

## **BR STANDARD CLASS 2MT 2-6-2T 41313**

41313 is an example of the Class 2P 2-6-2 tank locomotive designed for the London, Midland and Scottish Railway by George Ivatt. Construction of the class began in 1946 with No. 1200. Ten locomotives were completed before nationalisation of the railways, in 1948, with the remaining 120 engines being built by British Railways.

Intended for light duties, the design incorporated labour saving features usually found on larger engines of the time, including hopper ashpans and rocking grates. The side tanks have a capacity of 1,350 gallons, and the bunker, which sloped inwards to give a clear view to the rear, has a ladder giving access to the 3 ton coal space.

One of a batch of twenty engines built at Crewe in 1952, as part of Lot number 225, number 41313 entered service at Brighton shed in May. BR classified them 2MT [Power Rating 2 Mixed Traffic usage] 2-6-2T locos and three of them, Nos. 41313-5, commenced running from Brighton to Lewes, Eastbourne and other local destinations during June.

After just a month, 41313 was reallocated to Exmouth Junction shed, displacing Drummond M7 tanks on local passenger work in the Exeter area. This would have included services on the Exmouth and Sidmouth branch lines.

Along with other members of the class, 41313 was also tried on banking duties over the steeply graded connection (nominally 1 in 37) between St Davids and Central Stations. 41313 was later noted piloting Bulleid West Country 34036 "Westward Ho" on an Exeter Central to Okehampton train. Also, it became the first 2-6-2T to be used on the Bude branch from Halwill Junction.

Soon after this it shared with 41315 the 'privilege' being the first 2-6-2T's on the Bere Alston to Callington branch near Plymouth. For nearly 3 years 41313 continued to work from Exmouth Junction.

In April 1955 she moved eastwards to Three Bridges shed in West Sussex, but was there for only a matter of weeks before transfer further east to Faversham shed in Kent during June 1955. The loco worked in Kent for four years until the depot closed to steam in 1959.

Earlier, whilst still at Faversham, 41313 was brought up to Nine Elms shed for a short while. During this brief visit, it was tested on empty stock train workings between Clapham Junction carriage sidings and Waterloo station in 1957. Again the 2-6-2T type proved successful which heralded the end of Drummond M7 Class 0-4-4T's on these duties.

During June 1959, all locos from Faversham shed had to be reallocated. 41313 was transferred to Ashford shed for a few months. However, in November 1959, it was sent to Eastleigh Loco Works for scheduled intermediate general repairs.

Leaving Eastleigh, 41313 was allocated to Barnstaple shed where it joined 41298. Usage was limited to light passenger and goods trains, which it had first sampled in 1955, to Torrington and Halwill. As 41313 was still resident at Barnstaple at the end of 1962 it was transferred to Western Region stock when all the lines west of Salisbury fell under

Swindon and Paddington control.

In 1963 she returned to Brighton where work included passenger turns to Horsham and Guildford, general shunting, parcels trains, and hauling the 'Lancing Belle' - which was a workmen's train of ex-LSWR bogie carriages serving several stations between Brighton and the Carriage Works at Lancing. During its time at Brighton shed it travelled again to Eastleigh Loco Works for further scheduled work/repairs.

In May 1964 she was reallocated to her final BR home, Eastleigh shed, spending more than a year on local passenger and van trains in the district. Occasionally the loco also saw use on some freight duties which included trains of petrol tanks on the Fawley branch.

By June 1965 diesel power was ousting steam in the area and 41313 was laid aside, being withdrawn officially in November 1965 after a working life of only around 13½ years. Sold to Woodham Brothers scrap merchants in February 1966, 41313 was towed to their yard at Barry Docks, South Wales, where it was to stay until purchased by the Ivatt Locomotive Trust in 1975.

The Trust moved 41313 to the Buckinghamshire Railway Centre, Quainton Road, where it was initially intended to act as a source of spare parts for sister engine 41298, also owned by the trust. Eventually it was decided that the engine should be restored to working order, the trustees choosing the Isle of Wight Steam Railway as a suitable location for operating their three Ivatt locomotives in the future.

41313 was moved to Havenstreet in August 2006 where some conservation work was carried out before she was placed in long-term store pending overhaul. 41313 is one of three Ivatt locomotives generously donated to the Isle of Wight Steam Railway by the Ivatt Locomotive Trust during 2006. Tank engines 41298 and 41313 are both now in service at Havenstreet. Tender locomotive 46447 is on loan to the East Somerset Railway.

In 2014, 41313 was shipped to the mainland to undergo an extensive overhaul at the East Somerset Railway's facilities at Cranmore. Following hydraulic testing of the boiler a fire was lit in the locomotive in March 2017 for the first time since 1965. Having passed its official insurance hydraulic and steam tests out of the frames, in April 2017, the boiler was lifted back into position. Air pumps were sourced as the island's rolling stock operates with Westinghouse brakes.

On 3rd June 2017 41313 moved under its own steam on the East Somerset Railway where it then ran, as part of the restoration contract, until September 2017. The locomotive was moved to the Isle of Wight in October 2017 and entered regular service hauling its first revenue-earning passenger train on Wednesday 4<sup>th</sup> April 2018.

The Ivatt Trust came to a long-term agreement with the Isle of Wight Steam Railway (IOWSR), that saw 41313 and class mate 41298 restored for use on the Isle of Wight. This was some 40 years after an initial plan by BR to introduce Class 2MT 2-6-2T locomotives to replace the ageing Adam's O2 Class 0-4-4T locos if steam had gone beyond the eventual phasing out of steam traction on the Island in 1966.

41313 returned to mainland UK for the Spa Valley Railway's 'Southern Steam Up' event on 17<sup>th</sup>/18<sup>th</sup> June 2023. The visit was the first time the loco had visited another heritage railway outside the Isle of Wight in preservation. It is also scheduled to visit the Bluebell Railway for use during their 'Branch Line Gala', from 14<sup>th</sup> to 16<sup>th</sup> March 2025.

From there, the loco will be brought by road to the Swanage Railway as one of the visitors for the Spring Steam Gala from 28<sup>th</sup> to 30<sup>th</sup> March 2025.

### **LOCOMOTIVE SPECIFICATIONS**

Configuration	2 – 6 - 2T	Boiler Grate Area	17½ sq ft
Leading Pony Wheel dia.	3 ft 0 ins	Total Heating Area	1,158 sq ft
Driving Wheel dia.	5 ft 0 ins	Tractive Effort	18,510 lbs ft
Trailing Bogie Wheel dia.	3 ft 0 ins	Overall Length	38 ft 9½ ins
Working Boiler pressure	200 psi	Coal Capacity	3 tons
Cylinders (outside)	Two	Water Capacity	1,350 gallons
Cylinder size	16 ins x 26 ins	Locomotive Weight	65 tons

### **ACKNOWLEDGEMENTS**

<https://iwsteamrailway.co.uk/heritage/our-rolling-stock/locomotives/no-41313/>

<https://www.steamlocomotive.info/vlocomotive.cfm?Display=4902>

<https://preservedbritishsteamlocomotives.com/41313-2/>

<https://www.loco-info.com/view.aspx?id=9941&cookies=decline>

Information compiled by Peter Sykes 4<sup>th</sup> March 2025