

HERITAGE CONSERVATION STATEMENT FOR 1539 DEREK CROUCH. 2021.

Brief history of 1539 Derek Crouch

Ordered on the 18th April 1924 for Sir Robert MacAlpine and sons.

Worked on the Tilbury Docks extension, Southampton Docks extension, Cheddar reservoir and South Wales steelwork reconstruction.

Worked the Wissington light Railway near Downham Market for British sugar for many years hauling sugar beet traffic from the factory to the LNER Stoke Ferry branch.

Overhauled at the world famous Doncaster loco works in 1947 and acted as works shunter for a period of time.

It was sold to Derek Crouch contractors and based at Widdrington open cast mine until being placed in store at DC HQ in Eye Cambridgeshire

She arrived at NVR formerly known as Peterborough Railway society in 1972.

Short statement of conservation.

NVR will strive to restore, maintain and care for the said artefact Derek Crouch to the highest standard possible, in line with its conservation policy.

Description of current condition.

On inspection the loco appears in good working condition. And the boiler looks in good condition.

A lot of cosmetic work has already been undertaken.

Statement of significance.

Derek Crouch is an NVR pioneer, a loco of high importance as it was one of the first in preservation to run at the railway in 1974.

It is very popular throughout the NVR membership especially our younger members.

A good sized engine for our younger working volunteers to learn skills of restoration to enhance and develop our engineering dept.

A useful sized engine that can be used across the railway for a variety of tasks.

Fairly unique in preservation as Only 3 of the class survive, one of which has never ran, and 1539 hasn't ran for 37 years.

DC will be 100 years old in 2024 which is when we aim restoration to be completed.

S. Derry (SARAH DERRY)

Vice chairperson. 20/1/21.