



*Builder's photo of Dubs locomotive used at Hartley Vale. Of metre gauge, it had 9" x 15" cylinders, 2'4" drivers and the builder's No. was 1442/1880. Mitchell Library-Glasgow.*

The 2-4-0 outside cylindere locomotive employed on the "FLAT", or valley floor section of the Hartley Vale tramway evidently arrived about 1886 and its features complied with other early engines constructed at the Leeds works of Messrs John Fowler and Company. Fortunately a photograph is available which was taken when this particular engine was set aside. In its external appearance the engine was extremely ugly, possessing an ungracious stove-pipe chimney of inordinate length and a rectangular sided saddle-tank with a slightly rounded top-plate. The cab had a canopy roof of sheet-iron held aloft by four stanchions, placed one at each corner, the structure being without benefit of front or back-plate, the sides being open above the side-fender plates. A horizontal iron bar, placed at waist height, stretched across between the rear pair of stanchion supports for the cab roof and gave a modicum of safety to the crew and at least served to keep them on the foot-plate. It is not difficult to imagine the discomfort of the crew when driving this small locomotive in the icy blasts and ground frosts of a severe winter in the Hartley

Vale. No doubt the management were inured to such climatic conditions and could not care less about the welfare of their employees.

Outside cylinders fitted with outside steam-chests were provided, the steam valves being actuated by outside link-motion, presumably of Stephenson's design. The steam-pipes leading to the steam-chests appear to have been fabricated, or the originals replaced, by the local plumber, using such elbows, bends, and other water-pipe fittings that lay to hand. The massive wooden buffer-beams were fitted with vertical baulks of squared timber spaced to match the width of the dumb-buffers formed by the extensions of the sole-bars of the company's wagons. The leading wheels had enclosed centres pierced with four equally spaced holes. Unfortunately the dimensional details of this engine are not available. Its general appearance would have afforded delight to the heart of any disciple of the late Rowland Emmett.

No particulars are at hand concerning the identity of the third locomotive reported to have been