



THE RAILWAY MAGAZINE

NINE ELMS IN 1863

Joseph Beattie's "Havelock," "Medusa," and "Ajax" in front of the old drawing office of the London & South Western Railway, with their designer (right-hand figure)

From a painting "Beattie Days, No. 2," by C. Hamilton Ellis

Nine Elms in 1863

OUR coloured plate is reproduced from one of a pair of oil paintings by C. Hamilton Ellis, and reconstructs a scene outside Nine Elms running shed, London & South Western Railway, in 1863, when Joseph Beattie, the figure on the extreme right of the picture, was at the height of his fame. The yellow brick building in the background, the shell of which survives at the time of writing, minus the clock tower, was his drawing office, and stood almost in the midst of the old semicircular running shed, demolished when the works was removed to Eastleigh and the present "Nine Elms Loco." was built. Of the locomotives in the picture, the *Havelock*, on the left, was one of the later batch of Beattie's single expresses, described in *The Railway Magazine* of September, 1936.

The red engine, *Ajax*, was mentioned previously and illustrated in the succeeding issue, when the first Beattie locomotives were described; it belonged to the "Hercules" class, the only Beattie 2-4-0s to have inside cylinders. It may be recalled that the *Havelock* was built in 1858 and ended her days on stationary duties. An old photograph shows her minus her driving wheels,

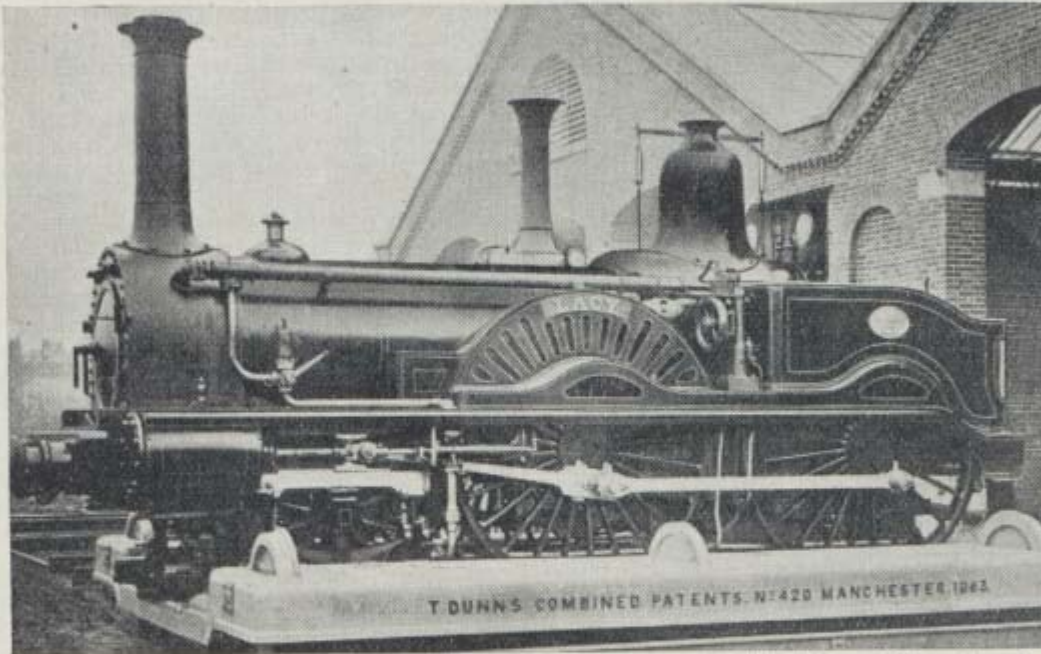
which suggests that she finished up as a boiler rather than an engine.

The *Medusa*, dominating the picture, carried the number 55 and was one of three 5 ft. goods engines with 16 in. by 22 in. cylinders, built at Nine Elms during the first part of 1853. The others were Nos. 56, *Mentor*, and 57, *Meteor*, and they carried works Nos. 7-9. They had Beattie's patent double fireboxes and combustion chambers, and jet-condenser feedwater heaters of the single-barrel type which the late E. L. Ahrons called a "pup chimney." The *Ajax* is shown with the three-barrel type of condenser. Injectors were not used; the donkey pump working in connection with the feedwater heater is clearly visible on the nearside platform behind the driving-wheel splasher; also the ordinary feed pump working off the cross-head. The *Medusa* was broken up in June, 1884, and the other two of the trio lasted exactly two years longer. The *Havelock* is shown with the form of heater which later became the standard arrangement—it consisted of concentric tubes containing feedwater and exhaust steam respectively—and was fitted to subsequent Beattie engines up to and

including W. G. Beattie's "Jumbos," the 4-4-0s of 1876.

The *Havelock* is shown in the standard express passenger livery of the 'sixties; the *Medusa* carries the plain black and white lining-out used for goods and tank engines; the *Ajax* is in the red which was standard for all engines up to 1859 and which is believed to have been used by J. V. Gooch in the 'forties. Later, the *Medusa* and her sisters acquired new dome and safety-valve casings of bright brass, and the condensers were removed, giving them a more elegant appearance.

reproduce showing Joseph Beattie's 7-ft. 2-4-0 express engine No. 158, *Lacy*, on a Dunn's patent steam traverser installed at the works in that year. The boiler and chimney of the traverser engine can be seen above the locomotive boiler barrel over the driving wheel splashers. The *Lacy* was built in 1859 and was one of a series of four with 17 in. by 22 in. cylinders, of which the others were Nos. 157, *Clyde*; 159, *Castleman*; and 169, *R H Dutton*. All had Beattie's patent boilers with double firebox and combustion chamber, and the concentric-tube



Joseph Beattie's 7-ft. 2-4-0 express locomotive No. 158, "Lacy," London & South Western Railway, on Dunn's patent steam traverser, which was installed at Nine Elms in 1863

The positions of the Salter and lock-up safety-valves were reversed at the same time. One other characteristic Beattie feature, prominent on the *Medusa* and still to be seen on the Beattie tank engines at Wadebridge, Southern Railway, is the leading floating axle-box. It was supported only by the underslung spring, having no horns, and was intended simply to steady what was a rather nose-heavy type of engine while running at speed. The main bearings, of course, were on the inside frame, and the floating axleboxes were absent from the "Dane" class 2-4-0s of 1855, which the "Medusa" class rather resembled.

Another scene from Nine Elms in 1863 is portrayed in the photograph we

type of feedwater heater. The *Lacy*, in April, 1864, conveyed Garibaldi to London during his visit to England in that year. In 1864, too, three more seven-footers were turned out: Nos. 73, *Fireball*; 74, *Firebrand*; and 75, *Fireking*. They were very similar to the first set, which had themselves differed slightly in detail. They took the names of three old Rothwell singles. Four years later there appeared six more, the final batch: Nos. 95, *Centaur*; 96, *Castor*; 97, *Pegasus*; 98, *Plutus*; 99, *Phlegon*; and 100, *Python*. They were built new with brass domes having the smaller bellmouth and the Beyer type of copper-capped chimney. They were supposed to be Joseph Beattie's pet engines.