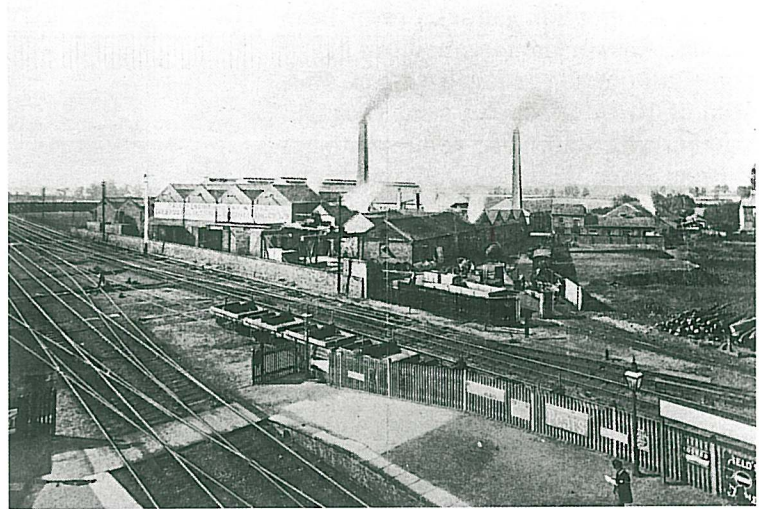


## No. 5

### The Falcon Works 100 Years Ago



A hundred years ago the Falcon Works was a very different place to that which we know today. Between 1889, when Brush took over control, and 1905 much was swept away and many new buildings were erected.

The accompanying photograph depicts the works as it was in 1892, after the first Brush buildings had appeared, but before any demolition had occurred. In the foreground is Loughborough Midland Railway station and to the left, the old Loughborough to Rempstone footpath crosses the railway over the once-familiar footbridge.

Where it disappears behind the side of the works one can just discern the old low-roofed foundry and machine shops dating from the 1860s. Out of sight behind the railway signal post were the original offices, but the imposing four bays on the works frontage house the locomotive erecting shop dating originally from the 1860s and extended in the 1870s. Out of sight behind the locomotive erecting shop was the fitting shop, but visible beyond are the three roof peaks of the then new foundry and erecting shops (now 19 and 18 Shops respectively) dating from 1889/90. They were very much

shorter in length in those days, being extended as necessary until just before the Great War

To the right of the locomotive shop is the boiler house with its tall chimney behind and to the right again the boiler shop, with the general plant shop behind. The latter two shops formed one side of the works bordering on to the railway line access seen curving in from the Midland Railway.

Behind these shops there towered the second chimney which stood guard over what is now 'Pneumonia Alley'. Behind this chimney stands the original tramcar shops, now 11 Shop AC Motors.

To the right of the chimney are the stables, the foundations of which were unearthed during the massive excavations of HEP Test in 24 Shop last year. Finally, to the right is the works manager's residence, Falcon House, demolished circa 1897 to make way for the main offices.

All the foreground buildings were demolished before the turn of the century, but the old stone wall forming the boundary with the railway still survives, a relic dating from the 1860s at the earliest.