

Engineer's Office.
jh/fwc

14th August, 1959.

K.P. Plant, Esq.,
15, Blenheim Street,
Princes Avenue,
HULL

Dear Mr. Plant,

I thank you for your letter of the 23rd June together with the lists and histories you have prepared of our locomotives. I have now read through your notes with considerable interest, these have been passed on to Mr. Gibbons who has put forward the following observations on some of the queries raised by you.

In your second paragraph reference to "Stocksbridge Railway Company notepaper headed Samuel Fox & Co." I think you must have misunderstood Mr. Gibbons on this point, what was meant to imply was that in the past, orders have been placed through Samuel Fox & Co. on behalf of Stocksbridge Railway, and in these cases the fact that the locomotive was destined for Stocksbridge Railway duty would not necessarily be apparent to the manufacturer.

Referring to your third paragraph, the opening of Stocksbridge Railway cited 14th April 1877, is given on page 69 of the book produced by Joseph Sheldon - Chief Engineer in Mr. Samuel Fox's day - and bearing the title "The Founders and Builders of Stocksbridge Works". The Stocksbridge Railway Company act is dated 13th June 1874 so presumably the 1877 date would be an "official opening" as you suggest. Regarding Samuel Fox & Co. Ltd., the earliest record available is of a meeting held in the Cutlers Hall, Sheffield, on 29th August, 1872, at which Samuel Fox and Company directors were present to receive a report of the first years operation.

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The query raised by your friend suggesting that Fox diesel, Number 21, was allocated initially to Stocksbridge Railway Co. is not quite correct. Hudewell Clarke steam loco', serial number 1502, was due for major repairs and the arrival of number 21 diesel was taken as opportune for temporary use on Stocksbridge Railway duty during the time repairs were carried out. The steam loco' (1502) resumed duty in December 1954, and continued in that capacity until a replacement diesel ordered for the Railway Co. in March, 1955, was delivered during week ending 15th December, 1956. At this time, Stocksbridge loco' (1502) was transferred to Samuel Fox for yard duties where it was given the number 8 before eventually being burnt for scrap in May, 1959.

At the moment there are no steam locomotives in operation either on Stocksbridge Railway or at S. Fox & Cos. works. The only remaining steam locomotives, which are based on Burnstones Tip, Deepcar in reserve, are the following:-

| | | |
|--------|------------------------|------|
| No. 4 | (Yorkshire Engine) | 2440 |
| No. 6 | { " " } | 2479 |
| No. 9 | { " " } | 2498 |
| No. 10 | { " " } | 2485 |
| No. 16 | (Stephenson Hawthorne) | 3932 |
| No. 20 | (Hudewell Clarke) | 1731 |

You may be interested to know that No. 6 Loco' has been "cocooned" in a form of plastic covering in an effort to protect it whilst standing idle.

I am afraid that we have no old photographs available at the moment but Mr. Marsden, who saw you on your last visit, has promised to try and get hold of a few and we will forward these on to you if he is successful.

I trust that you will find the above comments of use to you and your friends, but I would like to point out that much of the information given to you so far has been taken from very old records, and I cannot therefore vouch for their accuracy.

Yours faithfully,
SAMUEL FOX & COMPANY LTD.

(J. Hammond)
CHIEF ENGINEER