



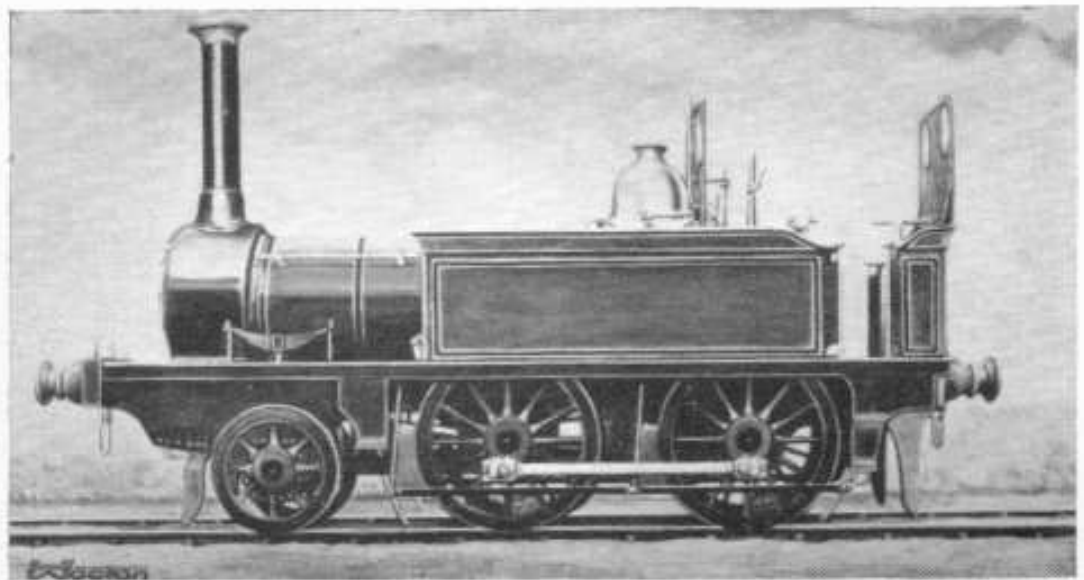
*From a painting by J. H. Wootton*

### **"INSPECTOR" AT LEWES**

An impression of the L.B.S.C.R. 2-4-2 "locomotive saloon" No. 481 awaiting departure from Lewes, Sussex, in the 1890s and carrying a "Quarry Line" headcode. Originally built by Sharp, Stewart & Company in 1869 as a 2-4-0, it reappeared as "Inspector" in the early 1890s and was finally scrapped in 1899.

The original 2-4-0 locomotive supplied to the L.B.S.C.R. by Sharp, Stewart & Company in 1869. The maker's order number was E556, entered in 1868, and the works progressive number 1924

From a painting by J. H. Wootton



## THE BRIGHTON "INSPECTOR"

J. H. WOOTTON

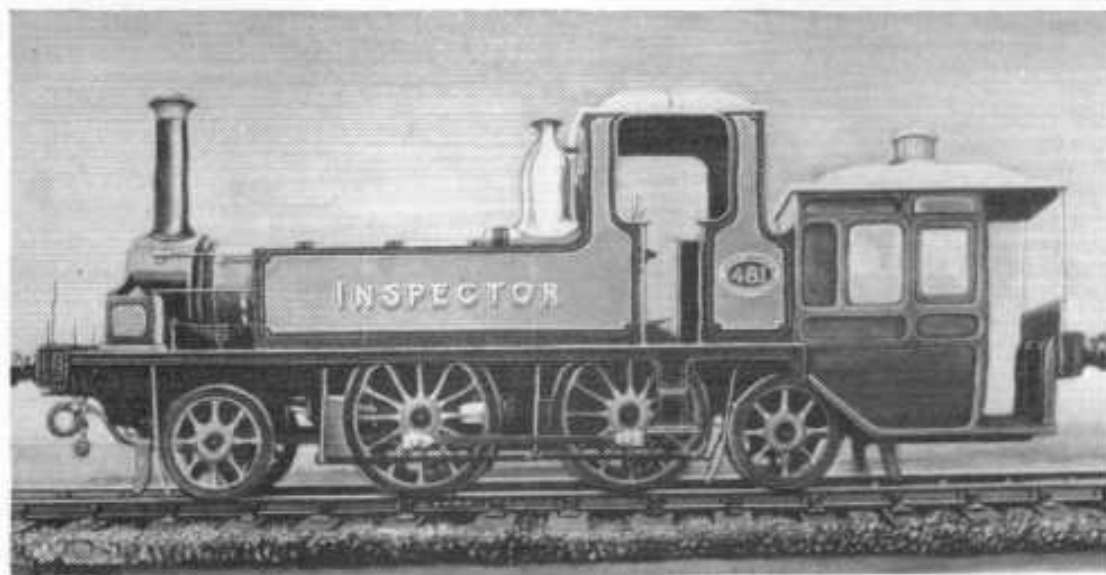
WILLIAM STROUDLEY, on his appointment to the position of Locomotive, Carriage, Wagon & Marine Superintendent of the former London, Brighton & South Coast Railway, found himself responsible for a legacy of locomotive oddments rather than anything resembling a uniform stud of motive power which his predecessor, John Chester Craven, had left behind him. Stroudley did little towards attempting any regimentation with these, but initiated instead his policy of introducing a limited selection of standardised designs for which he became famous.

The majority of the old railway companies possessed, at one time or another, some form of private conveyance either for the use of high-ranking officials or, more usually, for inspection and similar purposes by the civil engineering department, and it was for this latter service that one of these locomotive oddments ultimately survived. This was a diminutive 2-4-0 side-tank engine which had been built to contemporary standards of design by Sharp, Stewart & Co., of Manchester, in October, 1869 (order No. E556 of 1868). On Stroudley's accession to office, he put it to work between Brighton and Kemp Town and, true to tradition, he named it *Kempton*; it was numbered 96.

The two inside 10 in.-diameter cylinders, with slide valves operated by Stephenson

link motion, had a stroke of 16 in. and were supplied by a very small boiler only 2 ft. 10 in. in diameter and pitched quite low in the frames, the centre line being a mere 5 ft. from rail level. The total wheel base was 11 ft. divided equally by leading wheels of 2 ft. 9 in. diameter and coupled wheels of 4 ft. diameter and, as originally built, there was no dome to the boiler but the safety valves were mounted on top of the raised firebox inside a polished brass casing. There was no cab and a weather-board at each end of the footplate sufficed as the only protection for the enginemen.

In June, 1874, Stroudley built four further examples of his celebrated "Terrier" 0-6-0 tank locomotives and one of these, No. 64, was named *Kempton* and succeeded to operate this service. Stroudley then undertook the rebuilding of the 2-4-0 and it emerged from Brighton Works transformed into a typical specimen of the originality and genius of that great Victorian engineer. The rebuilding was, however, mostly superficial and consisted of a standard Stroudley pattern cab; copper-capped chimney shorter than the original; a new and considerably higher brass casing which neatly housed the addition of a dome and safety valves combined; extended side-tanks; sanding gear; Westinghouse brake equipment; and a number of other minor



The 2-4-0 rebuilt as a 2-4-2 "locomotive saloon" and renamed "Inspector". This side elevation clearly shows the modifications carried out to Stroudley's designs

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modifications. In this new form, the locomotive weighed 19 tons 8 cwt.

In all its glory of the unparalleled Stroudley livery, the little engine was then transferred to work the train service between South Hayling and Havant and, accordingly, it was renamed *Hayling Island* and it was probably at this time that the number was changed from 96 to 115. This branch line had been opened in 1872 and the 2-4-0 continued to operate this service for the next 15 years, which proved to be its last regular passenger working. A frontispiece plate to *The Railway Magazine* for November-December, 1947, shows it with its train at Hayling Station in 1887, two years before it was withdrawn from the service. The number here is still quoted as 96 but, considering it was again renumbered 359 and 499 in June, 1877, and January, 1886, respectively, it would seem more authentic that the first change took place as stated.

The final rebuilding as a "locomotive saloon" was more in the form of an accretion as Stroudley made no further alterations to the locomotive itself. The design, however, was unusual and novel in that a drop frame extension to the main frames allowed the floor of the new saloon to be scarcely as much as 2 ft. from rail level. A pair of trailing wheels, to carry the additional weight at the rear end, was

sandwiched between the rear pair of coupled wheels and the saloon. Thus, the wheel arrangement became 2-4-2. The new carriage portion being much lower than running plate level, no physical connection existed between the saloon and the footplate but a speaking tube was provided and terminated on the driver's side of the cab. Stroudley's patent water tube speed indicator was fitted and, appropriately, the name was now changed to *Inspector* and the final renumbering to 481.

Stroudley's sudden and premature death in Paris five days before Christmas, 1889, while supervising at the trials of his famous "Gladstone" class locomotive, No. 189, *Edward Blount*, deprived him from ever seeing his unique, but somewhat cumbersome looking, innovation in operation. When completed it was taken over by the civil engineer's department and, while travelling about the Brighton system, it was the forerunner in carrying what was later adopted as the standard "Quarry Line" headcode—a square white headboard with two horizontal black stripes. Although it is reputed to never have been out on the road very much, the writer's painting (reproduced as a frontispiece plate to this issue) depicts it on one of its rare outings with two officials awaiting the signal at Lewes. It was broken up in January, 1899.