

- NAME Rally. Invitation letters have gone out with the NAME minutes, a Bring and Buy facility will be available.
- Santa 2011. If we are running a Santa event we need to plan the event well in advance, the usual organisers are unavailable due to holiday commitments. A planning meeting will be arranged in July to decide on a theme and what needs to be done.
- The use of plastic sleepers is still under review, it was suggested that the best section for a trial would be the wet area on the down line adjacent to the walled garden.
- The best method of applying the boiler treatment chemicals was discussed and it was agreed that the use of small syringes would be the least likely to damage the paintwork.
- Pneumatics. Instances have occurred when the plastic pipes on the trucks have been damaged during coupling operations. Care must be taken and any damage that occurs must be reported.
- Bunker improvement. Work on this will probably start after the NAME weekend.
- There has been one new member since the last meeting. Membership renewal forms are being sent out with the latest Wirral Steam.
- The lubricator issue with PG has been resolved. It was recommended that a direct replacement should be bought.
- It has been suggested that a list of jobs required before running commences should be displayed in the shed, these could then be ticked off when done so as members arriving to help would know what still needs to be done.

Bitten by The Bug Part 2

R J Alliott

After Drummond's untimely death in 1912, The Bug was relegated in December 1913 to the LSWR's service stock. It saw little use from then until 1932.

H. C. Casserley, in his *London & South Western Locomotives*, noted that after Drummond's death The Bug was used to a limited extent by the Engineering Department for inspection purposes, until 1916, from which time it lay in store inside Eastleigh shed.

It was perhaps remarkable that it should have survived intact for two entire decades without any obvious role, lasting into the era of what was by then a very dynamic Southern Railway, the era of the *Brighton Belle* and the 4-LAV electric multiple-units. Somehow, The Bug does not seem to fit in with Sir Herbert Walker's Southern Railway. Certainly, in today's asset-sweating railway environment, the idea of a locomotive being parked unused within a motive power depot for two decades, undisturbed by official questioning, seems truly quaint. It was reportedly hemmed-in by other locomotives, but, very rarely, was hauled out for the benefit of photographers.

In December 1924, the Southern Railway seemed to very briefly rediscover it, and re-numbered it 58S in the Departmental Service fleet, to release the number 733 to T9 number 773, whose number in turn was released for one of the new King Arthur class (later BR 30773) *Sir Lavaine*. The numerals 58S were carried in early SR days on the upper quarters of the old LSWR livery on the saloon, rather than on the locomotive.

The locomotive continued to retain LSWR livery and lettering. Casserley noted in *London & South Western Locomotives* that The Bug not only retained LSWR livery into the 1930s, but it was the earlier pre-1918 LSWR livery to boot.

However, The Bug was to be ideal for taking the SR's invited guests to inspect the new Southampton Western Docks, under construction and of course accessible throughout by rail. So it emerged once more from storage, being transferred on 6th January 1932 to Eastleigh's erecting shop for overhaul and emerging on 17th February. The locomotive portion was repainted into standard SR locomotive green livery in readiness for the Dock tours, the saloon continued to retain its LSWR salmon and brown, confirmed by contemporary photographs, and the "58S" remained on its bodysides.

The LSWR coat of arms was no longer displayed, which implies that the SR went to the trouble of applying a fresh coat of LSWR brown, surely a singular action. H. C. Casserley, in his *Historic Locomotive Pocketbook* of 1960, suggests that the saloon body was therefore the very last piece of rolling stock in nominal, if not in regular, service to carry pre-Grouping identity.

Livery was not the only "last" of The Bug. It was the last "single" on the SR, and was also the last Drummond locomotive to retain boiler feed clacks, these being attached to the tube-plate of the smokebox.

The Bug was then given some running-in trials northwards to Micheldever - a fun day out for someone - and also to Alton via the Mid-Hants line and eastwards to Portsmouth. One imagines that its appearance must have caused more than a little amazement amongst waiting passengers at intermediate stations such as Winchester City or Fareham.

On 14th March 1932, The Bug and a new but equally-ancient companion, a 33-foot ex-SECR six-wheel carriage numbered 0824S, commenced their new role, taking parties of visitors along the freshly-laid tracks through the Western Docks. Expansion of the Docks by the SR comprised a huge programme totalling £13 million, and included a new quay wall enclosing and reclaiming the many acres of mudflats west of the Town Quay. This was followed by the provision of new tracks, transit sheds, a marshalling yard and a carriage shed for boat train stock. Facilities for shipping included an eventual 16,000 feet of new berths and a graving dock that could accommodate vessels of 100,000 tons.

The completion of these works took the dock rail network up to a new total of about 70 miles, so there was plenty of trackwork for The Bug to explore. For these new duties, 58S had somehow even contrived to retain its cast iron white discs with red edging, by then an anachronism and presumably still retained from Drummond days by someone with an eye for detail, and perhaps respectful of the Drummond memory. The locomotive is recorded as having

been stabled at night with the eighteen or so dock contractors' locomotives of McAlpine, Mowlem and Nuttall, the three companies undertaking the work, rather than at the SR shed in Southampton Old Docks.

Later, when the tours of the dock construction work for invited guests was over, The Bug and its extra coach were used to take parties of schoolchildren around



the Docks. These final and happy duties were in the event to be its last.

In 1936, it is recorded by the late Jim Russell in *Southern Locomotives - a Pictorial Record* that The Bug was transferred to the SR's Marine Department, although the reason for this is unclear. Bradley then records that the firebox of 58S failed in March 1937. After this The Bug lay unused.

There was a plan within the SR, perhaps only within the management of Eastleigh Works, for a small collection of historic locomotives to be set aside, and The Bug was an ideal if highly untypical offering for this nucleus, which also included the 1864-built and 1932-withdrawn ex-Isle of Wight Beyer Peacock 2-4-0 tank W13 *Ryde* (on which restoration work had actually been started on the Island) and two 1876 ex-LSWR Beyer Peacock 0-6-0 tanks 0332 and 0334, which had also both been withdrawn by 1932.

These and other minor exhibits were therefore stored in the Eastleigh paintshop. Extremely sadly, wartime was to intervene. One assumes that space was at a premium and that talk of preservation was considered frivolous and even perhaps unpatriotic when scrap steel was in demand. Perhaps on the orders of the new CME, Bulleid, or perhaps at the behest of the Works

Manager, The Bug was therefore unfortunately dismantled in August 1940 at Eastleigh.

The other locomotives were also cut up at the same time, thus denying posterity some extremely interesting and very historic exhibits, which might have in turn attracted further post-wartime contributions to this embryonic collection.

A surprisingly substantial number of photographs of The Bug have fortunately survived to indicate its whereabouts at specific times, though details of its sightings when out and about with Dugald Drummond are unfortunately rare, and are now of course well out of living memory.

An early photograph from Drummond's day shows the locomotive to have been kept in understandably immaculate condition, with grease being worked-in by the cleaners into neat fishscale patterns, and with highly-polished chimney, dome, safety-valves and spectacle surrounds. A photograph taken later in 1912 shows it in Eastleigh's erecting shop, presumably out of use. Another illustration by H. C. Casserley shows it in Eastleigh yard in 1927, still looking presentable.

A further photograph by the late O. J. Morris and published in *LSWR Locomotives - A Survey* by F. Burt, is titled "Drummond's Cab on its last duty, 1932", with the locomotive coupled to its ex-SECR coach. Hamilton Ellis photographed it himself in the 1930s, again at Eastleigh. A photograph taken in 1935 shows it sitting intact in the paintshop, awaiting the museum preservation that was to be so sadly denied it.

Finally, a probably-fictitious sketch has been reproduced several times over the decades. It shows The Bug apparently speeding homewards, perhaps along a lightly-laid and curvaceous route such as from Lyme Regis, as the evening draws in. This particular illustration has long haunted the writer, conveying as it does the unique appeal of this remarkable and attractive little locomotive and its tiny passenger accommodation. Its origin is unknown, but it is signed "ONW".



However, dismantling for scrap was not by any means the complete end of the story. The frames and bogies, without the centre driving wheel, still offered a potentially-useful carrier for moving heavy loads within the locomotive works, and it is understood that these were therefore retained for this purpose, gutted above frame level, until these too were scrapped as late as the 1950s. Given

the miracles of preservation achieved nowadays, the loss of even these remains, and so late in the day, is frustrating.

Meanwhile, the saloon body, which was still in reasonable condition and which of course was worthless as scrap, was retained as a foreman's office within the main carriage works buildings at Eastleigh. Under cover, as it had been for many years previously, it was therefore to survive in remarkably good condition until 1974, when it became surplus to requirements.

For the first time, fate was to be on the side of this surviving remnant of The Bug, and the wooden body was salvaged by preservationists and was moved to the premises of the Hampshire Narrow Gauge Railway Society, a few miles to the east of Eastleigh. There it was both exhibited as a historic relic.

Many years later, the body was to be purchased by Bob Payne, Chairman of the newly-formed Drummond Locomotive Society, and was to be moved once again to Swanage, being sited alongside a line that it had almost certainly visited when complete and attached to the locomotive, in the days of Drummond.

The saloon body is today in generally serviceable and restorable condition, no doubt partly due to its many years of indoor storage but also partly a tribute to the very high quality of timber and standards of craftsmanship that prevailed in 1899. Its continued existence is something of a miracle, a small artefact with a particularly fascinating and colourful history.

But we now live in an age of preservation miracles. After over three decades without an LNER A1 class pacific, one is to take to the rails again in a couple of years. Is it therefore beyond hope that some wheels, and perhaps even a set of adaptable frames and a boiler, could be located overseas, on some unwanted and derelict locomotive, and that these could be used in conjunction with some newly-fabricated replica parts, to recreate The Bug, and make amends for that sad decision back in August 1940?

For references & acknowledgements see Wirral Steam No 51