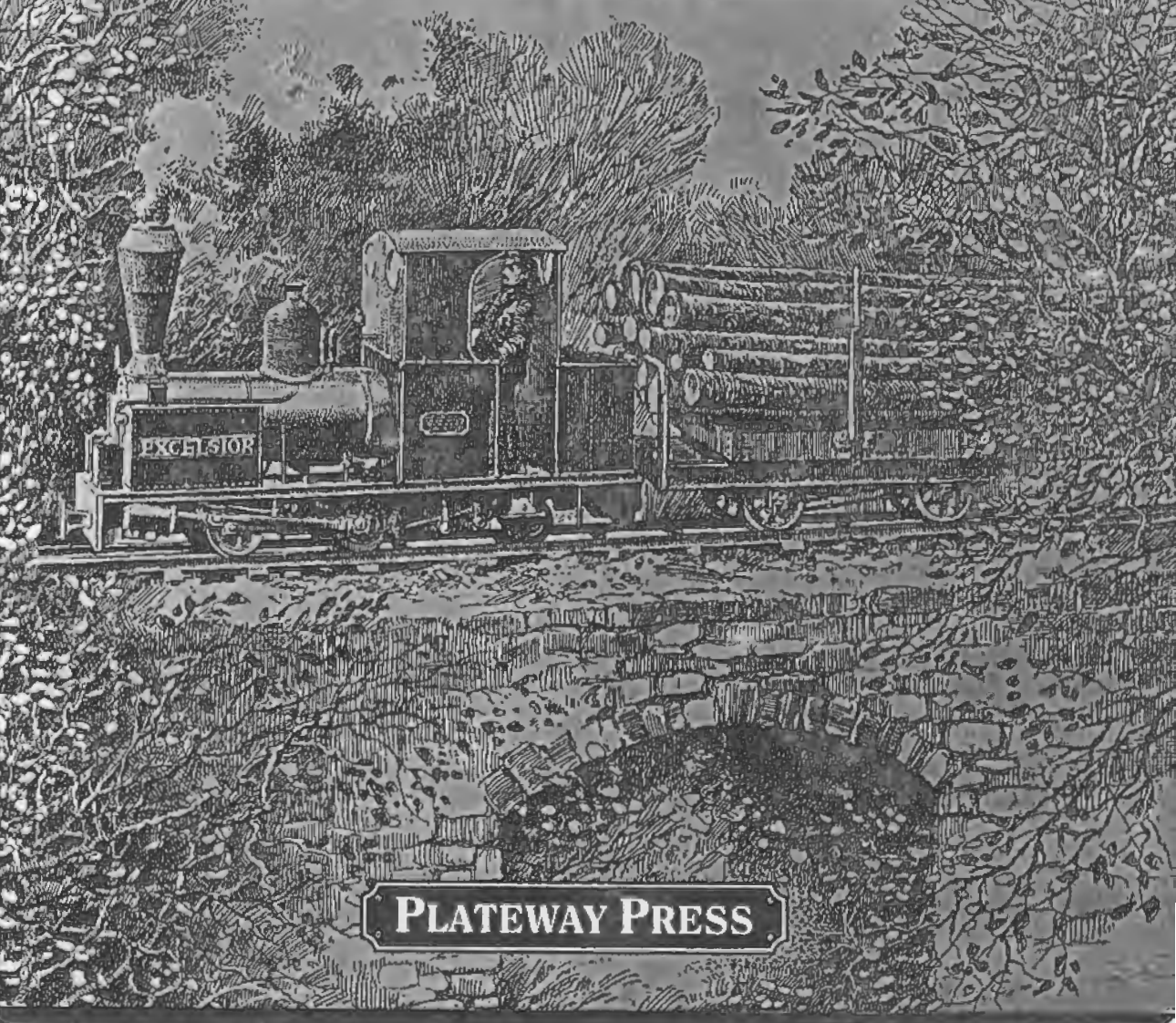


— THE —
KERRY TRAMWAY
AND OTHER TIMBER
LIGHT RAILWAYS

DAVID COX &
CHRISTOPHER KRŮPA



PLATEWAY PRESS

LOWER CWMVOY

A 3ft gauge line was laid down in 1913 by William Underwood and Brother to service the construction of the Abertillery and District Water Board's Grwyne Fawr reservoir, close to the Brecon/Monmouthshire border. Work at the site was dogged with difficulties and was suspended in December 1915 with the reservoir still incomplete. In Spring 1917 fifteen men of the Canadian Forestry Corps, acting under the authority of the Home Grown Timber Committee, made use of part of the railway to transport felled timber down to Lower Cwmvoy. This work only lasted one month. The locomotive used was DUKINFIELD, an 0-6-0ST with 9in x 14in cylinders and 2ft 3in wheels, Bagnall 1669/1902, previously used by Underwood on the construction of the Penderyn Waterworks, Glamorgan. By 1917 it had passed to the ownership of the ADWB, the Board having taken charge of the works, and railway, by this date.

HENDRE-DDU TRAMWAY

The Hendre-ddu Tramway was built sometime in the 1860s or 1870s from Aberangell on the Mawddy Railway to serve a number of slate and slab quarries located in the valley of the Afon Angell. The gauge was nominally 1ft 11in. It was a private line and the quarry owners and farmers who used it had to pay a toll. Wagons descended by gravity to Aberangell and were returned initially by horses, but later by an ex-WD road tractor and subsequently a Simplex petrol locomotive.

During the First World War, a branch was laid using Jubilee track from a point near Cefn Gwyn along the valley of the River Caws to Coed Cwm Caws to extract timber. Once this had been cleared by about 1917, the track was moved and relaid on the site of a long closed branch. This ran from just north west of Aberangell station to a former slate quarry at Coed y Chwarel.

It is thought that a 2ft gauge 20 h.p. Baguley petrol tractor worked on the Coed y Chwarel branch for one (works number 774 and a sister to that which worked the Kerry Tramway) was delivered to nearby Machynlleth on 5th March 1919. If this assumption is correct, then the Coed y Chwarel branch must have ceased operation by 1923 as the locomotive was back in Baguley's hands in that year.

After the Armistice, the area was replanted and by the Second World War, the timber was mature enough to be exploited. In 1940, the Coed Cwm Caws line was relaid, again using 2ft Jubilee track and this time it lasted until October 1954. It is not known whether a loco was used on this occasion or not, but some track and the underframes of Hudson wagons remained further up the line at Gartheiniog Slate Mill until the 1980s.

A more detailed account of the Hendre-ddu Tramway is contained in J. I. C. Boyd's book 'Narrow gauge Railways in Mid Wales' (Oakwood Press).



NARROW GAUGE RAILWAYS IN SCOTLAND

THE AVIEMORE LIGHT RAILWAY

A lengthy 3ft gauge line was constructed some time in 1917/18, initially under the auspices of the War Office Directorate of Timber Supply, from the Highland Railway station at Aviemore to part of the Glenmore (or Queens) Forest owned by the Duke of Richmond and Gordon. This was felled by the CFC, two companies of which were in the area. The 121st is the most likely to have operated the railway as they were stated to be at Loch Morlich from July 1917. This fits in with the arrival of a locomotive at Aviemore station in mid 1917. The other company was the 110th which was stationed at Aviemore from November 1916 to October of the following year. The line commenced in a yard towards the southern end of the station and descended steeply to join a public road on its west side until swinging across a road bridge over the River Spey.

Under an agreement with the Third or Badenoch District Committee of the County Council of Inverness, a number of restrictions was imposed to allow trains to work over the bridge. The locomotive's wheels had to be coupled, it had to have maximum weight of no more than 10 tons and could take no more than a few light wagons (sic) over at a time. When loaded these could not exceed 4 tons each and should not have a wheelbase of less than 4 feet. The maximum width had to be less than 7 feet. Trains had to give priority to road traffic and could not travel at more than 4 miles per hour. The track, which was covered in wood so that the tops of the rails were flush with the road surface, was on the down water side of the bridge, the nearest rail being 2ft 8in from the inner edge of the main girders. All expenses involved in this (and other works crossing or near public highways) had to be borne by the Timber Supply Department.

The route as far as Coylumbridge was relatively easy for the line ran along the northern edge of the road to just north of Inverdrue Sawmill (not connected as far as is known) and kept alongside it for much of the way, only crossing it once a little to the east of Coylumbridge. The rails here had to be faced with timber. A bridge of felled tree trunks took the railway over the River Druie and then alongside the River Luineag through the pine woods. The gradients became increasingly severe and two level crossings were made over the same gravelled track serving Glenmore, Ryoan and Bynack. A further bridge, a long low trestle, took the railway over the Luineag after which the going became easier.

The original tract of woodland purchased from the Duke of Richmond and Gordon was a long narrow strip of the Glenmore Forest containing some 13409 Scots firs, running approximately north-north west from the western extremity of Loch Morlich adjacent to where the Luineag enters. Additional areas were purchased however, for an account by someone who knew the line working in the 1920s describes a continuation along the south side of the Loch to a sawmill and timber camp, then eastwards to Allt Mor and then southwards almost to Lairig Ghru. The exact locations of these branches are not known. The distance from Aviemore to Loch Morlich is about 5 miles.

Sometime during 1919, the 121st Company returned home. Although it was intended that the CFC should be disbanded by the end of March, they apparently remained at Aviemore at least until July and possibly until September. After their departure the TSD continued to cut the timber.

Two locomotives, both Bagnall 0-4-0STs, are known to have worked the line. Works no. E2060 fitted with the plate CTS3 was the last of a batch of 3 locos ordered in March 1917 by the War Office Directorate of Timber Supply, but appears not to have passed to them until 1919. Although it left Bagnalls on 5th March 1918, spares for it were ordered on 22nd November which were consigned to F. D. Cowieson & Co. at the Scottish Aircraft Repair depot at Renfrew. (It would seem likely that Cowieson were contractors employed on airfield construction). By mid 1919 though, E2060 was at Aviemore where it remained at least until October 1922 when it was advertised for sale. It was purchased by Thos. McGhie & Sons of Penrith who were using it by February of the following year.

E2083 was originally delivered new to Nethy Bridge in February 1919, but within a few months had been moved to Aviemore. It worked there until the end of 1920 but by July 1921, it was owned by Wm. Reid, Engineer and Millwright of Forres. Less than a year later, the Aberdeen based contractor, Wm. Tawse had purchased it.

The rolling stock consisted of unbraked timber bogies. Rail was about 30lbs per yard. A train usually left Aviemore at 6 or 6.30am with foresters on board and made stops at Rothiemurchan (south of Inverdrue Sawmill) to pick up additional workers and at Coylumbridge for water. At level crossings, trains had to halt and indicate their presence by either a "strong toned bell" or whistle. Responsibility for the safety of the public was with the Timber Supply Department. Felling in the area is thought to have ceased sometime in 1922.

DORNOCH, ROSS-SHIRE

A 3ft gauge Kerr Stuart "Haig" (works no. 3085) painted with the legend CTS 6 was dispatched on 19th November 1917 to the Officer Commanding the 129th Company of the CFC at Dornoch station on the Highland Railway. The line (or lines) on which it worked was one of the most extensive and interesting of the timber light railways, but frustratingly, the authors have been able to discover only a very few details concerning the operation.

In September 1917, the Duke and Earl of Sutherland sold the rights to a vast quantity of timber on his estate, the value of it amounting to £109,000. This was spread over several sizeable woodlands, all bar one of which lay to the north and west of Dornoch station. These were Lochs, Poles, Harriet and Duchess-Countess Plantations and Duke's Wood. Gunn Plantation near Lairg was also included. Most, if not all of the timber was shipped out from Dornoch by sea using the Duke's Skelbo Pier at Little Ferry, which the TSD leased and extended for the purpose.

The CFC (of which the 117th Company was also at work in Dornoch) would have left in 1919, but without felling all the timber on these plantations. In the issue of the "Timber Trades Journal" for 15th May 1920, the TSD invited offers for what remained. This was described as "Timber In Light Railway in Woods And At Little Ferry 33,311 sleepers". Unfortunately, the exact location was not given, the advertisement merely stating that they were on the Sutherland Estate. Included in the sale however, was 410 tons of track, including points, at 24lb to the yard. This is over 10 linear miles of track so it is likely that the railway was used to transport the timber from a number of plantations to the pier. If all this track was in fact utilised and with the quantity of wood that had to be transported, more motive power than the Haig would have been required. If any additional locos were used at Dornoch, they would almost certainly have been second hand. It would appear that the Haig



Military personnel pose with a Hallford lorry at Dornoch station yard. The driver, Mr Edward Bick of Cheiltenham, had been seconded here specifically for this job as at this time there was a distinct shortage of competent commercial vehicle drivers. (Collection David E. Bick)

was not included in the sale as in August 1921 it was noted loaded on a wagon in Dornoch goods yard awaiting despatch to the Wishaw yard of dealers T. W. Ward Ltd. In November 1922 it was resold via another dealer, Alexander Hammond of Slough, to Cottesmore ironstone pits in Rutland where it put in many years of useful work, finally being cut up in January 1957.

The purchaser was William Black & Son of Brechin, one of the larger Scottish timber merchants. Indeed, Black himself had served on the Advisory Committee to the TSD. His firm however, failed to complete the work by the end of September 1922, the deadline allowed for in the original contract between the Duke of Sutherland and the TSD. After this date, any remaining timber reverted to the Estate. In the meantime, the Duke had sold some of the land, including the Harriet Plantation to a Major Rutherford and a Frederick Wignall, who, in May 1923, claimed the timber which William Black & Son had not cleared under the terms of the original contract.

KINCARDINE, FIFE

One of the CFC's Scottish operations was to fell part of the Tulliallan Forest on the estate of the late Sir James Sivewright, near Kincardine on the Firth of Forth.

The 128th Company started work before the contract was signed on 11th March 1918. The Assistant Controller of Timber Supplies (Sir John Stirling Maxwell, Baronet of Pollok) who was in charge of operations in Scotland, agreed to pay £42,388. 9s. 5d. for the timber under the terms of the contract. A Canadian sawmill was erected in a field known as "The Meadows" which was also used for storage. This was alongside the North British Railway, standard gauge sidings being laid to connect it with the mill. At least one other mill, this time, of the Scotch type, was also planned near Bordie Quarry.

A light railway was constructed from the Canadian sawmill on "roads and drives on the Estate along the lines indicated in red on the said Map" (i.e. that which formed part of the contract and indicated the tracts of land on which the timber had been purchased). Unfortunately, no such red lines appear on the map accompanying the surviving copy in the PRO, nor does "The Meadows". The situation is further confused because the NBR had two lines in the immediate vicinity, one being the Stirling-Dunfermline main line and the other the loop via Kincardine to Alloa. The former is closer to the woodlands purchased by the TSD, but the authors believe that The Meadows was adjacent to the loop line somewhere between Kincardine and Kilbagie stations.

There are two reasons for this assumption. Firstly, the contract stipulates that trains on the light railway must not interfere with traffic on the carriage drive to Tulliallan Castle, which was between the forest and the loop. Secondly water for the mill and other plant could be taken from old pit shafts on the west side of the NBR, none of which appear near the main line, whereas there is a number of such shafts on the route to Kincardine.

The contract also stated that special precautions must be taken to avoid damage to a water pipe where the light railway crossed it and that the line must be adequately fenced to prevent livestock from straying on to the track. Where public rights of way intersected the railway, gates which could be easily opened and closed had to be provided, along with warning notice boards. One additional task the CFC undertook was to carry water to grazing land cut off from its water supply by the railway.

The history of the CFC states that the 128th Company ceased work on this site on 10th June 1918, which seems somewhat premature given the quantity of timber involved. The contract indeed allowed operations to continue until 28th February 1923, with a further year for the light railway, plant and stored timber to be removed. Certainly, part of the woods although felled, had not been cleared, for on 1st September 1919, just under 9500 logs lying in the northern and northeastern part of the tracts of timber purchased by the TSD was sold to Messrs James, Jones & Sons Ltd. of Larbert Sawmills for £3500. In the contract with the TSD, part of the light railway is shown on a map indicating the areas where James, Jones could extract timber. From a point on the southeastern corner of what was then known as North Wood, three spurs diverged, one to the northeast to Rantry Wood and two to the southeast to Praybrae Wood.

Work must have ceased here by about the end of 1921 for on 31st January 1922, an auction was held which included a 3ft gauge side tank locomotive, 20 timber bogies and 240 tons of rails. Most of this was purchased by a Mr Edwards. The locomotive could have been a Kerr Stuart Haig no. 3083 which was dispatched to the CFC depot at Stewarts Lane in Battersea on October 1917 and the ultimate destination of which is not known although it was later at Masham in Yorkshire. Alternatively it could have been second hand or brought to the site by James, Jones & Son.

ORTON, MORAYSHIRE

Another CFC operation with a 3ft gauge railway was to be found at Orton, near Elgin in Morayshire. The 120th Company arrived on the estate of John Wharton Wharton Duff on 12th March 1918 to fell some 27794 trees lying on Darnet Hill, Greig Hill, Bellview Black Hill, Smiddy Hill and Mill Hill. Also included was Feith Wood (containing 3249 Scots Firs) to the north west of the Highland Railway's station at Orton. The remaining plantations extended southwards parallel to the railway. The purchase price was £44170.

A siding off the HR was laid in, the location of which is not known, but could well have been to an already existing sawmill just over half a mile to the north of Orton station. A little over two months later, the TSD sold some of this timber to Messrs A. R. Watson, timber merchants of the Morayshire Sawmills, Elgin.

In March 1920, Watsons purchased the rest of the timber left by the CFC on Smiddy Hill and Mill Hill, including "loose logs left on skids, lying on the ground, in the viaducts, embankments, loading banks and under rail and tramlines (excluding the railway and tramway sleepers)". They also had free use of the railway siding providing it was left in as good a condition as it was on the date of the contract. The site had to be cleared by the end of April 1921.

On 10th February 1920, the TSD advertised a 3ft gauge saddle tank of unknown manufacture but bearing a plate of the dealer, Wake. At that time, it was at the TSD's depot at Nairn, but it is reputed to have worked at Orton. In view of the date, it would seem that Watsons either brought in their own loco or did not use the railway at all. The firm certainly employed railways to extract timber as they had a standard gauge loco for sale later the same year (see below).

CARR BRIDGE, STRATHSPEY

What must have been quite an extensive 3ft gauge light railway with a lengthy mainline to the Highland Railway existed on the Strathspey estate of Caroline, Countess Dowager of Seafield. Frustratingly for the railway enthusiast, no indication of the route exists in the documents remaining in the PRO.

Inverlaidnan Wood, near Carr Bridge in the county of Inverness contained some 10 million linear feet of pitwood which Messrs MacKenzie, Innes & Logan, acting on behalf of the Trustees of the Countess, contracted to the Timber Supplies Department on 21st January 1918. German PoWs were used to construct the railway which connected the Wood and Carr Bridge station, a distance of about 2 miles. A camp for a minimum of 350 PoWs and their guards was erected close to the plantation which had to be ready by the end of March, so the Timber Supply Department stipulated.

The contract for the purchase of timber was most unusual for it required MacKenzie Innes & Logan "to assist in acquiring at least 4 miles of rails, 2 engines and 20 wheels and axles and other necessary plant for the construction and running of the railway". They were at least partially unsuccessful for the Timber Supply Department ordered from Kerr Stuart another of their Haig class 0-6-0Ts in February. This was dispatched two months later to Gilbert Brown, Wood Manager's Office, Granton on Spey for delivery to Carr Bridge. Its

The pitwood had to be delivered in varying lengths ranging from 6ft to 14ft to Carr Bridge station "free on rail", for which MacKenzie Innes and Logan were paid 24 shillings per 100 linear feet. Almost certainly it was consigned to a depot in Hartlepool which was the collecting point for pitwood from all over Scotland. According to the contract, all work had to be completed by the last day of 1920. Given this date and in view of the amount of timber purchased, it is unlikely that felling would have been completed by the time the Germans were repatriated, so it is assumed that MacKenzie, Innes and Logan continued by recruiting labour from elsewhere.

KNOCKANDO, BANFFSHIRE

Frank Sime was one of the larger timber merchants in Scotland and like William Black, he served on the Advisory Committee to the TSD during the War. His company had sufficient resources to tackle the clearance of several, quite substantial sites at the same time and he also used light railways on occasions to do so. That at Nethy Bridge has already been mentioned, but there was another at Knockando in Banffshire.

The TSD bought several tracts of timber near Elgin from Sir George MacPherson Grant of Ballindalloch and Invereshie through his agents MacKenzie, Innes and Logan. This firm was the same one as had acted as agents for the Carr Bridge site. Cutting at Knockando was commenced in Phonas Wood by the 106th Company of the CFC who arrived on 5th November 1917. The wood was situated on the Hill of Phonas a short distance south-southeast of the Great North of Scotland Railway's station at Dalbeallie.

At the beginning of November 1919, all the "standing, blown or felled timber" and the sawmilling equipment remaining was acquired by Frank Sime. Amongst the latter were: 16 double bogies and 16 sets of wheels and axles, 63 tons 17 cwt 56lbs of rail, 3 tons 5 cwts 26lbs of fishplates and 5110 sleepers. Under the contract with the TSD, Sime assumed responsibility for the rents and way leaves then payable by the Government in connection with light railways, stacking yards etc. No locomotive is mentioned, nor is the gauge of the railway. It is of course possible that the railway used horses as motive power. If the rail was standard 24lb per yard, this would make roughly a mile and a half of track, which is quite lengthy for horses.

Several 3ft gauge saddle tanks (make unspecified) were auctioned off by the TSD at their depot in Nairn during February and December 1920, having been taken there from sites throughout Scotland, one of which could have been used at Knockando. Sime could also have used his own locomotives of which he had three.



A view of a light railway constructed by 122nd Company of the CFC at Forres, near Elgin in Scotland. The locomotive is a Barclay 0-4-0T 1249 of 1911, which after leaving Forres spent the rest of its life on reservoir construction work. (Authors' collection)

In September 1923, his company held an auction at Beaully amongst which were two 3ft gauge saddle tanks by Bagnall and Wake. The former was the ex-Plynlimon and Hafan Tramway loco no. 1510 of 1897, which was originally 2ft 3in gauge but was subsequently widened. Wake was a dealer, so the actual maker of that locomotive is unknown.

FORRES, ELGIN

The authors have not been able to establish the exact site of the railway at this operation, but believe it was on the estate of Altyre about 5 miles south of Forres in the county of Elgin. The timber belonged to Sir William Gordon Gordon Cumming and was sold to the TSD by the accountants Lindsay, Jamieson & Haldane. There were two woods, one bisected by the Highland Railway's Forres-Aviemore route and lying south-south east of Altyre House, and the other about half a mile east of the House south of the Loch of Blairs. They contained Scots pines and firs, larch and spruce. The 3ft gauge timber light railway was operated by the 120th Company of the CFC who were active in the area between March 1917 and June 1918. The only locomotive definitely known to have been here was BUDLE CRAG, a large Barclay 0-4-0T (1249 of 1911) with 10in by 18in outside cylinders, formerly with Charles Brand & Son at a stone quarry at Budle Point, Northumberland. By June 1920 it had been moved to the BOTTD depot at Nairn for overhaul and resale. It subsequently saw service on several reservoir construction jobs in Scotland, and finally at Ladybower in Derbyshire, finally being cut up around 1949.

BRAEMORE

Very little has been uncovered about one of the largest TSD operations on the Braemore Estate near Loch Broom in Wester Ross. The quantity of timber involved was sufficient to justify the erection of a pier to enable it to be removed by ship and it is recorded that the 138th Company of the CFC arrived there on 13th July 1918. A railway was apparently used for on 4th March 1922, tenders were invited for plant which included one locomotive. No other details are known.

APPENDIX 1

THE CANADIAN FORESTRY CORPS

In February 1916, the Colonial Secretary asked the Canadian Government to recruit experienced lumbermen to work in the United Kingdom to help to obtain timber for the war effort. Within six weeks, some 1600 men had been mobilized and equipped with a quarter of a million dollars worth of machinery. Towards the end of April, the first advance party of what was shortly to become the Canadian Forestry Corps, arrived in Liverpool. Further requests for men and equipment were received in Ottawa and by the end of the year, some 11 companies of the CFC were stationed in the UK and 3 in France. At the Armistice in November 1918, these figures had grown to 41 and 60 companies respectively making a total of 17,000 men.

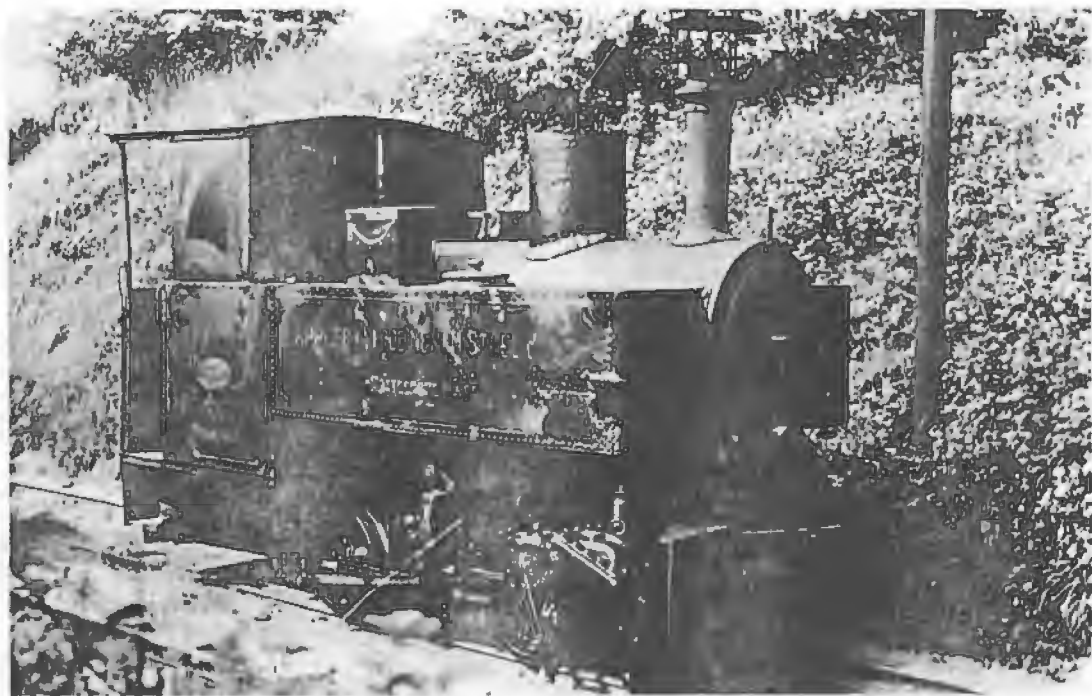
The North American timber industry was on a vastly greater scale than that in the UK and their methods of felling and conversion were geared to produce the maximum output in the shortest possible time. Inherently, these involved more waste, but with the virtually unlimited reserves of forests in Canada, this was not seen as a significant problem. The lumbermen of the Canadian (and other North American) Forestry Corps and the equipment they brought over with them were consequently only really suited to dealing with the largest of the plantations the TSD purchased.

Most companies of the CFC were based in Scotland and the less inhabited areas of the north of England where the largest reserves of timber could be found, although other units did work in the South, the West Country, East Anglia and parts of the Home Counties with only one company in Wales. The Corps' original base was at Smith's Lawn, Sunningdale in Berkshire, but the main equipment store was for a time at least, at the South Eastern and Chatham Railway Company's depot at Stewart's Lane in Battersea, South East London. Here, they had the use of a goods shed and a locomotive 'blacksmith's shop' sharing the office accommodation with railway company staff. By April 1917, these premises were too cramped and all railway material and transport equipment was then diverted to the goods yard at Egham station on the London and South Western Railway. Later in October, Stewart's Lane was vacated in favour of the London Omnibus Company's garage in Bromley Road, Catford, South East London. Some 280 lorry loads and 498 wagon loads of supplies were moved, the latter having to be transhipped from Bellingham station as the bus garage was not rail connected. Not only were all the CFC companies in both Britain and France supplied from Catford, but so were many units of the American Expeditionary Force, the Newfoundland Forestry Corps and Canadian Railroad troops.



Kerr Stuart photographed the prototype Haig 0-6-0T (KS 3083/17) specially painted and lettered with the class name before delivery. Although none were built for UK customers after the 1914/18 War, it proved a popular loco overseas, primarily for sugar cane tramways, and indeed four more were built by Bagnall after Kerr Stuart's demise in 1930. (Hunslet Engine Co./Armley Museum, Leeds)

After leaving Dornoch, Kerr Stuart 3085 spent the remainder of her life on the 3ft gauge Cottesmore ironstone tramway in Rutland where she was later joined by KS3089, another ex-forestry Haig. Seen here about 1952, 3085 was cut up in January 1957, shortly before the railway itself closed. (F. Jones)



Kerr Stuart 0-6-0T

A standard product of the manufacturers, the Haig class was derived from, but not identical to, the Joffres which were constructed to a Decauville design for the French military. The first three Haigs had been built for stock and had to be modified to suit the TSD's specifications before they could be delivered. They were ordered by the War Office at the same time as the first batch of Bagnalls. The final Haig was ordered at the beginning of February 1918. All were 3ft gauge with 8½ x 11in cylinders.

- 3083 Designated CTS 4. Dispatched on 16.10.1917 to the CFC's base at Stewart's Lane, Battersea on the SECR. It is not known where this locomotive worked initially, but in 1922 it was purchased along with 3084 by Leeds Corporation for use on their Leighton reservoir construction job at Masham.
- 3084 Designated CTS 5. Dispatched on 28.11.1917 to Ampthill; resold for use at Masham (see 3083 above).
- 3085 Designated CTS 6. Dispatched on 19.11.1917 to Dornoch. To T. W. Ward, Wishaw in August 1921, resold November 1922 to Cottesmore Ironstone Quarries, Rutland, where scrapped January 1957.
- 3089 Dispatched on 29.4.1918 to Carr Bridge. Resold for reservoir construction work at Elslack near Skipton, then Fernilee, Derbyshire and finally to Cottesmore Ironstone Quarries (see 3085 above).

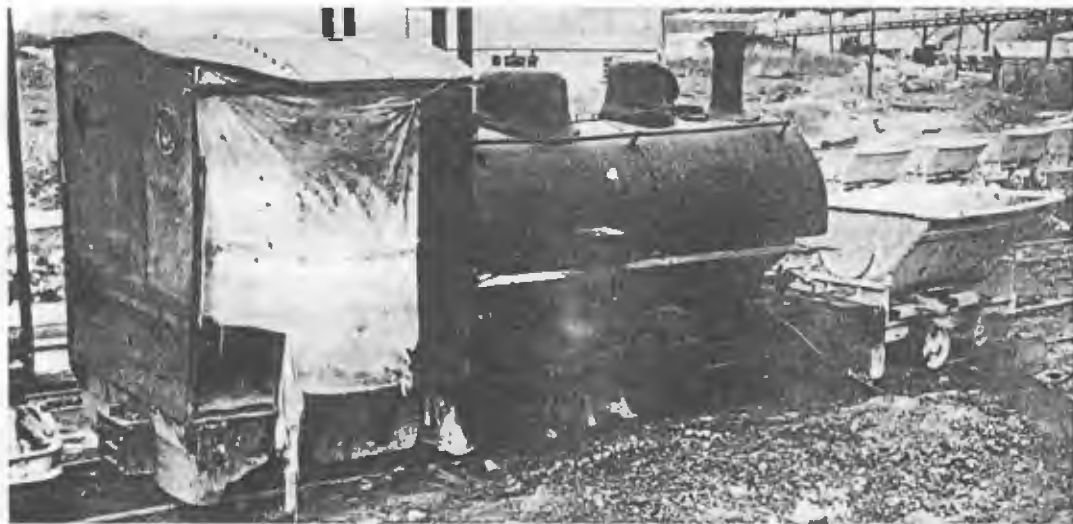
Kerr Stuart 0-4-0T

- 1158 Dispatched on 14.4.1917 to Kerry. 2ft gauge.

Kerr Stuart 0-4-0ST

Twelve 2ft gauge WREN class 0-4-0STs were ordered by the Ministry of Munitions on 24th August 1918 for use in the construction of various airfields. The works numbers were 4013 to 24, 4017 and 4019 were subsequently diverted to the TSD and employed at a site near Totton in Hampshire. Despite extensive searches, no details of this operation have come to light.

- 4017 Dispatched on 22.2.1919 to Totton and advertised for sale on 2.8.1920 by Ministry of Munitions when it was lying at a former ordnance depot at Rotherwas near Hereford. A 2ft gauge loco by Kerr Stuart was later on offer (on 28.9.1920) at Salfords TSD depot in Surrey. 4017 was sold about 1922 to Hall & Co. Ltd., Mitcham, Surrey.
- 4019 Dispatched on 22.2.1919 to Totton. By end of 1921, the loco was at RAF Calshot.
- 2469 A similar "Wren" to 4017 and 4019 above, it was dispatched new to Totton in June 1916 for forestry duties and presumably worked at the same site as the latter two. By 1922 it was on the Southend road contract.



Montreal 0-4-0ST 54933 of 1917 spent its later life on the chalk pit railway at APCM Holborough Cement Works, Kent where it was photographed on 23 March, 1946.

(Bernard Roberts, courtesy J. A. Peden)