

An Introduction to Great Western Locomotive Development - Errata

Page 35 – Early Wolverhampton Singles.

The 'Dates Built' in the table should be 1859-1862 as in the text underneath.

Page 35 – Sir Daniel Class

Boiler class should read special, Q.

*'first standard gauge locomotives built at Swindon' should read 'first standard gauge **passenger** locomotives built at Swindon'.*

Delete sentence ' *In spite of that a few Sir Daniels, at some time in their careers, were fitted with O class (Standard Goods) boilers.*' While this is technically true, O class boilers were only fitted to 0-6-0 conversions, not to locomotives running as 2-2-2s.

Pages 46-7 - 111 class 1863.

Replace text with the following.

"These were Joseph Armstrong designs, which continued to be built at Wolverhampton when George Armstrong was in charge from 1864. They had plain outside frames with the footplate rising in curves to clear the coupling rods. In the eccentric numbering of the GWR early days, the first batch of six in 1863/4 was numbered 111-114, 115A and 116A.

Eleven more followed in 1866. The first four were numbered 5A, 6A, 7A, 8A and renumbered 1006-1009 soon afterwards. That same year 115A and 116A were renumbered 1004/5. 372-7 and 1010/11 followed, the last being completed in January 1867.

The first batch had raised round top fireboxes and no domes, but the rest, which could be considered to be George Armstrong designs, were built with domed boilers. Initially they all had open splashers and weatherboards.

Cabs and enclosed splashers appeared by the late 1880s, along with larger cylinders and thicker tyres, bringing the wheels up to 6ft 2in. In 1866 Nos 30 and 110, two of the early Wolverhampton singles, were renewed into locomotives of this class with all these features.

A considerable variety of boilers were fitted over the years, encompassing not only varying dome positions, but also boilers as small as the Metro and as large as the Standard Goods.

Most were withdrawn between 1903 and 1906, but a few lingered on longer, the last being scrapped in 1914."

Page 75 - 388 (Armstrong) Standard Goods 1866

This sentence should read " *There were very many minor variations of boiler carried by the class. In the end, they settled down with a boiler with 4ft 5in diameter and 11ft long barrel – the O or Standard Goods type.*" 5ft 5in is changed to 4ft 5in

Page 119 - 9300 Class

Change " *6ft frame extension*" to " *6in frame extension*".

Page 125 - 2900 (Saint) class

The early Saints, 171-190, were renumbered 2971-2990 not 2997 in 1912.

Page 126 - 2900 (Saint) class

Saint Martin was converted to the prototype Hall, not Saint David

Page 161 - Construction Features

Change "*All surviving pre-1910 tenders, with the exception of that preserved with City of Truro,*" to "*All surviving pre-1910 tenders, with the exception of those preserved with City of Truro and the Dean Goods,*"

Page 196 - Wolverhampton 1016 class

In the data table rear overhang should be altered to "*Approx. 5ft 4in, later 5ft 11in*"

Page 199 - Wolverhampton 322 Class

The second sentence should read "*They had open cabs and full length saddle tanks as was conventional at this period.*" And not pannier tanks.

The last sentence should read "*There were two diagrams, both with pannier tanks, one with a Q class boiler and one a P class boiler.*" There was no diagram for the 322 showing saddle tanks.

Page 327 – The Churchward class Scheme

In the last paragraph "*We see that the 4400s and 4500s were allocated the next blocks after the 4300s in the 1923 renumbering*" should read "*We see that the 4400s and 4500s were allocated the next blocks after the 4300s in the 1912 renumbering*" 1923 should have been 1912.