

LIONSHEART
NO.2 AUGUST 1984.

THE OCCASIONAL NEWSLETTER OF THE 'OLD LOCOMOTIVE COMMITTEE'

On Sunday 9th. September 1984 LION should be enjoying her only Public Steaming this year.

Unfortunately, IRON DUKE, will not, as intimated in the newsletter last month, be ready to steam alongside her.

Nevertheless the O.L.C. will have their first opportunity to perform one of their essential functions - acting as both escorts and guardians for the Old Lady whilst away from her lair in Liverpool.

There has been a lot of enthusiasm to volunteer for this privilege, but there is still plenty of room for all the other members who wish to participate.

Basically LION will arrive at WROUGHTON AIRFIELD (SWINDON-DEVIZES ROAD, A361). by Low-Loader sometime on Thursday 6th. Sept. Press day is Friday 7th., and anyone extrovert enough to appear in full William IV/Early Victorian costume will excite the attention of the T.V. cameras that are expected to be present.

Saturday 8th. is "our" day when, if the weather is kind, and there are no mechanical and/or 'legal' problems, a contribution to our funds could permit the donors to get their hands on the regulator for a journey somewhat in excess of a furlong, but less than a quarter-mile.

We also need to take the time to ratify one or two of the proposals and resolutions mooted at the Inaugural Meeting in Liverpool.

Sunday 9th. is the Public Day and we need to provide a minimum of six 'Station/platform staff'

Duties will mainly consist of keeping the queues patient and off the platform until the arriving passengers have alighted and left the Station.

The next Departure must then be seen off, scrupulously avoiding the slightest breach in the Safety Regulations.

Quite a serious task which no one should be asked to perform for more than two hours at a stretch.

There is an area on the site set aside for Camping and Caravaning. It is however essential to let Andrew Patterson of the Science Museum Staff at Wroughton know just when you hope to arrive and depart.

Telephone 0793 814466 or 01-589-3456 X632. Or let Charles know on 01-539-1475 or append a note when sending in your subscription to him.

We could do with at least one camper/caravaner on Thurs., Fri., Sat., and Sunday nights so that LION is not left entirely alone out in the open during the hours of darkness.

All in all it promises to be a very exciting weekend whatever the weather.

DO WE NEED A REPLICA ?

With an 146 year old artefact like LION to care for what on earth would be the point of even considering a replica of an identical or similar locomotive from the same stable ?

The "O.L.C." is never likely to be big enough to fund such a project from it's own resources, although it is very likely, if it isn't already, to become influential enough to influence the raising of the resources required to fund such a project, should such a project ever be thought worth contemplating.

Experience with replicas is not particularly encouraging, as those of us who were at 'Rocket 150' will well remember.

There are, of course, certain ethical considerations:-
Someone sometime in the next century will probably gain themselves a Ph.D. with a thesis on the use of crosshead ('Phillips') screws in W.W.1. aircraft, i.e. about 25 years before they were actually invented ! Simply because it will have been forgotten that the Science Museum "originals" are bit like LION, extensively repaired !

"It's had two new 'ead's and three new 'andles but it's still the old horiginal haxe wot chopped off the 'ead of Anne Boleyn"
as Stanley Holloway used to sing.

Then there is the "FIREFLY PROJECT" to build a replica Broad Gauge Locomotive at 5/7th. scale to run on B.R. metals so that 4ft.8.5" can pretend to be 7ft. 0.25" and the loco. will 'look right' proportionately.

Nice as the idea is, there is a very real risk of confusing the Industrial Arcaeologists of the future.
After all LION is confusing

enough after a mere 50 odd years ! The differences between what was done in 1838, the 1840's and 50's, and 1928 is not all that readily discernable, otherwise a research Group like ours would not need to exist, even though we can and do have several important functions other than just pure research, thus justifying our existence in other ways.

Could one of those 'other ways' be the sponsoring of a replica ?

A replica of LION ? Certainly not just a copy of the one we have...but maybe her sister TIGER.....built not as a copy, but even more original the the "original" that lives in Liverpool.....or maybe one of the half-sisters, such as one the 2-2-2's like PANTHER or LEOPARD....

The July 1984 issue of "Railway World" contains an article on p359 by Dr.Richard Hills, the curator at Liverpool Road station Manchester. He discusses the building of the replica coaches there, then goes on to say:-
....."one day, if finances allow, the dream might be realised of building a replica locomotive of the same period to go with the carriages..."

So it would seem that such a project would be useful and worthwhile.

After all there must come a time when it will be just too hazardous to move LION out of the museum, let alone steam her.

Then again the research effort required would inevitably assist our understanding of LION.....

The correspondence columns are open to both the Supporters and the Objectors to such a notion.

This idea deserves to be seriously considered.

BAZZAR STALL MEMBER'S WANTS

HAS ANYONE GOT A SPARE COPY FOR SALE OR LOAN OF THE ATLAS WHICH SHOULD ACCOMPANY G. DRYSDALE DEMPSEY'S "RUDIMENTARY TREATISE ON THE LOCOMOTIVE ENGINE" Pub.1857 Reprint1970 KINGSHEAD REPRINTS. Box.100.

MILLING MACHINE: PREFER ONE WITH A MOVING TABLE AND FACILITY FOR ROTATING THE CUTTING HEAD FROM VERTICAL TO NEAR HORIZONTAL: DUAL (IMPERIAL/METRIC) DIALS PREFERRED PLEASE STATE PRICE REQUIRED. Box:102.

"BAZZAR STALL" IS A SERVICE TO MEMBERS OF THE "O.L.C."
INSERTS ARE FREE OF CHARGE.

MEMBER'S SALES

CASTINGS FOR AN ACCURATE 1/8th. SCALE MODEL OF 'LION' TO STEAM ON 7.25"6. CAN BE OBTAINED FROM:-DAVID ROYLE, 3 VAN DYKE ROAD, GADBY, LEICESTER.
Special discount for Members of the O.L.C.

GEORGE PARKER BIDDER-THE CALCULATING BOY by E.F.CLARK.
The life of a remarkable Victorian engineer.
May be ordered direct from the publishers KSL PUBLICATIONS, Ballards, Knotting Green, BEDFORD MK44 1AA. Price '21 inc. P&P.

FOR SALE:1871 Edition of LOCOMOTIVE ENGINEERING AND MECHANISM OF RAILWAYS by ZERAH COLBURN in TWO VOLUMES.
Accept '180 o.v.n.o. Box 101.

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FOR THE CONVENIENCE OF THOSE MEMBERS GOING TO THE WROUGHTON OPEN DAY AN ACCOMODATION LIST (ALBEIT DATED MARCH 1981 !) IS ATTACHED.

THERE MAY BE SOME CHANGES IN BOTH SOME OF THE PLACES AND SOME OF THE PRICES OVER THE LAST THREE YEARS, BUT AS A BASIC GUIDE, IT SHOULD BE QUITE HELPFUL.

?ENQUIRY CORNER ?

Q? Is it possible to build a perfect scale model of LION correct to the last infinite detail ?

It is possible to build such a model of any Locomotive or other artefact that takes one's fancy. The question is incomplete since it fails to define the purpose such a model is intended to serve.

If the completed model is for a glass case (witness the superb replicas in model form in the Science Museum at South Kensington!) then the task is merely an extension of the Toolmaker's art.

If, however, the requirement is for a live steam passenger hauling engine then certain compromises are essential.

Whatever Gauge/Scale ratio is chosen, boiling water is still boiling water, be the quantity large or small, and 80lbs. pressure per sq.inch is always 80lbs. no matter how many or how few square inches you have actually got.

As 'LBSC'(q.v.LIONSHEART No.1) always used to say "You can't scale Nature"

Finally, if LION is your chosen prototype, then, for absolute perfection, you will have to make up your mind exactly which date your model purports to represent.

From a modellers point of view her current, post 1980, condition would be the most difficult since the Air-brakes under the Tender and the Ashpan-damper, together with the new chains and other Safety-features insisted upon by B.R. are not too easy to model accurately, and almost impossible to make work if the materials used were of scale thickness.