

Lea Bailey Light Railway and a Hunslet 4wDHF mines loco

Built by Hunslet Engine Company of Leeds.
Weight 4 tons, engine 28hp Perkins 3152 diesel

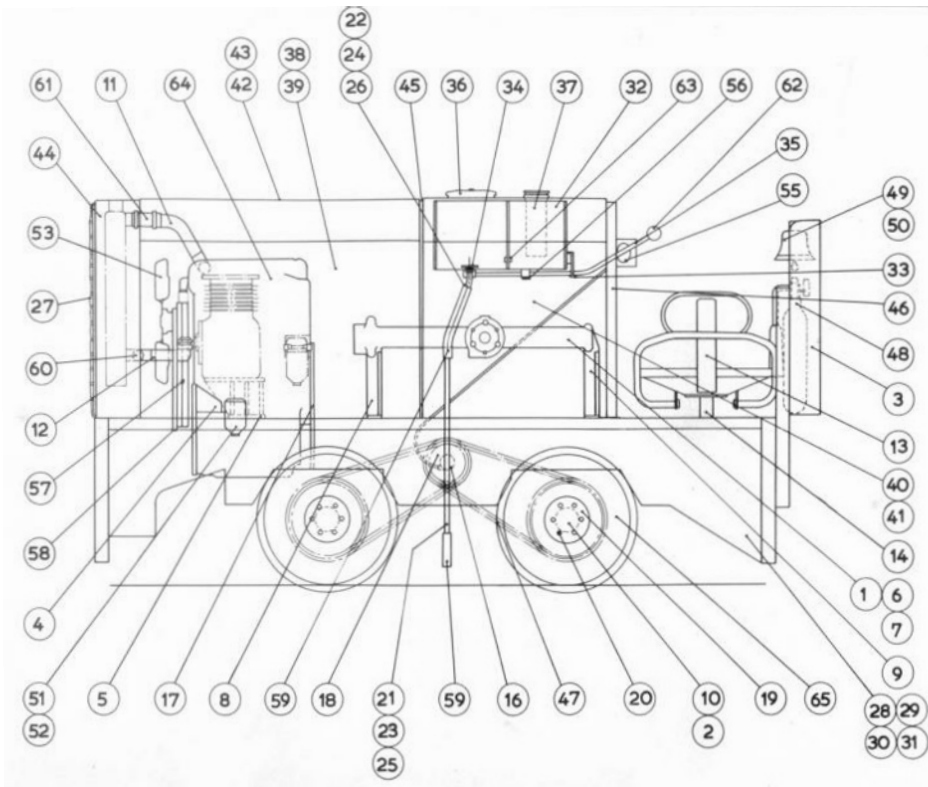


Figure from Hunslet spare parts manual ref IDX-205 for 28hp flameproof loco

HE w/no 7446, ex works 30/7/1975, gauge 2' 0"

New to NCB, Prince of Wales Colliery, Pontefract, delivered but unused

Moved to Sharlston Colliery, Yorks, 8/1975, used underground

Carried identifying numbers No 7, ML49, ML65

Reported as transferred, sold or scrapped after 5/1994

But also reported as moved from Sharlston* to Clearwell c5/1993

Moved to Lea Bailey at some time between 6/12/1996 and 1/10/1997

Returned to Clearwell by 10/4/2000

Industrial Railway Society records show that in 2012 it was at Clearwell as '7'

Engine started at Clearwell in early November for first time in 5 years.

*Sharlston colliery closed 28/5/1993, i.e. prior to privatisation of the NCB

On 16th November it was started and moved, but only within the shed due to lack of space. On 25th November it was started and moved out of shed and along the limited length of track available at Clearwell. Subsequently it had been run several times at Clearwell, culminating in its use on 6/4/2013 to move an un-restored Hudswell Clarke 0-4-0DMF from where it had been stored in the open to a position under cover in the ochre workshop at Clearwell. Then on 8/4/2013, HE7446 and two wagons were moved from Clearwell to Lea Bailey.

This is a true mines locomotive, being a flameproof design certified by Buxton as safe to work underground in gaseous coal mines. Hence it has no electrical system, other than an alternator to supply power for the headlight. Starting is with a compressed air starter, and drive to the wheels is hydraulic. About half a dozen locos of this type remain in use in collieries in the North of England, but their use on preserved railways is rare.

Work at Lea Bailey to revive the railway project continues. A shipping container has been converted into a secure loco shed which houses the Simplex loco and one wagon; HE7446 and 7 wagons are stored in the mine when not in use and 3 wagons are stored in the metal shed. Long term the plan is to rebuild the metal shed to provide storage and maintenance facilities for the larger Hudswell Clarke mines locomotives currently stored out in the open at Clearwell.