

HMRS PHOTOGRAPHS FROM THE JOHN TACHELL COLLECTION File ADD 5

Photos ADD 501 - 525 were mostly taken from, or near to, Mortlake signalbox or the adjacent railway cottage. Most are dated June 1914. Electrification was authorised in 1913 and some conductor rail was installed by 1914. Electric operation through Mortlake, on the Waterloo - Waterloo services via Kingston and via Hounslow and the Shepperton branch, started in Jan - Feb 1916.

JTL ADD500.JPG

Photo taken from the vegetable plot East of the cottage. T1 0-4-4T 6 (Nine Elms 1894) leaving Mortlake on a Waterloo - Waterloo train via Hounslow and Twickenham. Train comprises a 30 ft 6-wheel passenger brake van and 48/50 ft non-corridor bogie coaches. A main line stopping train set is probably standing in for bogie block sets whilst these are being rebuilt as electric units. Conductor rails in place.

JTL ADD501.JPG

Photo taken from the signalbox. Drummond 700 class 0-6-0 at Mortlake station on an up special train. First coach is a 46' 6" corridor third or composite built in 1908 for emigrant traffic. The headcode suggests that the train is going to Willesden via Gunnersbury. If so, it should have turned left at Richmond. Conductor rails in place.

JTL ADD502.JPG

Photo taken from the signalbox. Drummond M7 0-4-4T 674 (Nine Elms 1897) at Mortlake station on a Windsor - Waterloo train, consisting of a 24 ft parcels van and a single 4-coach bogie block set. Train standing well back from the platform end, on a rainy day. Conductor rails not yet installed.

JTL ADD503.JPG

Photo taken from the signalbox. Adams 415 class 4-4-2T 423 (Beyer Peacock 2175 of 1882) leaving Mortlake on a Shepperton - Waterloo train consisting of a 4-coach bogie block set with other vehicles behind. Conductor rails in place.

JTL ADD504.JPG

Photo taken from the signalbox. Adams 415 class 4-4-2T 523 (Dübs 2112 of 1885) at Mortlake on a Windsor - Waterloo train with a 48 ft bogie luggage van followed by a bogie block set. The loco is well to left of centre of the photo, which shows the footbridge and steps, also the up starting signal, with co-acting arms. Conductor rails not yet installed.

JTL ADD505.JPG

Photo taken from the signalbox. Mortlake station, showing the footbridge and both platforms. In the distance, an Adams A12 class Jubilee 0-4-2 is arriving on a Windsor - Waterloo train. Conductor rails in place.

JTL ADD506.JPG

Photo taken from the garden of the railway cottage, with the wall of the cottage filling the left edge of the photo. Shows Mortlake station footbridge, level crossing, up starting signal and adjacent shops. Adams 415 class 4-4-2T 519 (Dübs 2108 of 1885) is standing in the station on a Windsor - Waterloo train of bogie block stock. Conductor rail in place.

JTL ADD507.JPG

Photo taken from the signalbox. Adams 415 class 4-4-2T 428 (R. Stephenson 2502 of 1883) at Mortlake on a Waterloo - Waterloo train via Kingston comprising a 4-coach bogie block set. Conductor rail in place, dated 30.7.1915

JTL ADD508.JPG and ADD509.JPG

Photo taken from the garden of the railway cottage of Adams 415 class 4-4-2T 486 (Neilson 3207 of 1885), leaving Mortlake on a Waterloo - Waterloo train via Kingston of bogie block stock.. The locomotive has a Drummond boiler, fitted 1907, and round cab spectacles, fitted in 1897 when reboilered with an 1895 Adams boiler. Conductor rails not yet installed.

JTL ADD510.JPG

Photo taken from the garden of the railway cottage of Adams T1 0-4-4T 64 (1888) leaving Mortlake on a Shepperton - Waterloo train of bogie block stock. Arc-roofed set 368 of 6-wheel coaches is arriving in the down platform. Dated 6.1914 with conductor rails in place.

JTL ADD511.JPG

Photo taken from an upstairs window of the railway cottage, with the corner of the signalbox on the left. Drummond M7 0-4-4T 124 (long frame loco with sandboxes in the smokebox, 1903) on the level crossing with bogie block stock on a Reading - Waterloo train. Conductor rails in place.

JTL ADD512.JPG

Photo taken from the signalbox. Drummond M7 0-4-4T 674 (1897) waiting to leave Mortlake on a Windsor - Waterloo train of bogie block stock. Conductor rails not yet installed. Good view of up starting signal with co-acting arms.

JTL ADD513.JPG

Photo taken from an upstairs window of the railway cottage. Drummond D15 4-4-0 468 (Eastleigh 1912) approaching Mortlake on a down special with Waterloo - Reading headcode, probably an Ascot race train. Train comprises a 6-wheel elliptical roofed brake third and arc roofed bogie stock. Dated 7.1915, conductor rail in place.

JTL ADD514.JPG

Photo taken from the garden of the railway cottage. D15 4-4-0 (Locos 463-472 built Eastleigh 1912) approaching Mortlake on a down special with Waterloo - Reading headcode, probably an Ascot race train. Photo shows loco and first two coaches only, 6 wheel arc roofed brake third and arc roofed bogie coaches.

JTL ADD515.JPG

Photo taken from the footbridge about ¼ mile on the up side of Mortlake station. Adams 4-4-2T 430 (R. Stephenson 2506 of 1883) on a Waterloo - Waterloo train via Twickenham and Hounslow. Photo dated 6.1914.

JTL ADD516.JPG

Adams 4-4-2T 56 (R. Stephenson 2517 of 1883) leaving Barnes station on a Waterloo - Windsor train via Hounslow, comprising a single bogie block set. Conductor rails in place.

JTL ADD517.JPG

Photo taken from an upstairs window of the railway cottage. Adams 4-4-2T 56 (R. Stephenson 2517 of 1883) approaching Mortlake on a down Waterloo - Waterloo train via Kingston. Train is a single bogie block set, conductor rails in place, dated 6.1914

JTL ADD518.JPG

Photo taken from an upstairs window of the railway cottage. Drummond 700 class 0-6-0 694 (Dübs 3517 of 1897) approaching Mortlake on a down Alton special goods train. Train includes a refrigerator van behind the loco and carriage trucks carrying road vans.

JTL ADD519.JPG

Photo taken from an upstairs window of the railway cottage. Adams 4-4-2T 429 (R. Stephenson 2503 of 1883) approaching Mortlake on a special coal train for Windsor. Dated 6.1914, conductor rails in place.

JTL ADD520.JPG

Up Hounslow train, Adams 4-4-2T running bunker first, at Chiswick. Detail of signal on left with co-acting stop arms and a distant arm, with Coligny Welch lamp. Dated 1914. Some, but not all, conductor rails in place.

JTL ADD521.JPG

Drummond 700 class 0-6-0 699 (Dübs 3522 of 1897) at Chiswick on a Brent to Battersea (MR yard) coal train. First two wagons are MR. Conductor rails lying in the 4ft of the down line.

JTL ADD522.JPG

North London Railway train, outside cylinder 4-4-0T, approaching Richmond on the LSWR line from Gunnersbury. Inside and outside conductor rails for Metropolitan District Railway trains installed.

JTL ADD523.JPG

Drummond 7xx series T9 class 4-4-0 (Locos 702 - 732 and 773 by Dübs 1899-1901) on Ascot race train, headcode is Members and 1st Class Race Train via East Putney and Twickenham. Location not identified. Train consists of arc roofed 6 wheel stock. No conductor rails in place.

JTL ADD524.JPG

Photo taken from the garden of the railway cottage. Drummond K10 4-4-0 (40 locos built Nine Elms 1901-2) approaching Mortlake on a down Ascot race train. Train comprises an elliptical roofed bogie brake coach with end duckets and arc roofed bogie stock. Dated 1911.

JTL ADD525.JPG

Photo taken from the footbridge of Mortlake station showing the level crossing, signalbox and railway cottage beyond. No conductor rails in place.

JTL ADD526.JPG

Platform view of Swanage station looking North. Adams 4-4-2T 431 (R. Stephenson 2505 of 1883) is arriving on a passenger train of 4- or 6-wheeled coaches. Shows details of large wheeled platform barrows, station seat, nameboard and lamp. A train of 48 ft bogie stock is standing in the run round loop.

JTL ADD527.JPG

Tender end photo of Drummond G14 4-6-0 455 (1908) at Nine Elms, probably c. 1910. Rear of tender cut off, but the photo shows the curved top tank and filler of the 4500gallon tender. "Not to Go" chalked on the cab side.

Photos ADD 528 - 535 were taken at the LSWR's Meldon ballast quarry between 1902, when the crusher was rebuilt, and 1908, when it was burned down. The working of Meldon Quarry was described in "The South Western Gazette" for 1 August 1906 and the subsequent fire in the issue dated 1 April 1908. Both articles were reprinted in the April 2002 issue of "South Western Circular", followed by a further article, including the photographs listed below, in the October 2002 issue.

JTL ADD528.JPG

View of the Meldon Crusher house, taken from Meldon Quarry signalbox, with the line to Okehampton on the left and quarry face on the right. Wooden post bracket signal and a grounded 4 wheel brake third coach body in front of crusher.

JTL ADD529.JPG

View of the floor of the quarry, looking West, with face on the left and the crusher house in the distance. A narrow gauge point lies in the foreground, with no track connected to it.

JTL ADD530.JPG

Looking East from the crusher house, with the quarry face on the right. In the distance, wagons are being shunted on the main line.

JTL ADD531.JPG

Three men preparing a charge at the quarry face, showing the ram rod, an explosives box and the fuse.

JTL ADD532.JPG

Two men with a tripod mounted pneumatic rock drill.

JTL ADD533.JPG

Drummond 700 class 0-6-0 355 (Dübs 1897) standing in front of the crusher house at Meldon Quarry. On the right are two of the 12T ballast hoppers supplied by Hurst Nelson and Pickering between 1898 and 1903 (SR Diag. 1734). These wagons were similar to the GWR Diag. P7 ballast wagons of 1893.

JTL ADD534.JPG

Ballast Plough Brakevan 29, one of five vans supplied by Hurst Nelson in 1898 and 1903. (SR Diag. 1737). These vans were similar to the GWR Diag. AA5 Ballast Plough Brakevans of 1893. A man stands by the handwheel for controlling the plough, which is in the lowered position.

JTL ADD535.JPG

40T bogie ballast hopper 500, with 495 on the left. 16 wagons were supplied by G&R Turner of Langley Mill in 1903/4, and 4 more in 1911.

HMRS PHOTOGRAPHS FROM THE JOHN TATCHELL COLLECTION File ADD 7

JTL ADD700.JPG

Adams 135 class 4-4-0 146 (Beyer Peacock 1959 of 1881). Left Hand side view, Beyer Peacock Works Photo in photo grey livery.

JTL ADD701.JPG

318 class 4-4-0T 320 (Beyer Peacock 1356 of 1875). Beyer Peacock Metropolitan type, initially used on the Exeter - Plymouth line. Right Hand Rear view at Nine Elms after transfer to the duplicate list in 1900.

JTL ADD702.JPG

Superheated Drummond D15 class 4-4-0 466 Built Eastleigh 1912, Superheated 1916. Heading a through train from Bournemouth to the North via Basingstoke and Reading, probably the Bournemouth - Birkenhead train; the first four coaches are GWR. Loco is carrying headlamps, not discs. Approaching Hinton Admiral c. 1920.

JTL ADD703.JPG

Drummond T9 class 4-4-0 arriving at Southampton West on an up train. Loco is one of the first Nine Elms series without cross water tubes (Locos 113-122, 280-289 of 1899-1900), and has a bogie tender (added 1902-1907). Train of 48/50 ft non-corridor coaches, probably c. 1905.

JTL ADD704.JPG

Drummond T7 4-2-2-0 720 (Nine Elms 1897) passing Winchester Junction on an up train, photographed from the up side of the line with the signalbox roof visible above the tender. Loco has wide cab and splashers but still has the original boiler, dating it to between 1900 and 1903. Train consists of a 30 ft arc roofed passenger brake van with roof lookout, followed by two 48 ft non corridor coaches and a 4½ set of 30 ft van and 4 non-corridors.

JTL ADD705.JPG

Drummond T7 class 4-2-2-0 720 (Nine Elms1897) at Waterloo, right front view. Loco is largely as built, but in standard LSWR livery, before fitting wide cab in 1900. Speed recorder on front platform.

JTL ADD706.JPG

Adams T1 class 0-4-4T 2 (Nine Elms 1894) leaving Mortlake on a Shepperton - Waterloo train consisting of two 4-car Bogie Block sets. Photo taken from the footbridge about 200 yards on the Barnes side of Mortlake station. Conductor rail for the 1916 electrification is installed but not yet in use. One of a large series of photos (see ADD5xx numbers) mostly dated June 1914.

JTL ADD707.JPG

View looking South from the overbridge at Gunnersbury station, with Richmond line to the left and line to Chiswick Junction to the right of Gunnersbury West signalbox, 1902.

JTL ADD708.JPG

Epsom LSWR station in SR days with an ex LB&SCR E4 0-6-2T bunker first on a short freight. The platform roads are electrified, but not the middle roads, dating the photo to between electrification of Raynes Park - Guildford in July 1925 and rebuilding the station for the Sutton - Epsom electrification in 1929..

JTL ADD709.JPG

Adams A12 (Jubilee) class 0-4-2. 597-656 series (1893 -95) Rear view of right hand side, standing in a yard. Loco has a Drummond chimney and is in Urie livery, probably c. 1920.

JTL ADD710.JPG

Beattie Centaur class 7ft 2-4-0 96 CASTOR, built Nine Elms 1868. Left front photo at Nine Elms after rebuilding with boiler from Beyer Peacock 0-6-0 286 in 1887. Loco retains its slotted leading splasher and curved cab side sheet, withdrawn 1894.

JTL ADD711.JPG

Drummond T7 4-2-2-0 720 passing Winchester Junction on an up train. Loco has wide cab and splashers but still has the original boiler, dating it to between 1900 and 1903. Train consists of a 24 ft passenger luggage and a 4½ set of 30 ft van and 4 48 ft non-corridors, with further coaches on the rear. The photographer was standing in the 4 ft of the Alton line, and details of the point connecting the single line to the up and down main lines are in the foreground.

JTL ADD712.JPG

Southern Railway period photo of Drummond T9 4-4-0 119 (Built 1899, superheated 1923) on a special train. Headcode discs and board carry the numerals 14, 23 and L. In 1935, 119 was given a special finish for running royal, and other prestige, special trains. First coach is a Maunsell Restriction 1 nondescript open, followed by a restaurant car. Train is passing a level crossing on an electrified line. First guess would be a special for the Portsmouth naval review in 1938, somewhere between Guildford and Havant.

JTL ADD713.JPG

Adams O2 class 0-4-4Ts 206 and 211 being delivered to Ryde Pierhead by the Admiralty floating crane in May 1923. 211 is in the air and 206 is still on the deck of Crane Lighter No. 2. An IoW Railway 2-4-0T stands on the left. 206 and 211 were the only two O2s to be delivered to the Island still in LSWR livery, and the only two delivered to Ryde Pierhead by this means. Other locos were delivered either to St Helens or Medina Wharf. 206 and 211 became Isle of Wight 19 OSBORNE and 20 SHANKLIN.

JTL ADD714.JPG

Drummond M7 class 0-4-4T of the first (1897) series, as built and lettered SWR. Side view photo at a coaling stage, probably at one of the small London Suburban sheds.

JTL ADD715.JPG

Drummond M7 class 0-4-4T 129 (Eastleigh 1911). Left front view of the loco running bunker first, coupled to a 48 ft brake third coach. Loco is in Urie livery, and has lost its feedwater heater, c. 1920.

JTL ADD716.JPG

Drummond P14 class 4-6-0 451 (Eastleigh 1911) at Waterloo. Left rear view of loco only, with A box and signal gantry beyond the smokebox. c. 1912.

JTL ADD717.JPG

Urie N15 class 4-6-0 743 (Eastleigh 1919) at Axminster on a down express August 1919. Right front view from track level, rear of drop flap ground signal in front of loco..

JTL ADD718.JPG

Urie N15 class 4-6-0 740 (Eastleigh 1919) at Bournemouth West, c. 1920. Right front view.

JTL ADD719.JPG

Adams T1 class 0-4-4T 10 (Nine Elms 1894). In Drummond livery, c. 1900. Left side front view with the back of a Beattie tender on the left and Stevenson Clarke dumb buffered coal wagon 4415 on the right.

JTL ADD720.JPG

Adams T1 class 0-4-4T 8 (Nine Elms 1894) at Nine Elms c. 1920. Loco is as built, retaining its stovepipe chimney, but in Urie livery.

JTL ADD721.JPG

Shanks 0-4-0ST 109 SOUTHAMPTON. One of three locos built by Alexander Shanks of Arbroath 1876-9 and bought by three LSWR for working the "tramway" from Southampton Town station to the Royal Pier. On a passenger train on the Royal Pier, Southampton, in 1911. Photographed from the pier at the landward end of the platform. Right hand front view of the loco, running bunker first, coupled to a sliding door bk 3rd coach, with both near and far side sliding doors open.

JTL ADD722.JPG

Drummond 700 class 0-6-0 697 (Dübs 3520 of 1897). Left side front view from above. Loco is in Urie condition, with later tender springs, but still saturated and without smokebox door dogs. Standing in the down refuge siding at New Milton c. 1921.

JTL ADD723.JPG

Drummond 700 class 0-6-0 (Dübs 1897). Left front ½ view at a coaling stage (Nine Elms?). Loco is in Urie condition, but still saturated. G6 0-6-0T behind.

JTL ADD724.JPG

Adams 395 class 0-6-0 101 (Neilson 3459 of 1885) Left front view at Strawberry Hill shed c. 1920,

JTL ADD725.JPG

Drummond T7 class 4-2-2-0 720, left hand side view of loco only at Salisbury. Loco has wide cab and splashers with single slidebars, so photo is between July 1900 and April 1902.

JTL ADD726.JPG

Drummond L11 class 4-4-0 at Bournemouth Central. Right hand front view from ground level. Loco is in Urie condition, with feed clacks on boiler side and later tender springs. Part of the Bournemouth Central tool van visible on right.

JTL ADD727.JPG

Drummond T9 class 4-4-0 715 (Dübs 3759 of 1899) at Eastleigh. Left side front view. Loco is in Urie livery with clacks on boiler side and smokebox door dogs, but retains its cross water tubes. c. 1920.

JTL ADD728.JPG

Drummond Superheated L12 class 4-4-0 424 (Built Nine Elms 1904, superheated 1918) Left hand side view of loco only in Urie livery c. 1920.

JTL ADD729.JPG

Drummond L12 class 4-4-0 419 (Nine Elms 1904). Left hand rear view of loco only, from track level at Waterloo with A box and signal gantry behind. c. 1905.

JTL ADD730.JPG

Drummond T9 class 4-4-0 314 (Nine Elms 1900). Left hand side view of loco only at Nine Elms c. 1920. Loco is in Urie livery, with clacks on boiler side and dogs on (open) smokebox door, but retains its cross water tubes. Nine Elms c. 1920.

JTL ADD731.JPG

Drummond E10 class 4-2-2-0 (Nine Elms 1901). Right hand rear view of loco and most of tender, at Waterloo c. 1905. Loco has strengthened valve rod for the Joy valve gear of the outside cylinder.

JTL ADD732.JPG

Drummond T9 class 4-4-0 281 (Nine Elms 1899), Left hand side view at Eastleigh c. 1920. Loco is in Urie livery with feed clacks on boiler and dogs on smokebox door.

JTL ADD733.JPG

Drummond C8 class 4-4-0 295 (Nine Elms 1897). Left front view at Eastleigh c. 1920. Loco is in Urie livery with feed clacks on side of boiler and smokebox dogs. Loco looks newly painted, but not the tender.

JTL ADD734.JPG

Adams X2 class 4-4-0 595 (Nine Elms 1892) at Nine Elms c. 1920.

JTL ADD735.JPG

Drummond M7 class 0-4-4T 356 (Nine Elms 1900). Left hand rear view looking across the platform at Portsmouth Harbour 22 August 1922. Loco is in Urie livery and has the sandboxes, originally in the smokebox, below the running plate.

HMRS PHOTOGRAPHS FROM THE JOHN TATCHELL COLLECTION File ADE 8

JTL ADE800.JPG

SR Ex L&BR 2-6-2T 760 EXE (Manning Wardle 1362, 1897) at Barnstaple Town 15 May 1933. Front left photo, taken from platform, wagon 28311 in front of loco.

JTL ADE801.JPG

SR Ex L&BR 2-6-2T 760 EXE (Manning Wardle 1362, 1897) at Barnstaple Town 15 May 1933. Front right photo, taken from trackside, wagon 28311 in front of loco.

JTL ADE802.JPG

SR, L&B line, 2-6-2T E188 LEW (Manning Wardle 2042, 1925) at Barnstaple. Left rear view from platform.

JTL ADE803.JPG

SR Ex L&BR 2-6-2T 760 leaving Barnstaple, 15 May 1933. Taken from North of the line with the loco going away round the curve towards Pilton.

JTL ADE804.JPG

SR Ex L&BR 2-4-2T 762 (Baldwin 15965, 1898) inside Pilton works. Right front view. Corner of flat wagon 28315 on right.

JTL ADE805.JPG

SR, ex L&BR, 2-6-2 E761 TAW. Right front view in the 1920s, SR numberplate but no SOUTHERN lettering.

JTL ADE806.JPG

SR Ex L&BR 2-6-2T 761 TAW. Right front view outside Pilton shed in the 1930s.

JTL ADE807.JPG

SR Ex L&BR 2-4-2T 762 and 2-6-2T 760 double heading at Barnstaple Town. Left front view from platform, 1930s.

JTL ADE808.JPG

SR Ex L&BR 2-6-2T 759 at Lynton. Right front view with platform seat in front.

JTL ADE809.JPG

SR Ex L&BR 2-6-2Ts E761 and E760 double heading 17 August 1925.

JTL ADE810.JPG

SR Ex L&BR 2-6-2T (759-761 series) arriving at Woody Bay on a down train. SR signal post, 1930s.

JTL ADE811.JPG

SR, L&B Section, 2-6-2T 188, left rear view at the buffers at Barnstaple Town with a bogie van.

JTL ADE812.JPG

SR, L&B Section, 2-6-2T 188 at Barnstaple on a passenger train in the 1930s. Left rear view with the driver on left with an oilcan and small boy in the cab.

JTL ADE813.JPG

SR Ex B&SCR Billinton E5 class 0-6-2T at Forest Hill. Newly painted ex LSWR 8 compt third next to the loco, with ex LB&SCR bk third behind.

JTL ADE814.JPG

SR Maunsell LN class 4-6-0 853 (Eastleigh 1928), as built. Train is apparently stopped on the main line with matchboarded boat train stock, with a tunnel (Shepherdswell?) about ¼ mile behind.

JTL ADE815.JPG

SR 58 ft third No. 1, rebuilt 1935 from ex LSWR 50 ft composite 4987, with additional 6' 10" compartment on new underframe. Chatham 28 May 1938.

JTL ADE816.JPG

Ramsgate loco shed tool vans. From left to right:

4-wheel brake van, about 20 ft long with end birdcage lookout, 0612S, ex LB&SCR 6 wheel passenger brake van 762, ex S&DJR 6-wheel passenger brake van 966, 4-wheel brake van with end birdcage lookout 0609S.

JTL ADE816B.JPG

Same as ADE816, but wider view.

JTL ADE817.JPG

SR 6-wheel flat carriage truck for milk tankers 4414 (1932). Ex LSWR third 240 behind and ex LSWR 16 ft horsebox on right.

JTL ADE818.JPG

SR 6-wheel United Daries milk tank 4419 (1932) at Kensington Olympia. End of GWR coach 929 to left.

JTL ADE819.JPG

SR 4-wheel United Daries milk tank 4407 (1931) at Kensington Olympia. This tank got a new 6-wheel underframe in 1937.

JTL ADFE820.JPG

SR Bulleid well wagon 61109 (1934-5), with packing case load.

JTL ADE821.JPG

SR Bogie brake van 56262 (Rebuilt 1933 from AC electric power van of 1925) at Exeter Queen Street. Near broadside photo, with telegraph pole in front.

JTL ADE822.JPG

SR Bogie brake van 56262 (Rebuilt 1933 from AC electric power van of 1925) at Exeter Queen Street. End ³/₄ view.

JTL ADE823.JPG

SR V class 4-4-0 913 (Eastleigh 1932) near Horley on an Eastbourne - Victoria train. Maunsell Restriction 1 stock and Pullman.

JTL ADE824.JPG

SR Maunsell LN class 4-6-0 863. Right hand front view, with smoke deflectors and plain Lamaître exhaust. Bulleid livery c.1939.

JTL ADE825.JPG

SR King Arthur 4-6-0 789 Sir Guy (NBL 27285, 1925) at Waterloo. Left front view of loco only, with smoke deflectors. 21 May 1930.

JTL ADE826.JPG

SR King Arthur 4-6-0 E788 (NBL 27284, 1925) at Weymouth. Right rear view of loco only from the platform. 22 September 1926.

JTL ADE827.JPG

SR King Arthur 4-6-0 E788 (NBL 27284, 1925) at Weymouth. Right front view of loco only from the platform. 22 September 1926.

JTL ADE828.JPG

SR Maunsell U class 2-6-0 A633 (Ashford 1931) at Eastbourne, when new. Right rear view, without smoke deflectors. 6-wheel gas tank wagon on the right.

JTL ADE829.JPG

Exeter Queen Street station, looking West from the road bridge. An N15 4-6-0 is waiting on a London express and an O2 0-4-4T is in the bay on an Exmouth train. 9 May 1930.

JTL ADE830.JPG

SR Adams ex LSWR X2 4-4-0 E595 (Nine Elms 1892). Right rear view at the buffers at Waterloo in the 1920s.

JTL ADE831.JPG

SR Adams ex LSWR O2 class 0-4-4T 207 (Nine Elms 1891). Left broadside view, leaving Eastleigh shed, with the works office block behind, in the 1930s.

JTL ADE832.JPG

SR Adams ex LSWR B4 class 0-4-0T E99 (Nine Elms 1893). Right side view at Bournemouth.

JTL ADE833.JPG

SR Drummond ex LSWR L11 class 4-4-0 E169 (Nine Elms 1904). Right rear view on the middle road at Bournemouth Central, shunting a 16 ft horsebox.

JTL ADE834.JPG

SR Adams ex LSWR T6 class 4-4-0 685. Right front view at the coaling stage at Eastleigh.

JTL ADE835.JPG

SR Adams ex LSWR A12 class 0-4-2 E646 (Neilson 4545, 1893). Right front view.

HMRS PHOTOGRAPHS FROM THE JOHN TACHELL COLLECTION File ADE 9

JTL ADE900.JPG

SR Unidentified King Arthur class 4-6-0 passing Bromley South on a down train of boat train stock in the 1920s.

JTL ADE901.JPG

SR Unidentified King Arthur class 4-6-0 approaching Bromley South on an up train in the 1920s.

JTL ADE902.JPG

SR Urie H15 class 4-6-0 E474 (Eastleigh 1924) at the platform end at Waterloo. On the left, an ex LSWR Dining Saloon. 1920s.

JTL ADE903.JPG

SR King Arthur class 4-6-0 E451 (Eastleigh 1925) at the platform end at Waterloo, 1920s..

JTL ADE904.JPG

SR Urie N15 class 4-6-0 E755 (Eastleigh 1923) at the platform end at Waterloo. Broadside right, 1920s.

JTL ADE905.JPG

SR King Arthur class 4-6-0 E779 (NBL 23225, 1925) at the platform end at Waterloo (behind platform)

JTL ADE906.JPG

SR Urie Ex LSWR N15 class 4-6-0 748 (Eastleigh 1922). As built but in SR livery, on a Portsmouth train at Waterloo c. 1925.

JTL ADE907.JPG

SR Urie H15 class 4-6-0 E473 (Eastleigh 1924). Broadside view as built, at Waterloo c. 1925.

JTL ADE908.JPG

SR Drummond Ex LSWR T14 class 4-6-0 447 (Eastleigh 1911, superheated 1917) arriving at Waterloo on a train of non-corridor stock from Portsmouth.

JTL ADE909.JPG

SR Adams Ex LSWR A12 class 0-4-2 E548 (Nine Elms 1889), at the platform end at Waterloo. King Arthur 777 beyond on the left.

JTL ADE910.JPG

SR Drummond Ex LSWR S11 class 4-4-0 396 (Nine Elms 1903, superheated 1922). Broadside right photo, wheels behind platform, in the 1920s.

JTL ADE911.JPG

SR, ex SE&CR L class 4-4-0 A763 (Beyer Peacock 5827, 1914) at Charing Cross in the 1920s.

JTL ADE912.JPG

SR, ex SE&CR E1 class 4-4-0 A511 (Ashford 1906, rebuilt Beyer Peacock 1920) at (Canterbury?) West with an ex SER 6-wheel passenger brake van and 6-wheel coaches.

JTL ADE913.JPG

SR Wainwright ex SE&CR J class 0-6-4T A595. (Built Ashford 1913 as 207, renumbered 1928) on a 4-track electrified main line with two ex LSWR 8-compt thirds and an ex SE&CR Trio set.

JTL ADE914.JPG

SR "Scotch" King Arthur 4-6-0 arriving at Waterloo under A-box on a train from Southampton via Alton of ex LSWR non-corridor stock. M7 0-4-4T 50 leaving bunker first on the right.

JTL ADE915.JPG

Petts Wood station (opened 1928), looking very new. Two 3-SUB units of ex-SE&CR stock are leaving, with a 2-car trailer set of ex LB&SCR coaches between.

JTL ADE916.JPG

St Leonards. View from the footbridge looking towards Bo Peep tunnel with an ex LB&SCR 0-6-2T approaching.

JTL ADE917.JPG

Devil's Dyke station, looking South. Train in the platform consisting of an ex LB&SCR "Baloon" push-pull coach and an arc roofed coach. The loco is hidden by the signalbox.

JTL ADE918.JPG

SR 3-SUB unit of ex-SE&CR coaches approaching a station. (O headcode)

JTL ADE919.JPG

SR 3-SUB unit of ex-SE&CR coaches on a down train at Bromley South (O-headcode)

JTL ADE920.JPG

Rear view of two SR 3-SUB units of ex-SE&CR coaches, with trailer set between, leaving Bromley South. V headcode on rear of train (Victoria - Bickley via Herne Hill).

JTL ADE921.JPG

Two 5-car ac sets of 1925 Sutton stock, going away from the camera. Good view of cantilevered overhead line structures.

JTL ADE922.JPG

Platform end view at Charing Cross, with two 3-SUB units arriving from Orpington (Ö headcode).

JTL ADE923.JPG

SR King Arthur 4-6-0 E793 (Eastleigh 1926) at the buffers at Victoria. Left front view as built, without smoke deflectors.

JTL ADE924.JPG

SR Wainwright ex SE&CR L class 4-4-0 A762 (Beyer Peacock 5826, 1914) at Charing Cross.

JTL ADE925.JPG

SR Maunsell L1 class 4-4-0 A756 (NBL 23359, 1926) arriving at London Bridge on a train of Maunsell Restriction 1 stock.

JTL ADE926.JPG

SR 3-SUB unit of ex SE&CR stock leaving Bromley North. On the right, a 2-car trailer set of ex LB&SCR stock stands in front of another ex S&CR 3-SUB set.

JTL ADE927.JPG

Ramsgate Harbour station, from above the tunnel mouth. a D class 4-4-0 is ready to leave.

JTL ADE928.JPG

View looking down to the buffers of Ramsgate Harbour station, with the harbour behind. D1 4-4-0 A50 on the turntable.

JTL ADE929.JPG

View looking down onto a through station (Annersley?) from an overbridge. An auctioneers notice on the left gives the name Eastman Bros, with a Sydenham phone number. An ex SE&CR J class 0-6-4T is heading away from the camera on freight.

JTL ADE930.JPG

Platform view from under the up side island platform canopy at Bromley South. A D class 4-4-0 is approaching on an up train.

JTL ADE931.JPG

Destination indicator at Bromley North.

JTL ADE932.JPG

Concourse of Bromley North station.

JTL ADE933.JPG

View from the concourse towards the platforms at Bromley North.

JTL ADE934.JPG

View of the platform at Bromley North from behind the buffers.

JTL ADE935.JPG

View from above towards a Y-shaped station (Hastings?) Ex LB&SCR B4 class 4-4-0 B59 stands in the foreground, tender towards the camera. An ex SER F1 4-4-0 stands in the right hand platform.

HMRS PHOTOGRAPHS FROM THE JOHN TATCHELL COLLECTION File ADF 0

JTL ADF000.JPG

SR Ex SE&CR D class 4-4-0 A741 (R. Stephenson 3083, 1902. Later rebuilt to D1 in 1927). In early SR days. Tender has SOUTHERN A741 lettering but loco still has SE&CR plate on the cabside. Ramsgate?

JTL ADF001.JPG

SR Ex SE&CR L class 4-4-0, front view from the platform at Charing Cross. 1925 built 3-SUB to the right.

JTL ADF002.JPG

SR Ex SE&CR D1 4-4-0 A 735. (Sharp Stewart 4707, 1902, rebuilt Beyer Peacock 1921). At Ramsgate? shed, front RH view. Early SR days, loco still has SEC&R cast plate on the cabside.

JTL ADF003.JPG

SR Ex SE&CR D class 4-4-0 A734 (Sharp Stewart 4706, 1901). At Ramsgate? shed, right hand side view, with station being rebuilt behind.

JTL ADF004.JPG

SR Ex SE&CR E1 4-4-0 A 165 (Ashford 1908, rebuilt Beyer Peacock 1920). Left front view early SR days with SOUTHERN tender lettering but loco still has SE&CR cabside plate.

JTL ADF005.JPG

SE Ex SE&CR E1 class 4-4-0 A163 (Ashford 1909, rebuilt Beyer Peacock 1920). Front right side at the buffers at Victoria with an SE&CR brake third behind. Early SR days, loco still has SE&CR cabside plate.

JTL ADF006.JPG

SR Ex LB&SCR (SR Diag 1436) 10T van 46960 at Newport (IoW). 1920s or 30s.

JTL ADF007.JPG

SR Ex LB&SCR (SR Diag 1528) cattle van 53372 at Newport (IoW). 1920s or 30s.

JTL ADF008.JPG

SR Ex LB&SCR (SR Diag 1369) 10T open 27755 at Newport (IoW). 1920s or 30s.

JTL ADF009.JPG

SR LN class 4-6-0 858 passing Bickley Junction, having joined the LC&DR main line from the SER line on an up boat train of end door stock. The loco has smoke deflectors and a Urie tender, dating it to 1930-32.

JTL ADF010.JPG

SR LN class 4-6-0 854 approaching the ex LC&DR main line from the SER line at Bickley Junction on an up boat train of end door stock. Loco has smoke deflectors and flat sided bogie tender, 1930s.

JTL ADF011.JPG

SR King Arthur class 4-6-0 793 (Eastleigh 1926). Front view at the platform at Victoria on an Eastbourne train? Loco has smoke deflectors, 1930s.

JTL ADF012.JPG

SR LN class 4-6-0 E860 (Eastleigh 1929). Left broadside of loco only, when new at Waterloo. Loco has no smoke deflectors, non-standard long boiler and Urie bogie tender.

JTL ADF013.JPG

SR Urie 1924 batch H15 class 4-6-0 at Bournemouth Central on an up express c. 1930. Loco has smoke deflectors and Maunsell chimney. LSWR 56 ft brake third behind the tender.

JTL ADF014.JPG

SR King Arthur class 4-6-0 782 (North British 23228, 1925) Left front view at Waterloo c. 1930. Loco has smoke deflectors, first coach is ex LSWR Ironclad brake third.

JTL ADF015.JPG

SR Ex LSWR Urie H15 4-6-0 E489 (Eastleigh 1914), right hand broadside view at Clapham Junction c. 1925. Loco still has Urie superheater and original chimney.

JTL ADF016.JPG

SR Ex SE&CR L class 4-4-0 with a very mixed train. End door boat train brake 3rd, two Maunsell corridor coaches, three Pullmans, two in maroon and one in cream and umber, and five further coaches.

JTL ADF017.JPG

Platform view of Purley station. Ex LB&SCR C2X class 0-6-0 (distant) on a special train. Good detail of cantilevered overhead line structure in the foreground.

JTL ADF018.JPG

1925 3-SUB unit going away from the camera on a single track connection from a 4-track main line, probably Bickley Junction.

JTL ADF019.JPG

Two 3-SUB units with a 2-car trailer set between, approaching the ex LC&DR main line at Bickley Junction on a Sevenoaks - Victoria train (O headcode). All vehicles are rebuilt LB&SCR arc roofed stock.

JTL ADF020.JPG

SR 3-SUB unit of rebuilt SE&CR stock in a bay platform. Looks like Beckenham Junction, so is a train to Victoria via Crystal Palace (P headcode).

JTL ADF021.JPG

SR Ex LSWR Urie H16 class 4-6-2T E519 (Eastleigh 1921), right side view, Clapham Junction.

JTL ADF022.JPG

SR Ex LB&SCR D3 0-4-4T on a special train of SE&CR and LB&SCR non-corridor stock, on a 4-track electrified main line.

JTL ADF023.JPG

Two 1925 5-car ac electric units, with central power vans, approaching Clapham Junction on a Victoria - Coulsdon North train (Headcode 11). Good views of overhead line structures, LSWR signalbox to left and LB&SCR signalbox to right.

JTL ADF024.JPG

SR Ex LB&SCR D1 0-4-2T B 297 on a Horsham - Dorking North motor train.

JTL ADF025.JPG

SR Ex LSWR Drummond M7 class 0-4-4Ts E131 (Eastleigh 1911) and E378 (Nine Elms 1903) at Guildford coaling stage. E131 has the pulleys on the cab roof for the LSWR's cable operated push-pull system.

JTL ADF026.JPG

SR Ex LSWR Drummond C14 class 0-4-0T E0744 (Built Nine Elms 1907 as 0-2-2T, rebuilt as 0-4-0T 1923) at Eastleigh, with D15 4-4-0 466 behind.

JTL ADF027.JPG

Ex LSWR 6-wheel brake third 4747, still lettered LSWR, at Walton on Thames c. 1927/8. 32 ft brake third 431 (1891), became fruit train brake c. 1922.

JTL ADF028.JPG

SR electric power van for the 1925 Coulsdon and Sutton electrification. In the centre of a 5-car electric unit at west Croydon 1928.

JTL ADF029.JPG

Ex LB&SCR D1 class 0-4-2T 2361 (ex UPPERTON) Right hand rear view at Dorking on the last steam trip of the Horsham - Dorking service, Whit Mon 6 June 1938.

JTL ADF030.JPG

Ex LB&SCR D1 0-4-2T 2233 (Ex HANDCROSS), right front view, taking water at Horsham 6 June 1938. Wheels hidden by platform.

JTL ADF031.JPG

Ex LSWR Beyer Peacock 0-6-0ST 0331 (Beyer Peacock 2126, 1876. Drummond boiler fitted 1924). Right hand broadside with another 0-6-0ST on the left and M7 0-4-4T 357 on the right.

JTL ADF032.JPG

Ex LSWR superheated 700 class 0-6-0, in a cutting (location not identified) on seven 40T ballast hoppers and brake van. First hopper is 1926 Metro Cammell built, the next two are ex LSWR J&R Turner wagons.

JTL ADF033.JPG

Ex LSWR Drummond C8 class 4-4-0 E 199 (Nine Elms 1898) at Waterloo, left front view. 3 March 1930.

JTL ADF034.JPG

Ex LSWR superheated T9 class 4-4-0 E 119 (Nine Elms 1899, superheated 1923) at Waterloo, piloting N15 4-6-0 E 785 on a Bournemouth express.

JTL ADF935.JPG

View from the platform at South Croydon. A freight is shunting on the right and includes a motor car for a 6-PUL electric unit, c. 1933.

HMRS PHOTOGRAPHS FROM THE JOHN TACHELL COLLECTION File ADF 3

JTL ADF300.JPG

SR Adams Ex LSWR A12 class 0-4-2 E603 (Nine Elms, 1894). Right front view in Southern livery at Eastleigh in the 1920s.

JTL ADF301.JPG

SR Adams Ex LSWR A12 class 0-4-2 E654 (Nine Elms, 1895). Right front view in Southern livery in the 1920s.

JTL ADF302.JPG

SR Urie H15 class 4-6-0 E330, (Eastleigh 1924, nominal rebuild of Drummond F13 4-6-0 of 1905). Right front view as rebuilt, with Maunsell superheater and no smoke deflectors, Southern livery in the 1920s.

JTL ADF303.JPG

SR Drummond Ex LSWR T14 class 4-6-0 E446 (Eastleigh 1911, superheated 1915). Left front view in Southern livery in the 1920s.

JTL ADF304.JPG

SR Urie Ex LSWR S15 class 4-6-0 E510 (Eastleigh 1921). Left broadside view in Southern livery in the 1920s.

JTL ADF305.JPG

SR Urie Ex LSWR S15 class 4-6-0 E510 (Eastleigh 1921). Left front view in Southern livery, at Feltham shed in the 1920s.

JTL ADF306.JPG

SR Urie Ex LSWR S15 class 4-6-0 E510 (Eastleigh 1921). Left front view in Southern livery, at Feltham shed in the 1920s. (Same as ADF305.JPG)

JTL ADF307.JPG

SR Adams Ex LSWR B4 class 0-4-0T E88 (Nine Elms 1892). Right broadside photo in Southern livery, probably at Eastleigh in the 1920s.

JTL ADF308.JPG

SR Adams Ex LSWR G6 class 0-6-0T E237 (Nine Elms 1898). Right front photo in Southern livery in the 1920s.

JTL ADF309.JPG

SR Urie Ex LSWR H16 class 4-6-2T E518 (Eastleigh 1921). Right broadside view in Southern passenger livery in the 1920s.

JTL ADF310.JPG

SR Urie Ex LSWR G16 class 4-8-0T E492 (Eastleigh 1921). Right broadside view in Southern livery in the 1920s.

JTL ADF311.JPG

SR Drummond ex LSWR L12 class 4-4-0 E421 (Nine Elms 1904, superheated 191x, 6-wheel tender added when transferred to Eastern section in 1925). On a train of ex LNWR corridor stock, probably the "Sunny South Express", which 421 worked for a time in 1925.

JTL ADF312.JPG

SR Maunsell ex SE&CR E1 class 4-4-0 A163, (Built Ashford 1909 as E class. Rebuilt Beyer Peacock 1920). Left front view at Stewarts Lane, when burning oil.

JTL ADF313.JPG

SR Billinton ex LB&SCR L class 4-6-4T B333 (Brighton 1922). Left front view in Southern livery in the 1920s. Name REMEMBRANCE painted on tank side, SOUTHERN is on the bunker.

JTL ADF314.JPG

SR Urie/Maunsell King Arthur class 4-6-0 E448 (Eastleigh 1925). Right side view, ready to leave Exeter Queen Street on an up express in the 1920s.

JTL ADF315.JPG

SR Maunsell LN class 4-6-0 E850 (Eastleigh 1926). As built, with no smoke deflectors and with flat sided bogie tender in the 1920s.

JTL ADF316.JPG

SR Urie/Maunsell King Arthur class 4-6-0 455 (Eastleigh 1925). With smoke deflectors, but retaining Urie smokebox door. Passing Worting junction on a down West of England express in the 1930s.

JTL ADF317.JPG

SR Urie/Maunsell H15 class 4-6-0 E476 (Eastleigh 1924). On a West of England express of 7 LSWR corridor coaches including a dining saloon. The pneumatic signal gantry in the distance shows it to be between Basingstoke and Brookwood, probably approaching Brookwood in the 1920s.

JTL ADF318.JPG

SR Urie/Maunsell H15 class 4-6-0 E522 (Eastleigh 1924). Approaching Wimbledon on a Bournemouth express. An ex LSWR 8 compartment non-corridor third leads an LSWR corridor brake third and Maunsell stock in the 1920s.

JTL ADF319.JPG

SR Billinton ex LB&SCR L class 4-6-4T 2333 (Brighton 1922). Right front view between renumbering in Nov 1932 and rebuilding as a 4-6-0 in Dec 1934.

JTL ADF320.JPG

SR Maunsell D1 class 4-4-0 A545 (Built Ashford 1906 as D class, rebuilt Beyer Peacock 1921). Heading a LC&DR line train in early Southern days, the loco still has an SE&CR plate on the cab. The Southern wanted to put corridor stock on the Kent coast trains. Pending delivery of new stock in 1925, they came up with this remarkable formation. Ex SE&CR 4-wheel luggage van, of the type subsequently built by the SR and BR; Ex SE&CR corridor brake composite, one of 15 built for through trains to other railways in 1907; one of six SE&CR corridor thirds built in 1920; an ex "SER Car Train" Pullman; two ex LSWR Eagle Express first class saloons of 1893, rebuilt with gangways in 1901-07. Beyond this, things are less clear, probably two SE&CR non-corridor coaches, another SE&CR 1920 corridor third and another SE&CR corridor brake composite.

JTL ADF321.JPG

SR Maunsell Ex SE&CR E1 class 4-4-0 A497 (Built Ashford 1907 as E class, rebuilt Beyer Peacock 1920). In early Southern days (SE&CR plate on cab) on train comprising ex SE&CR 1921 boat train stock and Pullman cars.

JTL ADF322.JPG

SR Maunsell Ex SE&CR E1 class 4-4-0 A67 (Built Ashford 1908 as E class, rebuilt Beyer Peacock 1920). In early Southern days (SE&CR plate on cab) on an all Pullman train, including some new K-type cars. Probably the "Dover Pullman Continental Express", predecessor of the Golden Arrow.

JTL ADF323.JPG

Ex LB&SCR Billinton L class 4-6-4T E328 (Brighton 1914), Marsh J1 class 4-6-2T E325 (Brighton 1910) and L class E333 (Brighton 1922). Left front view of three big tank engines in a line, in the 1920s.

JTL ADF324.JPG

SR Marsh Ex LB&SCR H2 class 4-4-2 B422 (Brighton 1911). Left front view, between getting Southern livery in May 1924 and naming (Noth Foreland) in June 1925.

JTL ADF325.JPG

SR Billinton Ex LB&SCR B4 4-4-0 B44 (Brighton 19xx). Left front view in Southern livery in the 1920s.

JTL ADF326.JPG

SR Ex LSWR Drummond F9 class 4-2-4T inspection saloon 58S. Built Nine Elms 1899 as Drummond's personal transport. Renumbered 58S in 1924. Left broadside photo between 1924 and 1933. The loco portion still has Drummond double lining, but with no lettering apart from the number 58S on the saloon.

JTL ADF327.JPG

Locomotives on Eastleigh? shed, probably about 1945-8. On the left is an Adams Jubilee 0-4-2 of the 1892-95 series. Behind this are a Urie 4-6-0, the newly painted tender of a Bulleid MN 4-6-2 and one of the 330 series H15s. On the right are another Jubilee and an Adams 395 class 0-6-0.

JTL ADF328.JPG

SR Maunsell N class 2-6-0 A847 (Woolwich/Ashford 1925). As built, with no smoke deflectors and footstep on motion bracket.

JTL ADF329.JPG

SR Wainwright ex SE&CR L class 4-4-0 A762 (Beyer Peacock 5836, 1914). Left front view in early SR days with Southern lettering and SE&CR plate on cab.

JTL ADF330.JPG

SR Drummond ex LSWR M7 class 0-4-4T E49 (Nine Elms 1905). Broadside left side at Nine Elms in the 1920s.

JTL ADF331.JPG

SR Urie Ex LSWR G16 class 4-8-0T E492 (Eastleigh 1921). Right Broadside photo, same as ADF310, but without the crew in the cab.

JTL ADF332.JPG

SR Urie Ex LSWR N15 class 4-6-0 E746 (Eastleigh 1922). Left front, before naming in 1925, at Nine Elms.

JTL ADF333.JPG

SR Urie Ex LSWR H15 class 4-6-0 E335 (Eastleigh 1914, nominal rebuild of Drummond E14 4-6-0 of 190x). Left front view at Nine Elms, with original lipped chimney and Urie superheater.

JTL ADF334.JPG

SR Drummond Ex LSWR superheated L12 class 4-4-0 E418 (Nine Elms 1904, superheated 191x). Left broadside with 8-wheel tender at Nine Elms.

JTL ADF335.JPG

SR Urie Ex LSWR N15 class 4-6-0 738 (Eastleigh 1919). Front view with Bournemouth headcode, probably at Eastleigh c. 1920.

HMRS PHOTOGRAPHS FROM THE JOHN TACHELL COLLECTION File ADF 9

JTL ADF 900

Waterloo station, photographed from A box, before rebuilding started in 1904.

JTL ADF 901

Bodmin station, looking towards the buffers, with an arc roofed bogie brake coach in the platform, c. 1900.

JTL ADF 902

Yeovil Town station, looking East from the main platform. An O2 0-4-4T is backing onto four 4- and 6-wheel coaches beyond the island platform. c. 1900.

JTL ADF 903

Ruthern Bridge terminus on the Bodmin & Wadebridge?

(Nick - your notes say Wenford. Wenfordbridge ended with four sidings, one of which ran through to the incline of the De Lank granite quarry, so it is certainly not that. It might be Ruthern Bridge, before relaying with bullhead rail)

JTL ADF 904

Station staff at New Malden c. 1910.

JTL ADF 905

Drummond C14 class 2-2-0T 743 (Nine Elms 1906) at Hounslow with three 6-wheel coaches on the Gunnersbury - Twickenham service. 25 May 1912.

JTL ADF 906

Steam Railcar No. 1 (Nine Elms/ Eastleigh 1904) at Hounslow on the Twickenham - Gunnersbury service 17 September 1910.

JTL ADF 907

Beyer Peacock Metropolitan type 4-4-0T (Locos 318 - 323, 1875), supplied for working the Exeter - Plymouth service. Left hand side view, Beyer Peacock Works photo. No number visible as the LSWR only put the number on the bufferbeams at that time. Left broadside, works photo.

JTL ADF 908

Station staff at Brockenhurst c. 1900, showing the large station nameboard. Names of staff are listed on the back of the photo.

JTL ADF 909

Nine Elms Breakdown Crane No. 1, 20T crane built by Stothert & Pitt, 1908.

JTL ADF 910

Drummond 700 class 0-6-0 691 (Dübs 3514, 1897). Left front view at Nine Elms, loco as built with conical smokebox door, containing Drummond's spark (and draught) arrester.

JTL ADF 911

Drummond T9 4-4-0 300 (Nine Elms 1900). LH side view, at Nine Elms, c. 1905. Loco is as built, except for transfer numerals replacing the original oval cabside numberplate.

JTL ADF 912

Adams G6 class 0-6-0T 262 (Nine Elms 1894), shunting three open wagons at Staines in the 1890s. Station building seen behind the wagons, part of a road vehicle truck, carrying a road van, on the right. Crew and station staff posing in front of, and on, the loco.

JTL ADF 913

Drummond M7 0-4-4T E25 (Nine Elms 1899) at Merton Abbey on a push-pull train consisting of two coaches of a bogie block set. HC Casserley photo 23 August 1927.

JTL ADF 914

Urie N15 4-6-0 742 (Eastleigh 1919) on a West of England express in Clapham Cutting c. 1920. First coach is a 56 ft brake third of 1913-1919.

JTL ADF 915

Urie H15 4-6-0 482 (Eastleigh 1914) leaving Basingstoke on an up stopping train consisting of a 4½ set (30 ft brake van plus 48 ft non-corridors), a 4-car non-corridor set and three loose coaches. Point lever and part of signal gantry in the foreground.

JTL ADF 916

Stroudley A1 class 0-6-0T, (ex LB&SCR 668 Clapham, built Brighton 1874) at Nine Elms, after repainting as LSWR 735 for the Lyme Regis branch, 1903. The loco retains its Stroudley feedwater heater. Left side view.

JTL ADF 916

Stroudley A1 class 0-6-0T, (ex LB&SCR 668 Clapham, built Brighton 1874) at Nine Elms, after repainting as LSWR 735 for the Lyme Regis branch, 1903. The loco retains its Stroudley feedwater heater. Left side view.

JTL ADF 918

Urie H15 class 4-6-0 486 (Eastleigh 1914), Left side view in photographic grey.

JTL ADF 919

Drummond T14 class 4-6-0 458 (Eastleigh 1912), at Eastleigh after rebuilding with superheater 1915. Front left side, loco still in Drummond livery.

JTL ADF 920

Drummond G14 class 4-6-0 448 (Nine Elms 1910). Left side view at Nine Elms, with indicator shelter on front platform, c. 1910.

JTL ADF 921

Drummond E14 class 4-6-0 No. 335 (Nine Elms 1907), Front left view in photographic grey livery.

JTL ADF 922

Drummond F13 class 4-6-0 334 (Nine Elms 1905) Front left hand view, at Nine Elms as built.

JTL ADF 923

Drummond L11 class 4-4-0 No. 158 (Nine Elms 1903). Right broadside, as built.

JTL ADF 924

Drummond L12 class 4-4-0 425 (Nine Elms 1904). Right front view, location unknown, but carrying Waterloo - Southampton Docks headcode, with a special train disc. c. 1905.

JTL ADF 925

Drummond T7 class 4-2-2-0 720, with large boiler fitted 1904. Front view in Platform 5 of "New" Waterloo, on a Bournemouth express, c. 1910.

JTL ADF 926

Drummond E10 class 4-2-2-0 370 (Nine Elms 1901). Front left hand view inside Nine Elms shed, probably c. 1912 as the loco has a 4500 gallon tender.

JTL ADF 927

Drummond 700 class 0-6-0 327 (Dübs 3532, 1897) at Strawberry Hill. Left side view of loco only, with the cleaning gang (13 lads) posing on the running plate.

JTL ADF 928

Beyer Peacock Double Framed 0-6-0 278-A (Beyer Peacock 1168 of 1872, rebuilt with Adams boiler 1886 and withdrawn 1913. Re-instated with A suffix to number 1917) Left side view at Strawberry Hill, c. 1920.

JTL ADF 929

Beattie standard 2-4-0T 261 (Beyer Peacock 844 of 1868). Left side view, probably 1880s, with feedwater heater removed. Adams chimney and vacuum brake added..

JTL ADF 930

Beattie standard 2-4-0T 191 (Beyer Peacock 392 of 1864), at Petersfield c. 1880. Left front view. Feedwater heater has been removed, but the loco still has a Beattie chimney and no vacuum brake. This is a selective enlargement, of the loco only, from a photograph showing also Petersfield Yard Signalbox and the four coach train.

JTL ADF 931

Adams B4 class 0-4-0T 98 CHERBOURG (Nine Elms 1893). Right front view at Southampton Docks shed, probably 1930s.

JTL ADF 932

Adams A12 class 0-4-2 535 (Nine Elms 1887). Right side view in the 1890s, lettered L&SWR with Large Beyer tender.

JTL ADF 933

Adams T1 class 0-4-4T (Nine Elms 1896). Loco as completed by Drummond, lettered S.W.R, with Drummond style numberplate and conical smokebox door. Left side view at Nine Elms.

JTL ADF 934

Adams T1 class 0-4-4T No. 66 (Nine Elms 1888). Left side of loco, as built in Adams livery, lettered L&SWR, at Nine Elms.

JTL ADF 935

Adams T1 class 0-4-4T No. 8 (Nine Elms 1894). Left side of loco, as built in Adams livery, lettered LSWR, at Nine Elms.

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JTL ADG 700

Urie N15 class 4-6-0 73? (Eastleigh 1919) at the platform end at Waterloo in early SR days. A train of non-corridor stock is departing on the left and an M7 stands, partly in the photo, on the right. A-box behind.

JTL ADG 701

Superheated Drummond T9 4-4-0 304 (Nine Elms 1900, superheated 1922). Rear right hand view at the buffers at Waterloo platform 13, c. 1923. The loco is taking water. The end of an ironclad brake coach is on the left.

JTL ADG 702

Drummond T9 class 4-4-0 283 (Nine Elms 1899). Left side view at the buffers at Waterloo c. 1920. The loco is in Urie livery and has lost its cross water tubes.

JTL ADG 703

Drummond L12 class 4-4-0 416 (Nine Elms 1904), approaching Winchester Junction in about 1905 on a 4½ set of 30 ft van and 48 ft non-corridor stock, with Post Office van and bogie luggage van on the rear. Probably the 12.50 Waterloo - Weymouth (1909 timetable), which conveyed a post office van from Dorchester.

JTL ADG 704

Drummond F13 4-6-0 330 (Nine Elms 1905) on a 12 coach Waterloo - Exeter express. 44 ft luggage van, followed by corridor stock. Probably the summer of 1906, the only year the F13s worked the service they were built for. With that load, it must be one of the few times the driver was happy to have an F13, rather than a T9.

JTL ADG 705

Drummond F13 class 4-6-0 332 (Nine Elms 1905) on a Waterloo - Exeter express, with a special train disc. Train comprises three standard corridor coaches, with a brake third without van end gangway leading, followed by two "Eagle Express" corridor coaches and some non-corridors at the rear. Approaching the outskirts of Exeter??

JTL ADG 706

Beattie 348 class 4-4-0 (Sharp Stewart 1877), either 348 or 356, the only two which had new Adams cylinders with outside steam pipes (1880/2) and Adams boilers (1888/9). Both were withdrawn in 1905. Leaving Winchester (Park Road bridge in the distance) on a train from Bournemouth via Sway of three GWR and six LSWR coaches.

JTL ADG 707

Axminster station, looking East from the Lyme Regis line. Probably SR days, there is a ground disc signal on the right.

JTL ADD 708

LSWR 6-wheeled coach 5467 at Walton on Thames c. 1928. 30 ft third class coach 1028 (1890), downgraded to Fruit Van 5467 in 1920. Close up view showing bodyside, but not running gear.

JTL ADG 709

Calstock Viaduct, the four Cornish side arches, looking South, with an O2 0-4-4T crossing with a vacuum fitted goods van and two ex-steam railcar push-pull coaches. Wagon lift to Calstock Quay on the right. Probably 1920s.

JTL ADG 710

Adams A12 class 0-4-2 633 (Neilson 4532 of 1893). Left front view behind a platform, in Urie livery c. 1920.

JTL ADG 711

Adams A12 class 0-4-2 617 (Neilson 4516 of 1892). Left rear view of loco only in 1937/8. Drummond boiler carried from May 1937 to withdrawal in Oct 1938.

JTL ADG 712

Drummond T9 4-4-0 303 (Nine Elms 1900) approaching Battledown flyover on a down Bournemouth express of corridor stock, c. 1905-10.

JTL ADG 713

Drummond class F9 4-2-4T Inspection loco 733 (Nine Elms 1899). Right front view.

JTL ADG714.JPG

Urie N15 class 4-6-0 747 (Eastleigh 1922). Left broadside view at Nine Elms c. 1922.

JTL ADD 715

Adams O2 class 0-4-4T 192 (Nine Elms 1890). Left front view with the front partly obscured by the end of a 6-wheel brake end coach. In Adams livery, lettered LSWR, 1895.

JTL ADG 716

Beyer Peacock 0-6-0ST 0332 (Beyer Peacock 1593 of 1876). Drummond boiler fitted 1923. Right front view in Eastleigh paintshop, between an ex LB&SCR Terrier and IoW Rly RYDE, between 1933 and 1936.

JTL ADG 717

Beyer Peacock 0-6-0ST, probably 0334 (Beyer Peacock 1595 of 1876). Right rear view on the dump at Eastleigh. Hired to K&ESR 1938-41, then on the dump at Eastleigh until 1949.

JTL ADG 718

K&ESR Beyer Peacock 0-6-0ST No. 4, ex LSWR 0335 (Beyer Peacock 1596 of 1876). To K&ESR 1933 - 1948. Shunting at Northiam.

JTL ADG 719

Drummond E10 class 4-2-2-0 370 (Nine Elms 1900). Left front view, in Urie livery, retaining cross water tubes, at Nine Elms c. 1920.

JTL ADG 720

Superheated Drummond S11 class 4-4-0 E397 (Nine Elms 1903, superheated 1921). Front left view at Fratton shed, 1925-30.

JTL ADG 721

Adams 460 class 4-4-0 526 (R Stephenson 2650 of 1887). Loco built for exhibition at Newcastle and then sold to the LSWR. Left front view at Nine Elms c. 1890.

JTL ADG 722

Adams 445 class 4-4-0 446 (R. Stephenson 2536 of 1883). Drummond boiler fitted 1907. Left rear view, shunting carriages at Woking, 28 May 1921.

JTL ADG 723

Adams 445 class 4-4-0 448 (R. Stephenson 2538 of 1883) Right front view, behind a platform, probably c. 1910.

JTL ADG 724

LC&DR R class 0-4-4T 203 (Sharp Stewart 3726 of 1891) Later SE&CR 662, reboilered 1912 and withdrawn 1953. Right broadside.

JTL ADG 725

LC&DR Aeolus class 2-4-0T 73. Nominally a rebuild (1873) of R. Stephenson 4-4-0 built 1859 for the Smyrna & Aiden Railway, but sold to the LC&DR . Right broadside.

JTL ADG 726

LC&DR E class "Scotsman" 0-4-2T 88. Built Neilson 1866 to Sturrock GNR design. Left rear view, on a train at Herne Hill.

JTL ADG 727

LC&DR Martley "Large Scotsman" 0-4-2 100 SCOTIA (Neilson, 1873). Later SE&CR 559, reboilered 1903 and withdrawn 1913. Left side view.

JTL ADG 728

LC&DR Martley "Large Scotsman" 0-4-2 96 THANET (Neilson, 1873). Later SE&CR 555, reboilered 1903 and withdrawn 1913. Right broadside view.

JTL ADG 729

LC&DR Martley rebuilt "Tiger" class 2-4-0 6. Nominally a rebuild (1882) of a 4-4-0, built by Brassey & Co. in 1861. Withdrawn 1898. Right broadside.

JTL ADG 730

LC&DR 0-4-2 1 BRIGAND. One of two locos built by Sharp Stewart (1269 of 1860) for the G&SWR, but sold to the LC&DR. Later SE&CR 460. Right broadside, photo from H.A.Vallance collection.

JTL ADG 731

SE&CR J class 0-6-4T 614 (Ashford, 1913). Right broadside in photo grey livery.

JTL ADG 732

SE&CR M3 class 4-4-0 469. Built Longhedge 1901 to LC&D design, but new to SE&CR. At Longhedge, right front view.

JTL ADG 733

SE&CR Ex SER Stirling A class 4-4-0 166 (Ashford, 1880). Right broadside of loco only.

JTL ADG 734

SE&CR ex SER Q class 0-4-4T 237 (Ashford, 1887). Grey livery with lettering SE 237 CR. Slade Green 3 August 1921. Right broadside photo by A. Cawston.

JTL ADG 735

SE&CR ex SER Q class 0-4-4T 344 (Neilson Reid 3931, 1889). Right rear view on a train at East Croydon? in SE&CR lined green livery.

HMRS PHOTOGRAPHS FROM THE JOHN TATCHELL COLLECTION File ADG 9

JTL ADG 900

Centre Van 48 ft Brake Composite Coach 522 (1894). Side view of $\frac{3}{4}$ of the coach on a temporary bridge over the River Axe at Woodhayne, near Axminster, following flood damage, 15 Feb 1900.

JTL ADG 901

Farnborough station, looking East from the up platform, probably c. 1910.

JTL ADG 902

Exmouth Junction shed, looking West with the turntable in the foreground, c. 1920.

JTL ADG903.JPG

Brockenhurst station, looking West from the up end of the down platform, c. 1870.

JTL ADG 904

Drummond G14 class 4-6-0 457 (Nine Elms 1908) on a West of England train. Two corridor brake composites lead a dining saloon and an Eagle Express brake third, with 4-car non-corridor set behind.

JTL ADG 905

Bodmin & Wadebridge passenger train at Bodmin 1886. The LSWR Directors are making an inspection. The train consists of brake van, 2- and 3-compartment open 3rds, 2 compt closed 2nd, 3-compt 1/2 compo, tender from LSWR 0-4-2 ATLAS or PLUTO (Jones Turner & Evans or Sharp Roberts 1841, to B&W 1852/5) and Fletcher Jennings 0-4-0ST BODMIN (1864).

JTL ADG 906

Eastleigh Loco Works, main works building photographed from the office block, shortly after opening in 1910.

JTL ADG 907

Down train in the platform at Eastleigh. Loco off photo, a small wheeled platform barrow is being used to fetch luggage out of the leading 48 ft lav brake third of 4½ set 116. Probably c.1920.

JTL ADG 908

Street frontage of Southampton Terminus station, between the opening of the horse tramway in 1879 and electrification in 1900.

JTL ADG 909

Atmospheric shot of Windsor Castle, seen across the river with a small girl dabbling in the water, and a close coupled set of 4-wheel coaches right across the middle ground. Coaches include 21 ft 4-compt seconds of 1862 and 3-compt firsts of 1862-6, between two passenger brake vans.

JTL ADG 910

Thornycroft motor bus on the Farnham - Haslemere route, 1905. This service was initially operated by the 'bus manufacturer, Thornycroft, connecting two LSWR routes. The service was operated by the LSWR itself from 1906, and transferred to Aldershot & District in 1913.

JTL ADG 911

LSWR bogie bolster wagon 2940 carrying the anchor and chain for RMS HOMERIC (White Star Line 1922, ex Nordduetcher Lloyd COLUMBUS of 1913). (Only part of wagon visible)

JTL ADG 912

LSWR road vehicle truck 1196 carrying a marine buoy.

JTL ADG 913

Interior of 6-wheel family saloon No. 4 (1898)

JTL ADG 914

Exterior of 6-wheel family saloon No. 4 (1898)

JTL ADG 915

View along the corridor of 54 ft composite coach 859 (1903)

JTL ADG916.JPG

Interior of third class lavatory compartment of 48 ft lav third coach 513 (1898)

JTL ADG 917

Interior of third class lavatory compartment of 48 ft tri-composite coach 650 (1897)

JTL ADG 918

Interior of first class saloon of dining saloon 59 (1904)

JTL ADG 919

Interior of 46' 6" bogie Invalid Saloon (1907)

JTL ADG 920

48 ft Lav. 3rd class coach 513 (1898)

JTL ADG 921

LSWR bogie bolster wagon carrying a lifeboat. Ends of wagon out of photo.

JTL ADG 922

LSWR bogie bolster wagon carrying a lifeboat. Whole of wagon in the photo.

JTL ADG 923

Romsey station, looking South in 1873-4, with 2-2-2 25 REINDEER (Tayleur & Co., rebuilt Fairbairn 1842) on a train of four 4-wheel coaches and brake. The leading coach is a Parliamentary third of c. 1850.

JTL ADG 924

Drummond K10 4-4-0 153 (Nine Elms 1902), with the Nine Elms 36T breakdown crane (Ransomes & Rapier, 1918). Presumably the same incident as ADG925.JPG, but the coach has gone. c. 1920.

JTL ADG 925

The Nine Elms 36T breakdown crane (Ransomes & Rapier, 1918), lifting bogie block set brake third coach 1344 (1905). The leading bogie of the coach is on the right. K10 locomotive 153 on the breakdown train and A-box behind the crane. c. 1920.

JTL ADG 926

Urie H15 Class 4-6-0 486 (Eastleigh 1914) Front left side in photographic grey.

JTL ADG 927

Drummond P14 class 4-6-0 449 (Eastleigh 1910). Left side at Eastleigh when new.

JTL ADG 928

Drummond F13 class 4-6-0 334 (Nine Elms 1905), left side, without tender, at Nine Elms as built.

JTL ADG 929

Shanks (Arbroath) 0-4-0ST 109 SOUTHAMPTON, one of three locos bought 1876-9 for working the Royal Pier tramway at Southampton. At the landward end of the Royal Pier platform, coupled to a 48ft brake third. Two men sit on the fence on the left whilst a top hatted gent strides out of the photo to the right.

JTL ADG 930

Adams O2 0-4-4T 190 (Nine Elms 1890) Left side view in Adams livery, lettered L&SWR.

JTL ADG 931

Adams X2 class 4-4-0 596 (Nine Elms 1892), left front view of loco only, at Nine Elms in Adams livery.

JTL ADG 932

Adams A12 class 0-4-2 613 (Neilson 4512 of 1892). Front right view in Urie livery, c. 1920.

JTL ADG 933

Right rear view of chassis and boiler of Drummond L12 class 4-4-0 (Nine Elms 1904) in Nine Elms Works. Probably 421, damaged in the Salisbury accident on 1.7.1906, after removal of running plate, cab, splashers and smokebox. (See next two photos)

JTL ADG 934

Left rear view of Drummond L12 class 4-4-0 421, with damage sustained in the Salisbury accident on 1.7.1906. In Nine Elms Works.

JTL ADF 935

Right rear view of Drummond L12 class 4-4-0 421, with damage sustained in the Salisbury accident on 1.7.1906. In Nine Elms Works.

HMRS PHOTOGRAPHS FROM THE JOHN TACHELL COLLECTION File ADH 0

JTL ADH 000.JPG

Stereoscopic photograph by G.W.Wilson of Windsor Castle, seen across the river in about 1870. A line of 10 dumb buffered coal wagons fill the middle ground. The first six are TS&C Parry North London Railway, then two Clay Cross, a Davey ?? and a 2-plank wagon.

JTL ADH 001.JPG

Stereoscopic photograph by T. Vanstone of Tavistock station, looking North. Footbridge with station canopies beyond. c. 1900.

JTL ADH 002.JPG

Beattie Vesuvius class 6' 6" 2-4-0 of the 1873 series with rectangular splashers and Stirling style cab. Left side view, no number visible as it was only on the buffer beams. Loco as built, at Nine Elms.

JTL ADH 003.JPG

Drummond S11 class 4-4-0 395 (Nine Elms 1903), West of Seaton Junction on a down express. 44 ft bogie luggage brake followed by 48 ft non corridor stock.

JTL ADH 004.JPG

Adams A12 class 0-4-2T 642 (Neilson 4541, 1893) passing Northam loco shed in about 1900 on a down freight. Wooden post bracket signal, but with arms only on the right hand of three dolls, on the left.

JTL ADH 005.JPG

Two down trains approaching Wimbledon in the 1890s. Adams T6 4-4-0 (Nine Elms 1896) on a West of England express and Adams 4-4-2T 106 (R. Stephenson 2606, 1885) on a Hampton Court train. Arc roofed 4-, 6- and 8-wheeled coaches in siding on the left.

JTL ADH 006.JPG

Drummond T9 class 4-4-0 715 (Dübs 3759 of 1899) on a Waterloo - Southampton West non-stop train of 48 ft non corridor stock, c. 1900. Location not identified.

JTL ADH 007.JPG

Clapham Junction, looking North from the road overbridge in about 1890. LB&SCR lines in the centre with LSWR main lines to the left and WLER (mixed gauge) on the right.

JTL ADH 008.JPG

Adams A12 class 0-4-2T 637 (Neilson 4536, 1893). Front left hand view of loco only, in Drummond livery, at Nine Elms c. 1905.

JTL ADH 009.JPG

Adams A12 class 0-4-2 555 (Nine Elms 1889). Right hand view in Adams livery, lettered LSWR and dual braked (1892). At Nine Elms, October 1893.

(Nick, your notes state that 008/9 are by H. Hopgood. 009 is also in the Norman collection)

JTL ADH 010.JPG

Adams A12 class 0-4-2 542 (Nine Elms 1888). Right hand side view with 348 class tender in Urie livery, c. 1920.

JTL ADH 011.JPG

Drummond T9 class 4-4-0 282 (Nine Elms 1899, bogie tender provided 1902) West of Seaton Junction on a down express consisting of a 44ft luggage brake and 48 ft non-corridor stock, c. 1905.

JTL ADH 012.JPG

Drummond T9 class 4-4-0 337 (Nine Elms 1901) at Petersfield on a Waterloo - Portsmouth train of 48 ft non-corridor stock. Loco is as built but has lost its oval numberplate, c. 1910.

JTL ADH 013.JPG

Beyer Peacock single framed 0-6-0 0307 (Beyer Peacock 1365 of 1874), reboilered 1886 and duplicated 1901. Left side front at Nine Elms, c. 1910.

JTL ADH 014.JPG

Urie H16 class 4-6-2T 516 (Eastleigh 1921). Left side front view in photographic grey livery.

JTL ADH 015.JPG

Adams 415 class 4-4-2T 429 (R Stephenson 2503 of 1883), left hand front view at the buffers of Platform 3 of the new Waterloo, c. 1912. Details of water cranes to left and right.

JTL ADH 016.JPG

Adams O2 class 0-4-4T 208 (Nine Elms 1891). Right hand side view as built but in Drummond livery, at Fratton c. 1900.

JTL ADH 017.JPG

Beyer Peacock 0-6-0ST 409 (Beyer Peacock 2131 of 1882). Left side front view at Nine Elms c. 1900.

JTL ADH 018.JPG

Beattie standard 2-4-0T with rectangular splashers. It is either of the series 44, 325 - 329 (Beyer Peacock 1533-1538 of 1875) or one of the Nine Elms built locos. The loco in the photo has some details which fit existing photos of the 1875 BP locos whilst other details fit the Nine Elms locos. More likely a Nine Elms loco, which would merit an official photo. Left side view at Nine Elms when new, standing outside the office building of the old Nine Elms straight running shed. No number visible as it only appeared on the buffer beams.

JTL ADH 019.JPG

0-4-0ST 109 SOUTHAMPTON (Shanks, Arbroath 1876). Right side view at the landward end of the Royal Pier station, Southampton. c. 1905.

JTL ADH 020.JPG

Drummond 700 class 0-6-0 317 (Dübs 3529 of 1897). Left side view of loco only at Nine Elms, c. 1900.

JTL ADH 021.JPG

Beyer Peacock single framed 0-6-0 345 (Beyer Peacock 1610 of 1876), reboiled 1891. Photo between 1900, when a 348 class tender was fitted, and 1902, when 345 was duplicated, and lost its oval numberplate. Right hand front view.

JTL ADH 022.JPG

Drummond T9 class 4-4-0 718 (Dübs 3762 of 1899). At the platform end at Waterloo as built, before 1904 when a bogie tender was provided. Loco is carrying Waterloo - Southampton Docks headcode, with a special train disc.

JTL ADH 023.JPG

Drummond T9 class 4-4-0 of the 702-732 series (Dübs 1899) in Urie days with feed clacks on the boiler side and smokebox door dogs, but still with cross water tubes. Left hand front view at a coaling plant c. 1920.

JTL ADH 024.JPG

Drummond S11 4-4-0 403 (Nine Elms 1903). Right hand rear view at Portsmouth Harbour. on an up train, c. 1905.

JTL ADH 025.JPG

Drummond E10 class 4-2-2-0 371 (Nine Elms 1901). Right side view in Urie livery, c. 1920.

JTL ADH 026.JPG

Drummond L11 class 4-4-0 167 (Nine Elms 1904). Left front view of loco only at Nine Elms, c. 1905.

JTL ADH 027.JPG

Adams X2 class 4-4-0 592 (Nine Elms 1892). Right side of loco only at Basingstoke c. 1895.

JTL ADH 028.JPG

Beattie 348 class 4-4-0 353 (Sharp Stewart 2662 of 1877), reboiled 1890. Left side view lettered L&SWR, c. 1895.

JTL ADH 029.JPG

Adams T3 class 4-4-0 574 (Nine Elms 1893). Left front view of loco only at Exeter St Davids c. 1900.

JTL ADH 030.JPG

AdamsT3 class 4-4-0 568 (Nine Elms 1893). Drummond boiler fitted 1907. Left side front view in Urie livery, c. 1920.

JTL ADH 031.JPG

Adams 135 class 4-4-0 138 (Beyer Peacock 1951 of 1880), as built but with vacuum brake added. Right side view at Reading in 1894.

JTL ADH 032.JPG

Adams 380 class 4-4-0 384 (Beyer Peacock 1858 of 1879), Left front view at Nine Elms c. 1900.

JTL ADH 033.JPG

Adams 380 class 4-4-0 382 (Beyer Peacock 1856 of 1879), Left front view of loco only, at Exmouth c. 1895.

JTL ADH 034.JPG

Beattie 348 class 4-4-0 358 (Sharp Stewart 2667 of 1877). Sharp Stewart works photo, right hand of loco only.

JTL ADH 035.JPG

Lyndhurst Road Station, looking towards Southampton from the up platform, c. 1910