

## Stanley Brothers Railway System

When Stanley Brother's last steam engine "Westwood" was laid aside in the mid 1950's and was stored in its shed and as the management had already purchased a Ruston Hornsby diesel what little rail traffic was in the offing the RH was found to be able to cope. The diesel cost of. £3280.0s.0d. when Stanleys bought it. They purchased it on the hire purchase system: A first down payment in December 1950 £410. 0s.0d. The final payment was due in December 1951. When they eventually sold it in December 1961 they received £200 for it. Both engines are seen in this view as the photographer, my old friend, Maurice Billington, has persuaded the driver to haul "Westwood" out of the shed for a spot of photography in the late 1950's.

Geoff Edmands told me that when the the last steamer at Haunchwood Brick & Tile Co. Ltd, Stanley's rival brickyard, "Glenmayne" was at the end of its working life, the Haunchwood board decided to buy a diesel replacement, but with due caution they asked Stanley Brothers if they could call around and inspect their RH and see how it was working. You have to bear in mind that in the 1950's it was not at all certain that diesels were the best replacement for steam engines, and there was a ready supply of second-hand industrial steam engines for sale. Coal was cheap and plentiful and with collieries on the door step it might not be as cost effective to run a diesel as a steamer.

Haunchwood directors duly arrived at Stanley Brothers offices for a tour of inspection and then went out for lunch with the Stanley's management involved in the inspection.

(Although the two businesses were rivals there was a great deal of cordiality between them and bought products from each other to fulfil orders if there were shortages in their inventories). Haunchwood board was persuaded that the diesel was the best option and subsequently purchased one for their yard. In the meantime "Westwood" lay cold and lifeless in its shed until it was pulled out for the last time and cut up on the spot.

*Here are some details on the Stanley Brothers railway rolling stock:*

### **STANLEY BROTHERS Locomotive and Wagon Stock LOCOMOTIVE STOCK**

#### **Summary:**

At its greatest extent Stanley Brothers used two steam locos at their Nuneaton yards, two at Charity Colliery and two at Nuneaton Colliery.

They had at one time as many as 1350 coal wagons in circulation purely for use at either Charity and Nuneaton Collieries. The brickyards sent their products out by main line railway company wagons packed in timber and straw packaging so they could claim compensation from the railway company if there were breakages, not so much a concern with coal.

#### **Charity Colliery, Bedworth:**

##### **CHAMBERLAIN**

0-4-0ST OC Manning Wardle Type H 439/1873 New to Charity Colliery 23rd May 1873. Sold to Topham Jones & Railton contractors 1918

##### **IRONSIDES**

0-4-0ST OC Henry Hughes Works Number not known – origin not known, transferred to Stockingford Brickworks 1925.

NORMAN 0-6-0ST IC Manning Wardle Type M 240/1867 New to Charity Colliery 27nd June 1867., transferred to Stockingford Brickworks 1925

GLENMAYNE 0-4-0ST OC Peckett 983/1904 new to Charity Colliery. Fitted with a new firebox in 1912. Sold to Haunchwood Brick & Tile in 1925 after closure of Charity Colliery.

FOREST Nr. 1 0-4-0ST OC P 484/1889 ex Upper Forest & Worcester Steel & Tinplate Works, Morrision, West Glamorgan. Sold by J.F.Wake, a dealer in Darlington Co. Durham.

### **Nuneaton New Colliery, 6 & 7 Works Whittleford:**

#### **BOLSIDE**

0-4-0ST OC Manning Wardle scrapped by a Coventry scrap merchant 1940.

KITCHENER ? sold for scrap

#### **MASTER GENERAL**

Andrew Barclay 1188/1900 disposal not known

#### **FLORENCE**

0-4-0ST OC MW transferred to Nrs. 1-4 works Stockingford 1940.

### **Stockingford Works and Nuneaton Old Colliery**

- (un-numbered or named) 0-6-0ST IC Hunslet Engine 499/1890 ex-Appleby Iron Co. Ltd Nr. 4 in 1927 disposal not known

#### **SALE**

0-4-0ST Hunslet Engine 263/1881 ex T.A. Walker, Manchester Ship Canal Contract c. 1896

#### **FLORENCE**

0-4-0ST OC MW transferred to Nrs. 1-4 works "Florence" was built by Manning Wardles of Leeds, (their standard type H) works Nr. 593, it was completed and sold on 20th 1877, to Burton Brewery Co. Ltd of Burton on Trent, where it was their Nr. 2.

At an unknown date it was sold secondhand to J.D. Nowell a contractor in Warrington, who sold it on again at the end of Mr. Nowell's contract, this time going to the Premier Cement Co. Ltd. of Irthlingborough, Northamptonshire before finally going to Stanley Brothers by which time it acquired the name "Florence".ex Nrs. 6 & 7 yards 1940. Scrapped by J & H.B.Jackson of Coventry in December 1950.

ANCOATS 0-4-0ST OC MW1091/1888 ex- T.A. Walker Manchester Ship Canal Contract. Sold to Thomas E. Gray Ltd. Burton Latimer, Northants and converted to a Sentinel type loco with a vertical boiler.

WESTWOOD 0-4-0ST OC Yorkshire Engine 257/1875 was in use up until the mid 1950's. It was rebuilt by James Tait of Middlesborough in 1920 (Their works order number 69) and acquired by Stanley Brothers from there. It was rebuilt by Woodward & Kingsley Ltd in 1946. Up until 1945 it had been painted black throughout but after rebuilding in 1946 it sported a livery of dark green, black frames and red motion. It was repainted again in 1953 Apple Green which is the livery you can see it in here. So it must have been still in everyday use then. It was sold to G.W.Bungay Ltd in November 1961 for £200 then sold on to George Cohen Sons & Co Ltd. Kingsbury. "Westwood" was scrapped on site in July 1962 one week after Geoff Edmands took this photo of it.

#### **IRONSIDE**

0-4-0ST Henry Hughes transferred from Charity Colliery in 1925. Disposal not known.

#### **NORMAN**

0-6-0ST IC Manning Wardle 240/1867 ex. Charity Colliery in 1925 disposal not known (un-numbered or named) 4wDM RH299098 1950 purchased new. Disposal: to G.W.Bungey, a dealer, 11.1961 who sold it on to Sheepbridge Stokes Ltd. Chesterfield, Derbyshire)

Stanleys also had on hire: "King George V" a Hawthorne Leslie loco works nr. 2839 of 1910. Hired from T.W.Ward and returned to them.

#### **Notes: Source: M.J.Lee's note books**

*Extracts from Machinery Market (my own notes in italics which need verification)*

1.12.97 Stanley Bros Nuneaton, disposal of 11" loco. Replaced with larger one.  
(This might be an earlier unknown loco than the first one in IRS lists - "Sale" which was purchased by Stanleys from the contractor building the Manchester Ship Canal" T.A.Walker and named "Sale" HE263/1881 which in IRS records was purchased second hand in 1896, this might be the larger loco referred to in the disposal details above which ties in with the dates. Sale was an 0-6-0ST.

1.10.00 Stanley Bros Nuneaton, 9" x 16" 120 psi loco for sale replaced by larger one.  
(Again this must be a loco unidentified in IRS records as their records do not tie in with this date - I think it is fair to say Stanley's needed at least one steam loco and probably two to carry out internal shunting and wagon transfers after completion of the Griff branch in 1881 - there was no way the main line companies would go beyond the stop board in the exchange sidings)

Colliery Valuer: Alexander Smith appraised the brickyard in 1908 and the inventory consisted of locos valued at £252 13s. 6d.

There were 2 locos at Charity Colliery valued at £236.15s.4d.

One of the Charity locos had been transferred to Nuneaton Colliery in 1907 (so up until then we assume there were three at Charity) the transferred loco was valued in 1908 at £108.0s.0d.

9.4.20 Stanley Bros Nuneaton, 0-4-0ST for sale built 1916 (I wonder if this is the Nuneaton (New) Colliery/ Nrs. 6 & 7 yards, loco named "Kitchener"? about which the IRS records are silent - it can't be recently identified Stanley's loco - Master General as that was built in 1900)

24.3.22 Stanley Bros Nuneaton, 4-coupled loco for sale 10.5 x 18" reb AB 1915. (This might be Master General which was built by Andrew Barclay's of Kilmarnock as AB1188/1900?)

Charity Colliery was closed in September 1924 due to heavy losses.

17.4.25 Marple & Gillott, Sheffield, selling 4-coupled P saddle tank (Glenmayne) 14" (ex- Charity Colliery - acquired by Haunchwood Brick & Tile)

17.8.61 Stanley Bros Nuneaton, 88DS loco RH299098/50 for sale.

(Subsequent disposal:-see below)

Stanley's also had on hire: "King George V" a Hawthorne Leslie loco works nr. 2839 of 1910. Hired from T.W.Ward and returned to them.

Stanley's also hired Glenmayne from Haunchwood Brick & Tile Co. for a period after selling it to the rival brickyard in 1925.

## Wagons:

### **The wagons were numbered in the range Nr. 1 – 1350**

**Extract from Stanley Brothers Director's Minute Books 1894: Nuneaton Colliery Wagon Stock.** (this was the old Colliery off Haunchwood Road)

20 8T wagons from the Yorkshire Wagon Co.

40 8T ditto from the Midland Wagon Co

40 8T ditto from the North Central Wagon Co.

60 8T ditto from the North Central Wagon Co.

50 8T ditto from the Yorkshire Wagon Co.

30 8T ditto acquired from Hawkesbury Colliery Co. (which had closed in 1888).

50 8T ditto from the L&N Wagon Co.

Two locos were noted as being there.

### **Extract from Stanley Brothers Ltd Directors Minute Books 31st January 1908**

*The Seal of the Company be affixed to the agreement with the Yorkshire Wagon Co. for the purchase of 100 wagons from Messrs. Hurst Nelson & Co and this was accordingly done.*

### **Extract from Stanley Brothers Directors Minute Books 9th September 1909**

*50 hired wagons returned to Lincoln Wagon Co. and 50 new purchased by the hire purchase system – approved.*

### **Extract from Stanley Brothers Ltd Director's Minute Books: 3rd June 1910**

*"That authority is hereby given to hire a locomotive from John H. Wake for the sum of £10 per week for one month on trial. If the engine is proved to be satisfactory that it is purchased for the sum of £540, delivered net cash, and the charge for hire to be waived. [This might be Forest Nr. 1]*

### **Extract from Stanley Brothers Ltd Director's Minute Books: Page 224 Friday 1st August 1919**

*The purchase of a locomotive for the brickworks was sanctioned the present locomotive to be repaired.*

**-ditto- Page 228 Thursday September 18th 1919**

*“In connection with the sanction given at the previous meeting to purchase a new locomotive for the brickworks, fresh received were laid before the board and it was decided to have on or two inspections made.”*

**Stanley Brothers valuation of effects: Feb. 1st. 1917**

*Brickyard – 2 locomotives value: £299. 5s. 7d. (with depreciation - £269.7s.0d.)*

*Charity Colliery – 2 locomotives value: £458.17s. 1d. (with depreciation £435. 18s. 3d.)*

*446 wagons valued at £13,437.5s.4d.*

*Nuneaton Colliery – 1 loco value £106.10s.0d. (with depreciation £95.17s.0d.)*

*+ 1 loco second hand from T.W.Ward £663 9s. 1d.*

*505 wagons valued at £14226.1s.11d. 1 wagon was sold to Thomas Hunter, wagon repairers & dealers.*

**Valuation Books 1924-1961**

1924 Locos £1150 9s. 11d (loco. From Nuneaton Colliery valued at £1039. 5s. 2d.).

Wagons £796. 3s. 3d.

1925 Locos £1235.8s.2d. (one loco transferred from Nuneaton Colliery/Nr. 6 yard valued at £507.17s. 11d.)

844 wagons value: £25633.0.0d.

1926 Locos £1568.19s.6d.

844 wagons value £19802 0s. 0d.

1927 Locos £1412. 1s. 7d.

841 Wagons value £17758. 8s. 7d.

1928 Locos £1255 2s. 1d

836 Wagons value £16695. 4s. 6d.

1929 Locos £1129. 11s. 10d.

827 Wagons value £15689 9s. 3d.

Including 10 scrapped + 3 lapsed.

1930 Locos £1016. 12s. 8d..

? Wagons value £14670 6s. 9d.

1932/3 Locos £823. 9s. 6d

772 Wagons value £12449 0s. 5d.

1933/4 Locos £741 2s. 6d

727 Wagons value £11,002 0s. 5d.

Less 26 scrapped

1938 Loco's were hired for £169 7s. 4d. Repairs to locos £458 9s. 6d.

Wagon hire cost: £188.0s. 0d.

1939 592 wagons – no value.

1940 566 wagons – no value

1941 531 wagons – no value some were sold to Betts & Sons, Doncaster

1944 525 wagons – no value

1945 10 wagons

**From the Nominal Ledger**

1942 Locos £411. 14s. 5d.

1943 Locos £370 11s. 0d.

September 1950 Locos - new Ruston Hornsby £3280.0s.0d.

Paid: December 1950 £410. 0s.0d. Final payment due in December 1951.

1951 Locos valued at £3955

1952 Locos valued at £3463

1953 Locos £3019 The RH cost £6.13s. 0d to run and for maintenance £7 5s. 1d. weekly.

1954 Locos £2641

1955 Locos £2320

1956 Locos £2047

1957 Locos £?

1958 Locos £1766

1959 Locos £1523

1960 Locos £1523

1961 Locos £1138 (October 1961)

### **The names of Stanley Brothers Horses:**

Boxer.

Jack.

Prince.

Tammy.

Charley.

Polly.

Captain.

Bill.

Peggy.

Dick.

Bob.

Murphy.

They were valued in Stanley's accounts at £118 (1894).