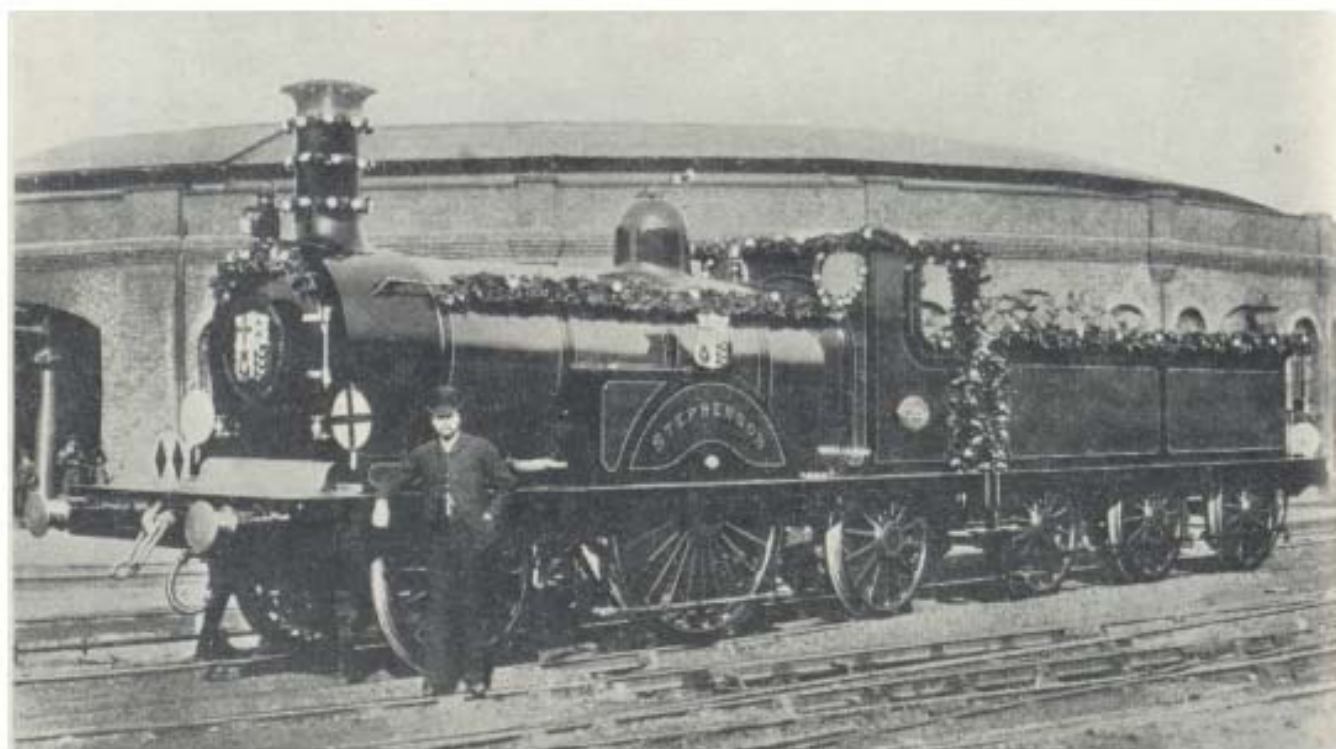


Single-Drivers of the Brighton

A CONSIDERABLE proportion of the passenger locomotives designed during J. C. Craven's régime at Brighton, on the London, Brighton & South Coast Railway, were of the 2-2-2 type, and the finest examples of his work were Nos. 162 and 163, built in 1863, and named by Stroudley, after the latter's succession, *London* and *Brighton* respectively. These locomotives, intended specially for the 5 p.m. from London Bridge to Brighton and the corresponding 8.45 a.m. up, had 17 in. × 22 in. cylinders, 7 ft. driving wheels, 1,238 sq. ft. heating

engines (Nos. 194, 196, 197, and 202) had been in service on the Brighton no more than a few months when the builders, under urgent pressure from the Egyptian Government, which was badly in need of motive power, bought them back from the L.B.S.C.R.—at a profit to the latter, it is to be hoped!—and four other engines were built later at Brighton to fill these gaps in the numbering. No. 205 was converted by Stroudley in 1872 into a 2-4-0 locomotive with inside bearings, and named *Kensington*.

The locomotives *Grosvenor* and *Stephen-*



L.B.S.C.R. 2-2-2 No. 329 "Stephenson," decorated for the 1887 Jubilee. The designer, William Stroudley, is standing at the leading end

surface, and weighed 32½ tons in running trim. In later years the names were changed to *Penge* and *Sandown*. A smaller series, Nos. 194-205, was built by Robert Stephenson & Co. in 1864, with 16½ in. × 22 in. cylinders, 6 ft. 6 in. driving wheels, 1,023 sq. ft. heating surface, 13½ sq. ft. grate area, and a weight of 31½ tons. Some of these engines were later modified to conform externally in large measure to Stroudley standards. One curious feature was the very large steam domes, 2 ft. 3 in. in diameter and no less than 3 ft. 4 in. high. Four of these

engines belong to the Stroudley era, and the change from Craven to Stroudley external was considerable—in particular, inside bearings to all wheels, tender included; a much smaller steam dome, moved back to the rearmost ring of the barrel; the typical Stroudley cab in place of a weatherboard; and an extremely neat and smart appearance. *Grosvenor*, turned out of Brighton works in 1874, was actually Stroudley's first 2-2-2 design after he succeeded Craven in 1869. It had 17 in. × 24 in. cylinders, 6 ft. 9 in.

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Single-Drivers of the Brighton

(Concluded from page 92)

driving wheels, 1,210 sq. ft. heating surface, 19.3 sq. ft. grate area, 150 lb. pressure, and a weight in working order of 33 tons. In 1875, the *Grosvenor* went to Newark, G.N.R., to participate in the brake trials there, and for that purpose was fitted temporarily with the vacuum brake. On August 13, 1875, the *Grosvenor* was the first engine to make a non-stop run from London to Portsmouth, and covered the 87 miles of this difficult course in 110 min. In 1880 this engine was renumbered 326. It was later incorporated

in Stroudley's famous "G" class of 2-2-2 singles, the first of which appeared in December, 1880, and of which 24 were built up to April, 1882; inclusive. Of these No. 329, *Stephenson* (June, 1881) was the third. The cylinders were 17 in. \times 24 in., driving wheels 6 ft. 6 in. dia., heating surface 1,184 sq. ft., grate area 17 sq. ft., pressure 150 lb., and weight in working order 33½ tons. The *Stephenson* represented the Brighton at the Stephenson Centenary in 1881, and took part in the procession of engines at Wylam; it is illustrated on page 92, decorated for Queen Victoria's Jubilee in 1887, with the designer present in person.