

# Bagnall *No. 1* John Strike

We are very pleased to announce that the Railway has been very fortunate to purchase another steam locomotive, a 6" Bagnall saddletank of their Mercedes class, works number 1889 of 1911 and a perfect sister to *Isabel*.

*No. 1* is currently a 3ft gauge loco and is completely dismantled at present and will

require a full restoration, but is a very important addition to our collection of Staffordshire items.

The loco has 6" x 9" cylinders, Bagnall-Price valve gear, a 3ft wheelbase, 1' 7" drivers, a bullhead boiler pressed to 140 psi and weighs in at 5 ¼ tons in full working order.



*One of the original nameplates from No. 1 still showing signs of the red background paint*

*John Strike*

*No. 1* was ordered on 10th May 1911 by Judkins Ltd for use at their Tuttle Hill Granite Quarry near Nuneaton. In 1950, *No. 1* was sent away to Bagnalls for an overhaul and returned to find that its railway had been lifted! *No. 1* remained in store at Tuttle Hill and came to the notice of ME Engineering of Cricklewood.

In 1956 British Railways were on the look out for a 3ft gauge loco for their Beeston Sleeper Works near Nottingham. ME Engineering offered this little Bagnall to BR and in June 1956, BR accepted the locomotive and it moved to Beeston later that month.

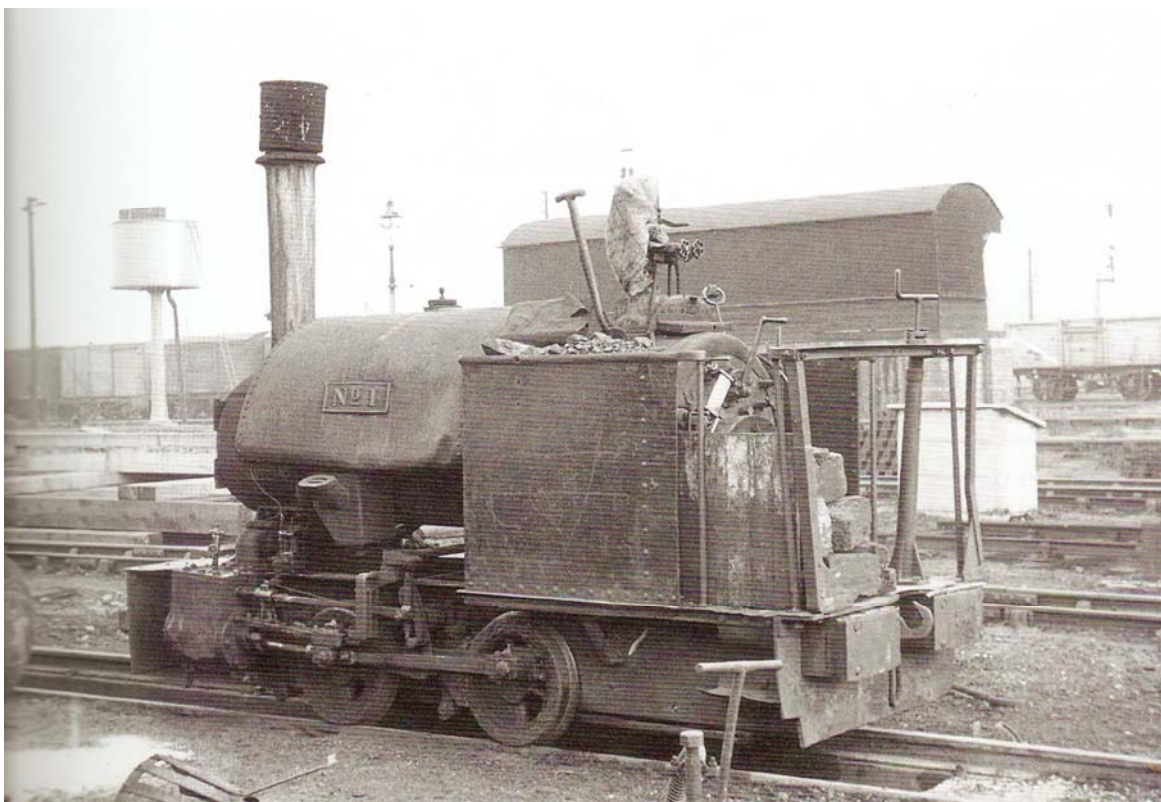
*No. 1* was eventually sold in 1962 to Mr Burgess of Haddenham, Ely and moved to his works in 1963. In January 1972, *No. 1* moved to the home of Mr R. Hilton at Didcot. At this time the loco was still in one piece and very complete, and was stored like

this in his garden next to his workshop for the next 20 years!

In the early 1990's *No. 1* passed to Charles Saunders and moved to his base in Cambridgeshire. A start was made a start on restoring the loco to its original 3 ft gauge and it was dismantled it into its component parts

Finally in early 2008 we were able to acquire the dismantled parts of the loco including various new boiler components and we arranged collection on 18<sup>th</sup> March 2008. Some parts have now been delivered to Amerton, whilst the bulk of the loco is stored off site.

The loco is seen as "mid term" restoration project as we have so much other work which needs completing beforehand, but *No. 1* is a very important and welcome member of the Amerton collection.



*No. 1 laid up at BR Beeston Sleeper Works in the late 1950's, note the huge dent in the saddle tank and the spark arrester*

*John Strike Collection*



No. 1 on arrival in Cambridgeshire in 1994, note its totally complete state, the effects of standing in a garden are clear to be seen  
AR Collection, courtesy Charles Saunders



Loading the complete frames into the ERF, the new backhead and throat plate are on top. Note the complex smokebox saddle casting; this will likely have to be made new in order to convert to 2ft gauge! Steve Bell