

BRITISH MILITARY RAILWAYS OVERSEAS IN THE GREAT WAR CORRIGENDA¹

The following list contains only those corrections for which the correct version is not immediately obvious, e.g. on page 303, the extra "r" in "Southern".

Note that because the publisher has neither indented the first line, nor (for about 2/3 of the book) put a space before a paragraph many paragraphs have become merged. It is impractical to list them.

Page 14, delete note on Italics, In the original manuscript italics were reserved for editorial comment so that it was clear where we had added explanations etc which were not originally part of a paper which we were reproducing. However, our publisher has used italics for chapter headings, all endnotes, figure captions and table contents, thus defeating the original purpose of italics.

Chapter 1. Most of the endnote reference numbers are missing from the text, as follows:-

3. page 16, section 1.2, LH column, end line 8
4. p16, s1.2, LHc, end line 10
5. p16, s1.2, RHc, end line 7
6. p16, s1.3, RHc, end line 2
7. p16, s1.4, LHc, end line 11
8. p16, s1.4, LHc, end line 18
9. p16, s1.4, RHc, end sentence on line 4
10. p17, s1.4, RHc, end line 2
11. p17, s1.4, RHc, end sentence line 5
12. p17, s1.4, RHc, end line 12
14. p17, s1.5, RHc, line 2 from bottom after 'Russians'
15. p17, s1.6, LHc, end sentence line 6
16. p17, s1.6, LHc, end sentence line 7
17. p18, s1.6.1, LHc, end sentence line 9
18. p18, s1.6.1, LHc, after comma line 23
19. p18, s1.6.1, RHc, end sentence line -6
20. p18, s1.7, LHc, end line 12
21. p18, s1.7, LHc, end sentence line 15
- 22,23. p18, s 1.7, LHc, end sentence line 17
24. p18, s1.7, LHc, line 20 after '1982'
25. p18, s1.7, LHc, end line 22
26. p19, s1.9, LHc, end line 10
27. p19, s1.10, LHc, line 4 after 'Ross'
28. p20, s1.10, RHc, end line 3

Chapter 2. Most of the endnote reference numbers are missing from the text, as follows:-

4. p24, s2.1.1, RHc, end line 11
5. p24, s2.1.1, RHc, Missing paragraph see below.
6. p24, s2.1.2, LHc, end line 14
7. Delete end note.
8. p30, s2.2.5, RHc, line 5 after 'River'
9. p39, s2.2.5, RHc, end line 13
10. Delete end note.
11. Delete end note
12. p40, s2.4.7, RHc, end line 4 from bottom
13. Delete end note
14. p47, s2.4.16., LHc, end line 4 from bottom of section
15. p47, s2.4.16, LHc, after "Organisation" line 3 from bottom of section
16. p47, s2.4.16, RHc, after "Organisation" line 18
17. p47, s2.4.16, RHc, after "Foreways" line 27

Page 23, last line of editorial comment, delete "and photographs". There were no photographs with the I.C.E. paper and the reproduction fees for suitable photographs were prohibitive.

Page 24, end of Section 2.1.1. add the following:- "These lines were not intended to be used as through main lines, they were built to a ruling gradient of 1 in 45 compensated, and with a maximum curvature of 10 chains.⁵ There can be no doubt that these lines saved the situation when the roads gave way during the Somme battle."

Pages 37 and 38, tables badly formatted, but should be decipherable, the second table on page 37 is

	Miles of Track
75-lb. British new rails with fastenings	2,063
80-lb. second-hand Canadian rails with fastenings	459
Second-hand rails from British railway companies with fastenings.	<u>206.5</u>
	2,728.5
Issued to Allies.	<u>106.5</u>
	2,622
Rails and fastenings in store unused	<u>322</u>
British material laid by British troops	2,300
Dismantled track relaid	<u>339</u>
Total	2,639

Page 42, halfway down 2nd col., "following table" should be "above table".

Page 44, heading at bottom of page should be "2.4.15. Roads".

Page 45, top of first col., the first line of text should be above the table.

Pages 55 and 60, the photographs should not be credited to B.O.R.H.T., as they are part of the Railway Magazine article which we have reproduced.

Page 62, L. S. Simpson is the author of Section 4.1., not of the whole chapter.

Page 62, 2nd col., "Broad Gauge and Light Railways;" should be first line of the indented list.

Page 78, Fig. 4 should be numbered Fig. 4.2.1.

Page 83, the organisation chart is Fig. 4.2.2.

Page 82, 2nd col., Third line of indent (2), "However, after a try" This should not be indented as it is not part of indent (2)

Page 84, 2nd col., last paragraph, "The result" should not be indented as it is not part of indent 3.

Pages 86 and 87, the photographs should not be credited to B.O.R.H.T. as they are part of the I. Loco. E. Paper which we have reproduced..

Page 91, 2nd col., the load given in the table for a Petrol Electric should be 40 Tons.

Page 91, the table at bottom of the page should be as the table at the top of page 6 of this pamphlet.

Page 92. 1st col., line 9, "... table at bottom of page 92." not page 77.

Page 93, bottom, add caption "5.3. One-way system of Traffic Working."

Pages 96, 97 and 98, photographs should not be credited to B.O.R.H.T., as they are part of the Railway Gazette article which we have reproduced.

¹ As at 23 Oct 2018.

Page 119, Fig. 8.1.9., the caption should be "Canadian Railway Troops laying 60 cm gauge track. Photo: National Archives of Canada PA-1796." The photograph for which the printed caption applies and which showed the use of pickaroons has been inadvertently omitted.

Page 127, 2nd col., delete the "+" signs on top two lines.
Page 136, photographs figs, 9.2. and 9.3. have been inadvertently omitted.

Page 144, Fig number should be 10.4.
Page 164, delete "Photo: AWM P11165/008/001" from map caption.

Page 179, the 17 Jan. column should not be subdivided.
Pages 179 and 180, the map for Section 13.2.5. will be found on page 187.

Pages 186 & 187, numbering of figs. should be 1 less.
Pages 213-218, the photographs for Section 13.5. will be found on pages 227-228.

Page 223 2nd col., table of distances should be:-.

Distances:-

Haidar Pacha – Bozanti: 1032 km. i.e. ca. 3 Days by Rail.
Kulek Boghas – Mamoure: 140 km. i.e. ca. 7 Hours by Rail.
Islahie – Aleppo: 150 km. i.e. ca. 10 Hours by Rail.
Aleppo – Rayak: 330 km. i.e. ca. 18 Hours by Rail.

Change onto the Kleinbahn.

Rayak – Damaskus: 80 km. i.e. ca. 9 Hours by Rail.
Damaskus – Jerusalem: 210 km. i.e. ca. 13 Hours by Rail.

Page 268, endnote 28, "Chapter 28" should be "Chapter 29".

Page 271. Replace map with one on page 7 of this Corrigendum.

Page 298, Fig. 19.4.11., Prettejohn's initials are N.K.

Page 304, Fig. 20.1.1. credit "National Archives, New Zealand,"

Page 305, Fig. 20.1.2. Credit "Alexander Turnbull Library, Wellington, New Zealand."

Pages 310 and 311, for correct version of table 21.1. see page 4 of this pamphlet.

Page 313. 1st col., 1st line, "The following list of German ..." should be "The table opposite of German ..."

Page 314, 2nd col., 1 8 from bottom, "Their details are given in Table 21.2."

Page 316 Fig 21.2.2. should be Fig 21.1.2. and Fig 21.2.3. should be Fig 21.1.3. The caption for Fig 21.1.3. should be "Kerr, Stuart Victory class locomotives for the I. W. & D., photographed awaiting delivery from Kerr, Stuart's Works in Stoke-on-Trent. Ten of these, I.W.& D. Nos. 10 to 19 served abroad as R.O.D. locomotives Nos. 601 to 610. Shown here are I.W.& D. Nos. 12 to 15, Kerr, Stuart Nos. 3068 to 3071, R.O.D. Nos. 603, 604, 605 and 601.

Photo: B.O.R.H.T. Collections."

Page 319, 2nd col., line 9 from bottom, "... the following table from Henneker ..." should be "... the table overleaf from Henneker ..."

Page 320, the correct version of the table of ambulance trains used at Somme, Arras and Messines follows:-

Somme, 1916			Arras, 1917		Messines, 1917	
Date	Trains		Date	Trains	Date	Trains
	Per- manent	Tem- porary				
July			April		June	
1*	-	1	1	4	2	1
2	14	4	2	1	3	5
3	17	6	3	5	4	6
4	14	3	4	4	5	4
5	8	-	5	4	6	6
6	4	-	6	6	7*	8
7	2	1	7	5	8	18
8	4	1	8*	10	9	3
9	5	-	9	15	10	4
10	4	-	10	10	11	2
11	4	1	11	17	12	-
12	4	-	12	12	13	6
13	4	-	13	7	14	2
14	3	2	14	7	15	1

* Opening day of the operations. The build-up of trains before opening day was to empty casualty clearing stations before the battle commenced.

Page 327, the column of the table headed "Theatre" should not be ruled across at every entry – the names entered apply to all entries before the next name.

Page 331, the author of Chapter 23 is Dr Paul E. Waters, J. Julian Rainbow wrote Appendix 23.1.

Page 333, Fig 23.1.7. should be Fig 23.1.5.

Page 334, Fig 23.1.8. should be Fig 23.1.6.

Page 339 Photo credit should be "Durham University SAD.961/4/012".

Page 348 The last line of the table shows totals, "* Ceded German" is a note, not a heading.

Page 350 Fig 24.3.5. and 24.3.6., the correct diagrams are as follows:

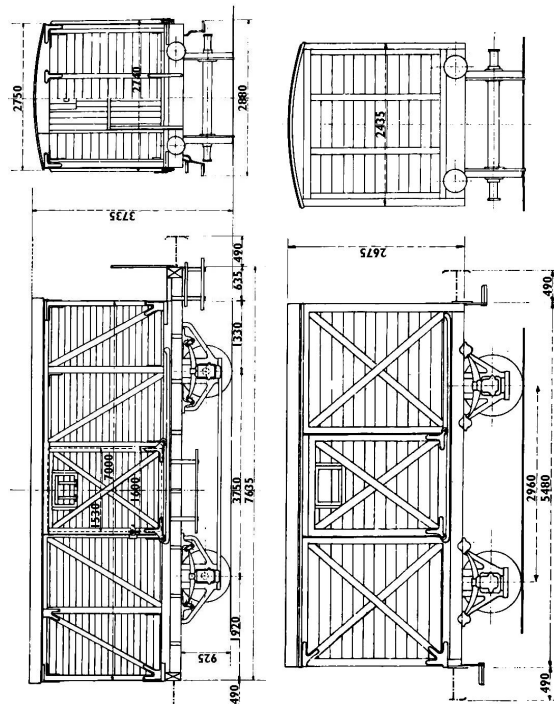


Fig 24.3.5.

Fig 24.3.6.

Series	Owner	Type	Capacity in tons	Type of Axlebox
1-50	L. & S.W.R.	Refrigerator	10	Oil
51-150	M.R.	Refrigerator	10	oil
151-300	L. & Y.R.	Refrigerator	10	oil
1001-3000	Private	Open	10 & 12	both
3001-5000	W.D.	Open	12	oil
5001-5050	L. & S.W.R.	Bolster	10	oil
5051-5100	N.E.R.	Bolster	8 & 10	grease
5101-5300	L. & N.W.R.	Open	10	grease
5301-5350	G.W.R.	Bogie (Macaws)	30	oil
5351-5400	N.E.R.	Bolster	8 & 10	grease
5401-5600	L. & Y.R.	Bolster	12	oil
5601-5612	N.E.R.	Bogie	40	oil
5613-5662	N.E.R.	Open	8 & 10	grease
5663-5771	W.D.	Bogie (Polls)	45	oil
5772-5779	M.R.	Bolster	18	oil
5801-6000	W.D.	Petrol tanks	10	oil
6001-9000	M.R.	Open	10	both
9001-10400	L. & N.W.R.	Open	10	grease
10401-10650	L. & N.W.R.	Flat	10	oil
11001-11770	L. & N.W.R.	Open	10	both
13001-15400	N.E.R.	Open	10	both
16001-16650	L. & Y. R.	Open	12	oil
17001-17400	G.N.R.	Open	9	both
19001-22350	G.W.R.	Open	10	oil
22721-22820	G.W.R.	Covered	10	oil
23001-25700	G.C.R.	Open	10	oil
26001-26300	L. & N.W.R.	Ballast	10	grease
26301-26350	N.E.R.	Ballast	8	grease
26351-26485	N.E.R.	Ballast	10½ & 20	both
26486-26535	G.N.R.	Ballast	10	grease
26536-26695	S.E. & C.R.	Ballast	10	grease
26696-26945	M.R.	Ballast	8	grease
26946-26965	M. & G.N.R.	Ballast	8	grease
27001-27170	M.R.	Open	10	oil
30001-31100	W.D.	Open (vigie)	12	oil
31101-31500	W.D.	Covered (vigie)	12	oil
31501-31800		(English compos & Brake vans)		oil
32001-32200	L. & Y.R.	Bolster	12	oil
32201-32685	G.N.R.	Open	10	grease
32686-33550	L. & N.W.R.	Flat	10	oil
33701-33720	G.N.R.	Flat	9	grease
33751-34500	W.D.	Covered	12	oil
35001-35600	N.E.R.	Box	10	grease
35601-35900	G.W.R.	Box	10	oil
35901-36300	G.W.R.	Pill box	10	oil
36301-37250	L. & N.W.R.	Pill box	10	grease
37251-37750	G.C.R.	Pill box	10	oil
37751-37800	M.R.	Pill box	8	grease
37801-37824	M.R.	Pill box	10	oil
38251-38300	N.E.R.	Bolster	8 & 10	oil
39001-39015	L. & S.W.R.	Brake van	-	oil
39021-39024	L. & S.W.R.	Carriage underframes	-	-
39025-39100	W.D.	Well wagons	-	oil
39101-39200	-	Dead buffered	-	-
39201-39450	W.D.	Bogie	30	oil
39451-39700	W.D.	Bogie (Parrots)	40	oil
40001-44000	W.D.	Box	20	oil
50001-53000	W.D.	Open	20	oil
55001-55050	W.D.	Petrol tank	10	oil
60001-62000	W.D.	Flat	20	oil
62001-62050	G.C.R.	Open	10	oil
65001-65140	W.D. Bogie	low sided & flats	35	oil
70001-71000	W.D.	Box (vigie)	20	oil
71001-72000	W.D.	Brake van	20	oil
80001-83000	W.D.	Open	12	oil
85001-87000	M.R.	Open	8 & 10	oil
87001-89250	L. & N.W.R.	Open	10	oil
89251-91500	N.E.R.	Open	10	oil
94001-94100	G.C.R.	Open	10	oil
91501-92000	L. & Y.R.	Open	12	oil
92501-93500	M.R.	Open	8	oil
96001-98500	G.W.R.	Open	10	oil
98501-99400	S.E. & C.R.	Open	12	oil
200001-220000	W.D.	Canadian built box	20	oil
460001-460020	S.E. & C.R.	Open	20	oil
460101-460120	G.N.R.	Open	40	oil
466001-467000	W.D.	Box	20	oil
467001-467500	W.D.	Open	20	oil
467501-469500	W.D.	Box	20	oil
469501-470000	W.D.	Open	20	oil
470001-472000	W.D.	Covered	20	oil
472001-474000	W.D.	Flat	20	oil



Fig. 8.1.10. Troops of the Royal Engineers laying track at the southern corner of Bernafay Wood. This is probably the west end of Trones Wood station. September 1916. Notable in a number of photographs is the use of "picaroons" (a Canadian tool similar to a boathook) to position the sleepers.
Photo: AWM H08925

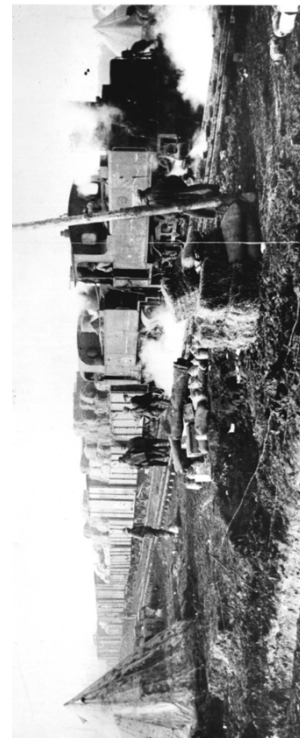


Fig. 25.1.3. A supply train arriving at railhead Montauban in December 1916. Montauban-de-Picardie was on the metre gauge Société Générale des Chemins de Fer Economiques Groupe d'Albert. This line ran about a mile north of the broad gauge line through Plateau and Trones Wood.
Photo: B.O.R.H.T. Collections.

METRE GAUGE STEAM LOCOMOTIVES, I.E.F., ALL THEATRES, 1915-1919.

Indian Class.	Type		Cylinders		Coupled Wheels, dia.	Work'g Press.	Heating Surface			Grate Area	Weight Full			Tractive Effort.	Quantity.						Reference			
	Engine	Tender	Dia.	Str.			Tubes.	Firebox	Total.		Engine.		Tender.		East Africa		Mesopotamia		Aden					
													Sent	Kept	Sent	Kept	Sent	Kept						
F, FM, MF	0-6-0	6	14	20	3' 6½"		583.00	69	652	12.5	22	18	1	16	2	1		34	15	73	64	3	3	Loco Mag ⁶
G	2-6-0	6	14	20	3' 6½"		738.0	82.0	820	11.6								7	7	-	-	-	-	Loco Mag ⁷
A,	4-6-0		15	22	4' 5½"													-	-	12	12	-	-	
B, R, MH (B.E.S.A.)	4-6-0	6	15	22	4' 0"	180			1062	16.0	33	5	0	23	0	0	16567	8	-	39	35	-	-	
K(BR)	4-6-0	6	15	22	4' 0"	180	954	108	1062	16.0	33	17	2	24	7	2	16567	-	-	13	13	-	-	Loco Mag ⁸
K(ABR)	4-8-0	4-4	16	22	3' 7"	180	1166.00	126.0	1292	17.5	40	2	0	25	0	0	20039	5	4	-	-	-	-	Loco Mag ⁹
Q	4-8-0		16	22	3' 6½"	180											20275	5	-	-	-	-	-	
C	2-6-2T	None	15	22	3' 7"													4	4	-	-	-	-	
O	4-4-0	6	14	20	4' 5"	160			552	10.5	23	15	0	15	5	0	10059	-	-	1	1	-	-	
																	Totals	63	30	138	125	3	3	
New Build:- Baldwin	0-6-6-0	6	hp 13 lp 19	22	3' 8"	180	1183	125	1308	19.3	49	2	0	22	8	0		-	-	40	40	-	-	Hughes and Railway Magazine ¹⁰

The dimensions given are typical values as there were minor differences between different batches of each class. Additional data on the locomotive specifications not in Hughes have been obtained from the Locomotive Magazine as noted in the references. All data in Imperial units.

NEW BUILD 2 FT. 6 IN. AND 60 CM. GAUGE STEAM LOCOMOTIVES, B.E.F., FRANCE ETC., 1914-1919.

Builder, Class	Type	Cylinders		Driv. Wheels Dia.	Work'g Press.	Heating Surface			Grate Area	Weight Full Engine	Tractive Effort	Qty	Remarks
		Dia.	Str.			Tubes	Box	Total					
2 FT 6 IN GAUGE													
Hudswell Clarke, Mena	0-4-0WT	6	9	1' 8"								2	Supplied by Robert Hudson for service at Havre.
Kerr, Stuart, Haig	0-6-0T	8½	11									1	Ordered by War Office for Havre.
Alco (Cooke), 060-T-36	0-6-0ST											24	Ordered by Egyptian State Railways
60 CM GAUGE													
Hudswell Clarke, Ganges	0-6-0WT	6½	12	1' 11"	150			126	3.25		2909	77	includes 12 for U.K. and 25 for Salonica.
Andrew Barclay	0-6-0WT	6¾	10¾	1' 11"	160	111	20	131	3.50	6 7 2		25	Supplied by Robert Hudson Ltd.
Hunslet	4-6-0T	9½	12	2' 0"	160	168	37	205	3.95	14 3 0	6150	135	
Baldwin, 10-12-D	4-6-0T	9	12	1' 11½"	178			254.5	5.6	14.7 tons		495	
Alco (Cooke), 262-T-38	2-6-2T	9	14	2' 3"	175			272	5.5			100	
Kerr, Stuart, Wren	0-4-0ST											~5	For Falkland Islands etc.

Table at bottom of page 91:-

	Inside Measurements.			Length over Buffer.	Height from Rail	Wheelbase	Diameter of Wheels.	Tare
	Length.	Width.	Depth.					
	Ft. in.	Ft. in.	Ft. in.					
Double Bogie	17 6	5 0	2 0	20 6½	4 2⅞	3 0	1 2	2 tons 5 cwt to 2 tons 12 cwt
Box	8 0	4 0	2 0	10 8	4 2	3 0	1 2	19½ cwt
	6 0	4 0	2 6	8 11½	4 2	3 0	1 2	16½ cwt.

Page 351, 2nd col., end of penultimate paragraph, fig 30.2. should be fig. 30.3.

Page 353, col. 1 top, after the list of vehicles add "The train was fitted with Westinghouse brakes."

Page 357, Sherrington's Table has been repeated here in a more convenient format as originally intended.

Page 361, for correct table see page 5 of this pamphlet.

Page 361, photo 28.1.3. was accidentally used for 25.1.3.

Page 365, see correct table on page 5 of this leaflet.

Page 368, Fig 26.3.1. and fig 26.3.2. interchange.

Page 391, table, 6th col., 8th and 9th entries - entry for 8 (ROD 1984) applies also to 9 (ROD 2003) Location of both the Craven Bros. crane and N.E.R. runner is S.N.C.B. Museum, Schaerbeek.

Page 394, heading at top of page should be "30.3.2. Broad and Metre Gauge Rolling Stock."

Page 396, section number at top of page is 30.3.3.

Page 395, Fig. 30.6. should be credited to Tim Edmonds

Page 397 Note 1 in the table is missing. It reads "Note 1: Ex-B.A.G.S. converted to oil fired 4-6-0 tender locomotive."



Fig. 9.2. Official photograph believed to be taken on the Thiene-Calvene light railway in the autumn of 1918, showing Simplex 20HP 4wPM loco LR2378 pulling a train comprising four W.D.L.R. wagons, three of them class D, carrying Italian workers and British officers.

Photo: IWM Q26164



Fig. 9.3. Official photograph believed to be taken on the Thiene-Calvene light railway in the autumn of 1918, showing Italian workers, mainly female, loading shells onto a W.D.L.R. bogie wagon.

Photo: IWM Q26171

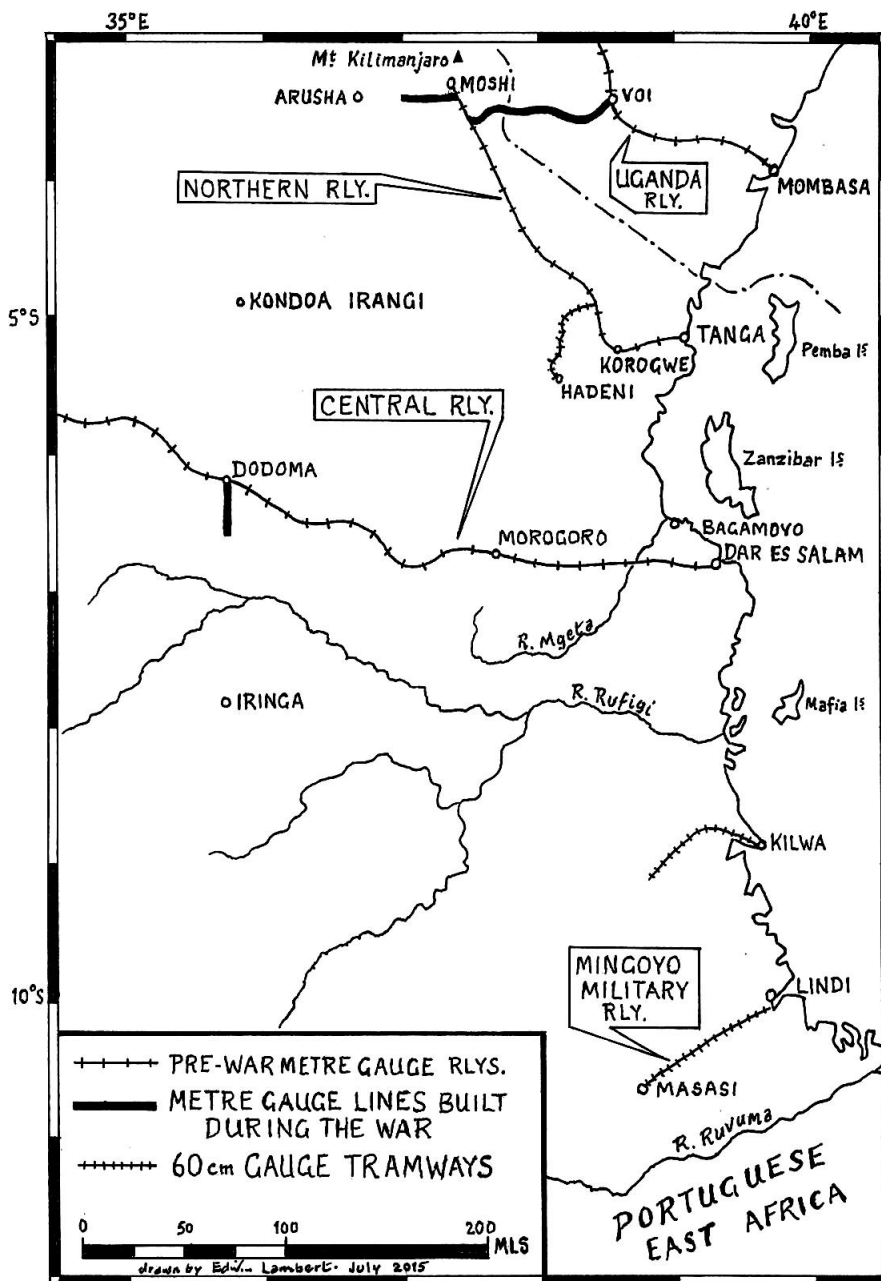


Fig. 17.1.1. Sketch Map of East Africa.