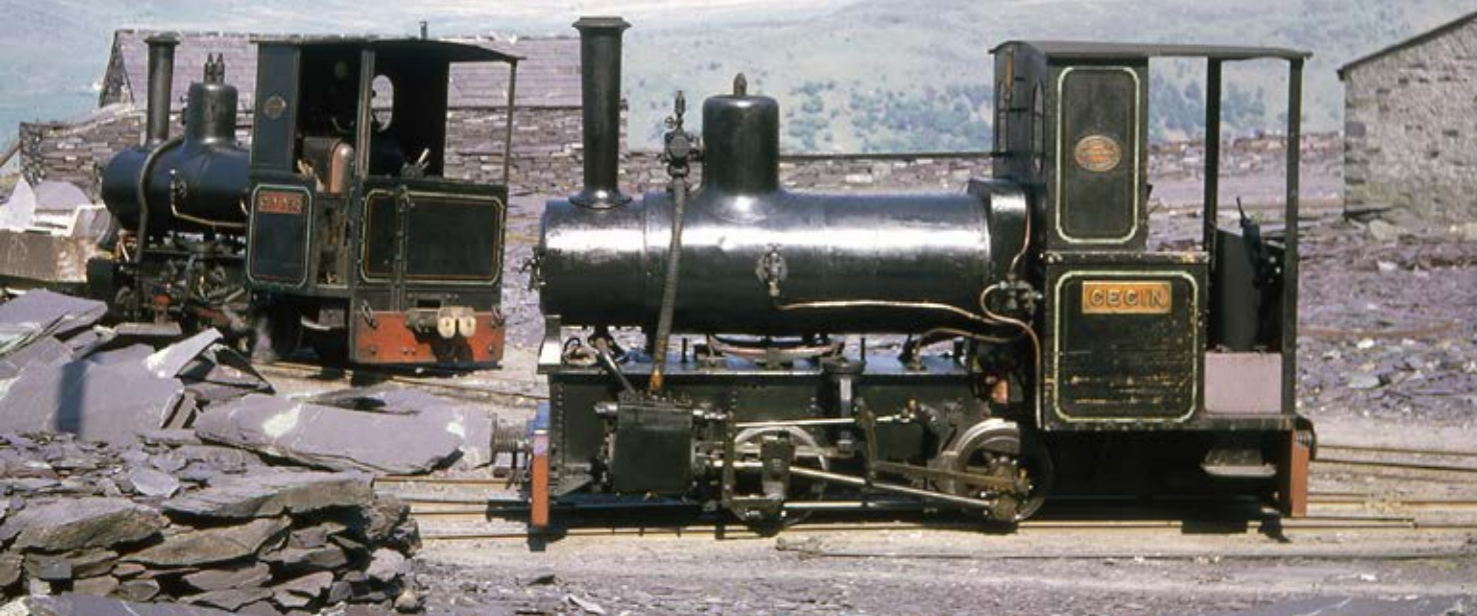


# Full Service History

Penrhyn and Padarn were not just Hunslet havens – a host of mainly secondhand locos worked the Welsh mountain quarries over the years and as *Andrew Charman* relates, most survived into preservation.



Way back in 2012, in *NGW80*, we documented the travels of the clutch of Hunslet saddle tanks formerly employed at the enormous Dinorwic slate quarry in north Wales – a feature that is now in need of updating, such do these little engines move about. And last year, in *NGW148*, we did the same for the many sister locos that worked just over the mountain at the other north Wales industrial monolith, Penrhyn. These two enormous networks were not, however, exclusively occupied by the products of Hunslet. Other locomotive builders did get a look in – less so at Dinorwic, but particularly at Penrhyn where the owners became seasoned purveyors

of the secondhand loco market. Most of these engines, just like the Hunslets, have survived, and enjoyed well-travelled histories since leaving quarry employment. So to ‘complete the picture’ this feature traces their subsequent histories – in the secure knowledge that further loco travels will likely render these words out of date shortly after they are published! The earliest locos to work the two quarries were not Hunslets and perhaps unsurprisingly did not have long lives. Dinorwic commenced operations with vertical-boiler engines in the 1870s, and all were gone by the arrival of the 20th century. There were possibly six, of which at least three were supplied

**“Other builders did get a look in, particularly at Penrhyn where the owners became seasoned purveyors of the secondhand market...”**

by De Winton of Caernarfon. Penrhyn started using steam engines five years after Dinorwic and in its early years was a major customer of De Winton, with 10 locomotives delivered between 1876 and 1879. What is much lesser known is that three of them, which sadly did not survive, were horizontal-boilered saddle tanks. Two of the Penrhyn vertical-boiler De Wintons did survive, however. ‘George Henry’, built in 1877, was in 1956 donated by the quarry to the Narrow Gauge Railway Museum at the Tallylyn Railway. It has been displayed in the museum ever since and is today considered the most original example of the type.



The other example is ‘Katie’ a sister to George Henry and later renamed ‘Kathleen’ – last working in 1904, this engine featured in many of the famed photos of the Penrhyn ‘scrap line’ in the 1950s (the name a misnomer as very few of the locos in the line were actually scrapped...).

Kathleen lost many parts during this period but what was left was eventually acquired for the Rampton collection of narrow gauge equipment, the loco spending some years displayed in the cutting shed of the former Oakley Quarry at Blaenau Ffestiniog as part of the Gloddfa Ganol museum. Today it awaits restoration as part of the Vale of Rheidol Railway Historic Collection.

### Buying used

After the De Wintons Penrhyn followed its neighbour in ordering exclusively from Hunslet, until after the First World War. Then, needing more motive power but faced with several issues including builders such as Hunslet not immediately switching back to their original production from making armaments during the conflict, Penrhyn management turned to the secondhand market.

Kerr Stuart Haig class 0-6-0T no 3117 of 1918 was the first to arrive, acquired from a dealer in Chepstow in 1921 having worked for the Admiralty at the Welsh town’s dock. This loco was soon named ‘Sgt. Murphy’, like many quarry engines after a racehorse, but acquired a notorious reputation in 1932 when it overturned, killing its driver. It was then rebuilt in the Penrhyn workshops, the boiler lowered by more than seven inches.

On the scrap line by 1955, the Sergeant was in 1964 purchased by enthusiasts Colin Pealling and Rodney Weaver, going first to Staffordshire and then the Cadeby Light Railway in Leicestershire. From 1977 to 1991 the loco was displayed in the Conwy Valley Railway Museum at Berws-y-Coed.

The Pealling collection was sold to the Ffestiniog Railway’s Mike Hart in 1990 and in the following year Winson Engineering rebuilt Sergeant Murphy as an 0-6-2T, by which time the loco was owned by Gordon Ruston, then manager of the FR. The Sergeant ran on the Welsh line until 1996, featuring in several events.

Sgt. Murphy was then sold again, to the Teifi Valley Railway in south Wales, where it lives today. Currently it is dismantled but Teifi members working to return the loco to steam.

Three years after the purchase of the Haig, Penrhyn’s used-market activities took an interesting turn as management sought to relieve the



**Heading: Typical of the Penrhyn used bargains – Barclay tanks ‘Glyder’ and ‘Cegin’ at work in the mid 1960s. Photo: the late John Carter**

**Below left: The totally misnamed Penrhyn scrap line – the first four locos are ‘Eigiau’, ‘Stanhope’, ‘Kathleen’ and ‘Jubilee 1897’ and all have survived. Photo: John Dobson/FR**

**Top: Displayed in the Narrow Gauge Railway Museum at Tywyn ever since leaving the quarry, ‘George Henry’ is perhaps the most original condition Penrhyn loco. Photo: Allan Black**

**Above right: The De Winton VBT Kathleen in the scrap line, having lost many parts including its cylinders. Photo: Dan Quine**

**Right: Kerr Stuart ‘Sgt. Murphy’ has resided for many years on the Teifi Valley Railway, seen here in 2003. Photo: James Waite**



large Hunslet saddle tanks, ‘Linda’, ‘Blanche’ and ‘Charles’ on the main line between quarry and port, particularly as traffic was expected to increase due to the opening of a new works producing Fullersite – a slate powder with a number of industrial uses including filler, polishing powder and in paint making.

### War surplus

In August 1924 Penrhyn became the owner of three locos built in 1917 for war service by US manufacturer Baldwin, 2-6-2 versions in contrast to their 4-6-0T sisters. Constructed for the US Government, not the British War Department, the three (nos 46764, 46828 and 47143) were





Upper left: The one survivor of the Penrhyn mainline Baldwins, 'Felin Hen' now works on the Tacot des Lacs Railway in France. Photo: James Waite



Centre left: After many years in the Narrow Gauge Railway Museum, in 2016 Manning Wardle-built Jubilee 1897 was extracted for an ultimately in vain return to Penrhyn. Photo: Allan Black



Lower left: The Orenstein & Koppel 0-4-0WT Eigiau first ran in preservation on the Wychbold Light Railway in Droitwich. Photo: Dan Quine

Below: Eigiau and Stanhope lead the line during a Penrhyn-themed Gala on the Welsh Highland Railway in 2013. Photo: Michael Chapman

Facing page, top: Eigiau's home stamping ground is the Bredgar & Wormshill Railway in Kent, seen here in 2018. Photo: Andrew Charman

acquired by the quarry from a London dealer, reputedly on the strength of a photograph.

In his book on the Penrhyn Quarry Railways narrow gauge historian J I C Boyd speculated that a change of Penrhyn quarry engineer soon after the purchase may have had a lot to do with these engines, as they were not a success. Named 'Tregarth', 'Felin-Hen' and 'Llandegai' all three suffered from several issues, especially leaking boiler tubes. Llandegai was converted to a stationary engine to power a sawmill in 1929 and Tregarth was abandoned in the same year and eventually scrapped.

**Australia to France**

Felin-Hen, however, escaped the torch. The loco was sold to the Fairymead Mill in Queensland, Australia and shipped to Brisbane in 1940. Rebuilt as an 0-6-2T, it worked at the mill until 1965 and after plans for preservation in Australia faltered, the loco was bought by the Tacot des Lacs Railway in France – a line that had started life as a First World War trench railway. Restored to its original format and wearing grey US wartime livery, Felin Hen today works tourist trains on the French line.

Faced with the growing issues of the Baldwins, in 1928 Penrhyn hurriedly acquired two engines from the Cilgwyn Quarry in Nantlle. One was the Hunslet 'Lilla', today on the Ffestiniog, the other a loco often confused with a Hunslet. 'Jubilee 1897' (1382/1897) was built by Manning Wardle and named for Queen Victoria's Diamond Jubilee.

At Penrhyn Jubilee worked first at the Port and after a period in storage on Red Lion level until its withdrawal in 1955. It then spent some years on the scrap line before following George Henry to the Narrow Gauge Railway Museum at Tywyn, where it was cosmetically restored and displayed for many years.

All that changed in 2016 when re-organisation at the museum saw Jubilee, still the property of Penrhyn owners Welsh Slate, transferred to the Penrhyn Quarry Railway project at the former Coed-y-Parc workshops.



A return to steam was planned and the loco was dismantled for rebuilding, only for the railway revival project to then collapse.

The Vale of Rheidol Railway offered undercover storage while the future of Jubilee was decided, and in recent months has acquired the loco. The rebuild will be completed, Jubilee expected to steam as part of the VoR Historic Collection within the next couple of years.

**Small but delightful**

In June 1928, the diminutive 'Eigiau' joined the fleet. Built by German manufacturer Orenstein & Koppel in 1912 (works no 5668) and originally used on the construction of Port Sunlight village in Cheshire, this 0-4-0 well tank had then worked at the Aluminium Corporation in Dolgarrog in north Wales.

Due to its small size Eigiau was intended to be used on less secure Penrhyn levels that could not support larger locos. It also spent some time at Port Penrhyn but was eventually laid up in 1955. Enthusiast Graham Mullis purchased the loco in 1963, and restored it at his home in Droitwich, Worcestershire, running the O&K on his private 150-yard long Wychbold Light Railway.

Eigiau then ran at artist Alan Bloom's Bressingham Steam Museum in Norfolk for many years before moving to the Bredgar & Wormshill Railway in Kent, where it is a regular performer at open days today.

In July and August 1929 Penrhyn bought two more small engines from the Maenoffren Quarry in Ffestiniog, and both were to suffer ignominious ends. 'Sanford' (1571/1900) and 'Skinner' (1766/1907) were both 0-4-0STs built by Bagnall. At Penrhyn they only worked around 10 years before being laid up.

Skinner eventually became one of very few locos photographed in the scrap line not to be preserved, while in 1956 Sanford was converted into a brake van by the removal of its boiler, cylinders, motion and saddle tank, ➤

**The Dinorwic threesome**



■ In contrast to Penrhyn, Dinorwic Quarry did not go in for much used loco acquisition, and remained an almost exclusively Hunslet domain.

After the early De Wintons just three quarry engines would not come from the Leeds manufacturer, the Dinorwic management preferring to keep replacement boilers in stock – when heavy repairs were needed a new boiler was simply dropped onto the chassis so the original boiler could be repaired. In fact general parts swapping between locos became a rampant practice at Dinorwic.

The three exceptions to the Hunslets were Bagnall 0-4-0ST 'Sybil' (1760/1906), a Barclay 0-4-0WT (1995/1931) unofficially dubbed 'No. 70' and Avonside 0-4-0T 'Elidir' (2071/1933). Sybil was supplied new in 1906 and worked mostly on the tramroad between the quarry and Gilfach Ddu loading bay to the Padarn Railway. On withdrawal in 1965 the loco was bought by James Evans, who ran it on the private Inny Valley Railway that was laid in fields at his father's property in Cornwall.

Sybil was later dismantled for overhaul but needing funds for the overhaul of his other locomotive, the Hunslet 'Velinheli', James sold the loco in 2011 to the newly formed Sybil Locomotive Trust. This has since based itself at the West Lancashire Light Railway and restoration of the loco has been proceeding.

Like its sisters that ended up at Penrhyn the Barclay was supplied new to the Durham County Water Board. With the ending of a reservoir building contract in 1936 it was sold to Raisby Quarries in County Durham, from where it was purchased by Dinorwic in 1948.

On the quarry's closure in 1968 the loco was bought by Commander Baldock for his Hollycombe Steam Museum in Hampshire. Given the name 'Caledonia', it worked on the museum's 2ft gauge line until 2007, when it was withdrawn for overhaul. Currently Hollycombe is raising funds for work to begin.

Elidir, one of three Dinorwic engines to bear the name, was bought from the Birtley Brick Co in Durham in 1949. Just 16 years old at the time it became the newest steam loco to work at Dinorwic, and also spent much of its life on the tram line.

The loco was privately exported to the USA in 1966 and stored for many years in a shed at Bolton in Ontario. It became the first of the Transatlantic engines to return home in 2006 when it was repatriated by enthusiast Graham Morris. Restoration has been underway at the Leighton Buzzard Railway and is now well advanced.

A further pair of non Hunslets deserve mention, two of the earliest and most unusual locos to work at Dinorwic. 'Fire Queen' and 'Jenny Lind' were supplied by Kent manufacturer Horlock in 1848 for the 4ft gauge Padarn Railway. Neither loco had frames, the wheels, cylinders, motion and fittings bolted to brackets fixed directly to their boilers.

Both locos were out of use by 1882, replaced by a trio of conventional Hunslet 0-6-0Ts. Jenny Lind was soon scrapped, but Fire Queen was preserved by being bricked up in its shed for the next 89 years! Released in 1969, the loco was taken to the Penrhyn Castle Industrial Museum where it remains on display today.

Above: Bagnall 'Sybil' pictured on the Dinorwic tramroad in 1963. Photo: David Mitchell.

Right: 'Fire Queen' is today displayed in Penrhyn Castle Industrial Museum. Photo: NGW Archive





Stuart Tattoo class 0-4-2ST, and its dramatic story we will tell shortly... Stanhope was purchased from the Durham County Water Board, and from here Penrhyn would acquire its remaining four steam locos – Barclay 0-4-0WT 'Cegin' (1991/1931) and Avonside 0-4-0Ts 'Marchlyn' (2067/1933) and 'Ogwen' (2066/1933) were purchased in October 1936 while Barclay 0-4-0WT 'Glyder' (1994/1931) followed in January 1938.

**Transatlantic travels**

These were some of the last steam locomotives to run at Penrhyn, and at the end of their working life they all had the same fate – by 1965 the quarry management was selling off its engines to interested parties and along with two Hunslets, the four were snapped up by US collector C B Annette. On 25th July that year, they left Manchester on the cargo ship 'Manchester Progress' bound for Norfolk, Virginia in the USA.

Once in the US the locos were auctioned, passing through several owners. Cegin ended up in Puerto Rico along with Hunslet 'Nesta', and both were repatriated in 2016, Cegin going to the Statfold Barn Railway where it is under restoration.

Marchlyn was displayed for many years at the Lake Winnepesaukah Amusement Park in Rossville,

Georgia. Like all the exported locos regular enquiries from UK enthusiasts concerning repatriation were rejected, until in 2011 Martin Ashworth succeeded where others had failed, securing a return to the UK for the Avonside. On arrival Marchlyn was restored at the Statfold Barn Railway and lives there today, while also visiting other sites.

Ogwen and Glyder, along with the Hunslet 'Winifred', were bought by Tony Hulman, owner of the Indianapolis Motor Speedway, who was an avid collector. Briefly displayed in the Speedway's museum they then went into storage, again attempts to repatriate them getting nowhere.

That was until 2012, when after a "year of emails" Julian Birley, Martin Ashworth and fellow enthusiast Graham Morris secured agreement for the 'return of the Indy three'. Winifred went to the Bala Lake Railway, while initially Ogwen and Glyder were put on static display at Beamish museum. Glyder was eventually restored by Beamish and returned to steam in 2019, while Ogwen was transferred to 'Workshop X' in Killmarsh, Derbyshire where restoration is today well advanced.

Finally we return to what became the convoluted tale of Bronllwyd and Stanhope. The latter only worked at Penrhyn until 1948 and during its

years on the scrap line was stripped of many parts, some of which ended up on the Tallylyn Railway for its ex-Corris Tattoo 'Edward Thomas'.

In 1966 Alan Bloom purchased the chassis of Bronllwyd for his Bressingham line, and considered mounting the boiler of Stanhope on it. But Colin Pealling had already secured an agreement to purchase what was left of the Kerr Stuart, merely intending to use the loco's rear truck to reduce the overhang on Sgt. Murphy, which he already owned. Stanhope's frames were indeed cut in two for this purpose while reputedly Colin agreed to sell the boiler to Alan Bloom. However delays resulted in the entire remains being taken to Bressingham and the two enthusiasts falling out with each other as a result! Bronllwyd was duly rebuilt with the boiler from Stanhope, and went into service on the Bressingham Nursery Line in 1969. It stayed in Norfolk for the next four decades, with occasional visits to other lines, and the boiler was replaced by a new one in 1974 and scrapped.

In 2010 Bronllwyd was purchased by Graham Lee for the Statfold Barn Railway in Staffordshire. The Statfold team has since returned the loco to its original Surrey County Council red livery and its original number, GP39.

**Challenging project**

As for Stanhope, after various machinations the remains of the loco were little more than a set of frames and various components, which had more than one close call with the scrap merchant. From 1984 Colin stored the parts of Stanhope with the rest of his collection at Landkey in Devon, then home of the fledgling Lynton & Barnstaple Railway project.

The parts were included in the collection sold to Mike Hart in 1990. He quickly sold them on, and they eventually came into the ownership of Brian Gent in Hampshire, who set about trying to gather together other remaining parts of the loco.

In 1993 Brian sold the remains he had collected to John Rowlands, and then set about helping Stanhope's new owner to rebuild the locomotive. A major milestone in 1995 saw the original cylinders re-acquired from the Tallylyn Railway, where they had been in store since purchased from Penrhyn many years earlier.

After much work, Stanhope returned to steam in 1999, and later joined the Moseley Railway Trust collection at the Apedale Valley Railway. The loco runs at Apedale today, its future rather more secure than it was for much of its previous existence – perhaps the luckiest of the Penrhyn used bargains... **NGW**

Far left: The tiny Bagnall 'Skinner' did not escape the scrap line. Photo: Dan Quine

Left: Cegin arrived at Statfold Barn in 2016. Photo: Andrew Charman

Centre left: An event at the Penrhyn Quarry Railway saw Avonside locos 'Marchlyn' and 'Ogwen' reunited. Photo: Steve Sedgwick

Lower far left: Restoration of Ogwen is making good progress at Workshop X. Photo: Joey Evans

Lower left: The restored Marchlyn is often steamed at Statfold Barn events. Photo: Megan Charman

Top right: Ogwen and Glyder were extracted from US storage for a return home in 2012. Photo: Julian Birley

Above right: The restored Hudswell 'Bronllwyd' now wears its Surrey County Council identity. Photo: Andrew Charman

Below: Quarry style – Stanhope and Marchlyn on their Penrhyn return in 2016. Photo: Joey Evans



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leaving just the chassis and cab. It too was scrapped in the early 1960s.

The secondhand search next took the Penrhyn team to Surrey, where they found Hudswell Clarke 0-6-0WT no 1643 of 1930, built for Surrey County Council and out of use after helping to build the Guildford bypass. Arriving in Wales in 1934, the loco was named 'Bronllwyd' and worked until 1949.

Bronllwyd then spent almost half of its Penrhyn career on the scrap line, in 1952 losing its boiler which was put on the Hunslet 'Pamela'. After this the Hudswell loco's history merged with that of a fellow Penrhyn engine, also acquired in 1934. This was 'Stanhope' (2395/1917), a Kerr

*"The remains of the loco were little more than a set of frames and various components that had more than one close call with a scrap merchant..."*

