



British Railways Ex-Southern Railway Rebuilt West Country 34028 Eddystone

No 21C128 *Eddystone* was built at Brighton Works by the Southern Railway in April 1946 and went straight into traffic from Ramsgate where it took up regular duties on the Kent Coast services to Victoria and Cannon Street. (Bulleid adopted the French style of numbering for his pacifics). Following the nationalisation of the railways in 1948, *Eddystone* was renumbered 34028 and was re-allocated to Exmouth Junction. It soon appeared on that depot's top-link duties such as the Atlantic Coast Express and the Devon Belle which it worked as far as Salisbury.



Eddystone was one of the first Bulleid light pacifics to be rebuilt in August 1958 and was then transferred to Bournemouth where it worked services over the main line between Weymouth and Waterloo. It was also a regular performer on the Somerset and Dorset route to Bath. During this period it was often photographed on the most famous of the S & D trains, the Pines Express. In September 1962 it was transferred to Eastleigh and in April of the following year it worked a Southampton FA Cup special through to Birmingham Snow Hill. In May 1964 *Eddystone* had the dubious honour of being the first rebuilt Bulleid Light Pacific to be withdrawn.

Eddystone was saved from the Woodham Bros. scrapyards at Barry by the Southern Pacific Rescue Group. It had listed defects such as cracked frames, wasted firebox, shot bearings, pitted boiler barrel, bent axles, asbestos contamination, etc.



Eddystone arrived at Sellindge from Barry on 26th April 1986, minus a lot of parts and no tender. To overcome this problem the group purchased a snowplough from Rail Track. Surplus tenders had been converted to snowploughs by BR and, although the frames were not the correct type for a Bulleid tender, it provided a source of axle-boxes and hornguides.

The locomotive was completely stripped down, allowing the frames to be grit blasted and painted, and a number of new or used parts were procured as funds became available. The wheelsets were sent to Swindon for machining and tyre turning and the axle-boxes were re-metalled and machined in preparation for the re-wheeling of the frames.

Work was also carried out on the lubrication system prior to re-wheeling involving the installation of seemingly endless lengths of copper pipework and associated lubricators.

13th September 1997 saw *Eddystone* pass its first restoration milestone with the re-wheeling of the frames by use of a large crane. *Eddystone* reached another milestone in May 1998 when its boiler was craned back onto the frames.

During the spring of 1999, *Eddystone* became a 4-6-2 locomotive once more and the locomotive was prepared for its journey to Swanage where the final stages of the restoration were to take place. The transfer took place on Sunday, 20th June 1999, with the locomotive left in the headshunt at Swanage until the restoration of 80078 had been completed and there was space in Herston Works.



With *Eddystone's* boiler and wheels refitted to the frames in May 1998, work at Sellindge continued until Spring 1999 when *Eddystone* became a 4-6-2 locomotive once more and the locomotive was prepared for its journey to Swanage for the final stages of the restoration.

The transfer took place on Sunday, 20th June 1999, with the locomotive left in the headshunt at Swanage until the restoration of 80078 had been completed and there was space in Herston Works.

On Friday, 1st October 1999, *Eddystone* was hauled from Swanage to Norden by a diesel shunter. There, it was transferred to the low-loader and taken by road to Herston Works. The team that had restored 80078 now turned their attentions to *Eddystone*.

On 29th September 2003, after 4 years more work, *Eddystone* left Herston works for final completion, testing and running in on the Swanage Railway.

Locomotive Details:

Class: Bulleid Light Pacific West Country
Owner: Southern Locomotives Ltd

Technical Details:

- Wheel arrangement: 4-6-2
- Top speed: 100 mph
- Boiler pressure 250 lbs per square inch

Last update: 30 November 2011

All photographs courtesy Andrew PM Wright