

The Occasional newsletter of The Old Locomotive Committee

LIONSHEART

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Ajax in the Vienna Technical Museum, October 2017.

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Please write to the editor at lionsheart@adrianbanks.plus.com, I am always looking for contributions and comments good or bad!

In this edition you have to put up with more from me-surely an incentive to write an article yourself. Adrian

Vienna and Ajax

In October 2016 Lorna and I went to Vienna by train to make a change from driving, the previous June we had motored through the Canadian Rockies from Vancouver to Calgary. We decided to make the journey completely by public transport, starting with the 308 bus from near our front door.

The Eurostar from Ebbsfleet took us to Brussels where we changed for Cologne for an over night stop. The next day, via Munich we travelled to Innsbruck, noting that our train was going on to Verona.

Our hotel was next to the station and the tram interchange so plenty of interest.



Innsbruck

A stroll around the town and a ride on the tourist bus the next morning gave a brief view of the town and in the afternoon we entrained for Salzburg, this time the train was going to Budapest.

Salzburg apart from the Sound of Music and Mozart Balls is more notable for its extensive trolleybus network and as the home of Dr Doppler. I am sure you all remember the doppler effect in sound waves and light, but are you aware of Railroad Nystagmus? Watch the repeated eye movements of a fellow passenger while they look at the passing scene through a train window. Anyhow twonights in Salzburg and then on to Vienna; a tram city.



Vienna Tramway Museum



We stayed close to the Ring Strasse and could therefore cover the centre of Vienna on foot but we also had a public transport pass so on our second day we visited the excellent tram museum close to the Prata Park in the east of the city. The museum has an extensive collection including a steam tram and many photographs. Well worth a visit. Lunch then in the Prata next to the big Ferris wheel and memories of Harry Lime. After lunch a ride on the 15" miniature railway which must run for a mile or so through the park and has at least one steam locomotive, I think it was built by Krauss.

On our third day we took the Metro out to the Schonbrun Palace, home of the Hapsburgs, but be warned, we had a timed ticket but the place was so crowded that it was difficult to see much, but the grounds are excellent and you have good views from the hill above the palace. After lunch a 15 minuet walk through a park brings you to the Technical museum, a haven of peace and tranquillity by comparison. On the ground floor, close to the entrance stands Ajax.

Ajax and Miotaurus were built by Jones Turner and Evans of Newton le Willows in 1841 for the Kaiser Ferdinands Nordbann.

Minotaurus has not survived but Ajax is believed to be the oldest surviving steam locomotive on the Euopean

mainland. Ajax worked between Vienna and Stockerau after being shipped to Vienna in pieces and reassembled. Ajax had a new tender in 1847 and a new boiler in 1857. The crank axle was replaced in 1864 by one made by Fried. Krupp and the valve gear changed to Stephenson's probably in 1857, originally it is likely to have been gab. The wheels are likely to be original but the tyres have been replaced. One is stamped Borsig 26/10/71. It was withdrawn in 1874 and stored in a locomotive shed. It was rediscovered and restored in 1909 for the Kaiser Ferdiands Nordbann's 70th anniversary celebration. It was transferred to the Technical Museum in 1992. It is clear that it is a Stephenson's Patentee design and is very similar to Lion.

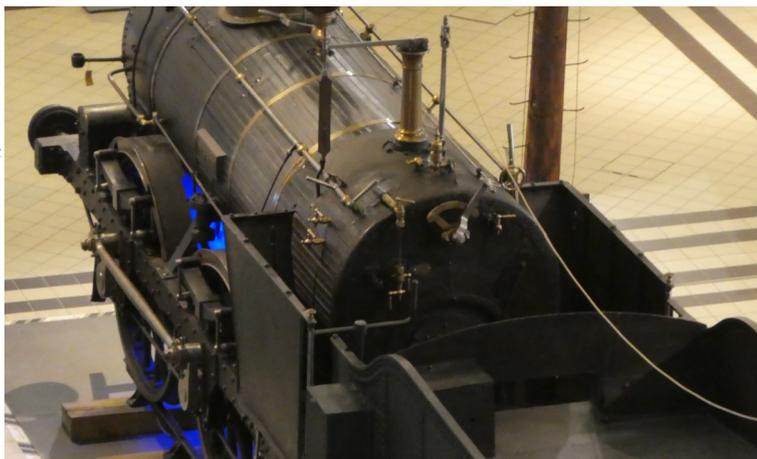


Ajax

Jones Turner and Evans started in 1837 subcontracting to Edward Bury and Robert Stephenson. They provided locomotives for the North Union Railway,

Midland Counties Railway Great Northern, Brighton and Great Western. For the latter they built six broad gauge engines, the first of the class being Firefly.

Photography in a museum is I find a bit difficult but I hope this gives you a reasonable idea of the engine. The six wheel tender looks a bit on the big side to me!



News from the South West

Radstock exhibition.

John Hawley has bought Harrye Frowen's 7¼" Lion. But before he could get the boiler tested for the 2019 running season the loco was off to an exhibition at Radstock museum in Somerset: 'Model engineering: Micro, Macro, Meccano', which runs from February 1st to the end of April. There are all sorts of things on show besides Lion and Meccano - a superb layout of Radstock railway station and examples of the S&DJR & GWR stock which ran through the separate stations and which closed in 1966 (S&DJR) & 1959 (GWR). Radstock was the centre of a significant coal industry which worked from the 15th century until the 1970s, so there are lots of items associated with coal mining and supporting industries on show. There is a good display of Meccano there too, including a working model of a miners lift. Besides the Lion, John loaned a built up crankshaft and a mould for casting a wheel, along with supporting notes for all three items.

John Hawley's Lion.

Before Harrye's Lion came along, John had finally started work on his own 7¼" Lion. The side frames are based on the original, with a wooden beam sandwiched between steel flitch plates. The holes have yet to be drilled but are awaiting the fitting of a DRO onto the Harrison mill. The DRO is not essential - the scale drawing could be glued to the frame to give hole positions, or they could be marked out. But what an ideal opportunity to get on and fit a useful bit of high tech!

John Hawley

From the Chairman.

The main news in this issue is the communication I have received from Anthony Dawson who we enrolled last year as an honorary member. Anthony has been diligently researching the Mersey Docks and Harbour Board's archives in connection with his book on Lion and has expressed his concern that he has been unable to find any written confirmation that the locomotive installed in the Princess Graving Dock Pump House and subsequently acquired for restoration by the Liverpool Engineering Society was the Liverpool and Manchester Railway locomotive Lion. Whilst there is no record of any other locomotive being the one installed in the Pump House, it does raise the question of the authenticity of the locomotive we now know as Lion. The main problem is that Lion was not the only locomotive purchased by the MD&HB around 1859 and was in fact one of five. Two others were purchased second hand from the Lancashire and Yorkshire Railway but according to James Lowe's excellent reference book, *British Steam Locomotive Builders*, these were both 2-2-2 wheel arrangement and had 5' 6" diameter driving wheels and so, in my view, can be discounted. However, more problematical are two locomotives purchased from Messrs Thompson and Cole of Little Bolton. Lowe's reference to this firm states that very little information is available and the only locomotives he has traced are five 0-4-2 s built during 1840 and 1841. These had, according to Lowe, 5' driving wheels the same as Lion and 14x18 cylinders. The three earlier ones were supplied to the North Midland Railway and the other two to the Birmingham and Derby Junction Railway, both of which were sold in 1851 and 1852 respectively but it is not known who purchased them. Could they have gone to the MD&HB second hand or did Thompson and Cole supply new engines to them? As the MD&HB seem to have tended to purchase second hand locomotives for their purposes, I doubt the latter possibility. It is also possible that Thompson and Cole did not build any locomotives after 1842 as Lowe raises the possibility that Thompson was the same Thompson who joined Kitson in 1842 after the departure of Todd and then Laird.

Interestingly, Anthony has found that Lion and the two ex L&YR locomotives were purchased together with their tenders which might answer a long standing question of mine whether Lion was perhaps used initially as a locomotive in the construction of Liverpool Docks before finding use as a stationary engine.

According to Anthony, locomotives of outside companies were not allowed on the docks' lines which would support that possibility.

Anthony also points out that the Prince's Graving Dock dates from 1875. I am not sure whether that refers to the Graving Dock itself or the Pump House, so what did Lion do from 1859 till then? Most accounts imply that Lion was put to work straight away to drive the pump but is that correct? EF Clark once told me that Lion's present boiler dates from 1862 but subsequently, in his articles for *Lionsheart* on 'How original is Lion?', he states that it was 1865 and that the cost of it is recorded in the MD&HB records. Anthony has not been able to trace and confirm this but if the present boiler does date from 1865 the fact that it does not have a drawbar bracket on the back of the firebox would suggest that this boiler was fitted when Lion was being used as a stationary engine, ie before 1875.

Sadly, Adrian Jarvis, who was an authority on Lion and who subsequently became an authority on the history of Liverpool Docks and who could possibly have shed some light on the matter, has developed Parkinson's disease and is now very poorly and it would not be appropriate to try to contact him.

So, we are left with the oral legacy, knowledge passed on by word of mouth. Assumptions are dangerous things so dare we assume that the directors (and including the chief engineer) of the MD&HB were sure that the 'Old Locomotive' in the Pump House was the former Liverpool and Manchester Lion and would not have entertained the approaches of the Liverpool Engineering Society had they known otherwise. Likewise, can we assume that the members of the Society who set up 'The Old Locomotive Committee' were sure of Lion's identity before they went to the trouble of negotiating its release for restoration. Finally, Col Kitson Clark seems sure in his various writings that Lion was built by his grandfather and is authentic.

So, personally, I think that the locomotive in Liverpool Museum which we look at and admire is still likely to be the real thing but Anthony's comments serve to remind us that there is much we do not know, much that we assume is true from secondary sources and to emphasise the importance of going back to original sources as Anthony has done. He is to be commended for raising this question. His diligence in researching the archives is very much in the spirit of what was intended by Charles Taylor-Nobbs when he started our society and dare I say that it is something we do not do very well now. I would like to think that Charles would have welcomed Anthony's contribution as a search for the truth and a bit of controversy will do us no harm!

Anthony has been in contact with Thomas Bright who is a feature writer for 'Steam Railway' magazine and who has an interest in old locomotives. I gather that the question of Lion's authenticity may emerge in an article about Lion in the magazine in the near future so we may get a lot of interest at the OLCO stand at the Doncaster exhibition and doubtless some interesting discussion when Anthony comes to talk to us again at our AGM on June the 8th. It should be a very interesting meeting. Don't miss it!

The late David Royle's papers and drawings.

David, who was the last survivor of the original members of our society, died last year. Sadly, I never had the pleasure of meeting him as he was not able to get to our meetings in later years due to ill health. However, David's wife Jan has kindly and thoughtfully donated all of his drawings and carefully collected archive on Lion to OLCO.

David's career is not without interest. He started his working life in retail, firstly in a department store, then moving into the sales department of an engineering company in Nottingham. He had the misfortune to be made redundant and decided at the age of forty on a new career completely and applied to a college in Nottingham to study Silversmithing and Design. Prior to this, in connection with his interest in Lion, he had taught himself draughtsmanship and his very competently executed drawings of Lion's driving wheels were readily accepted by the college as evidence of his potential skill and he was granted a place. David's wife showed me some examples of his work which was beautifully done. So he changed the disappointment of redundancy into a new and creative career. Sadly, he didn't get very far with his 7 1/4" Lion but he completed the wheels (with key ways) from correct castings and following his own excellent drawings, and likewise the horn plates. Mrs. Royle wishes to sell these so if anyone is interested, please contact me or our editor.

I have now managed a preliminary look through David's material and there is much of interest. I intend to produce a list of this useful addition to our archive

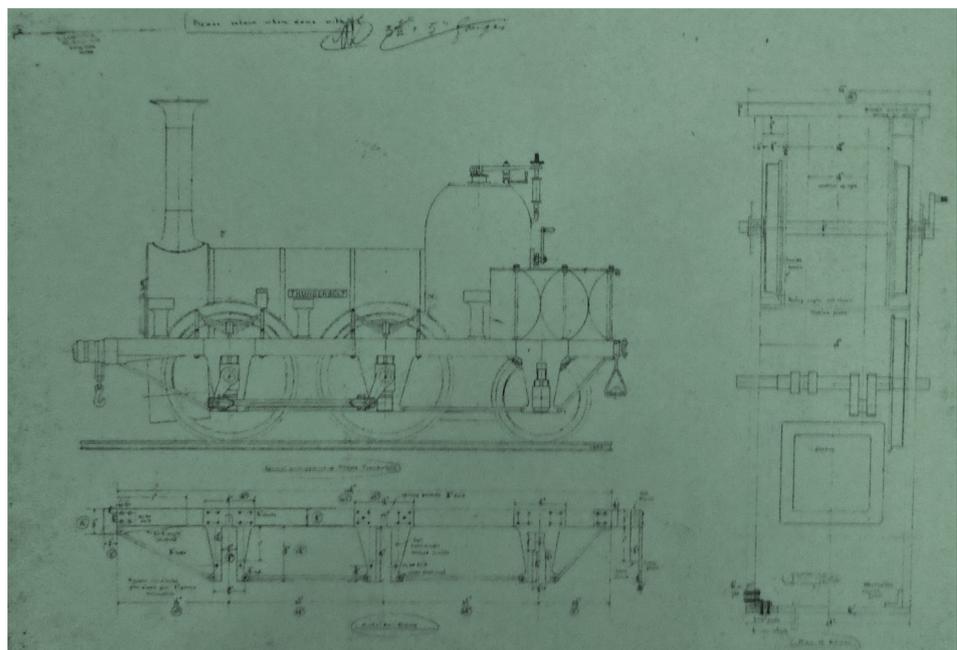
in a future Lionsheart but at this stage I can report that David managed to get copies of some of the drawings prepared in 1930 by Derby Drawing Office in connection with Lion's restoration. These are signed by H.P.M. Beames who clearly took a great interest in Lion and he figures prominently in the photograph of members of the Association of Railway Locomotive Engineers posed in front of Lion at Liverpool in 1930. I always wondered what happened to these drawings as LBSC thanked Mr Riddles CME of British Railways for providing copies of them when he started the articles on Titfield Thunderbolt in Model Engineer in 1952. There is a note attached to one of them from Brian Radford, author of 'Derby Works and Midland Locomotives' who was employed at Derby, apologising for the set being incomplete. I wonder where they are now? At the NRM or in Liverpool? There are photocopies of the appendix of Wishaw's 'Railways of Great Britain and Ireland 1842' listing Lion's original principal dimensions including its oval boiler, and much more of interest. I was particularly impressed by some of the correspondence with Charles Taylor-Nobbs which convey the vigour and enthusiasm of the early years of OLCO, years which I often refer to as OLCO's 'Golden Era' when Lion was regularly in steam and members were directly involved with its running.

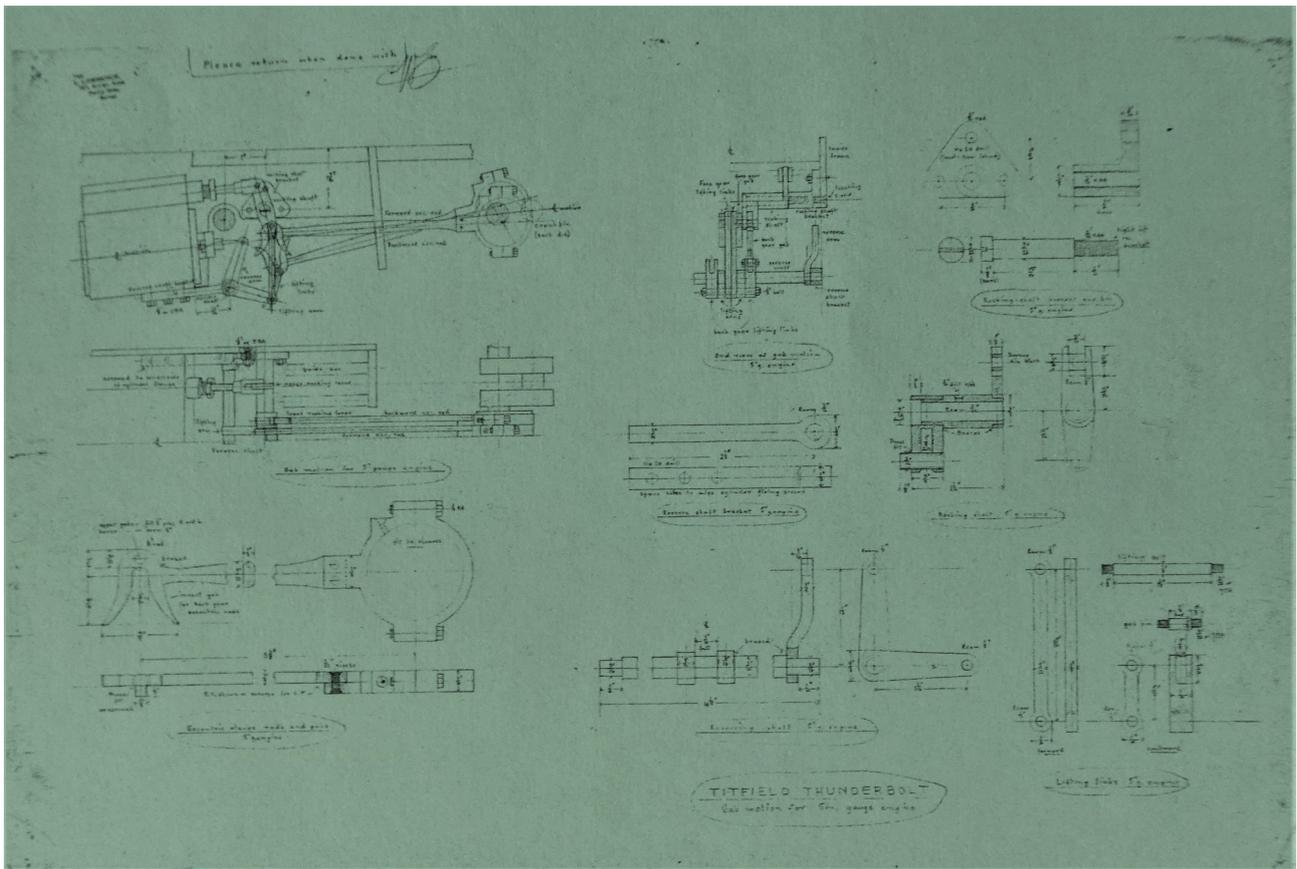
I hope, if some table space is available, to bring some of the material to the AGM for inspection as I am sure it will be of considerable interest. More later.

More for our Archive,

Mike Chrisp told me two or three years ago that he had the original sketches that LBSC made for Titfield Thunderbolt. He has managed to copy them in transmissible format and send them on to me. They are of the general arrangement and the valve gear and contain LBSC's annotated comments (and at least one obvious mistake!). Interestingly they come up very well when enlarged on my iPad screen. Adrian has managed successfully to get at least one of them transferred to Lionsheart so, I hope they will be of interest. I can email them to anyone interested. Mike also sent some black and white photographs of Lion's motion undergoing overhaul which are of exceptional quality which I can also email. We are most grateful to Mike for his kindness in sharing this fascinating material with us.

*LBSC's
General
Arrangement*





LBSC's Valve gear drawing. The originals are rather faint, I have increased the contrast as much as I can. Ed.

The Northern Association of Model Engineers Exhibition Oldham February 2019. I attended this exhibition with the OLCO stand and had a good position in the entrance corridor so that visitors got to see us twice, on the way in and on the way out! As usual it was a pleasure to meet old friends and to meet interesting people including an ex Crewe Works apprentice who worked on Lion when it was in the Paint Shop. It was a bit unfortunate that the Bradford Society had to cancel their appearance so I didn't have John Mills' Lion to impress the visitors but the late Barrie Larke's Lion chassis, now acquired by your chairman, was on show and was much admired, as was his tender frames which are wooden as per the prototype. It was a successful show from my point of view and well worth the effort of attending. I am very grateful to Bob Hayter, chief organiser and fellow OLCO member for arranging some welcome assistance with setting up and dismantling at the end which was most appreciated. The next exhibition will be Doncaster next month so I hope to see some of our members there.

Lionsmeet 2019.

I regret I have no information at present regarding the date or venue of this year's Lionsmeet.

The Late Barrie Larke's Workshop.

I have been helping Barrie's son Dave dispose of his father's workshop near Shrewsbury. I have, so far, managed to find a good home for a superb Raglan lathe but there is a Dore Westbury milling machine for sale. It has a speed controller and many accessories. Barrie was a meticulous worker and the machine is in excellent condition. Please contact me if you are interested. Also, anyone want a Paul Roland baby grand piano? Going free!!

I hope to see as many of you as possible at the AGM in June. It promises to be a very interesting meeting.

*Best wishes,
John Brandrick.*

Book Review, John Brandrick

On the Trail of the Titfield Thunderbolt. Simon Castens.
Thunderbolt Books, Bath.

This is a much enlarged edition of the book of the same name that Simon Castens published in 2000. There are 56 pages of text, maps and black and white photographs depicting locations on the film and of the actual filming. There is also a section of biographical details of the principal members of the cast. The author is a true enthusiast and his credentials are impeccable. He is the proprietor of the Titfield Thunderbolt bookshop in Bath and has taken over the publishing at Wild Swan books. His next book is about the making of the film. He also runs a gauge one Lion!

This book is a delight to anyone who shares the magic of Ealing Studios much undervalued masterpiece which stimulated the lifelong interest in many of us for Lion. One can sense the fun the Ealing people had making the film in the Summer of 1952 through the many illustrations and there is are several amusing and interesting anecdotes about the filming. There is a useful brief history of the Camerton branch and of the earlier canal. The front cover shows a Bedford OB coach similar to that used in the film and it is shown ascending the hill in Freshford which was one of the film locations on the occasion of the tour arranged by Don Kennedy to mark the 50th anniversary of the film in 2002. Some members will remember Don who lives near Ealing Studios and who came to talk to us at one of our AGM's in



Manchester about his 'Return to Titfield' tours.

This is a very enjoyable book and highly recommended. Good value at £8.95.

Simon's next book on the making of the film is eagerly awaited.

JB.

Save the date: The OLCO Annual Meeting will be held at the Museum of Liverpool by kind permission of the curator, Sharon Brown, on **Saturday 8th of June 2019**. Before the meeting Antony Dawson will speak to us about the Planet Locomotive and its valve gear starting at 12.00 noon sharp. John Brandrick has heard this lecture and commends it to us. Mr Dawson spoke at our last AGM and was very well received so do make the effort to attend.

That's All Folks, I hope you have enjoyed Lionsheart 92 and found something of interest.

Do send your comments, notes, articles, news to me, Adrian Banks,
lionsheart@adrianbanks.plus.com

If sending drawings or photographs please send as separate attachments, not embedded in an article, and please do not send as PDF since I cannot edit them.

Word or open document format is fine.