, 1961.

JOHN COURAGE O-4-0 diesel mechanical shunter. Built in 1935 (no. 1786). Strictly the loco is a O-2-2-0 because of separate drives to two uncoupled axles. 22 h.p. Obtained from Courage Breweries, Alton, Hampshire, 9th March, 1968.

3900002 O-4-0 diesel of Fowlers (Leeds), dating from 1945 (no. 3900002). 40 hp, 3-speed gearbox; wheel diameter 2' 6". Obtained from Messrs. Cohens, Stanningley, Leeds, on 9th December, 1967.

54 O-4-0 built by the Sentinel Wagon Company, Shrewsbury, in 1933 as no. 8839. Strictly an O-2-2-0 because of separate drives to two uncoupled axles. Weight 19 tons 6 cwt in full working order; cylinders (2) 6 $\frac{3}{4}$ " x 9"; pressure 275 psi (superheated); gear ratio 11:25; driving wheel diameter 2' 6"; tractive effort 7260 lb. Built for the L.N.E.R. and numbered 59, renumbered 8153 in 1946 and 68153 in 1948. Later transferred to Departmental stock and numbered 54. The loco spent all its working life in Geneva Yard, Darlington, before being purchased by the Society in 1961. It arrived at the Railway a few days after its arrival in Leeds on 23rd September, 1961.

HENRY DE LACY II An oil-fired O-4-OST built by Hudswell, Clarke in 1917 (no. 1309). Weight 22 tons empty, 28 $\frac{1}{4}$ tons in working order. Outside cylinders 14" x 20"; pressure 160 psi; wheelbase 5' 6"; driving wheel diameter 3' 3 $\frac{1}{2}$ "; tractive effort (at 75% boiler pressure) 11910 lb. Supplied new to the Kirkstall Forge (Leeds) from whom the loco was purchased 1st February, 1968.

LORD MAYOR An O-4-OST, again by Hudswell, Clarke (no. 402 of 1893). Weight 15 $\frac{1}{2}$ tons in full working order; outside cylinders 10" x 16 $\frac{1}{2}$ "; pressure 145 psi; driving wheel diameter 2' 9"; tractive effort approx 5700 lb. The loco has had a somewhat interesting career - it was used in the construction of the Castle Cary line, the lifting of the Mersey Railway and has been used in London and Henley-in-Arden. Temporarily stored, undergoing restoration, away from the Railway. Donated by Messrs. Cohens, Stanningley, Leeds.

MATTHEW MURRAY O-4-OST built by Bagnalls (Stafford) in 1953 as no. 2702. Weight 16 $\frac{3}{4}$ tons in full working order; outside cylinders 10" x 16"; pressure 160 psi; driving wheel diameter 2' 9"; wheelbase 5' 6"; Price-Bagguley Valve Gear; tractive effort 6140 lb. Originally supplied to Messrs. Thomas Firth & Brown, later it worked for J. Fraser & Co. at the Monk Bretton Works. It arrived at Middleton during January 1966 after a period of some inactivity at Messrs. Cohens, Stanningley, Leeds.

SWANSEA (?) O-6-OST built by the Avonside Engine Company of Bristol in 1909 as no. 1569. Weight 29 $\frac{1}{2}$ tons in full working order; outside cylinders 14" x 20"; pressure 160 psi; wheelbase 9' 8 $\frac{1}{2}$ "; driving wheel diameter 3' 3"; tractive effort 13340 lb. Built for and owned by the Bynea Steel Works (near Blaneilly), the loco was loaned for a considerable time to the Swansea and Mumbles Railway. There it was one of the last steam locomotives to work on the line before electric double-deck railcars took over. The loco was presented to the then M.R.P.S. in 1961 by the Bynea Company; it arrived at Middleton on 12th April, 1962. At present undergoing rebuilding, incorporating parts of locomotive no. 21, detailed below.

21 O-6-OST built by Avonside in 1913 as no. 1671. The specification for this loco was the same as for no. 1569 except that it had a steel fire-box. Latterly Mersey Docks & Harbour Board no. 21, it arrived at Middleton on 28th June, 1966.

WINDLE O-4-OWT built by Borrowds of St. Helens in 1909 as no. 53. Outside cylinders 14 $\frac{1}{2}$ " x 15"; pressure 160 psi; wheelbase 6' 6"; driving wheel diameter 3' 4". The well tank forms an integral part of the main frame. The derived motion lies in between the wheels and the frame. Supplied new to Messrs Pilkingtons of St. Helens who presented it to the Society on 17th October 1961. Special plates on the side of the loco commemorate the presentation.

1310 An O-4-OT built by the N.E.R. at Gateshead Works in 1891 to a design of E. Fletcher (works no. 38). Originally N.E.R. Class 'H', later L.N.E.R. Class 'Y7'. Weight in working order 22 tons 14 cwt; inside cylinders (2) 14" x 20"; pressure 160 psi; driving wheel diameter 3' 5"; tractive effort 11040 lb; Joy Valve Gear and piston valves. Sold by the L.N.E.R. in 1931 to Pelaw Main Collieries Ltd - here it became no. 64 of the N.C.B. in 1948 on nationalisation of the coal industry. Purchased by the "Steam Power Trust '65" in 1965, arriving at Middleton on 16th June, 1965. Latterly it had been with the N.C.B. at Watergate Colliery, near Gateshead.

69621 An O-6-2T to A.J.Hill's (G.E.R.) design type L77. L.N.E.R. class N7/1. Built 1923/4 and numbered 999E, later renumbered 7999, then 9621 and finally 69621. Weight in full working order 61 tons 16 cwt; cylinders (2) 18" x 24"; pressure 180 psi (superheated); driving wheel diameter 4' 10"; tractive effort 20515 lb; Walschaerts Valve Gear and short travel piston valves. The last loco built at Stratford completed by the L.N.E.R. to a G.E.R. order. 69621 was purchased in 1963 and arrived in Leeds, January 1964. Temporarily stored away from the Railway.

3442 THE GREAT MARQUESS 2-6-0 built at Darlington in 1938 to the design of H. N. Gresley. L.N.E.R. class K4. Weight in working order, engine 68 tons 8 cwt, tender 44 tons 4 cwt; cylinders (3) 18 $\frac{1}{2}$ " x 26"; pressure 200 psi; driving wheel diameter 5' 2"; tractive effort 36600 lb; Walschaerts Valve Gear, derived motion and piston valves. Originally numbered 3442, later renumbered 1994, then 61994. Purchased by the "West Highland Trust", the loco arrived in Leeds in April, 1963. Stored away from the Railway.