

# A Memorable Run by a Brighton "Terrier"

By J. PELHAM MAITLAND

ON Whit Monday (May 17), 1880, an excursion was advertised from the East London Line to Brighton. The train consisted of a standard eight-coach suburban set of four-wheel vehicles (irreverently designated bug-hutches) of a total tare weight of 50 tons. The engine was the 0-6-0 "Terrier" tank No. 61, *Sutton*, and the driver, George Gore, both of New Cross shed. The engine was then only 4½ years old, and in first-class running trim.

The train left Liverpool Street to time, but at either Whitechapel or Wapping a dispute arose between some of the prospective patrons as to who should, or should not, be allowed to enter certain compartments already partly occupied. The delay thus caused, a matter of some minutes, resulted in the train losing its turn up the bank from New Cross to Forest Hill. On arrival at East Croydon, it was found that a train of similar formation, originating from Kensington (Addison Road) to which the East London train should have been attached, had had to be sent forward, because of the necessity for clearing the line for other excursion trains following. No engine other than No. 61 was available to work on to Brighton, so the Stationmaster, imposingly complete with top hat and frock coat, proceeded to the engine and asked Gore if he were prepared to do so. Gore being of the opinion that the proposal was a practicable one, agreed to go on, and after a supply of water had been taken, the train moved off.

The numerous and customary delays by signal, especially in the vicinity of Redhill, did not tend to improve prospects so far as water was concerned, but Three Bridges was reached in due time with a small supply still left in the side tanks, and it was here that another "incident" occurred. The engine proceeded to take a supply of water, and the passengers—or at least a number of them, who had doubtless had some previous experience of such excursions—availed themselves of the opportunity to

pay a hasty visit to the refreshment room for beer. Unfortunately, they had not realised that the maximum amount of water which could safely be put into the tanks of a "Terrier" class engine was only 450 gal., and as the supply of water—as well as beer—at Three Bridges was plentiful, the train started after less than the time customary on such occasions had elapsed.

Several of the passengers were therefore left high, if not dry, on the down platform of Three Bridges Station. In course of time, they were presented to the Stationmaster, in his office, as persons who, by their own act of negligence, had violated the conditions upon which their tickets had been issued. After a homily on the subject, delivered with due gravity by the aforementioned dignitary, they were graciously permitted to continue to their destination by the next excursion train which also stopped for water—and beer—excepting a small minority who found either the air, the surroundings, or most probably the beer, at Three Bridges so much to their liking that they elected to remain (or, at any rate, did remain) and not to complete the journey as contracted for by their ticket.

By the early afternoon, they were, so to speak, overpowered by the circumstances in which they found themselves, but to which they had, by that time, become totally oblivious. The day being warm and fine, they were deposited on the green slope forming part of the approach to the down side of the station (it may still be traced) with the aid of the station staff. There they remained, more or less unconscious of their surroundings, and everything else, until evening, when they were duly conveyed to the up side on platform barrows, and in course of time transferred to the rear brake van of the train on its return journey.

Attention should be called to the fact that the staff duly complied with the Company's bye-law to the effect that persons in a state of intoxication should not be permitted to remain on any station.

With regard to the return journey, the excursionists were deemed to be in a state of somnolence, against which there was no bye-law. Whether either of these legal refinements inspired the action of the station staff is improbable, but it cannot be gainsaid that they dealt with the problem on the sound basis of common-sense, to the satisfaction of all parties.

Meantime, the train went on to Brighton without further incident. No small stir was caused by its arrival with No. 61 at its head, resplendent with "East London Line Special" head boards, which at once caught the eye of William Stroudley, who was observing the traffic working from his office window. An immediate report on the circumstances was called for by him, which, when presented, obviously gave great satisfaction.

The engine subsequently ran back to New Cross light, the return service being booked as a joint train, corresponding to the down working as originally drafted. The account of the exploit was widely circulated, and did much to enhance the reputation of the "Terrier" tank engines and of their designer. The experiment was not repeated, however, and it was currently believed that the District Locomotive Superintendents at Battersea and New Cross subsequently received

instructions to exercise care that these engines should not be booked to work excursion trains beyond East Croydon or Sutton. Doubtless, Stroudley, who was a past-master in the art of window-dressing, realised that the performance was an exceptional one; that the engine had been worked quite close enough to tank capacity; and that there had been a favourable combination of circumstances which might not be present on a subsequent occasion.

In their original state, it was not possible for a total of more than 450 gal. of water to be carried in the side tanks of the "Terriers." Any in excess of that amount was quickly displaced by the condensate, or tended to syphon into the cylinders and steam chest. This was one of the reasons which influenced R. J. Billinton's decision to remove the condensing apparatus from engines of this class. The other principal factors were that, because of the small capacity of each tank (250 gal.), the effective amount of heat contributed by the condensate to the feed-water was not great, and that the performance of the engine was improved by the augmented steaming capacity of the boiler when the blast on the fire was increased by blanking-off the flange on the blast-pipe.