

LIONSHEART
NO.3 DECEMBER 1984.

THE OCCASIONAL NEWSLETTER OF THE 'OLD LOCOMOTIVE COMMITTEE'

Almost exactly three months to the day after a dedicated group of enthusiasts decided that it would be a useful thing to form 'OLCO', an opportunity occurred to prove that usefulness; LION was steamed in public, carried passengers, got generally fussed and feted, and we, the amateurs, were around to provide a very much needed labour force for the innumerable odd jobs that must be done if such an event is to function properly.

By any standards, Wroughton was a huge success, although there was almost one nearly total catastrophe before it started, everything we intended to achieve was achieved, and one of our overseas members, Les Wilkinson from Ontario, Canada, also got ride on the footplate.

Les extends both Greetings and Sympathy to those of the Group in far-flung places like New Zealand, Australia, Hong Kong and America who, for reasons of distance were not quite able to be there on the day, and Les is certainly going to make every effort to be back in the U.K. for the celebrations in 1988 and very much hopes to meet other overseas members then.

Those of us fortunate enough to be there also felt sorry for those members who live a bit nearer and who, for a variety of very genuine reasons sent apologies for being unable to come to the 'party', and it was, quite a party !

Traditions have got to start somewhere:- so some fourteen of us (nearly a third of our then membership) sat down to our first 'traditional' Annual dinner at the Bell Hotel, Swindon, complete with the 'traditional' loyal toast:- "To her Great and Glorious Majesty Queen Victoria, coupled with the name of her late Uncle, William IV" and the second and final toast:- "To the Builders, coupled with the name of the Senior living descendent present at this Dinner".

Our newly elected Chairman, Mr. E.F. Clark, great great grandson of James Kitson, replied.

"E.F.C" then showed us an interesting family heirloom; James Kitson's watch with its unique gold fob in the shape like LION's crankaxle. (Further notes appear elsewhere in this issue. Ed.)

The Curators at both Liverpool and the Science Museum have asked that their very sincere thanks be conveyed to every member of 'OLCO' for their efforts over what became a very long and hectic weekend.

Sincere thanks are also extended to those members who steamed their miniature versions of LION for the amusement of the Press as much as the kids who enjoyed riding behind them, not to mention the relief of your Hon. Sec. who, at one time was deeply worried that not only had he conned David Neish into loaning, bringing, erecting and dismantling the Guilford portable track, but had lumbered him with an eight-hour driving stint aswell ! Many thanks David, Keith and Paul.

THE WATCH, CHAIN AND FOB OF
JAMES KITSON.

Relics from the past are not always to be found in Museums, quite often family heirlooms get handed down the generations, eventually becoming historically significant in their own right.

One such fascinating Heirloom shown to those attending the Inaugural meeting in Liverpool on the 10th. June, and was again made available for inspection by OLCO members at our first Dinner at the Bell Hotel Swindon, is in the possession of our Chairman, Mr. E.F. Clark (or E F C., as he is affectionately known to most of us by now.)

The Kitson family tree is peculiarly complex and the Watch seems to have passed through the hands of many Uncles and Great-uncles to the present owner.

It is not strictly contemporary with LION, the case being Hallmarked London 1845. The makers name, James Wales, Leeds and Number 315 will give a more precise dating when time permits researching the matter a bit further.

Interesting to note that within six years of the breakup of the Todd, Kitson & Laird partnership, James Kitson had become prosperous enough, not only to own a Gold Watch, but have his initials J.K., monogrammed inside the case and possibly order a somewhat unique fob to accompany it.

Not being Hallmarked it is impossible to date it precisely, but there can be little doubt that the last direct descendent of the family in firm, J.K's grandson, Col. E. Kitson-Clarke wore it regularly.

There is also the intrinsic evidence that the Fob is intended to represent the crank-axle of, if not the LION, then a very similar locomotive.

The arrangement of the bearings clearly indicates an outside - frame inside - two cylinder locomotive. Also it has the feature that the left-hand crank is leading. This is one of LION's many unusual features since most later steam locomotives nearly always had the convention of the right-hand crank leading.

Conjecture and speculation are no substitute for solid research effort, but often the most trivial item can form the basis of a hypothesis which may be worth trying to prove.

One cannot help wondering if all six of the T,K & L. engines were left-hand crank leading, and whose idea was it to create the Rt.-hand convention? and when? Certainly Sephensons patent is filed with Left leading cranks. Was this the Dwg. J.K. gave to the goldsmith who cast the Fob for him? Hence the fact it resembles a LION-type crank is simply fortuitous, or could it be that, David Laird having left the Airedale foundry in 1842,, Kitson with three years prospering on his own, was consciously having a memento of the years in which his prosperity was founded made for him?

We may never know, but it is a most delightful model of a crank-axle, suitable in size for an OO gauge model.

Replicas of it would make ideal Cuff-links and/or a brooch for the Ladies. A most appropriate "badge" for members of OLCO.

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Do we have any members skilled in investment casting? Copies need not be in gold of course, but even sales of Pewter ones would help OLCO funds along, 1988 is going to be an expensive year!

X

WROUGHTON REPORT

Bob and Jean Grimshaw from Cheadle Hulme have sent their reminiscences of that memorable weekend, but first we let Charles T-N. set the scene and record the disaster that nearly was:-

"The airfield which houses the Large Object Store of the Science Museum is high on a hill overlooking Swindon Town. Wednesday afternoon seemed to be going to plan. The 5"6. portable track had arrived with David Neish, the weather was kind, trestles and track all fitted together as they ought to, and the levelling operation was performed quite simply.

LION, as far as we knew, was being gently put onto a Low-loader at Liverpool and would be ready to leave the Museum early on Thursday morning.

E.T.A. for LION was between 15.00 and 18.00hrs. Thursday. Leaving my wife to go window-shopping in Swindon, a quick dash out to the Airfield to see if a more precise arrival time was available-----when HORROR! the news of the accident broke!

The 1st. and 3rd. class coaches had been winched out of the 'pit', as had the tender, but on winching LION up the ramp leading from the 'pit' to the car park at the back of the Museum, the cable had snapped and the 'old lady' had rolled back in. Fortunately she did not re-rail herself, but settled on the ballast between the rails.

It is very doubtful if her buffing gear and/or her frames would have survived an uncontrolled dash down the full length of the gallery.

In the event she arrived safely about 06.00 on Friday morning, some 12 hours late, but thankfully intact.

Meeting up with Peter and Dorothy Bell who were taking a quiet stroll round the perimeter before turning in for the night, is a saga in itself.

Suffice it to say that that stroll turned in to a party at a the local Inn with Tony Hall-Patch, the Curator from South Kensington, to be joined, very late, by Adrian and Anthea Jarvis who had come straight from Liverpool after their somewhat fraught 36 hours, in the tool van.

LION was on her way, but some six hours behind them.

Getting Dot and Peter back to their Dormobile well after midnight was not easy. We were all sober, but car headlights are just not adequate enough to illuminate both edges of a Runway, or even a Peri-track. I reckon we must have done some 8-9 miles around the Airfield in the pitch dark trying to find a landmark.....however we did find their mobile home...and I eventually found my way off the Airfield again.

Friday morning dawned bright and clear and it was a relief to see the 'old-lady', majestic, even without her chimney on, high on the Low-loader on top of the Wroughton hill.

The BBC arrived to film her in steam, the Boiler Inspector turned up to inspect her boiler, B.R. permanent way people arrived to level the temporary track with slices of Hardboard.

Poor Arthur, who had driven her down from Liverpool, was desperately trying to catch up on his sleep in the cab of his lorry, whilst a bunch of enthusiastic OLCO members were preparing to unload her.

Some friendly Telecom engineers used their telephone pole erecting crane to assist us put the chimney back on the smokebox (and that copper capped appendage is far heavier than it looks !) By lunchtime LION was on her track and a happy bunch of dirty, but contented enthusiasts settled for a very hearty fish & chip meal "

Jean now takes up the story:-

FRIDAY: Finding the right gate was a problem; the direction signs petered out and left us at the brow of a hump in the middle of the runway.

But soon we were heading for the spot where LION nobly stood on her special track.

Nearby were models of LION which would take turns to run on a small track and give rides to the children within sight of their older, larger cousin.

A number of members had already arrived, some staying at local inns and others camping out on the airfield.

Being in the latter group we erected our tent before dusk and surveyed the area: washing facilities very good; site level; a bit lonely and exposed as darkness fell, despite buildings nearby, but then an aerodrome is !

SATURDAY: "Play day" dawned dry, with a thin wind, and we had the pleasure of OLCO members visiting us for very early morning coffee and a chat before making our way across to where LION was gently steaming.

All sorts of things were happening on this morning: the boiler inspector arrived to carry out the inspection he was unable to do on the previous day due to LION's late arrival at the site, an essential task prior to public running; two coaches were expected from Liverpool on the Low-loader; more people were arriving all the time; old and friendly faced buses drove slowly to assembly points; hanger doors were partially opened, revealing treasures as diverse as a Stop-Me-And-Buy-One Walls Ice Cream cart and a Comet Airliner.

Peter and Dorothy moved their Dormobile from the Campsite and parked in the vicinity of LION to become the base for OLCO activities.

It was here that any member in need could take refuge from the elements, have a cup of coffee whilst the flasks were being filled for those who couldn't (or wouldn't !) leave the Engine.

Dot not only opened up her 'home' to the members, but ably led the the very experienced and adaptable team of OLCO ladies in the preparation of piles of tasty sandwiches.

Meanwhile members (and others) were experiencing the joys of riding on the footplate.

Edgar Larkin, the engineer in charge of the 1928 restoration, now 84 years of age, took the regulator again after 54 years. In his book "Memoirs of a Railway Engineer" he mentions on p.73 having the grandson of James Kitson, Col. E.Kitson-Clark on the footplate at Wavertree Park in 1930, now on this auspicious day he was again sharing the footplate, but with the Colonel's grandson, our chairman "E.F.C."

In due course they taught me the difference between the the regulator and the reversing lever and I came to know the pleasure of moving into reverse.

Pleasure it was, because the reach forward to latch the lever in place is almost too great for my length of arm and had to be achieved by my hugging the side of the lovely warm firebox.

There is something about the smell of hot oil and steam.....and one could be grateful not to have the prospect of driving the 4-5 bleak miles across Chat Moss on a wet winter night exposed so completely to the wind and rain like the poor enginemmen of the 1840's had to.

So the day progressed, a study in happy grubbiness, concluding with, what is earnestly to be hoped it will become, the first of our "annual" dinners.

SUNDAY: There was heavy overnight rain and the early morning was cold and leaden.

LION stood, gently steaming, ready for anything. Members had turned out early to give her a final polish, using up the last of the Brasso so that she and her blue open 3rd. class coach gleamed.

Activity on the air field heightened. More and more vechicles began to arrive; fine shire horses for the ploughing as well as for the buses and carts together with vintage motor cars, traction engines and steam ploughing engines which, later that day would be ploughing the field adjacent to LION's 200 yd. stretch of track.

Trade stands and stalls were being set up, the Public address system and live local radio competing for attention; and the general public started to arrive.

GLCC duties for the day were were divided between the Platform, riding as Guard, controlling the Queue, and the Bookstall.

The weather improved and was quite sunny for most of the time, though very blustery. The queue for rides in the coach seemed to remain at a fairly constant length all day and, to judge from the faces, those rides were very much enjoyed by all.

A number of members appeared in period costume, prompting much interest amongst the grown-ups and delight amongst the children, who stared and listened to the potted history lesson.

Late in the afternoon, we managed to to get away to dismantle our tent.

Needless to say it had dried very nicely after the night's rain, only to be engulfed by a vicious squall which not only soaked it again within moments, but, I hear, dispersed the queue waiting for the final rides and marooning Joyce T-N in the 1st. class coach which was on display, together with the contents of the bookstall. The suddenness and intensity of that squall almost destroyed the remaining books. Ah well!

But in retrospect it was a smashing weekend, very different and interesting. There really is something special about the smell of hot oil and steam; and it seems to have inspired Bob to renew his model building efforts and maybe finish our little sixteenth scale replica before 1988.

A most interesting correspondence has started between Mr. L.R. Tavender of Southampton, Adrian Jarvis of the Merseyside County Museum and the Editor of LIONSHEART.

The points raised by "L.R.T." are sufficiently important to merit inviting any member of OLCO who wishes, to take part.

Basically the hypothesis propounded is that LION's buffer height of 3'4" would have been unusually high for 1838.

We know, with a reasonable degree of certainty, that LION was re-wheeled whilst still in service; therefore is it possible that the original wheels were only 4'6" in dia. and that today's 5' dia. wheels, with their terrifying lack of clearance in some places, have raised the buffer height by some 3" ?

"L.R.T.'s" drawing, comparing the possibilities, certainly makes the Hypothesis plausible.

Against this we have;

"A Century of Locomotive Building 1823-1923" by J.G.H. Warren. Reprinted by David & Charles 1970.

(It was Warren who advised on the creation of the Chimney and the Haycock currently fitted to LION in 1929.)

where it states clearly that Stephenson decreed 5' to be the preferred diameter.

We also have the authority of Francis Whishaw's "Railways of Great Britain and Ireland 1842" reprinted by David & Charles, in 1969.

References in the text to various appendices will lead to disappointment, they were not reprinted !

The British Museum Library only has the reprint version of the 1842 edition.

Fortunately they do have an original 1840 edition, and LION is definitely shown as having 5' Drivers. The diameter that Stephenson himself specified as the "most satisfactory"

The problem of the buffer height is really what one wants to believe.

After 50 years it is difficult to know what is 50-100 yrs. old and what is 100-150 yrs. old.

It is almost certain that today's buffers are, like the Tender, another piece of antique fakery (or Fake Antiquary !) and fitted to match the rolling stock of the (1929) day, i.e. 3'4"-3'5"+, from the rail.

Then again is the present height all that unusual ?

"19th. Century Railway Drawings in 4mm. scale" by Alan Prier (David & Charles 1983)

has over 100 dwgs. on 89 pages, more than 30 of which are of locomotives.

Most of the G.W.R. Broad gauge stock and locos have a 3' buffer height.

Passenger coaches, built 1837/40 for the Manchester & Leeds and Chester & Birkenhead have their buffers 3'4"-3'5" above the rails, although the Rudd stock seems to be at 3'1".

Some of the 1845 Stephenson long boilers are at 3'2"-3'6" with the buffers on the tender at 3'6.5".

On current evidence, anything is possible, but what are we going to believe ?

This correspondence has also raised the question of just what, exactly, are the present wheels made of ?

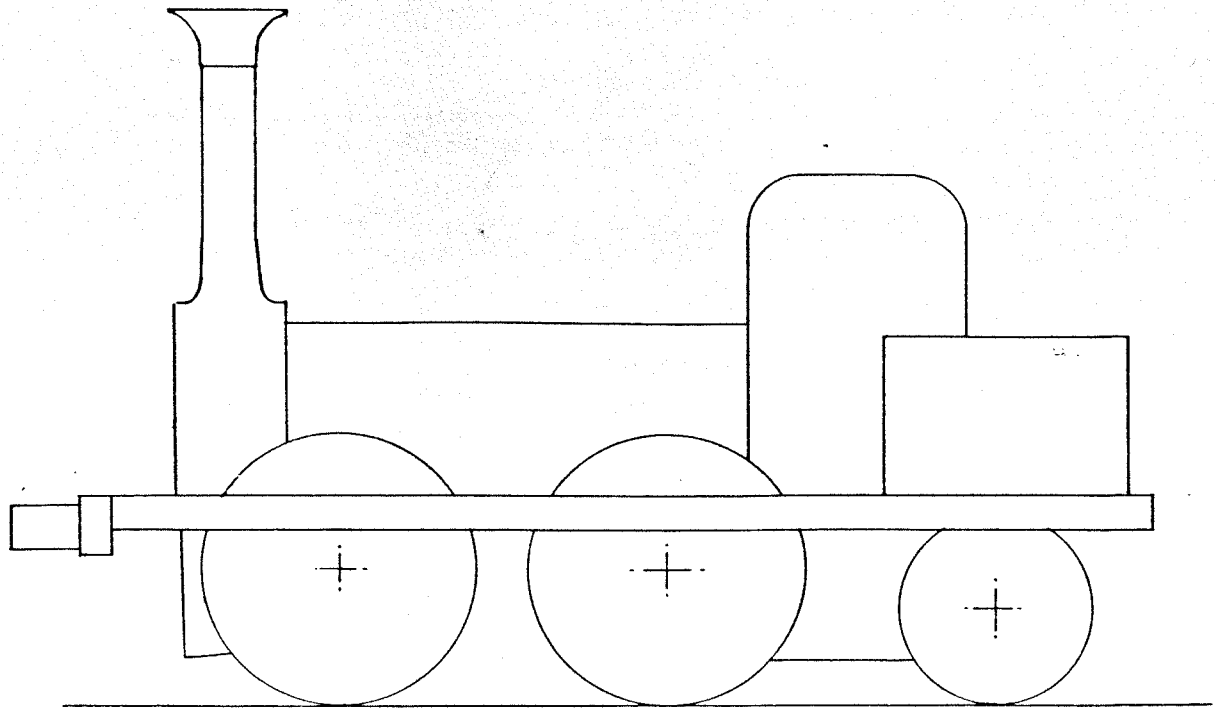
Evidence by default, i.e. ultrasonic tests made at the Vulcan Foundry in 1980 give results which are wrong for every metal other than malleable cast iron.

It is now to be hoped that the Liverpool University, Dept. of Metallurgy will take an interest and perform an in-situ analysis with a metallurgical microscope.

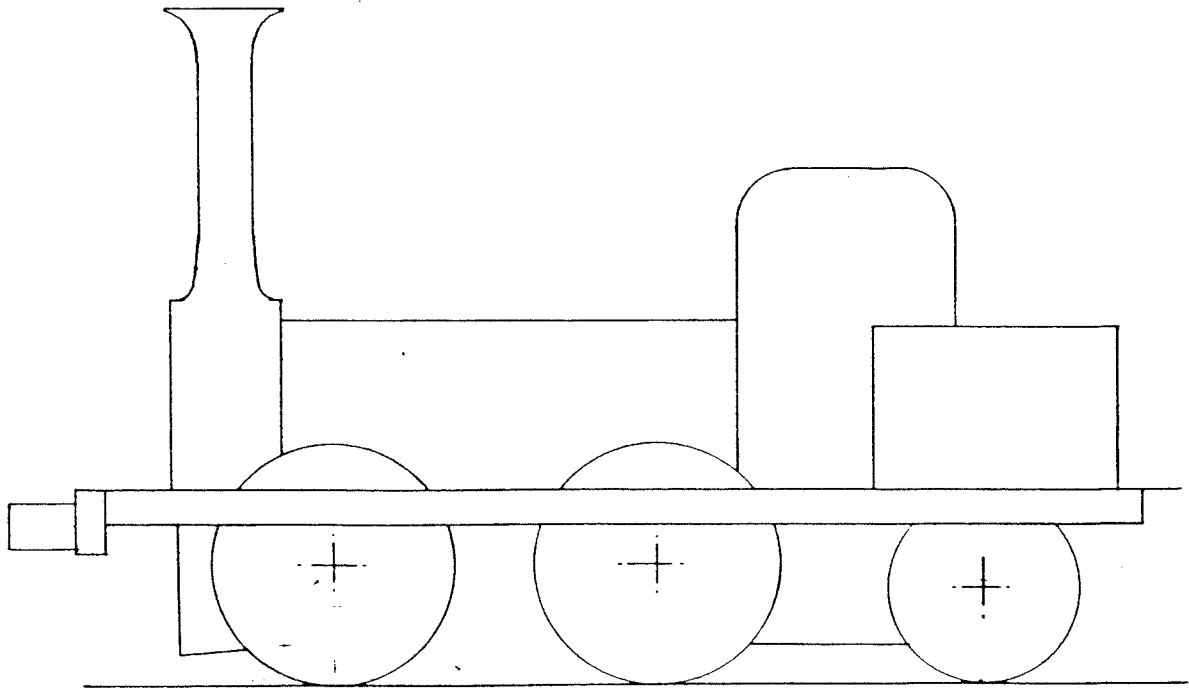
They may alternatively extract a shallow sample for counting, polishing, etching and micrography.

At the moment we are not quite certain if the leading (16 spoke) Drivers are built-up or cast in one piece.

IS ANYBODY AVAILABLE FOR A SUNDAY MORNING RESEARCH GROUP ?



a existing



b hypothetical appearance with existing boiler; 4'-6" driving wheels; buffer height adjusted to 3'-0"

Liverpool & Manchester Rly. 0-4-2 locomotive no.57 Lion

N 628

It is an undisputed "fact" that LION was sold off to the Mersey Docks & Harbour Board in 1859 and served as a pumping engine in the Prince's Graving Dock until 1923 or thereabouts.

Undisputed until now that is !

The real fact is that the Prince's Graving Dock was not constructed until about 1900 and then only from the remains of a passage between the Princes and Georges when the Georges Dock was infilled around the turn of the century

Where was LION for some 40 years ?

There is a unique opportunity to search the records on Sunday Mornings from now until about Easter in the Large Object Store of the Museum by arrangement with Adrian Jarvis.

WE NEED A TEAM OF PEOPLE LIVING LOCALLY.

WE ALSO NEED A TEAM TO HELP MAINTAIN 'LION' IN THE SUPERB CONDITION THAT 'OLCO' MEMBERS GOT HER INTO AT WROUGHTON.

ANY VOLUNTEERS LIVING WITHIN REACH OF WILLIAM BROWN STREET, LIVERPOOL ?

David Weish has intimated that there is a very good chance of holding a "Pride of LIONS" rally for live-steam models of the 'Old Lady' at the Guildford M.E.S. track at Stoke Park, Guildford, sometime in 1985.

Possible dates are likely to be one of the 2nd. or 4th. Sundays in June, July, August or September.

WOULD MEMBERS KEEN TO ATTEND WITH THEIR MODEL PLEASE INDICATE WHICH MONTH THEY WOULD PREFER.

Our Chairman, "E.F.C" has sent the following report:-

The Steering Committee elected at the Bell Hotel, Swindon on Saturday 8th. September 1984, held a most successful first meeting under the hospitable roof of of our Hon. secy. on Friday 19th. October 1984.

A number of specific areas of activity were identified, some of which can be started up immediately (see requests for volunteers above).

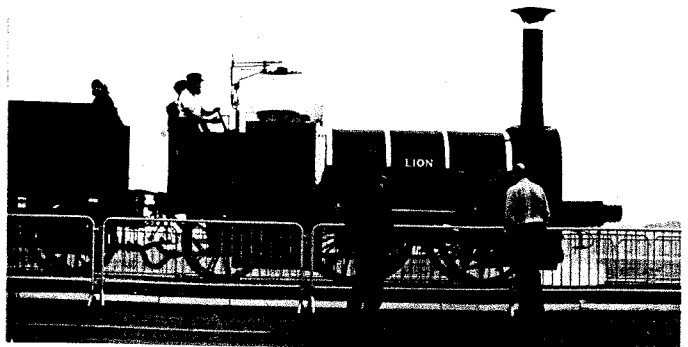
For the rest, we found that we largely agreed about the way we think OLCO should grow.

We intend to develop these plans to the point that we can put them forward in detail - along with a constitution for formal adoption - at the first AGM, which we hope will be held in association with an event in Liverpool next summer.

Details of this should be available in the next issue of LICHENHART, so that you can reserve the date well in advance.

We feel we have had a very useful start. E.F.C.

"LION" AT WROUGHTON



Photograph taken and donated to OLCO

by David Weish, Guildford.