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RUTLAND RAILWAY MUSEUM



STOCK BOOK

Rutland Railway Museum

STOCK BOOK

1st Edition—1984



INTRODUCTION

This publication represents an attempt to describe Rutland Railway Museum's collection at Cottesmore and to explain their historical significance within the context of railway preservation. Many schemes have recreated the halcyon days of steam hauled passenger trains, the tranquility of the country station and the glamour of rail travel all-but departed. Very few schemes, however, have given serious attention to the origination of the railway's wealth—the minor factory yard and the quarry siding. The work of the humble tank engine and its diesel counterpart, in industry in the era before mass road transport, is an aspect of railway operation which is largely unknown.

In the East Midlands, some of the country's largest industrial railway systems were to be found in ironstone quarries set in the rolling countryside of the 'shires' and it is within this natural environment that the Museum has attempted to recreate the typical industrial yard and railway siding to tell the little-known story of railway activity in industry generally and in ironstone quarrying in particular.

ACKNOWLEDGEMENTS

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Any new information, corrections or notification of errors will be appreciated.

USE OF THIS STOCK BOOK

Although the accompanying information will enable many people to identify stock, a Museum identity number has been allocated to each item thus: (4). The same number can be found in an unobtrusive position (e.g. loco footstep, wagon solebar, etc.) on both sides of each item of stock. This number is to enable easy identification only and should not be confused with original running and works numbers.

RUTLAND RAILWAY MUSEUM, COTTESMORE IRON ORE MINES SIDINGS,
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(1) Peckett 0-4-0 Saddle Tank—'Uppingham'

In 1912, James Pain purchased an 0-4-0 saddle tank locomotive from Peckett and Sons Ltd. of Bristol. 'Jimmy' Pain, a Northamptonshire entrepreneur, had seen the development of the ironstone industry in his native county and was quick to realise the advantage of modern techniques such as steam driven mechanical 'diggers' and standard gauge quarry railways. Within a relatively short time, his company had developed quarries throughout the East Midlands.

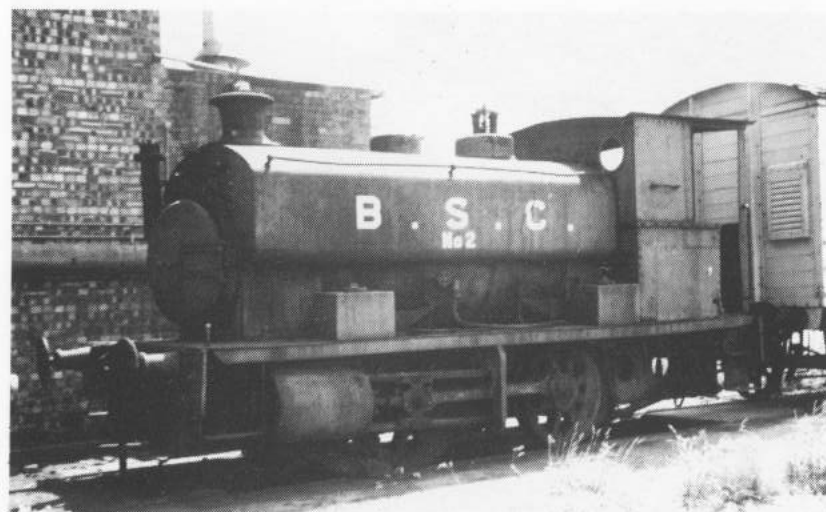
'Uppingham', Works No. 1257, was sent to the newly opened quarries at Uppingham in Rutland, arriving in November 1912. The loco, with 12 inches x 18 inches cylinders, typified the early Peckett R2 class. The original designs of the 1880's changed little during the following seventy years of production and, even today, the locomotive has a quaint old-world charm about it.

By 1927, Uppingham quarries had closed due to the poor quality of the ore and the decline in demand after World War I, and the locomotive was transferred to Market Overton, some 10 miles to the north.

Twenty years later, in September 1947, 'Uppingham' was transferred to Bowne and Shaw's Wirksworth (Derbyshire) limestone quarries, which at that time was a subsidiary of Stewarts and Lloyds (James Pain's quarries had been taken over by the Stanton Ironworks Co. in 1928, who in turn were acquired by S. & L. in 1939).

With dieselisation by Tarmac Roadstone (successors to Bowne and Shaw), 'Uppingham' was preserved by the Midland Railway Trust moving into store at Derby on 8th June, 1974. Eventually, it was decided to scrap 'Uppingham' as it was thought to be beyond economic repair.

By a chance series of events, the locomotive was purchased by a Museum member and 'returned home' to Market Overton on 3rd June, 1978 (site of the Market Overton Industrial Railway Association—forerunner of Rutland Railway Museum). Eighteen months later, on 21st December 1979, 'Uppingham' moved to the new site at Cottesmore in company with the rest of the Museum's collection.



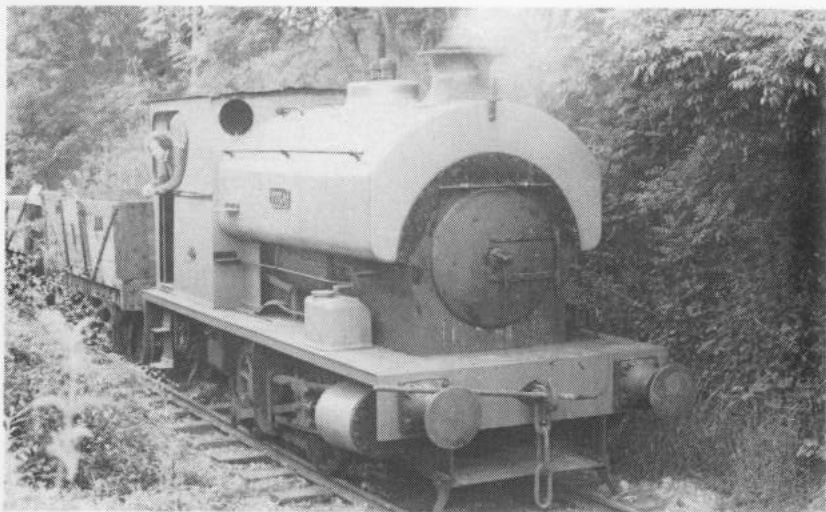
(2) Andrew Barclay 0-4-0 Saddle Tank—'B.S.C. No. 2'

The Scottish firm of Andrew Barclay Sons and Co. Ltd. started building steam locomotives in 1859, and by the time the last one emerged from the Caledonia Works, Kilmarnock, in 1962, a total of well over two thousand had been built.

Among the many firms who made great use of Barclay's products were the beet sugar concerns with factories at various locations throughout the country who combined together in 1936 to become the British Sugar Corporation Ltd. The standard '14 inch' saddle tank design (with 14 inches x 22 inches cylinders) was well suited to the work required in these factories—shunting wagons of coal, limestone and sugar beet from the reception sidings and marshalling trains of processed beet pulp and sugar ready for delivery over the mainline railways.

This 27-ton locomotive, Works No. 1931, was delivered new to the West Midland Sugar Company's Foley Park Sugar Beet Factory at Kidderminster, Worcestershire in 1927. In 1962, it moved eastwards to the Wissington Factory in Norfolk, where it also worked on the connecting Wissington Light Railway until 1965. In June of that year, 'No. 2' was transferred to British Sugar Corporation's Spalding Factory, Lincolnshire.

With the replacement of steam by diesel locomotives, the locomotive was preserved by a Museum member, first moving to the Buckminster Trust's embryo preservation scheme on the former L.N.E.R. High Dyke Mineral branch line south of Grantham in April 1974. For most of this time it was stored in the former Stewarts and Lloyds' Buckminster Quarries loco shed on the Lincolnshire/Leicestershire border. Upon the demise of this scheme, 'No. 2' moved by rail, on 1st January, 1975, to the nearby Market Overton scheme run by Flying Scotsman Enterprises eventually ending up as one of the three original steam locomotives of the ensuing Market Overton Industrial Railway Association. In December 1979, together with other Museum stock, the locomotive was moved to nearby Cottesmore.



(3) Avonside 0-4-0 Saddle Tank—'Dora'

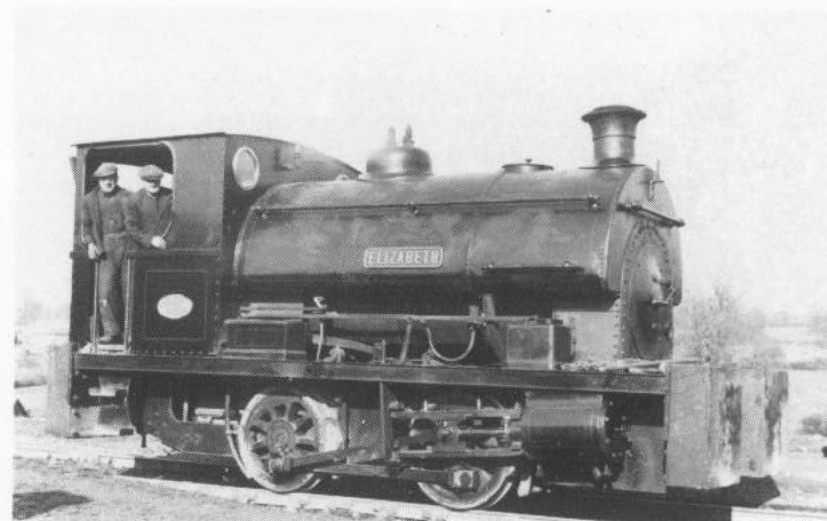
'Dora' emerged from the Bristol works of the Avonside Engine Company Ltd. in 1927. The locomotive, Works No. 1973, is an example of the Company's final design of 0-4-0 saddle tank which was introduced during World War I. Although the parentage can be traced back well into the nineteenth century, a new angular design of saddle tank gives the locomotive a sturdy and impressive look. The 'Ramsbottom' safety valves are mounted on a squat dome and the flared copper-capped chimney enhances the locomotive, giving it a touch of embellishment not often encountered in industry.

Weighing in around the 30 tons mark and with 14 inches x 20 inches cylinders, the proportions suggest that 'Dora' is about the optimum size for a 0-4-0 locomotive. It has proved to be a good steamer with plenty of power—well suited to industrial service.

As 'BEA No. 2', the locomotive was preserved from Barton Power Station, Manchester (originally part of the British Electricity Authority, and latterly the Central Electricity Generating Board) and moved to the formative Keighley and Worth Valley Railway on 16th September, 1968. In December 1973 the owner, Mr. T. Robinson of Doncaster, moved the locomotive to the developing preservation site at Market Overton, having originally decided to use it as a source of spares for his other locomotive 'Fred' (Avonside 1908 of 1925) which was also there, although it was by then recognised that 'Dora' was worthy of preservation in its own right.

With the demise of the preservation scheme the locomotive remained on site, becoming one of the original items of stock of the newly formed Market Overton Industrial Railway Association (forerunner of Rutland Railway Museum). Placed on permanent loan, the owner expressed the wish that the locomotive be named 'Dora'.

'Dora' became the first steam loco to be restored by the Association at Market Overton and, in common with other stock, moved to Cottesmore on 21st December, 1979.



(4) Peckett 0-4-0 Saddle Tank—'Elizabeth'

A product of Peckett and Sons Ltd., Atlas Locomotive Works, St. George, Bristol, 0-4-0 saddle tank locomotive 'Elizabeth' is a later example of the 'R2' class of which a fair number were built during the halcyon days of steam locomotive manufacture. The locomotive—Works No. 1795—with 12 inches x 18 inches cylinders and weighing around 20 tons was eminently suitable for quarry and factory siding duties, being relatively powerful to its size and weight.

'Elizabeth' was sent new to the Enderby (Leicestershire) Granite Quarry of the Enderby and Stoney Stanton Granite Co. Ltd. in 1928. Rather unusually, for a steam locomotive in industrial service, the locomotive's livery was plain black—undoubtedly a request from the quarry company producing this departure from the normal fetching 'Peckett' green livery in which most locomotives would leave the Bristol works.

In November 1957, the locomotive was transferred to the nearby Mountsorrel Granite Quarries, Enderby and Stoney Stanton Granite Co. being a subsidiary of the Mountsorrel Granite Co.

Although 'Elizabeth' was one of a relatively large fleet of similar industrial type steam locomotives, it saw limited service as time progressed eventually remaining as the sole deputy to newly acquired diesel locomotives. However, the locomotive was retubed and repaired in 1960—it being rumoured that it was steamed for one day only after that time.

'Elizabeth' achieved a certain notoriety amongst East Midlands' railway enthusiasts by virtue of it being 'dumped' in the back of the locomotive shed for very many years—at a time when many steam locomotives under such circumstances inevitably went for scrap. Vast amounts of granite heaped against the shed eventually broke through the brick walls and 'Elizabeth' spent the final years at Mountsorrel half-buried in ballast.

In June 1978, the locomotive was purchased by a Museum member, dug out of its shed and transported to Market Overton. In December 1979, along with all the Museum's stock, 'Elizabeth' was moved to the new site at Cottesmore.



(5) Hawthorn, Leslie 0-4-0 Saddle Tank—'Singapore'

This small, but powerful saddle tank was built by R. & W. Hawthorn, Leslie and Co. Ltd. at Forth Bank Works, Newcastle upon Tyne in 1936 as Works No. 3865. Built to the Company's standard four wheel design, the locomotive has 12 inches x 18 inches cylinders and weighs approximately 20 tons.

The locomotive was supplied new to H.M. Dockyards in Singapore where, in company with other locomotives, it was used to shunt stores and equipment around the dockside to supply the Royal Navy's ships.

With the fall of Singapore in 1942, the locomotive was captured by the Japanese who used it until it was recaptured at the end of the Second World War. As a result of this 'war service', the locomotive received shrapnel holes in the right hand cylinder cover and a bullet hole in the boiler cladding—which can still be seen to this day.

In December 1953, the locomotive returned to Britain and was put to work in the Royal Naval Dockyards at Chatham, Kent, carrying out similar duties to those undertaken in Singapore. Although the locomotive had come back to cooler climes, the tropical cab—which consists of a double roof to allow a draught of cool air to flow into the cab and supposedly keep the crew cool—was retained. At Chatham the loco, in addition to the name, became 'Yard No. 440'.

Surviving early dieselisation at the dockyard, 'Singapore' was eventually put up for tender and moved to the erstwhile South Eastern Steam Centre at Ashford, Kent in July 1972. Here restoration commenced and the locomotive was soon returned to running order.

With the subsequent closure of this railway preservation scheme, 'Singapore' was offered for sale and moved to the Museum's developing Market Overton site in October 1978. Here, the locomotive was soon in steam where it proved to be a sound and reliable workhorse. In December 1979, in common with the rest of the Museum's stock, the locomotive—now owned by three members—moved to Cottesmore.



(6) Andrew Barclay 0-4-0 Saddle Tank—'Sir Thomas Royden'

The ubiquitous four-wheel saddle tank, built by Andrew Barclay, Sons and Co. Ltd. of Kilmarnock was to be seen in large numbers throughout industry. The Company established an unrivalled reputation throughout the great years of the 'Industrial Revolution' and although based in Scotland, managed to maintain a firm hold of the markets throughout the whole of Britain.

The standard '14 inch' design, with 14 inches x 22 inches cylinders and weighing 27 tons, was a popular choice for many industrial locations being fairly easy to service and maintain whilst at the same time having the necessary power and resilience.

'Sir Thomas Royden' emerged from the company's Caledonia Works in 1940 as Works No. 2088. It was immediately sent south into England to work at the newly opened Edmundson's Electricity Corporation Ltd. (Shropshire, Worcestershire and Staffordshire Electric Power Co.), Stourport Power Station in Worcestershire—the name being taken from a director of the Electricity Corporation. Originally built with an open-backed cab (again, typical of Barclay's designs), a roof extension and back sheet was added to minimise—it is said—glare from the loco's firebox during the war years.

In 1977, surplus to requirements, the locomotive was put up for tender by the Central Electricity Generating Board, was purchased by Mr. M. Bamford and moved in August to a farm near Ellaston, Staffordshire. Soon afterwards, it was offered for sale and purchased by a Museum member, arriving at the original Market Overton site on 27th March, 1979. Here, it was quickly repainted and a few months later, in July of that year, moved to Melton Mowbray, Leicestershire, to appear in the Town Gala.

By this time, Market Overton Industrial Railway Association's move to the present site at Cottesmore was about to begin. Consequently, 'Sir Thomas Royden' remained at Melton Mowbray—on display at the town's public golf course—whilst the new site was developed and made suitable to receive railway stock, upon which the locomotive moved to Cottesmore, early in 1980.



(7) Hunslet 0-6-0 Saddle Tank—'S. & L. No. 24'

The first of the '50550' class, built by the Hunslet Engine Co. of Leeds, proved to be the last new steam locomotive to be delivered to Stewarts and Lloyds' Iron and Steel Works at Corby, Northamptonshire. The class of eight 0-6-0 saddle tank locomotives, with 18 inches x 26 inches cylinders and weighing 50 tons, were initially ordered to work over a projected railway which would link the company's blast furnaces with developing ironstone quarries at Islip, some several miles distant.

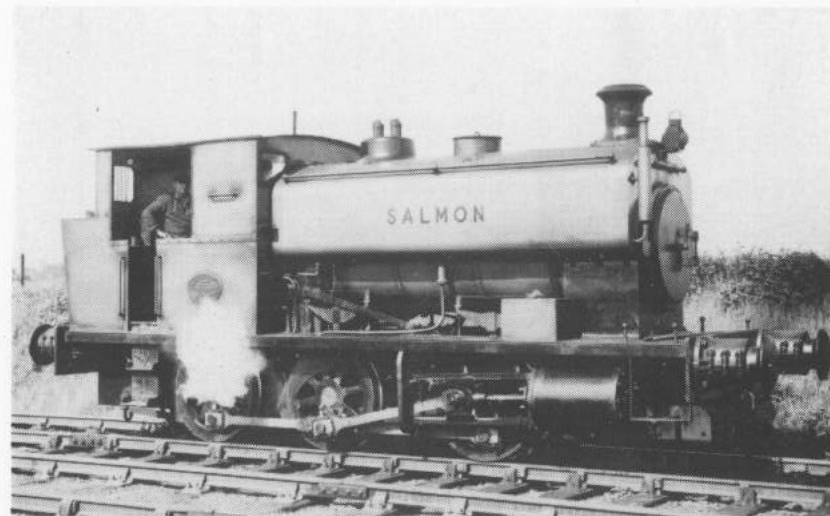
By the time the first locomotive awaited delivery, the scheme had been abandoned. Consequently, the first of the class, Works No. 2411, was sent direct to Corby, having emerged from Hunslet's works on 27th November, 1941. Others of the class, Works Nos. 2412-2418, went to various iron and steel works, ironstone quarries and works via the Ministry of Supply.

'No. 24', as the locomotive became, was soon at work in the steelworks, although in 1948 it went on evaluation trials in the company's nearby ironstone quarries. These trials were evidently not successful as no locomotive of this type, nor of the 'Austerity' class—which was developed from the '50550' class—were adopted for quarry use at Corby.

By the 1960's, the original black lined red livery with 'S and L' lettered on the tank side, had given way to the standard works' yellow livery. By this time, too, 'No. 24' (in common with many of the works locomotives) had been converted from coal to oil firing.

In this condition, the locomotive survived into the 1970's becoming one of the last steam locomotives at work at Corby. Withdrawn (still with its original boiler dated 23-10-41) due to a leaking firebox, it passed to the Corby and District Model Railway Society who put it on static display outside their headquarters in West Glebe Park in October 1973.

Here, the locomotive suffered from vandals and weather and on 28th August 1980, with the approval of the British Steel Corporation, 'No. 24' was transferred to Cottesmore having been sold to the Museum for a nominal sum.



(8) Andrew Barclay 0-6-0 Saddle Tank—'Salmon'

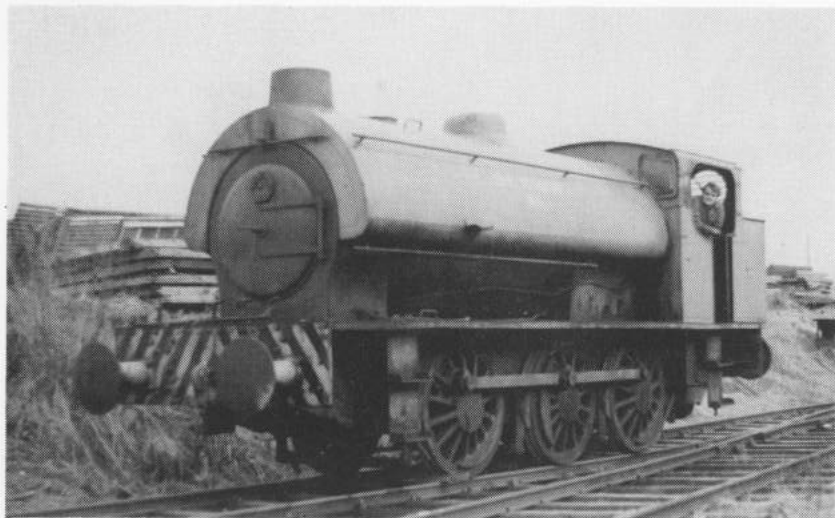
On 10th February, 1942, 'Salmon' was delivered by rail to the Stanton Ironworks Company's newly opened ironstone quarry at Harlaxton, near Grantham, Lincolnshire. Built by Andrew Barclay, Sons & Co. Ltd., Caledonia Works, Kilmarnock, Scotland, as Works No. 2139, it was initially allocated on loan by the Ministry of Supply, but was subsequently purchased by the Company in 1947.

The locomotive, Barclay's standard 30-ton, 6 coupled saddle tank design but fitted with Stanton Ironworks Company's heavy duty buffers, was one of a pair of identical 14 inches x 20 inches outside cylinder locomotives originally ordered for the Company's existing Glendon Quarries near Kettering, Northamptonshire.

For some unexplained reason, but probably due to an increased need for motive power as the new quarry got into full production, 'Salmon' was sent north where it proved to be a capable engine, but with a habit of derailing on the sharp curves at Harlaxton. Accordingly, it was transferred to nearby Harston on the Company's Woolsthorpe Quarry system on 31st May, 1948. Here (carrying plant no. 8410/39) its uneventful, but reliable service was brought to an end in 1969 by the influx of diesel locomotives, and 'Salmon' became the first steam locomotive to be purchased for preservation from Stewarts and Lloyds Minerals Ltd. (successor to Stanton Ironworks Co.).

On 3rd March, 1969, 'Salmon' was unloaded from a low loader at the formative North Yorkshire Moors Railway. Shortly afterwards, the locomotive ran the first public passenger service on the railway, becoming the mainstay of the line. Preservation of larger mainline locomotives however, soon relegated 'Salmon' to shunting duties until it was stored, out of use, in 1973.

On 28th October, 1980, purchased by a member of the Museum, 'Salmon' was loaded onto a road low-loader and transported to Cottesmore to be reunited with the former loco shed in which it spent most of its working life at Harston. By coincidence, the shed had also been acquired for use at the Museum, so 'Salmon' really had 'returned home'!



(9) Hunslet 0-6-0 Saddle Tank—'Coal Products No. 6'

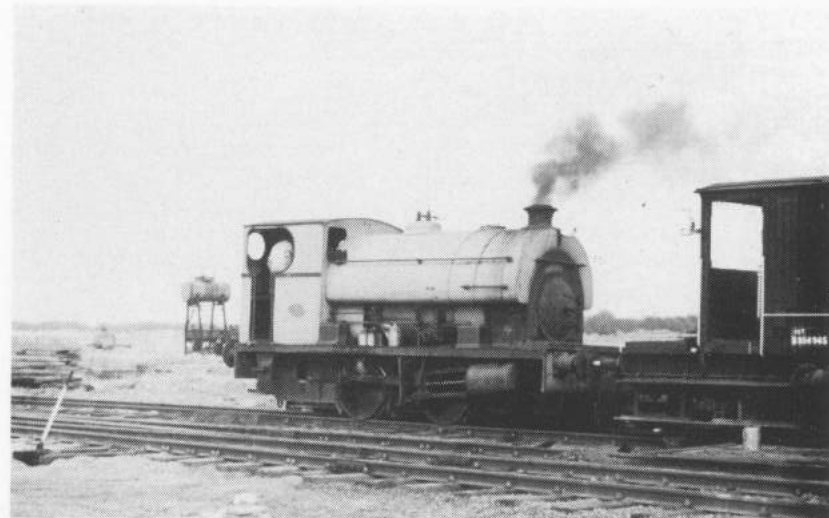
The 'Austerity' class locomotive was adopted as the standard shunting engine by the War Department in World War II. It was developed from the Leeds based Hunslet Engine Company's 18 inches x 26 inches cylinder '50550', a total of 484 locomotives being built between 1943 and 1964 at the Hunslet Engine Works and by six other manufacturers. Most were built for the War Department although later ones went straight to industry, Exton Park Ironstone Quarries having four examples, built by the Yorkshire Engine Company of Sheffield.

'Coal Products No. 6' was the twentieth 'Austerity' to be built by the Hunslet Engine Company as Works No. 2868 in 1943. In khaki livery and lettered 'WD 75019', it spent most of its Army service at Shoeburyness in Essex with occasional visits to the Army's Bicester (Oxfordshire) Workshops, where it was renumbered 'WD 168' in 1952.

By 1961, the 50-ton locomotive was surplus to the Army's requirements and was resold to the Hunslet Engine Company. Here the locomotive was fully rebuilt as Works No. 3883, an underfeed stoker and gas producer system with the distinctive chimney being fitted, in an attempt to comply with the Clean Air Act, whilst at the same time giving greater economy and efficiency. Being the first locomotive so treated, Hunslet's immediately sent it to British Railways' Swindon Test Plant early in 1963 for evaluation. A number of test runs with a heavy goods train and the ex GWR Dynamometer Car were made on the WR main line.

The locomotive was then purchased by the Coal Products Division of the National Coal Board and worked at Glasshoughton Coking Plant near Castleford, West Yorkshire until it was transferred to the adjacent Glasshoughton Colliery in 1971. When rail traffic ceased in the mid-1970's the 'Austerity' was stored, out of use, in the old locomotive shed until it was presented to the Museum by the North Yorkshire Area of the N.C.B. on permanent loan.

Moved from Yorkshire in 1978, it became the first locomotive to move to Cottesmore in December 1979.



(10) Peckett 0-4-0 Saddle Tank—'Welbeck No. 8'

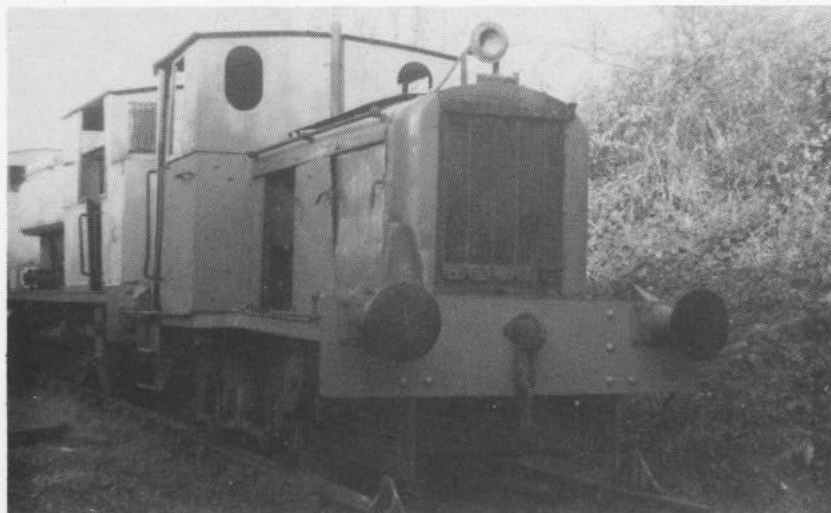
'No. 8' is an example of the 'W7' class 0-4-0 saddle tank built by Peckett and Sons Ltd., Atlas Locomotive Works, St. George, Bristol, with 14 ins. x 22 ins. cylinders. The Company introduced the class in the early 1940's and built a total of fifty-two locomotives, many of which were initially supplied to the Royal Ordnance Factories.

However, the locomotive at the Museum, Works No. 2110, was built in 1950 and supplied new to the National Coal Board being delivered to Welbeck Colliery in North Nottinghamshire. Here it became 'Welbeck No. 8' in the colliery's fleet of steam locomotives. In approximately 1958, the locomotive was transferred to nearby Harworth Colliery where it worked until the final days of steam traction.

In 1973, the Hon. W. H. McAlpine purchased the locomotive and it arrived at the Market Overton preservation site in April 1973. Soon after arrival it was pressed into service hauling a ballast works train through the former Stewarts and Lloyds Buckminster quarry system and out onto the B.R. Highdyke mineral branch. Thereafter, the locomotive was not used, being dismantled to undergo restoration. The wheels were taken for re-profiling and the remains of the smokebox removed.

With the rundown and subsequent closure of the Market Overton site as a large preservation centre, the locomotive was sold to a member of the Museum in 1975 and remained on the site becoming one of the original items of stock of 'Market Overton Industrial Railway Association' (forerunner of Rutland Railway Museum). Restoration gradually continued but necessarily came to a halt with the Museum's move from Market Overton to Cottesmore, the locomotive's transfer taking place in December 1979.

For an industrial locomotive, the livery of 'No. 8' is fairly unusual. The pale green, lined yellow livery with the magnificent Peckett maroon frames and wheels with distinctive yellow buffer beams forms a striking contrast to some, more austere, industrial liveries and certainly brings a touch of colour to the Museum.



(11) Andrew Barclay 0-4-0 Diesel Mechanical—'Carlton No. 3'

Andrew Barclay, Sons & Co. Ltd. started diesel locomotive production—in a time when the steam locomotive still reigned supreme—in 1936. Despite the fact that at that time their steam locomotive works numbers were in the '2000' range, works numbers for the diesels started at 321. Most of the fifty diesel locomotives built up to the year 1945 were, as one would expect over the World War II period, for various military installations. Works No. 352, weighing only 10½ tons, is one of Barclay's smallest standard gauge designs—only five of this class were in fact built. A Gardner engine, rated at 84 horse power drives a four-speed gearbox through a foot operated clutch.

Delivered from Barclay's Kilmarnock (Scotland) Works to the Royal Ordnance Factory at Puriton, Somerset, on 17th March, 1941, the locomotive subsequently moved northwards to Birtley Munitions Factory in Co. Durham.

Sold out of War Department service in February 1962, the locomotive moved twenty miles south to work at the North Eastern Iron Refining Company's Carlton Iron Works at Stillington, Co. Durham. The foundry is served by a siding off the Teesside—Ferrybridge line just to the rear of Stillington station and the little diesel, which became 'No. 3', was very much at home shunting the odd wagon in and out of the works.

By the mid 1970's however the locomotive had fallen into disuse—having succumbed to the arrival of larger, more modern diesels. For a number of years it languished in the almost derelict loco shed on the site, until an approach was made to the management by a Museum member.

Eventually it was purchased for a fairly nominal sum and moved southwards, by road, to Cottesmore on 29th October, 1980.

Carlton Iron Works had once been owned by the giant iron and steel making concern of Dorman Long and Co. Ltd., who had also owned Cottesmore's neighbouring Burley Ironstone Quarries. In 1926, an 0-6-0 saddle tank had been transferred from Stillington to work at these quarries. As a mark of 'history repeating itself', the diminutive diesel has been named 'Carlton No. 3'.



(12) Ruston and Hornsby Class 88DS 4-wheel Diesel Mechanical

The 88 horse power shunter was regarded as one of Ruston and Hornsby's most successful locomotives, a total of 270 being constructed. All were four wheel machines which differed little in detail throughout production. It was available in the standard 17-ton form, or if difficult working conditions prevailed, a 20-ton machine was offered.

The prototype, then classed '80/88 h.p.' left the Company's Boultham Works, Lincoln during February 1938. With the introduction of a new power unit in 1942, the locomotive class was designated '88DS' (diesel shunter). Up to about 1949, an open sided cab was standard, doors and a heater were fitted later.

The late 1960's saw a new generation of locomotives emerging from Lincoln the last '88' being delivered in November 1967. With the continuing decline of the locomotive market, Ruston and Hornsby Ltd. ceased building locomotives in 1969.

The original power units developed 88 horse power at 1,000 r.p.m., later modification taking the speed up to 1,200 r.p.m. Although originally designed for excavators and cranes, the engines needed little modification for locomotive use. Starting is by compressed air (a common feature of Ruston locomotives), a 'donkey engine' and auxiliary compressor being fitted for this purpose. The four speed gearbox and final drive powers the wheels via two Duplex roller chains. A load of 450 tons can be hauled along the level in first gear.

The locomotive preserved at the Museum, a 17-ton machine (Works No. 306092), left Boultham Works on July 8th, 1950 for the British Electricity Authority's (Central Electricity Generating Board from 1958) Bidder Street Power Station, Canning Town, London (later West Ham Power Station). Apart from a spell at Rye House Power Station, Hertfordshire, in the early 1970's, the locomotive spent its entire life in the one place. After a long period of idleness, its job replaced by road haulage, the locomotive was offered for sale and was eventually purchased by a member, arriving at Cottesmore on 17th October, 1981.



(13) Ruston and Hornsby Class 48DS 4-wheel Diesel Mechanical

Ruston and Hornsby Ltd. of Lincoln were one of Britain's most prolific locomotive builders. In only 38 years, 6,481 locomotives were constructed. Well over half were narrow gauge, their designs finding much favour with railway operators in all corners of the globe—a fair proportion of which are still in regular service.

The first locomotive, a narrow gauge 10 horse power machine, emerged during September 1931. The progression to full size came four years later when a small standard gauge locomotive was needed. Utilising the mechanical parts from their largest narrow gauge chain driven loco, Ruston and Hornsby produced the 7-ton, 48 horse power 'shunter', the first of a class of locomotives which took a further two years to get into regular production.

Apart from detail improvements, such as the replacement of the standard open side cab with doors, very little altered from the original design. The last '48DS' (diesel shunter), as they were styled, left Boultham Works, Lincoln in October 1967, around 230 similar machines having been produced.

The locomotive at the Museum, Works No. 305302, was despatched on 13th August, 1951, to the Ransome and Marles Bearing Company's new factory at Annfield Plain, Co. Durham. Here, shunting of steel bar and swarf (metal waste from machining processes) continued until March 1973 when the '48DS' was swapped for a larger locomotive, an '88DS' from Ransome's Newark (Nottinghamshire) factory. At Newark the only work was to propel one or two wagons of swarf a short distance to the B.R. main line. The removal of the outgoing swarf was replaced by road transport in 1978 and from then on the loco lay idle.

After negotiations with Ransome, Hoffman & Pollard (successors to the original company), the '48DS' was purchased by a member and transported by road to the Museum's original site at Market Overton on 17th March, 1979. Nine months later, in December 1979, in common with all other stock, the locomotive was transferred to the newly acquired site at Cottesmore.



(14) 'Planet' 4-wheel Diesel Mechanical—'Phoenix'

The 'Planet' trade mark originated after the First World War with Kent Construction of Ashford who applied it to their reconditioned War Department petrol locomotives.

By 1932, 'Planet' was in the receiver's hands for the third time when F. C. Hibberd & Co. bought all rights and assets. In July 1932, a new works was opened in Coronation Road, Park Royal, London, to manufacture internal combustion locomotives of varying gauges and sizes.

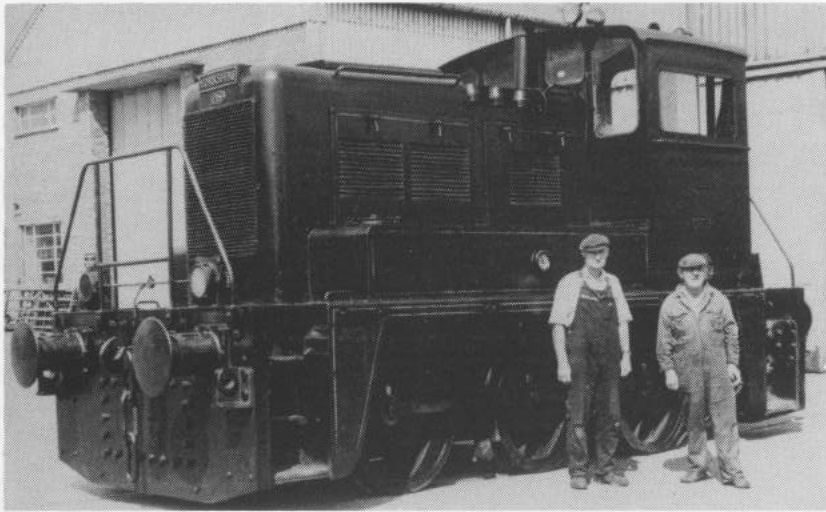
The total number of locomotives is hard to estimate—an air raid during World War II destroyed all records and the inclusion of other products in the numbering system adds complications.

The Butterley Company bought the firm in 1963 and soon transferred operations to their Ripley (Derbyshire) works. With works numbers just creeping into the '4,000' range, no new locomotives were built after 1964 although repair facilities lasted until 1971.

Fisons Fertilisers ordered a diesel replacement for two ageing 'steamers' at their Burwell Chemical Works, near Cambridge. The 'Planet', Works No. 3887, arrived during December 1958 painted in dark green 'house colours'. One of Hibberd's standard four-wheel type 'SWW' locomotives weighing 18 tons, a Dorman 4DL/III engine rated at 77½ horse power gives a tractive effort of 7,480 lbs. in first gear, with a speed of 12 m.p.h. in top.

Burwell's sidings closed in 1971 and the locomotive moved north to Fisons works at Immingham. Within three years, larger locomotives, more able to cope with the increased workloads, were in use and the locomotive passed to Mr. W. Hambleton at Caistor, Lincolnshire, initially for scrap.

After an approach by members of the Museum, the 'Planet' was placed on long term loan and arrived at Market Overton on 7th April, 1977, where it was named 'Phoenix', being appropriate to a locomotive resurrected after four years in a scrap yard. In common with other stock, 'Phoenix' was transferred to Cottesmore in December 1979.



(15) Yorkshire Engine Co. 0-6-0 Diesel Electric—'1382'

Built in 1962 by the now defunct Yorkshire Engine Co. Ltd. of Sheffield, this 220 b.h.p., 30-ton locomotive was available in both 0-6-0 and 0-4-0 diesel electric types. Powered by a six-cylinder Rolls Royce C6SFL (127J series) engine coupled with A.E.I. power equipment developing 220 b.h.p. at 1800 r.p.m., the locomotive has a maximum speed of 20 m.p.h. and a tractive effort of 18,000 lbs.

Yorkshire Engine Co. Ltd. had been purchased by United Steel Companies Ltd. in 1945 primarily to build up and standardise the locomotive fleets at its various steelworks and ironstone quarries, with large numbers being supplied to Scunthorpe, Rotherham, Stocksbridge (Sheffield) and Workington.

The example preserved at Cottesmore, Works No. 2872, is an 0-6-0 version, which left the Company's Meadow-Hall Works in Sheffield on 23rd February, 1962. It was delivered, along with sister loco, Works No. 2871, by rail to United Steel Companies Ltd., Ore Mining Branch, Colsterworth Mines, near Grantham, Lincolnshire, carrying the U.S.C. livery of maroon lined in yellow and black with red buffer beams. Here it became '1382' in the plant numbering scheme, no other identification ever being carried.

According to Y.E.C. records the loco was a 'special', having 18" buffers and marker lights with reversing mechanism added, but no headlights—roof-mounted lights were fitted at Colsterworth at a later date.

Apart from occasional visits to shunt the surface sidings at the Company's nearby Easton Underground Mine, the loco worked at Colsterworth until the local quarries closed in 1972, in favour of imported iron ore. However the loco remained 'on site' to assist in the dismantling operations until November 1973, when it was transferred by road to British Steel Corporation's Normanby Park Steelworks at Scunthorpe. Here, repainted into green livery it became '7' and later 'No. 57' in the works fleet.

With the rundown and subsequent closure of the Normanby Park Works, the loco was purchased from B.S.C. in full working order by two members and arrived at Cottesmore on 28th May, 1981.



(16) Yorkshire Engine Co. 0-6-0 Diesel Electric 'Janus'—'No. 28'

Without doubt the finest design produced by the Yorkshire Engine Co. Ltd. was their 'Janus' type, a 48-ton, 0-6-0 diesel electric, centre-cab locomotive, which are highly regarded by both drivers and maintenance staff. They are capable of developing 440 b.h.p. from their two six-cylinder Rolls Royce C6SFL (127J series) engines (later fitted with C6TFL turbocharged engines), giving a maximum tractive effort of 32,000 lbs. and a maximum operating speed of 23 m.p.h.

The first 'Janus', Works No. 2594, left the Meadow-Hall Works in Sheffield on 2nd March, 1956, new to Appleby Frodingham Steel Company's (later B.S.C.) Frodingham Steelworks, Scunthorpe. Just over 100 locomotives were built, mainly for the home market, the design finding immense popularity with steel making concerns, large numbers of which still see daily use. The last locomotive built before the Yorkshire Engine Company closed down in 1965 was also a 'Janus', the goodwill of the locomotive business being taken over by Thomas Hill (Rotherham) Ltd.

The Museum's example, Works No. 2791, was delivered to the Frodingham Ironstone Quarries at Scunthorpe of the United Steel Companies Ltd., Ore Mining Branch on 13th April, 1962 being numbered 'DE5'. In June 1964 the loco was transferred to the company's Exton Park Quarries, Cottesmore, Rutland, whose 10 mile system culminated in eight exchange sidings adjacent to the Museum's site. Here the loco received the added plant number '1395' in the usual O.M.B. style of black figures on a yellow circle.

Upon closure of the Exton Park Quarries the loco returned north in December 1973 to the Normanby Park Steelworks at Scunthorpe, where its U.S.C. livery gave way to that of the works apple green, becoming 'No. 28'.

On closure of Normanby Park Works in 1981, the loco was stored out of use at the nearby Appleby Frodingham Steelworks. It was purchased by a group of members with the kind assistance of the British Steel Corporation, Scunthorpe Division, arriving at Cottesmore on 5th December, 1982.



(17) British Railways 0-6-0 Diesel Hydraulic—'45' (ex D9520)

Fifty-six 'Class 14', Type 1 0-6-0 diesel hydraulic locomotives were built in 1964/65 by British Railways at Swindon Works. Numbered D9500 to D9555, the 650 h.p. locomotives were powered by a Paxman 6YJXL 'Ventura' engine coupled to a Hunslet '650' gearbox and Voith/North British type L 217 U hydraulic transmission. The 50-ton machines had a tractive effort of 30,910 lbs.

The locomotives were designed for short freight 'trip' workings on the Western Region. Such work soon disappeared after the 'Beeching axe' and the whole class had been withdrawn by May 1969. Quick to realise the economic advantage of acquiring cheap, relatively new locomotives, Stewarts and Lloyds Minerals Ltd. (by then part of British Steel Corporation) purchased 23—their arrival finally ousting steam from the East Midlands ironstone quarries.

D9520 emerged from Swindon Works on 11th November, 1964 and was allocated to Cardiff (Canton) depot. In January 1967 it was transferred to Hull (Dairycoates) with others of the class and withdrawn from there in April 1968.

Purchased by Stewarts and Lloyds in December 1968, the locomotive was set to work at Glendon Quarries, near Kettering, Northamptonshire (as '24'—plant no. 8311/24) but moved, in January 1970, to Gretton Brook locomotive depot for working the Corby quarry system, where it became '45' in the Minerals' loco fleet. With the closure of Corby Iron and Steel Works and the end of quarrying in the area, all the locomotives were eventually stored in the steelworks area, '45' moving in November 1980.

On 16th March, 1981, '45' (together with '61', ex D9529) left Corby Works in a B.R. freight train bound for preservation on the North Yorkshire Moors Railway. Here, both locomotives were extensively overhauled and gave sterling service on the steeply graded line. With the influx of larger diesels on the 'Moors' line, '45' was offered for sale.

Purchased by a member of the Museum, the locomotive moved south to Cottesmore by road, returning to the East Midlands' ironstone field on 21st February, 1984.



(18) Andrew Barclay 0-4-0 Diesel Hydraulic—'21 90 01'

With the decimation of the locomotive-building industry in the second half of the twentieth century, many notable and famous locomotive builders declined and eventually disappeared. Andrew Barclay, Sons and Co. Ltd. is one of the few firms which still exist, carrying on the activity with which it has been concerned for over one hundred years—albeit now part of its former competitor, Hunslet Holdings P.L.C.

Whilst the Company were famous builders of industrial steam locomotives, they adjusted well to modern motive power requirements and are now one of the few British locomotive builders still turning out new machines. Although diesel locomotive building had declined to a mere trickle, modern designs were still being built in the 1970's although the 'bread and butter' work for the Company, as with most of the remaining locomotive manufacturers, often tends to be the repair and refurbishment of secondhand machines.

The locomotive at the Museum, Works No. 499, emerged from the Company's Caledonia Works, Kilmarnock (Scotland) in the latter part of 1965. Very much one of the modern designs of the period, it was immediately delivered to Shanks and McEwan Ltd. of Corby, Northamptonshire. Here, the locomotive—which became '21 90 01' in the plant number lists—was used around the Company works adjacent to the giant iron and steel works.

Powered by a Cummins 'NH250' engine which develops 250 horse power, British Twin Disc torque converter (Type CF10000) and axle mounted final drive unit by Self Changing Gears Ltd., the locomotive is capable of a maximum speed of 25 m.p.h. Weighing 35 tons, the 'Barclay' is fairly large for a four-wheeled machine (necessitated no doubt by the tight curves and uneven trackwork at Corby) and hence the pneumatic sanding gear needs to be used quite liberally when starting and stopping heavy trains.

With the run-down of the iron and steel making at Corby and the decline of Shanks and McEwan's operations, the locomotive was generously donated to the Museum and moved by road to Cottesmore on 10th August, 1983.



(19) Ruston and Hornsby 0-4-0 Diesel Hydraulic Class LSSH—'21 90 02'

As the twentieth century progressed, demand for locomotives continued to decline. The period of industrial steam locomotive replacement was ending and rail traffic was declining generally. At the same time, the remaining industrial locomotive market tended to look towards larger, more powerful machines. The day of the small diesel shunter, upon which firms such as the Lincoln based Ruston and Hornsby had thrived in the halcyon days, was gone and such machines were following their steam predecessors to the scrapyards as road transport took over.

In an attempt to stem this decline, Ruston and Hornsby Ltd. produced a range of larger diesels than had been their previous practice. The 'Class LSSH' first appeared in May 1959 and by the time the last one was built, in March 1968, a total of 47 four wheel and six wheel versions had been constructed.

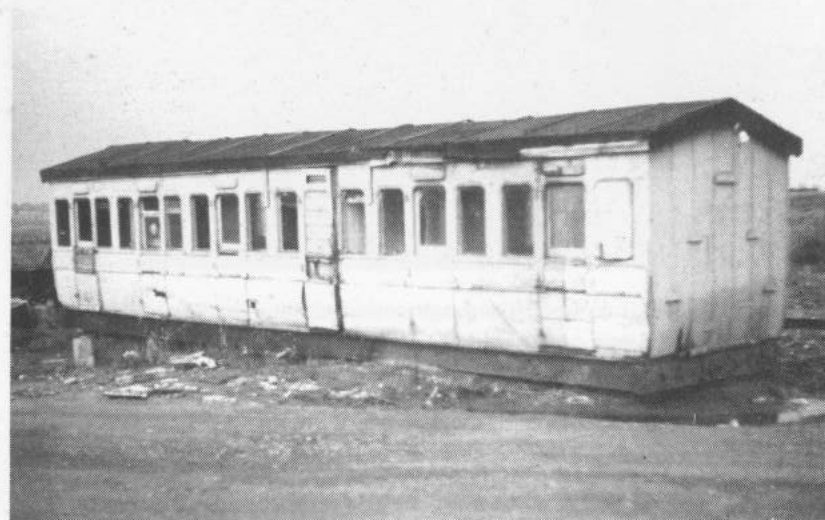
Powered by a Ruston Paxman '6RPH' engine producing 287 horse power, drive is passed through a twin disc (torque converter) transmission system to the wheels via jackshaft and connecting rods. The 34-ton locomotive at the Museum, Works No. 504565, emerged from the Company's Ironworks Factory on 10th March, 1965. Its immediate use was as Ruston and Hornsby's demonstration locomotive, no doubt meant to influence the ever-decreasing number of locomotive customers—although by then the Company had made the decision to cease locomotive manufacture.

For a while, it was at work in Stewarts and Lloyds' Works at Corby (Northamptonshire), but in July 1965 was sold to Shanks and McEwan Ltd., whose works were within the giant iron and steel complex at Corby. Here it joined the Company's Barclay-built loco, becoming '21 90 02'.

When the Company's operations declined upon the closure of Corby Works, the locomotive was generously donated to the Museum by Shanks and McEwan who expressed the wish that both the Company's locomotives, which had worked together since 1965, should remain together in preservation. Accordingly, the 'LSSH' moved by road to Cottesmore on 9th August, 1983.

COACHES

Railway coaches were a rarity on most industrial systems. Certain locations however used the 'paddy train' to transport workers over an extensive system (e.g. N.C.B, Ashington) or the 'Pay coach' to distribute pay packets around the system (e.g. Manchester Ship Canal). All such systems went to the main line companies to acquire surplus coaches. The Museum has acquired three coaches, within the context outlined above, primarily to offer some comfort for visitors.



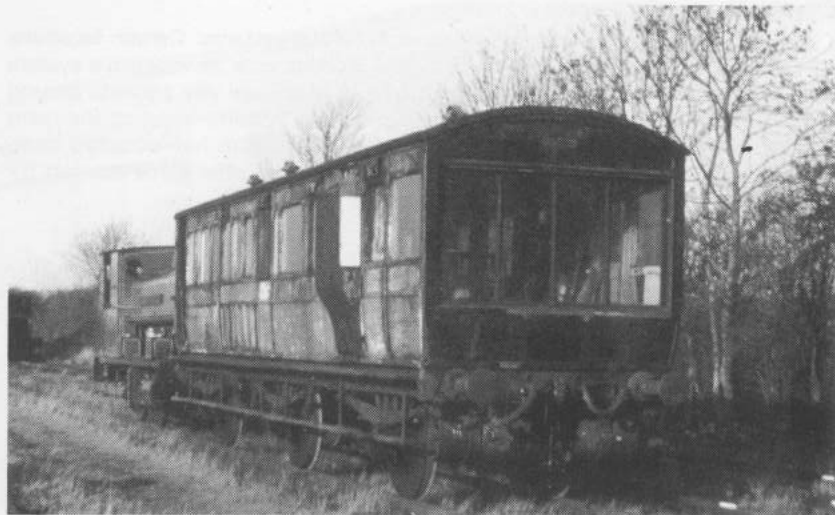
(30) Great Eastern Railway 3rd Class Coach—'60741'

The Great Eastern Railway was one of the last major companies to adopt bogie stock, the first of which did not appear on the main line until 1897. Large numbers of six wheeled coaches continued to be built until the turn of the century, when most companies had long since turned to bogie stock.

This six wheeled coach was built in 1887, originally constructed with six separate compartments which would seat a total of 60 third class passengers. In L.N.E.R. days the coach was numbered '60741', this original number still surviving on the interior woodwork.

At some stage, thought to be in the 1950's, the coach was sold out of service, the running gear and wheels removed and the body complete with chassis, transported to Calders and Grandidge Ltd., timber importers of Boston (Lincolnshire) for use as a mess room. Here, the compartments were removed and various parts altered.

In 1982, the coach was redundant and was removed from the timber yard to be destroyed. At this stage, it was located in Downham Market by members of the Museum and an approach made to the contractor, Mr. D. Miller, who very kindly donated it to the Museum. It was moved to Cottesmore on 14th November, 1982, where as a short-term measure it is in use as a refreshment area for visitors.



(31) Great Eastern Railway Chief Engineer's Saloon—No. 14

This observation type coach was completed at Stratford Works in December 1889 for use by the G.E.R. Chief Engineer. In the course of a year's inspection journeys the coach would undoubtedly have covered the whole of the company's system. Built with the standard G.E.R. air brake system (which it still retains), it was the first G.E.R. carriage to be fitted with electric lighting from new, being well appointed internally with two saloons (containing loose chairs, couches and tables) and toilet.

'No. 14' was originally built as a four-wheel coach, but in 1897 it was extended to its present length of 32 feet by providing a new underframe on six wheels. Further modifications followed, with steam heating in 1910, vacuum through-piping and sealing up of side doors in 1922.

Under the L.N.E.R., the saloon became 'No. 68', being transferred to Ipswich for District Engineers' use in 1925 (when the Chief Engineer obtained the use of a former Royal Saloon). In 1947 it was renumbered '960903' (departmental stock numbering) and by this time stationed at Norwich.

In the early 1950's, the coach's inspection duties ended and it moved to the London area for use as a mobile office in connection with electrification work. In the 1960's it was transferred to Sheffield and ended its days as the Divisional Engineer's Woodhead Tunnel Inspection Vehicle (numbered 'DE960903').

Condemned in 1973, with most of the external fittings still remaining (including the 'Maunsell' type wooden centred wheels), the coach was preserved by the Hon. W. H. McAlpine and transferred to the formative Market Overton preservation scheme of Flying Scotsman Enterprises. With the closure of this centre in 1975, the coach—along with most of the stock—was transferred by rail to Steamtown, Carnforth, eventually ending up at a private railway scheme at Henley on Thames (Oxfordshire).

In 1982, the coach was advertised for sale being surplus to requirements. Eventually, 'No. 14' was purchased by the Museum and moved to Cottesmore by road on 24th October, 1982.



(32) Wisbech and Upwell Tramway Composite Coach—'No. 7'

The Wisbech and Upwell Tramway was built by the Great Eastern Railway in 1883 to tap lucrative agricultural traffic originating in the Fens. Stock for this roadside tramway, of squat appearance due to low platforms on the line, was initially small four-wheel coaches, but in 1884 the Stratford Works of the G.E.R. built two bogie coaches with a balcony at each end and longitudinal seating.

These worked on the tramway until passenger services ceased in 1928, when they were transferred to the Kelvedon and Tollesbury Light Railway in Essex. They were eventually withdrawn on closure in 1950—ironically the Wisbech line remained open for goods traffic until 1966, having been the inspiration for the Rev. W. V. Awdry's railway stories featuring 'Thomas the Tank Engine', 'Toby the Tram Engine' and 'Henrietta the Coach'.

'No. 8' (eventually E60462E), an 'all-third', was overhauled after withdrawal to star in the Ealing Studio's comedy film 'The Titfield Thunderbolt'. Scheduled for preservation, it was stored at Stratford Works, but was scrapped in 1957.

The other bogie coach, 'No. 7' (eventually E60461E) was a 'composite' (originally 'first/second', then 'first/third') and ended its days as a farm onion store at Woodwalton Fen (Huntingdonshire, now Cambridgeshire). Taken by rail to nearby Ramsey, the bogies, draw gear and balconies were cut away to enable it to fit the low loader which moved it to its supposed final resting place.

'Rediscovered' in 1973, 'No. 7' moved the following year to the Cambridge Museum of Technology from where it was sold to Rutland Railway Museum, moving to Cottesmore on 10th July, 1982 via the Wisbech Rose Parade, the return after 54 years being sponsored by Peterborough Building Society.

A set of bogies were purchased from BSC Corby and a Cottesmore engineering firm, Davro Fabrications Ltd., manufactured and donated new balconies.

In 1983, 'No. 7' made another return to Wisbech (again sponsored by Peterborough Building Society) to take pride of place in the Centenary Parade—and film star fame, the story of the tramway appearing on Anglia Television's 'Bygones' programme.

BRAKE VANS

The least common type of internal user vehicle at industrial locations. They were only used where a system was large enough to need a brake van on the back of a train of wagons or where workers needed to be transported over the system (e.g. Oxfordshire Ironstone Company, near Banbury). In such cases the independently braked vehicle was therefore useful.



(33) Midland Railway Brake Van—M1090

A standard 20-ton Brake Van built to the Midland Railway's pattern around 1923, numbered M1090. It was latterly used for 'internal use' at the Royal Naval Armaments Depot, Bandeath, Scotland, becoming 'No. 56'. It was purchased by the forerunners of the Museum in April 1978.

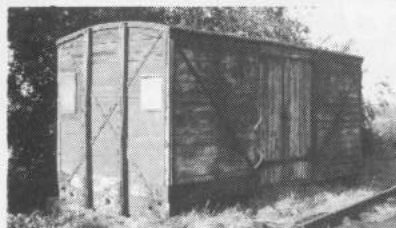


(34) Great Western Railway Brake Van—17952

A typical GWR 'Toad Brake Van with a verandah at one end only, built at Swindon in 1923. Purchased by the Manchester Ship Canal Co. in 1962, it became 'MSC 6374' and was used on the Company's extensive private railway system as the Engineering Breakdown Van. With the decline of the system, the van was acquired by a Museum member, arriving at Cottesmore in July 1983.

COVERED GOODS VANS

A variety of box vans, of varying age and parentage, used by many industrial concerns for 'internal use' and storage purposes.

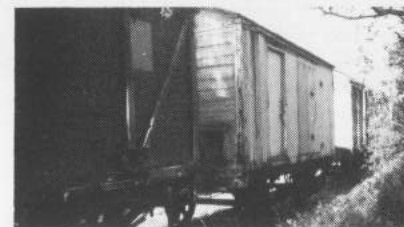


(35) LNWR Pattern 10-ton Capacity Van—LMS 276945

Built by the LMS (276945). Grounded body on the Museum site, originally used as wagon inspector's office by B.R. at Cottesmore sidings. Acquired when the site was purchased from B.R. in 1979.

(36) Standard LNER 12-ton Wooden Chassis Van

Donated by the British Steel Corporation, Scunthorpe Division (ex B.S.C. Normanby Park Works, Scunthorpe) in 1980. A standard type of van, built and used in large numbers by the LNER and a good example of a mainline wagon being sold out of service to industrial railway operators.

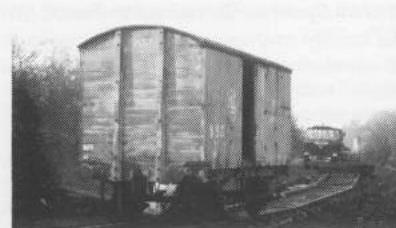
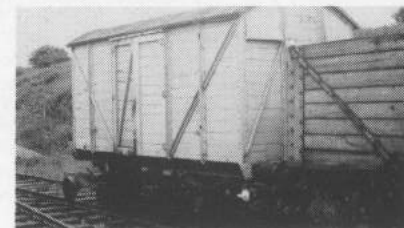


(37) Caledonian Railway Wooden Van—O.M.B. No. 907

Wooden chassis van, built by the Caledonian Railway. Latterly in use by Ore Mining Branch platelayers, Scunthorpe. Donated by B.S.C. Scunthorpe Division (ex Appleby-Frodingham Works) in 1980.

(38) Standard Ventilated Van 'Mink A' 10-ton Capacity—No. 13

Built by GWR (95353). Standard steel chassis van (Code—'Mink A'), with Churchward design ratchet brake gear. Purchased from British Sugar Corporation, Spalding, Lincolnshire in 1977.



(39) Private Owner 12-ton Van—No. 4

Wooden chassis 12-ton van. Built by the General Wagon Co., as a 'private owner' van for ICI Salt Division (No. 2317). Before nationalisation of the railways in 1947, such wagons were a common sight on main-line railway routes. Latterly in internal use at British Sugar Corporation's Spalding factory from where it was purchased in 1977.

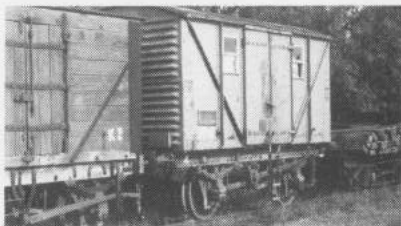


**(40) Midland Railway Goods Van—
S. & L. 1147 (Plant No. 8555/58/2)**

Former Midland Railway goods van with wooden chassis. Latterly used as a 'mess van' at British Steel Corporation's Glendon Ironstone Quarries, near Kettering, Northamptonshire and purchased in 1980.

(41) Quarry Mess Van—No.4

Quarry mess van, built by Stewarts and Lloyds, Corby, using a standard steel wagon chassis and former LMS pattern van body (plywood body with corrugated steel ends for extra strength). Ex BSC Corby Ironstone Quarries, Northamptonshire, in 1981.



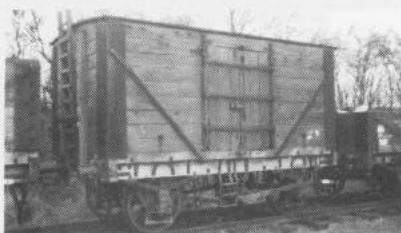
**(42) Quarry Platelayers Van—No. 2
(Plant No. 8555/58/8)**

'Mines Platelayers', all wood covered van, used as a mess van in the Corby Ironstone Quarries. Origin uncertain, but almost certainly built by Stewarts and Lloyds utilising redundant wagon parts. Ex BSC Corby Quarries in 1981.



(43) 'Tool Van'—(Plant No. 8555/58/3)

An unusual wooden wagon having the appearance of being an ordinary open wagon with a roof added. Probably a 'home-made' conversion by Stewarts and Lloyds. Used on the quarry system as a tool van. Ex BSC Corby Quarries.



**(44) LMS Covered Combination Truck
(CCT)—SW2**

A 6-wheeled wooden van, Covered Combination Truck (CCT), built by the LMS at Wolverton c.1926. Converted into a 'cell-truck' by BR in the 1950's. Purchased by Stewarts and Lloyds and latterly used internally at Corby Iron and Steel Works.



EARLY GOODS WAGONS.

A variety of vintage wagons illustrating the very early days of railway activity in industry and, indeed, the very early days of railways. The collection ranges from the wooden longitudinally inside-framed side-tip wagon used in the construction of main-line railways (e.g. Great Central Railway in the nineteenth century) and then used extensively in quarrying activities, to the wooden wagon with grease axleboxes and braked only on one side, which were the fore-runners of today's modern freight stock.

**(45) Wooden Side-Tipping Wagon
('Manchester Ship Canal' Type)—No.30**

Built in the 1890's using scrap metal materials (broad gauge rail, salvaged wagon axles) and elm (then a cheap material). Finally used in the quarries. Ex Ketton Portland Cement Co. Ltd., Ketton, Rutland.



(46) 4-plank Wooden 10-ton Wagon—9

Built in early 1900's with grease axle boxes, brake handle on one side only. 'Tippler' type wagon, emptied by tipping upside down. Ex Ketton Portland Cement Co. Ltd., Ketton, Rutland.



(47) 3-plank Wooden Dropside Wagon—546

Built in early 1900's with grease axle boxes. In the livery of 'James Pain Ironstone Mines' it would have been a common sight in the East Midlands' quarrying areas in the early part of the twentieth century. Ex BSC Stanton and Staveley, Stanton Works, near Nottingham. The condition of such wagons on arrival at the Museum can be seen.



(48) 3-plank Wooden 10-ton Wagon—267

Built early in this century with grease axle boxes and braked on one side only, the wagon is a typical wooden open wagon, three planks high with centre side doors. The livery of 'Holwell Iron Works' was, again, once a common sight. Ex BSC Stanton and Staveley, Holwell Works, Asfordby, near Melton Mowbray, Leics.



WOODEN OPEN WAGONS

A collection of open wagons, mostly all wood (i.e. wooden chassis and planked body) which illustrate the type of wagons common to quarries and factories (and indeed to the main-line railway companies) until the introduction of the robust steel wagons in more recent times. Most are 'Private Owner' wagons, built by independent wagon builders for industrial use, but would have seen use on the main line railway between—for example—the quarries and the steelworks. Latterly, such wagons were confined to factory works' yards or quarry sidings 'for internal use only'.

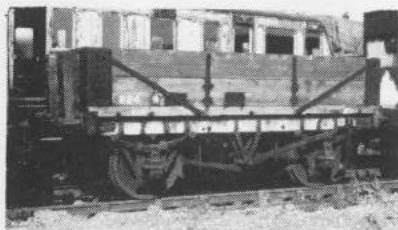
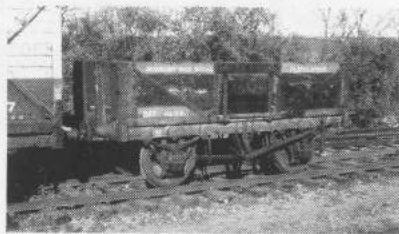


(49) 8-plank Wooden 12-ton Wagon—31

Built by Charles Roberts & Co. of Wakefield (No. 308007) for the 'Newstead Coal Company Ltd.—Blidworth Colliery'. Registered by the LNER(E) 11644 in 1938. Built to the Railway Clearing House (RCH) 1923 standard 8 plank wagon specification, i.e. with side, end and bottom doors. Donated by NCB Blidworth Colliery, Nottinghamshire.

(50/51) 5-plank Wooden 10-ton Wagons—344 and 357

With centre side doors. Donated by British Steel Corporation, Normanby Park Works, Scunthorpe, South Humberside.

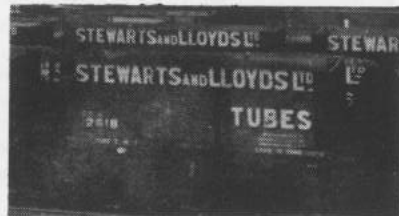


(52) 4-plank Wooden 10-ton Wagon—624

Tippler type wagon—i.e. no doors, the wagon is tipped upside-down to empty. Ex BSC Stanton and Staveley, Stanton Works, near Nottingham.

(53) 8-plank Wooden 13-ton Wagon

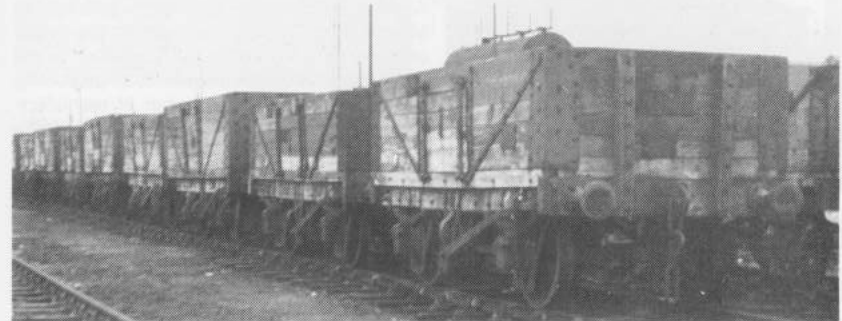
Differing from the previous four wagons by having a steel chassis, this wooden bodied wagon was built to the RCH (1923) specification by the Cambrian Wagon Co. of Cardiff. Registered by the GWR in 1942 (No. 20333), it was donated by the Beeston Boiler Co., Nottingham. Preserved in Stewarts and Lloyds (Corby) Ltd. livery.



(54-58) 'Stanton Rake'

Five all-wooden open wagons of similar appearance in the distinctive red livery, with white lettering, to recreate a complete train which would have worked from the Stanton Ironworks Company's ironstone quarries and coal mines in the East Midlands to the Company's ironworks near Nottingham in the 1930's. All the wagons were acquired from B.S.C., Stanton and Staveley, Stanton Ironworks, near Nottingham. All wagons are 6-plank, centre side door, 12 ton capacity except 1131 which is a 5-plank.

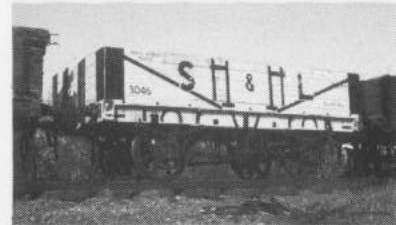
849	1131
860 (Builder's No. 99597)	5818
1117	



(59-63) 'Corby Rake'

A rake of similar all-wooden, low-sided open wagons recreates the spectacle of an historic train once a common sight in the Corby area, working on the lines of Stewarts and Lloyds Minerals Ltd. All the wagons were acquired from B.S.C., Gretton Brook Yard, Corby, Northamptonshire. All are 4-plank, centre side door, 12 ton capacity wagons except 3142 which has dropsides.

3017	8555/68/2
3046	8555/68/5
3049	8555/68/6
3142	8555/68/13
3153	8555/68/15

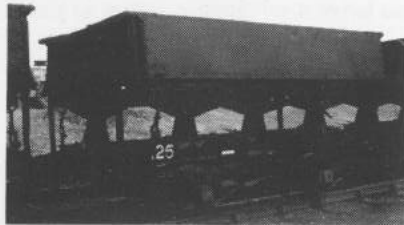


3046, 4-plank Wooden Open Wagon (left) the first wagon to be restored by the Museum in 1978.



STEEL WAGONS

A collection of steel wagons (all-steel chassis and body), illustrating the later stages in quarry and industrial railway operation. Many of these wagons would run on main-line railway metals although most were acquired by the Museum after service as 'internal user' wagons—many having been sold out of main-line railway service (a common means by which private operators acquired railway wagons).



(64-69) Corby 'Either-side Tipping Wagons'

A unique rake of side-tip wagons built by the Metropolitan Cammell Carriage & Wagon Co. of Birmingham. The logical successor to the 'ship canal' wooden wagon (see page 27), many being built by a number of manufacturing companies. Introduced from the 1920's onwards in ironstone quarries from Oxfordshire to Lincolnshire they carried 15 tons of ore and could be tipped either side. Fitted

with 'buckeye' coupling although standard buffer and draw-gear has been fitted to either end of the rake. These wagons (sometimes known as 'dumpcars') were used solely in the quarry systems, often in an intermediary role i.e. to convey ore from quarry face to calcine clamp (e.g. Scaldwell and Lamport, Northamptonshire) or to the crusher (e.g. Oxfordshire Ironstone Co. system, near Banbury) or to remove clay capping prior to the removal of rock overburden (e.g. Corby Quarries, Northamptonshire).

All ex BSC, Gretton Brook Yard, Corby, Northants.—latterly used to transport spoil in connection with maintaining the Corby quarry rail system).

76	(8555/50/4)	Built 1939	
97	(8555/50/25)	Built 1939	
125	(8555/50/53)	Built 1940	
141	(8555/50/69)	Built 1940	Fitted with standard buffer/draw gear
144	(8555/50/72)	Built 1940	Fitted with standard buffer/draw gear
148	(8555/50/76)	Built 1940	



(70/71) 'Skip Wagons'

Another method of transporting iron ore from quarry to calcine clamps was to trans-ship the ore in metal skips placed on flat wagons. The three skips on each chassis could then be craned off and tipped. A common sight in some quarries in the 1940-1950 period.



These particular wagons were latterly used to transport sand from Great Oakley sand quarries to the blast furnaces at the nearby BSC Corby Works, although they are recorded as having been formerly used at Cranford Quarries (Northamptonshire) and Market Overton Quarry (Rutland).

1 (8555/49/1)
 (8555/49/4)

Built by G. R. Turner, Langley Mill in 1942.



Tippler Wagons

The modern successor to many of the earlier wagons preserved by the Museum, a 'tippler' has no doors, the wagon being tipped upside down (in a 'wagon tippler') to empty. Many 'Iron Ore Tipplers' were built and used for B.R. service, although the Museum's example was built as a private owner 'Non Pool' wagon for use by the British Steel Corporation on main-line metals. A very common sight in the Midlands' ironstone field.



(72) Standard 27-ton Iron Ore Tippler— BSCO 25197

Built by Metropolitan Cammell Carriage & Wagon Co. in c.1972. Passed for main-line running (this denoted by the yellow painted brake handle). Ex BSC, Corby Works, Northamptonshire, where it was latterly used to transport iron ore from the outlying Glendon Quarries to the works at Corby.

Hopper Wagons

Introduced in the twentieth century to transport mineral traffic (such as iron ore) from quarries to steelworks. Some were built and owned by the main-line railway companies, whilst others were privately built and used initially as 'private owner' wagons. A hopper wagon denotes that the wagon only has a door or doors in the floor for unloading purposes. All the wagons acquired by the Museum were latterly used for internal traffic at a variety of industrial concerns.

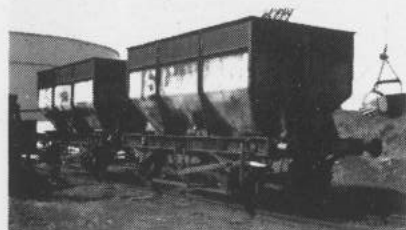
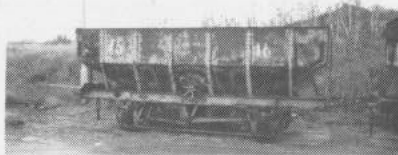


(73) 21-ton Iron Ore Hopper—147590

21-ton capacity. Built for the Appleby Frodingham Steel Co. Ltd. in 1938. Taken, in common with all private owner wagons, into main-line stock upon nationalisation of BR in 1948 (P210000) and subsequently sold out of service to Stanton Ironworks, near Nottingham in 1965 for internal use (Number S1663) from whom it was acquired. Bottom doors now removed.

(74) 20-ton Coal Hopper—16

20-ton capacity. Mainly used for coal traffic. Built by the Metropolitan Cammell Carriage, Wagon & Finance Co. Ltd. of Birmingham at their Nottingham Works in 1925 and registered by the LMS in 1929 (120753). Ex British Sugar Corporation, Newark Factory, Nottinghamshire.



(75/76) LMS 20-ton Iron Ore Hoppers—19 and 20

Standard LMS 20-ton Iron Ore Hoppers. A familiar sight in ironstone quarries until the 1950's when they were phased out and sold to private users. Both were built by the Metropolitan Cammell Carriage & Wagon Co. to LMS Diagram 1941, 19 in 1938 (Lot No. 1133) and 20 in 1936 (Lot No. 940). Ex British Sugar Corporation, Newark, Notts.

Mineral Wagons

Two steel open or 'mineral' wagons mainly used to carry coal. Originally built as 'private owner' wagons, they were taken into B.R. stock on nationalisation in 1948, but were sold out of service to private users. Both acquired from British Sugar Corporation, Newark.



(77/78) Standard 13-ton Wagons—21 and 24

21. Standard 13-ton capacity wagon with side and end doors, built by the Cambrian Wagon Works Ltd., Cardiff. Registered by the LMS in 1943 (for main line running) as 172194. Originally owned by Wm. Cory and Son Ltd. B.R. number P148144.

24. Standard 13-ton wagon with side and bottom doors. Registered by the LMS in 1936. B.R. number P66288.

PLATELAYERS/SERVICE VEHICLES

A variety of wagons have been preserved by the Museum which were formerly used in industry to maintain the particular firm's private rail system (some wagons already listed were used in this way). Some vehicles acquired have been adapted by the Museum to provide specialised wagons and also to form a 'works train'—a once common sight on larger industrial systems.

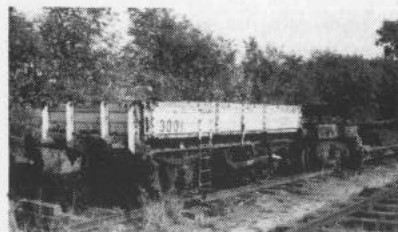
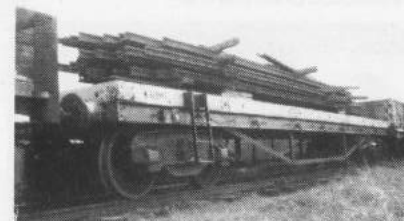


(79) Bogie Well Wagon—150/420/89

Bogie well wagon, 40-ton capacity. Built by Head, Wrightson & Co. and is of BR(W) origin. Ex B.S.C., Corby, Northamptonshire where it was used to transport machinery (e.g. cranes, bulldozers, etc.) around the quarry system. Often referred to as a 'digger trolley' by the quarry workers.

(80) Bogie Bolster 'C'—MBW1

A standard bogie bolster wagon built in large numbers by the GWR and perpetuated by British Railways. This particular example, thought to have been built by the GWR was purchased from B.R. in 1978 by B.S.C. Corby for use in the surrounding quarry system (MBW1—'Minerals Bogie Wagon 1'). It was acquired for the Museum in 1983.



(81) 3-plank Dropside Wagon—3001

3-plank dropside open wagon with steel chassis. Built to LMS pattern at Wolverton Works, it finally ended up in use by the Divisional Civil Engineers at Nottingham. It was purchased by British Steel Corporation, Corby, Northamptonshire for use in maintaining the quarry railway system. Ex B.S.C., Gretton Brook Yard, Corby.

(82/83) Flat Wagons—54 and 184

Flat wagons with wooden chassis. Ex British Steel Corporation, Stanton and Staveley, Stanton Works, near Nottingham.

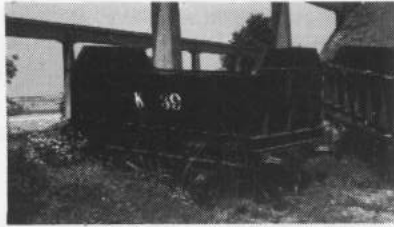


(84/85) Flat Wagons—64 and 65

Small flat wagons made from the steel chassis of 'either-side tipping wagons' for use on the Stewarts & Lloyds' quarry system. Ex British Steel Corporation, Corby, Northamptonshire.

(86/87) Internal Wagons—K1 and K39

Tippler type wagons formerly used by the Ketton Portland Cement Co., Ketton, Rutland on their internal rail system which linked the quarries to the works. A logical successor to the early wooden side-tipping wagon (see page 27), these steel wagons were introduced in the 1960's, K1 being built in the company's own workshops—initially a steel body on wooden frames which was eventually replaced by steel. The wagon fleet was completed by numerous vehicles being constructed by the Butterley Company Ltd. of Ripley and K39 is a representative of this batch, being built in 1961. Both wagons were generously donated by the Ketton Company in 1984, proving to be useful vehicles for the transport of materials around the Museum's site.



MISCELLANEOUS



(88) 'Esso' Rail Tank Wagon—No. 44355

A long wheelbase rail tank wagon which was generously donated to the Museum by the Esso Petroleum Company Limited is one of the few examples of 'private owner' rolling stock for modern railway traffic conditions which is on display at Cottesmore.

The vehicle, No. 44355, is rated at 35½ tons gross laden weight, and was built by Charles Roberts and Co. Ltd. during 1962/3 as part

of one batch of forty. In its original livery of silver with red sole bar, the modern components such as roller bearings, 'Oleo' buffers and vacuum brake gear are in marked contrast to most industrial stock at the Museum.

'44355' was probably used as part of a 54-car train from Esso's Fawley (Southampton) Refinery to their Bromford Inland Terminal (near Birmingham). These trains, over 500 yards long, had a gross weight of nearly 2,000 tons. They ran on a scheduled service, making eight journeys a week.

With the introduction of pipelines, these trains ceased to exist and the latter days of this rail vehicle were on the delivery of gas oil for British Rail's own traction in the South and South-West of England. The vehicle, at the time of its donation, was the last but one in existence.

By courtesy of Esso, and with the kind permission of the British Steel Corporation, the vehicle was delivered by rail to the latter's Corby Steel Works in Northamptonshire. Here, it was transferred to a road low-loader and transported to Cottesmore arriving on 26th November, 1983.

(20) Permanent Way Vehicle—'DB965072'

Typical of the many four wheel trolleys used by permanent way gangs on British Rail this example was built in 1957 by D. Wickham & Co. Ltd. of Ware, Hertfordshire, Works No. 7587. Able to seat up to eight people on longitudinal bench seats and driven by a 1323 c.c. J.A.P. twin cylinder petrol engine, power is transmitted to the wheels through a friction clutch which also acts as a variable gear. 'DB965072' which saw service in the North Eastern Region of B.R. was purchased from a Darlington scrapyards by a Museum member in 1977.

RAIL MOUNTED CRANES



(89) Rail Mounted Steam Crane

Built by Thomas Smith Ltd. of Rodley near Leeds, this 'standard locomotive steam crane', with a 5-ton lifting capacity, was purchased by a Museum member from British Steel Corporation's Corby Iron and Steel Works, where it worked in the Deene Coke Ovens until closure of the Works in 1980. Although it received a new boiler in 1978, very little is known of its early history—no records survived at Corby or with the builders at Leeds. Study of makers' catalogues shows this type of crane being manufactured up to the First World War and it is thought that this particular crane was built around 1910.

(90) Rail Mounted Diesel Crane

The diesel successor to the steam crane, this rail mounted crane was manufactured by Thomas Smith and Rodley Ltd. of Leeds in 1964—Works No. 25843. Its parts were delivered to the British Sugar Corporation's Bardney (near Lincoln) factory where it was erected and put to work—mainly in the coal handling area.

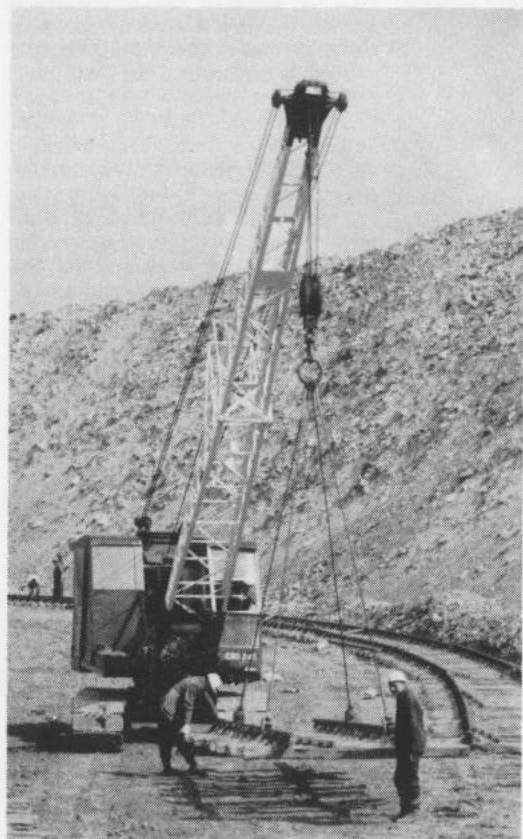
Weighing 26-tons and powered by a Gardner 6L3 diesel engine, the crane is capable of lifting up to 5-tons, although for most of its work it was fitted with a grab bucket.

It was purchased by a Museum member in May 1984 and moved to Cottesmore shortly afterwards.



PLANT AND MACHINERY

The Museum has obtained—either by donation, the efforts of individual members or groups of members—various items of machinery which are of use in the running and development of the site. In addition, most of these machines are of some interest historically.



Lima Type 34 Crane

Built by Baldwin Lima Hamilton, Lima Locomotive Works Inc. (Shovel and Crane Division), Lima, Ohio, U.S.A. in 1947—Works No. 4339. Fitted with a General Motors 3/71 two-stroke diesel engine, the tracked (crawler) machine was one of a number supplied to Stewarts and Lloyds Ltd., Corby after World War II under the 'lend-lease' agreement in 1948. Originally equipped as a dragline (with a $\frac{3}{4}$ cu. yd. bucket bucket), the machines were employed in the company's quarry areas digging 'gulleys' to open up new quarries and removing overburden ('baring') in existing ones. As larger machines were introduced, they were converted to crane use (with a lifting capacity up to 12 $\frac{1}{2}$ tons) and indeed helped to build some of the massive walking draglines. This particular machine was finally located at Pen Green Engineering Works, Corby, where it was numbered 'No. 21' (with a registration number EBD 491, enabling it to travel on the public highway). With the run-down of ironstone quarrying it was purchased by a Museum member in 1978.

International Type 100A Loader

Built in 1973 by the International Harvester Co., Doncaster, with a '4-in-1' 'Drott' front bucket.

Massey-Ferguson '65' Tractor.

Built in 1958—with a front end loader and bucket.

Fordson Super Major with Whitlock Digger

Built in 1959—with front end loader and rear bucket.

Parker Cement Mixer.

Built in 1949—Wolseley Sheep Shearing and Manufacturing Co. Single cylinder 1 $\frac{1}{2}$ horse power (W.D. pattern) petrol engine.

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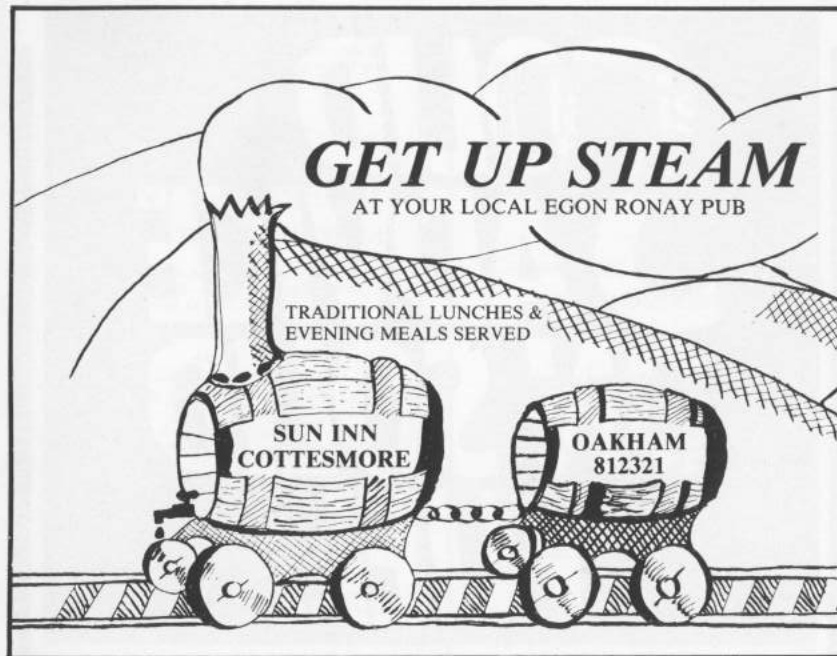
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