

THE LOCOMOTIVES OF FRANCIS WILLIAM WEBB 1873-1903

Class	"Coal"	"Precedent"	"Precursor"	-	Rebuilt "Newton"	4' 6" Tank	
Wheel arrangement	0-6-0	2-4-0	2-4-0	2-4-0T	2-4-0	2-4-2T	
First built	1873	1874	1874	1876	1878	1879	
Last withdrawal	1953	rebuilt 1887*	rebuilt 1890	1952	rebuilt 1887*	c.1935	
Tractive effort	13,500lbs	10,500lbs	12,500lbs	11,000lbs	10,500lbs	11,000lbs	
Weight	30 tons	33 tons	32 tons	38 tons	33 tons	46 tons	
Boiler pressure	140 lbs	140 lbs	140 lbs	140 lbs	140 lbs	140 lbs	
Cylinders: Bore	17 ins	17 ins	17 ins	17 ins	17 ins	17 ins	
Stroke	24 ins	24 ins	24 ins	20 ins	24 ins	20 ins	
Wheel diameter	4' 5"	6' 7"	5' 6"	4' 6"	6' 7"	4' 6"	
Valve gear	Stephenson	Allan	Allan	Allan	Stephenson	Allan	
Total in class	500	70	40	50	96	180	
Class	"Cauliflower"	rebuilt "DX"	"Coal" tank	"Experiment"	"Dreadnought"	"Improved Precedent"	"Whitworth"
Wheel arrangement	0-6-0	0-6-0	0-6-0T	comp. 2-2-2	comp. 2-2-2	2-4-0	2-4-0
First built	1880	1881	1881	1882	1884	1887*	1889
Last withdrawal	1955	1930	1958	c. 1905	c. 1907	1934	c. 1932
Tractive effort	15,000lbs	13,500lbs	15,500lbs	13,500lbs	21,500lbs	11,000lbs	12,000lbs
Weight	35 tons	29 tons	34 tons	38 tons	43 tons	36 tons	36 tons
Boiler pressure	140 lbs	140 lbs	140 lbs	150 lbs	175 lbs	150 lbs	150 lbs
Cylinders: Bore	18 ins	17 ins	17 ins	13 ins / 26 ins	14 ins / 30 ins	17 ins	17 ins
Stroke	24 ins	24 ins	24 ins	24 ins / 24 ins	24 ins / 24 ins	24 ins	24 ins
Wheel diameter	5' 2"	5' 2"	4' 5"	6' 7"	6' 3"	6' 9"	6' 3"
Valve gear	Joy	Stephenson	Stephenson	Joy / Joy	Joy / Joy	Allan	Allan
Total in class	310	500	300	30	40	166	90

NB: * The "Precedent" and "Newton" classes were all rebuilt into a single "Improved Precedent" class from 1887 to 1901.

Class	"Teutonic"	5' 6" Tank	"Great Britain"	"2524"	"A"	"John Hick"	"Dock Tank"
Wheel arrangement	comp. 2-2-2	2-4-2T	comp. 2-2-2-2	0-8-0	comp. 0-8-0	comp. 2-2-2-2	0-4-2ST
First built	1889	1890	1891	1892	1894	1894	1896
Last withdrawal	c. 1906	c. 1956	c. 1907	rebuilt 1906*	rebuilt 1904*	1912	1939
Tractive effort	19,000lbs	14,500lbs	19,000lbs	24,000lbs	30,000lbs	24,500lbs	17,000lbs
Weight	46 tons	51 tons	52 tons	49 tons	50 tons	52 tons	35 tons
Boiler pressure	175 lbs	160 lbs	175 lbs	160 lbs	175 lbs	200 lbs	150 lbs
Cylinders: Bore	14 ins / 30 ins	17 ins	15 ins / 30 ins	19 1/2 ins	15 ins / 30 ins	15 ins / 30 ins	17 ins
Stroke	24 ins / 24 ins	24 ins	24 ins / 24 ins	24 ins	24 ins / 24 ins	24 ins / 24 ins	24 ins
Wheel diameter	7' 1"	5' 6"	7' 1"	4' 5"	4' 5"	6' 3"	4' 5"
Valve gear	Joy / Slip eccentric	Allan	Stephenson / Slip eccentric	Joy	Stephenson / Slip eccentric	Stephenson / Slip eccentric	Stephenson
Total in class	10	160	10	1	111	10	20
Class	"Jubilee"	"18ins Tank"	"Alfred the Great"	"B"	"Benbow"	"1400"	
Wheel arrangement	comp. 4-4-0	0-6-2T	comp. 4-4-0	comp. 0-8-0	comp. 4-4-0	comp. 4-6-0	
First built	1897	1898	1901	1901	1903	1903	
Last withdrawal	rebuilt 1908	1953	rebuilt 1903	rebuilt 1904	rebuilt 1908**	1920	
Tractive effort	20,000 lbs	17,000 lbs	20,000 lbs	33,000 lbs	20,000 lbs	28,000 lbs	
Weight	55 tons	52 tons	58 tons	54 tons	58 tons	60 tons	
Boiler pressure	200 lbs	160 lbs	200 lbs	200 lbs	200 lbs	200 lbs	
Cylinders: Bore	15" / 20.5"	18"	16" / 20.5"	16" / 20.5"	16" / 20.5"	15" / 20.5"	
Stroke	24 ins / 24 ins	24 ins	24 ins / 24 ins	24 ins	24 ins / 24 ins	24 ins / 24 ins	
Wheel diameter	7' 1"	5' 2"	7' 1"	4' 5"	7' 1"	5' 2"	
Valve gear	Joy	Joy	Joy	Joy	Joy	Joy	
Total in class	40	80	40	170	40	30	

NB: * The various 0-8-0 classes were subsequently rebuilt under Whale and Bowen-Cooke, to become part of the long surviving "Super D" class 0-8-0s, lasting until BR days.

** The Jubilee compounds were at first rebuilt to Benbow Class by Webb, and later to Renown Class 4-4-0s by George Whale, from 1908 to 1924.

*** Alfred the Great Class locomotives were rebuilt by George Whale into the same Renown Class 4-4-0, as were the earlier Jubilee Class, between 1908 and 1924