This locomotive was one of a standard saddle tank design built by Neilson & Co. of Glasgow. The account for its supply dated 21 January 1857 shows that it had a copper fire box and 12" x 18" cylinders, and the cost was £1050.00 delivered to Glasgow station + £10.90 for Neilson’s man to accompany it by rail to Taunton and thence by turnpike road to Washford, as well as £14.75 for his traveling expenses.

Shortly after the locomotive was delivered it was damaged as a result of the fire having been lit in an empty boiler, and a second was delivered late in February 1857. Both locomotives were damaged in the head-on collision at Kentsford in August 1857, and although one could be repaired locally, the others had to be sent to Ebbw Vale or returned to Glasgow to be rebuilt.

After completion of the incline the two Neilsons were used for hauling wagons on the upper section of the line, but in 1865 one was slightly damaged when, on a test run after repair, the eight years old acting stoker drove it into the back wall of the engine shed at Whitehall. After further repair the locomotive was returned to the upper section of the line until the mines closed in 1883, when one was taken to Ebbw Vale.

The other continued in use on the upper section until the line closed in 1898, when it too was returned to South Wales.