

Locomotives of the LNWR Southern Division
London & Birmingham Railway, London & North Western Railway and
Wolverton Locomotive Works

By Harry Jack

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Postscript - Corrections and Additions, September 2015.

Three typographical errors (computer glitches?) somehow crept in after the last of six complete sets of proofs had been checked and corrected. Some readers kindly sent me other corrections and additional information, for which I am very grateful.

They were W. G. Batteson (WGB), Peter Davis (PD), John Forrest - in a document presented to LNWR archives (JF), David Hanson (DH), Graham J. Hardy (GJH), Peter D. King (PDK), John Liffen (JL), Martin O'Keeffe (MOK), Paul Spencer (PS) and Edward Talbot (ET).

Page 2 and 3, Contents:

Page numbers in the end column have been misaligned: each is one line higher than intended.

Page 9, col 2:

It is now believed that the nonsensical pre-1853 section of the Tayleur/Vulcan Foundry 'official' works list was concocted by Clement Stretton in the 1890s.

Page 10, map:

The double track immediately west of Winslow should be shown as two parallel single tracks, one veering north to Banbury at the junction, the other becoming a double track from the junction to Oxford. The Norton branch (South Staffs Rly, just south of Brownhills) should be shown as double, not single line.

Page 13, South Staffordshire Railway opening dates:

Wednesbury - James Bridge (GJR) opened 14 Sept 1863 (single), 22 Dec 1872 (doubled).

Page 14, col 1, second line from end:

The 'half-logs' were rounded on the *upper* surface.

Page 15, col 2, after line 4:

The South Staffordshire branch from Walsall to Cannock, opened 1858, was laid with 72 lb double-headed rail; each chair weighed 22 lbs.

Page 37, col 1, line 35:

Eldonian Avenue is now Eldonian Way.

Page 51, col 1, line 42:

Stephenson & Co's claim was £50 for each engine. Presumably Jones & Potts paid the

£100 themselves; RS & Co certainly expected them to do so at 10.7.1844. (See Loco Mag, Feb 1945, p24.)

Page 53, col 2, lines 25 & 26:

Replace "a collision" with "two separate collisions".

Page 68, col 1, after line 49:

Insert: The eleven who voted against the resolution were Glyn, Benson, Hodgson, Birley, Blake, Ewart, Cropper, Melville, Creed, Childers and the Duke of Sutherland. (GJH)

Page 72, Fig 7:

Despite the hope expressed in the Preface that the book would contain nothing from Clement Stretton, this drawing of *Phoenix* is described as "by Stretton" in an old list of Bleasdale's photographs. (JL)

Page 79, col 1, lines 38 - 51:

Delete "One L&B engine with" and the following thirteen lines to the end of the paragraph.

Page 81, Summary:

Under *Maker* the entry for *Harvey Combe* should read: RS 123 (12/35).

Between *Hercules* and *Victoria* insert a new line:

Caledonian 5/1837 0-4-0 5' 0" --- Galloway (/32)

Victoria : - insert in *Maker* column: ?VF 61 (9/37)

Page 81, Disposal:

Insert above *Leviathan*:

Caledonian ? Sold to MCR contractor /38, renamed *Mersey*.

Delete five "}" brackets in *Remarks* column after entries for engines *Osiris* to *Watford*.

Delete "? One of these to Sir John Franklin's Expedition, in HMS *Terror*, 5/45"

Page 100, col 1, No 2:

Delete "West Yorkshire Railway" etc. - substitute:

East & West Yorkshire Railway (York-Knaresborough) for £1000. The line was opened in October 1848 and Oldham returned the engine in January 1849; because its old number was now occupied it was renumbered 237. (PDK)

Page 101, col 1, No 25:

NLR No 15A also worked on the service from Bow to Plaistow (London, Tilbury & Southend Rly) at this period. It was described in a report of November 1874 as being "useful & economical for working [these] services, and should be retained". (DH)

Page 101, col 2, No 27:

Delete from line 10 after "stationary." to the end of the paragraph, and replace by:

(Because of its mysterious disappearance the suggestion has been made that 27 was the L&B engine believed to have been installed in HMS *Terror* in May 1845 for Sir John

Franklin's Expedition to find the North-west Passage. Recent thorough research by Peter Carney has shown that the locomotives in Franklin's two ships came from the London & Croydon Railway. The L&B monthly stock totals confirm that no engine was taken away in 1845.) That the engine is unaccounted for in later lists can only be put down to McConnell's careless way with records. Perhaps it was used as a stationary boiler in Wolverton; its number was not taken by another engine until 1850.

Page 103, col 2, No 57:

Add s to "Hawthorn" - the firm was known as Hawthorns of Leith.

Page 106, col 1, No 2:

Delete "West Yorks Rly" - substitute: E & W Yorks Jct Rly. (PDK)

Page 111, col 2, lines 38-43:

Replace two sentences by:

On 17th August 1848 during the footplatemen's strike, No 98 was on the Up Peterborough mail and was being driven by Thomas Richardson, a fitter promoted to the footplate by McConnell only nine days before. Just south of Roade one of the engine's eccentric rods broke and the train came to a standstill where, despite having three red tail lights, it was rammed by No 188 on the following York mail with another inexperienced driver.

Page 119, col 1, line 60:

After "tubes" insert: only 4ft 9in long.

Page 133, end of page:

Add: This allocation of Stephenson works numbers seems most likely, but the Eastern Counties out-of-turn deliveries (they also received 560, originally ordered for the West Flanders Railway) caused alterations in the firm's paperwork, and one reading suggests the possibility that LNWR 153 was Stephenson's 559, delivered in September 1846. LNWR records are unhelpful. (PS)

Page 134, end of page:

After "Stephenson works numbers were 565-70" add: (or 559, 566-70). (PS)

Page 152, Summary:

No 18 - alter date scrapped to 10/9/79.

Page 198, col 2, line 2:

Alter "see p143" to: see p140.

Page 199, col 2, second and third line from foot:

Alter "about March" to: May.

Page 201, col 1, line 12:

After "Class K" insert new sentence: As built, these engines were fitted with an injector

on the right side and a crosshead pump on the left.

Page 202, col 2, line 5:

After "979 Rugby." add: Crewe from 21/4/62. (ET)

Page 204, col 2, Dimensions:

A specification of May 1853 confirms the 7' 6" + 7' 6" wheelbase and includes additional *intended* details: 234 tubes of 2" ext dia; boiler 4' 4¾" ext dia. Delivery dates requested for the ten engines were: two by end of 1853, four in January and four in February 1854. Strangely, although this document is headed "Mineral Engines" and the cylinders were to be 18" x 24", the wheels were to be 5' 6". A clerical error, or second thoughts (as so often) by McConnell? (JF)

Page 210, col 2:

The heading "Summary: 0-6-0 Express Goods Engines, 1854-63" should be lowered five lines and moved left into col 1.

Page 223, col 2, after Dimensions table:

Add: An undated draft specification for four, altered to three, of these engines shows that boilers with long combustion chambers and 305 tubes of 1¾" dia were *intended*, like the LNWR engines 279-86. (JF)

Page 224, Fig 104 caption:

The date of the accident was 9th June 1859. (MOK)

Page 232, No 351 ex-*Bellerophon*:

"CD4" is probably a mistake; there were only two CD engines on 30.11.1877.

Page 247, Fig 128 caption:

Delete "steel", substitute: wrought-iron. (PD)

Page 249, col 1, line 19:

Delete "cast", substitute: wrought-iron. (PD)

Col 2, add at end: It was removed from its site in September 2006 for repainting and small repairs in Wolverton Works, where it remains (2015).

Page 256, col 1:

For class letter F, insert: 1860 0-6-0 Express Goods *

For class letter I, insert: 1861 0-6-0 Express Goods *

For class letter J, insert: 1861 0-6-0 Express Goods *

Page 256, col 2:

Replace first paragraph by: *The total of each of these groups is unknown.

Page 261, col 2, line 14:

After "sacked" insert: in February 1855.

Line 15: delete "In January 1855" and replace by: On 10th September 1854.

Page 263, col 1, The 1862 Renumbering, line 14:
Alter "25th April" to: 21st April.

Page 286, col 1. Chimney, line 8:
Delete "outer edge of the". (Repeated in line 9.)

Page 290, Fig 144, caption:
Add: See page 69.

Page 294, col 2, line 32 to end of sentence:
Alter to: took over the Worcester & Hereford and the Newport, Abergavenny & Hereford lines and changed its name to the West Midland Railway. (WGB)

Page 298, col 2, line 2:
Delete "Robert", substitute: Richard (JL)

Page 299, Fig 145, caption:
Add: See page 195.

Inside the back cover a notice invites readers to send their comments to the RCTS -
"Additional information will be particularly welcome."

Readers who responded to this invitation may have felt aggrieved or disappointed. I have since learned that several people wrote about the book without receiving any kind of reply. If they sent any "additional information" I have no idea what - if anything - the RCTS did with it, but certainly I never saw it. Only one letter from a reader ever reached me via the RCTS, and that was more than a year after it had been sent to them. (The writer had a straightforward query which was only passed to me after he had written another two letters. We then had an interesting correspondence.) The other writers - of queries, with additional information or whatever - probably blamed the lack of response on my rudeness.

While I am glad that I never received long lists of errors, I still wonder what these lost letters from readers might have contained. If anyone reading this *did* write to the RCTS about the book, I hope they will get in touch with me, *please*. My postal address is on p5 (postcode EH3 6JN) and I can be reached by email via the L&NWR Society. And of course if anyone has any queries, or comments, or can throw any light on a doubtful point, I hope they will contact me.

Harry Jack.