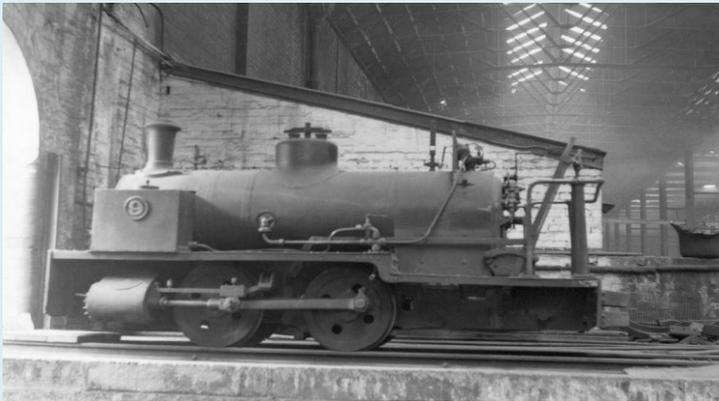


## Nick Williams 'Jack', Andrew Barclay Works No.1871 built 1925



*'Jack' at Glengonnar Halt © 2001 Christopher Cairns*

In 1903 the Edinburgh and Leith Gas Commissioners took delivery of their first narrow gauge locomotive, Andrew Barclay Works No.988, at Granton and named this engine '*Esme*'. In 1905 a second locomotive, '*Ralph*' (Andrew Barclay Works No.1051), was supplied to the Commissioners. In 1920 the gas works was taken over by the Edinburgh Corporation Gas Department, a move which perhaps precipitated the numbering of the steam locomotives there and the loss of their names. Thus '*Esme*' became **No.5** and '*Ralph*' **No.8**. In 1925 another Andrew Barclay of the same design was supplied (Works No.1871) being numbered **No.9**. Finally, a fourth member of this 'class' of 0-4-0Ts was added (Works No.1999) and took the fleet **No.12**.



*No.9 at Granton Gas Works © 2014 Kenneth G Williamson*

**No.8** was scrapped in around 1930, and clearly there was some interchange of components as there is evidence to suggest **No.8**'s boiler is now that carried by **No.9**, '*Jack*'. **No.5**, the former '*Esme*', was sold to J. H. Farr (the President of the Scottish Traction Engine Society) in 1961 and was later purchased by the National Museum of Scotland following its display at Biggar Gas Works Museum for a number of years. It is currently on long term loan to the Beamish Museum during which it will be determined if it will be practical to return it to steam.

**No.12** was scrapped in 1963 while **No.9** was sold to Dr R. P. Jack in 1966, and later on to Nick Williams. '*Jack*' has run at Leadhills before, but as seen above, it ran with a wagon containing the air brake compressor. It is to be fitted with an air compressor before its visit to Leadhills this year, so should run without that wagon.



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(Text compiled from the Beamish Transport Online, using information supplied by Nick Williams, owner of ex Granton Gas Works No.9, now named '*Jack*')