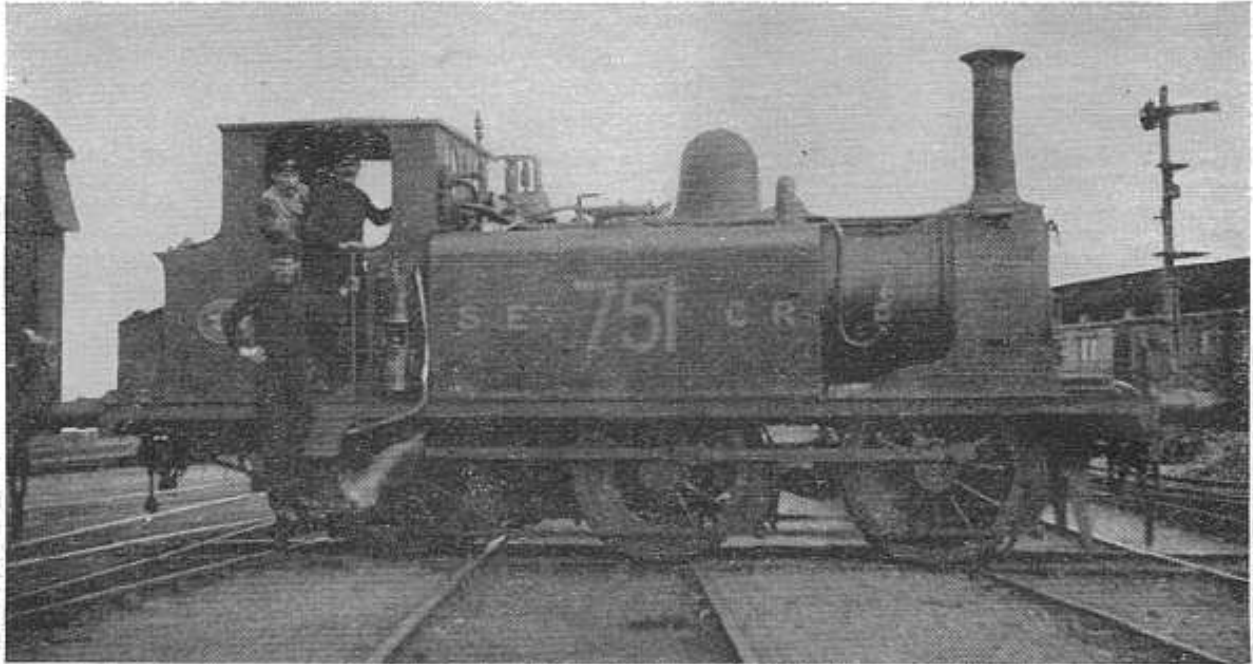


Two Unusual S.E.C.R. Tank Engines

By D. L. BRADLEY



South Eastern & Chatham Railway "Terrier" No. 751 at Folkestone Harbour in September, 1920. It is in the wartime grey livery which it bore until 1932

DURING the year 1904, two 0-6-0 tank locomotives, completely different in origin and appearance, were purchased second-hand by the Southern Eastern & Chatham Railway for light duties on lines in Kent. They were numbered 751 and 752. After the lapse of more than half a century, No. 751 is still in the service of British Railways, but No. 752 passed to the scrap heap shortly before the end of the second world war.

A Stroudley "Terrier," No. 654, built at Brighton Works in December, 1875, as No. 54, *Waddon*, was acquired by the S.E.C.R. for £670 from the London, Brighton & South Coast Railway on September 20, 1904. It was for working goods trains over the Isle of Sheppey Light Railway. The "Terrier" entered Ashford Works on October 22, and was thoroughly overhauled, fitted with vacuum ejectors, painted Brunswick green and renumbered 751 before emerging on February 14, 1905, to go into traffic.

Five days later, however, No. 751 was back in the erecting shop with a broken crank axle, and it was not until May 24 that the Isle of Sheppey was actually reached and the goods services taken over from the aged and much-rebuilt

former London, Chatham & Dover 2-4-0 tank No. 518. There it quickly became a firm favourite of the footplate crews and received the nickname "Little Tich" in remembrance of the inimitable "Man of Kent," Harry Relph, who at the time was the rage of the London music halls.

The Brighton-pattern boiler was condemned in October, 1909, and the next few months were spent in the open at Ashford Works until a new one was ready in January, 1910. The official locomotive book for 1912 gives the following principal dimensions:—

Cylinders	...	...	...	...	14 x 20 in.
Coupled wheels	...	...	...	...	4 ft. 0 in.
Boiler diameter	...	...	...	...	3 ft. 6 in.
Boiler length	...	...	...	...	7 ft. 10 in.
Working pressure	...	...	...	...	140 lb.
Total heating surface	...	...	...	...	515 sq. ft.
Weight in working order	...	...	...	...	27 tons 3 cwt.
Tank capacity	...	...	...	...	500 gal.
Bunker capacity	...	...	...	...	12 cwt.

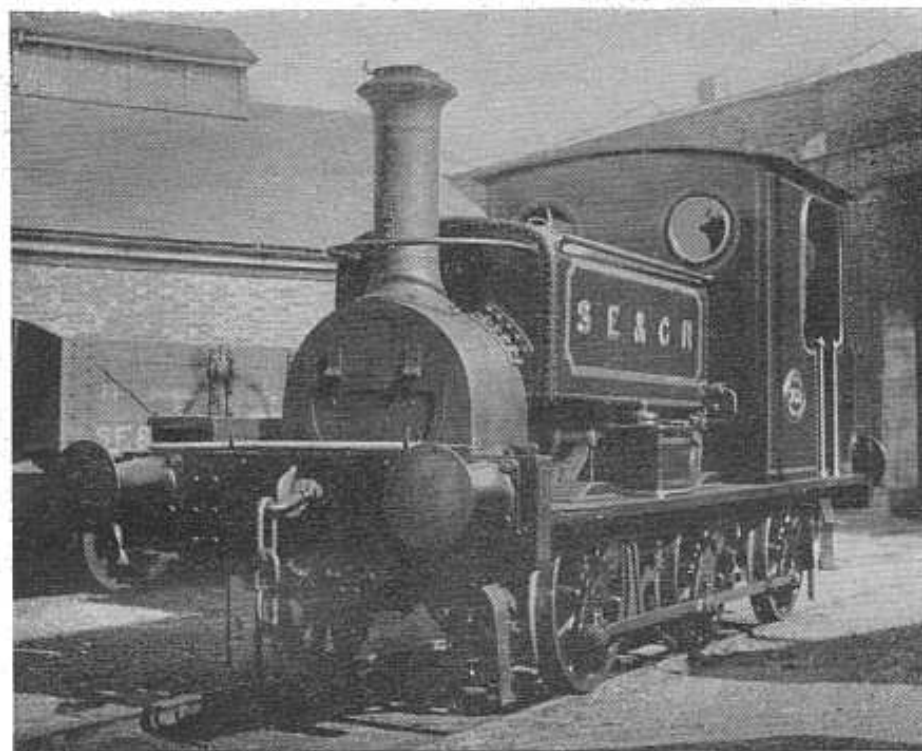
In the meantime, its place on the Isle of Sheppey Light Railway had been taken by the recently-completed diminutive "P" class tank No. 27, and "Little Tich" spent the next three months piloting at Longhedge (Battersea) before going to work the short Sandgate branch until the end of the year, when the Beckenham-Norwood shuttle services were taken over. In 1912, with the

operation of these services back in L.B.S.C.R. hands, No. 751 found employment in the yards at Strood, but in 1913, and again in 1915, it was back on the Beckenham-Norwood line.

Once more without a regular duty at the beginning of 1916, temporary work was found at Richborough while one of the "P" tanks was under repair at Ashford. On the return of this engine, the Chief Mechanical Engineer of the S.E.C.R., R. E. L. Maunsell, seriously considered selling No. 751, but there arose the need for an extra shunter at Folkestone Harbour, from where ever-increasing numbers of soldiers were

December 22, with the number 680S and a Drummond chimney, and it became the Lancing Carriage Works shunter.

The 1910 Wainwright boiler was condemned by Brighton Works in January, 1937, and replaced by one numbered B.E.553 off engine No. E735, which had been withdrawn the previous month at Ashford. No. E735 was one of two L.B.S.C.R. "Terriers" purchased by the London & South Western Railway in March, 1903, for the Lyme Regis branch, and had commenced life as No. 68, *Clapham*, in August, 1874. As No. 680S, when returned to Lancing on February 11, 1937, still retained the short smoke-



The 0-6-0 saddle-tank engine No. 752 at Folkestone in September, 1910, six years after it had been purchased by the S.E.C.R.

sailing for the Western Front. After the Armistice, use was still found for it there until February, 1925, when the shed piloting duties were taken over at Battersea Park from the *ex-L.B.S.C.R.* "Terrier" No. 642 (*Tulse Hill*).

No longer needed, in the following December the Southern Railway placed No. 751 in store for over three years in the Preston Park Paint Shop, before sending it to provide steam for the Eastbourne hoist. When accepted for repair by Brighton Works on September 20, 1932, this much-travelled little tank was the last Southern Railway locomotive still retaining a pre-grouping livery—in this case the South Eastern & Chatham wartime grey with large white numerals. No. 751 left the works on the following

box, it was an interesting admixture of the "A1" and "A1X" classes. Under British Railways, this Stroudley veteran became No. DS680, but otherwise has not been altered and shunts on at Lancing. Its partner there until the autumn of 1953 was DS515 (*ex-L.B.S.C.R.* No. 50, *Whitechapel*) and thereafter has been No. DS681 (No. 59, *Cheam*).

No. 752 was a rather clumsy-looking six-coupled contractors saddle-tank which had been delivered by Manning, Wardle & Company (works number 725) to a Mr. Joseph Fairbank, of Darlington, in September, 1879. Originally named *Grimstead*, it became the *Middleton* in June, 1899, when sold to a Mr. William Rigby, of Driffield, and was used on the Chislehurst-Grove Park track-widening

works of the then newly-formed South Eastern & Chatham Railway. Later it assisted with the Folkestone Harbour extensions and while so engaged on August 26, 1904, was purchased by the S.E.C.R. for £520. After being thoroughly overhauled at Ashford Works, where a roomy cab was added and the standard green livery applied, it was returned to Folkestone Harbour as S.E.C.R. No. 752.

The boiler was replaced in November, 1911, and the cylinders in May, 1913. The official diagrams for 1922 give the following dimensions:—

Cylinders	...	...	...	...	12 × 17 in.
Coupled wheels	...	...	...	...	3 ft. 2 in.
Boiler diameter	...	...	...	...	2 ft. 10 in.
Working pressure	...	...	...	...	120 lb.
Grate area	...	...	...	...	7.4 sq. ft.
Total heating surface	...	...	...	...	340.6 sq. ft.
Weight in working order	...	...	...	...	18 tons 9 cwt.
Tank capacity	...	...	...	...	430 gal.
Bunker capacity	...	...	...	...	12½ cwt.

Until June, 1918, the chimney carried an ornamental cap which did much for the engine's appearance and its removal

left an extremely ugly-looking stumpy stove pipe.

No. 752 shunted on at Folkestone until August 3, 1925, when the Southern Railway decided that further repairs were not justified in view of the number of small "P" class tanks available for such light duties. Thus it was banished to Ashford for breaking up, but was reprieved and in the following March sold to George Cohen, Sons & Co. Ltd., which quickly disposed of it to the Thames Deep Water Wharf Co. Ltd. As the *Dolphin* it was used by this firm, and its successor the Northfleet Deep Water Wharf Limited, until the spring of 1943, when both cylinders were found too badly worn for further re-boring. In the following July it was reported partly dismantled awaiting new cylinders and steam chest, but was in fact never steamed again and went for scrap on March 16, 1945. A new firebox, crank axle and wheels had been fitted in the autumn of 1932.