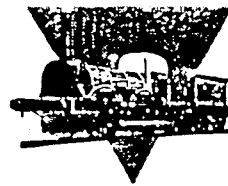


# Lionsheart



THE OCCASIONAL  
NEWSLETTER  
OF THE  
OLD LOCOMOTIVE  
COMMITTEE

8-

Number Eight. SUMMER 1986.

## BIRTHDAY "CAKE" ?

The 150th. Birthday, will, we hope, be celebrated during the last week in May/ early June 1988 and the support of every member is going to be essential if, as we trust, LION will be steamed again.

THE TARGET DATE IS  
SATURDAY 28th. MAY 1988 AND  
THE FOLLOWING BANK HOLIDAY WEEK.

Currently there is a slight hiatus with the M.D. & H.B. regarding the precise site. There is some track still in situ at both Riverside Station, now abandoned, and Prince's Dock East. It is extremely doubtful if either of these sites will actually be redeveloped before 1988, even though the M.D. & H.B. believe they will.

Letters from those members who are also citizens of Liverpool, or have an interest in the City must be written to the local press NOW.

Alerting everyone to the possibility of losing a valuable tourist attraction to either Manchester, Steamport, or Tyseley ought not to be delayed and a campaign cannot start too soon.

By the time this years LIONSMEET on the 24th. Aug. is over there will only be approx. 612 days left to organise everything.

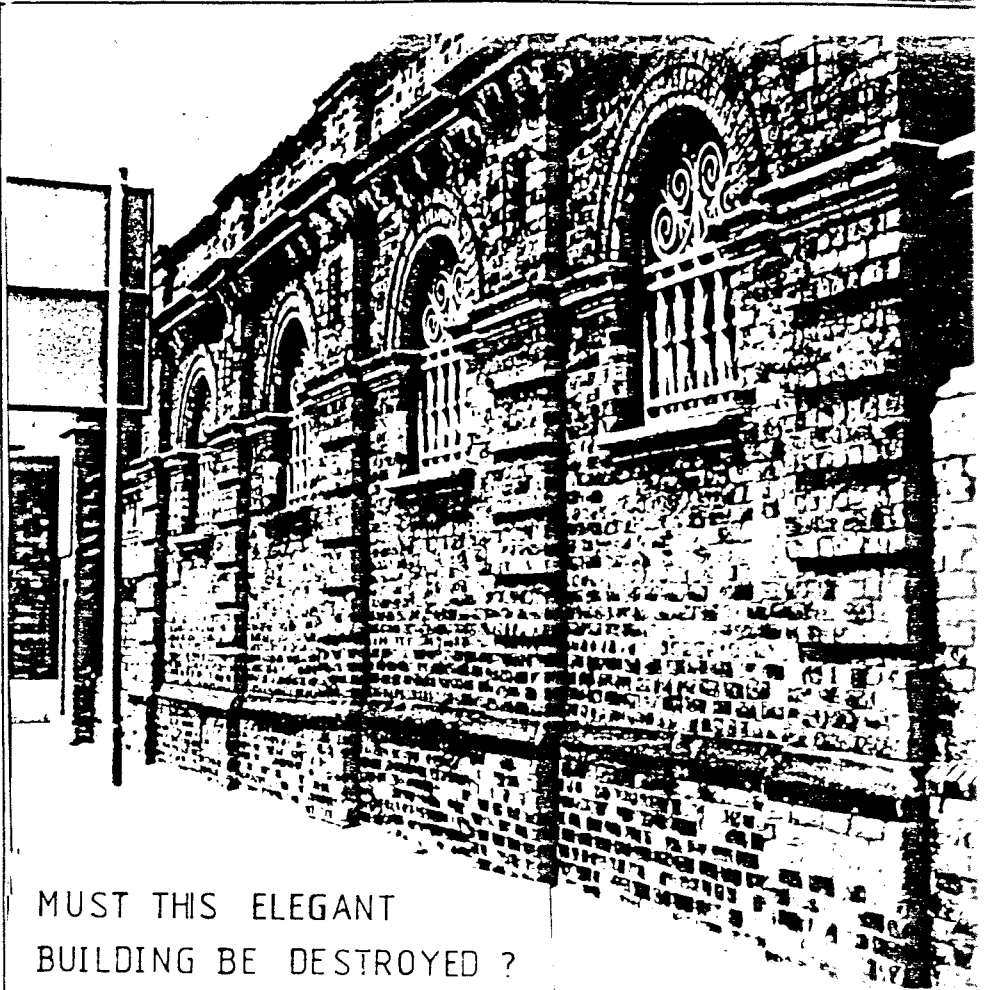
We cannot even begin to approach possible sponsors, (e.g. commercial firms who use a lion in either their title or as a trade mark) until we know for certain just where the celebrations will be held. We feel justified in trying to be a little more ambitious than just steaming LION over the 200yds. of track at Wroughton in Sept. 1988. That we should also go to Wroughton as well in that year would make a very agreeable start to the Autumn. Very much "also" NOT "instead"!

It would be very remiss if the City of Liverpool failed to take the opportunity of attracting tourists to the celebration of this unique engine's 150th. 'Birthday' and allowed the 'Party' to be held in either Manchester or Birmingham.

LION will in fact now have to go by road either to Tyseley (nr. B'gham) or to Dinting (nr. M/chester). Organising the facilities for effecting the essential repairs to the wheel profile and some other technical adjustments are the subject of negotiations by the Museum and do not directly concern OLCO members.

Both depots have very excellent facilities for displaying and running LION which, coupled with the fact that Tyseley will be having their own sesquicentenary of the London & Birmingham Railway in 1988, LION could find herself as a very welcome guest there for the whole of that year.

Contd. page Three



## MUST THIS ELEGANT BUILDING BE DESTROYED ?

Picture by David Neish.

### THE PUMPING HOUSE.

WAS 'LION' INCARCERATED IN THIS  
BUILDING BETWEEN 1859 AND 1929 ?

We are most anxious to find a picture of the precise manner in which LION was connected to the ladder-pump during her 70 years sentence of 'imprisonment'.

We also need to prove conclusively that her 'jail', the pump-house, was in fact the small outbuilding near the entrance gates of Prince's Dock. This site and building is so important a link in the research chain that we really need to know not only the nature of the planned re-development but a fairly precise timetable together with M.D. & H.B. permission to measure, photograph and record every last detail of that building before it is lost forever.

Our own membership, together with members of the Liverpool Industrial Archaeology Society, being dedicated amateurs need some warning to be able to take time off from their normal lives for this vital task. It is to be hoped that we shall not arrive at the Pier Head one morning to find that the Bulldozers have already moved in.

The M.D. & H.B. of sixty years ago were very conscious of the value LION to the City (vide Adria Jarvis' article from the Jan. 19 'Railway World' which illustrates the part they played in the rescue Nowadays progress and bureaucracy hand in hand. OLCO can only rely the force of local opinion and hopefully, a threat by someone slapping a Preservation Order vital links with our history..

Is the proposed development such that it cannot be delayed until 1988?

Or such that a permanent rail track could not be incorporated in the plans?

## COMING EVENTS

Do not forget LIONSMEET 24th August; WROUGHTON 12th., 13th. & 14th. September; and MERSEYSIDE M.R.S. Exhibition 24th., 25th., & 26th. October, venue ALBERT DOCK LIVERPOOL.

We shall need a few more volunteers to help man the stand at this year's

TOURIST AND JOB

OPPORTUNITY.

Contd. from Front page.

Not exactly a situation that will do much for the citizens of Liverpool or assist the Museum to fulfil one of its important objectives of attracting visitors (and their money) to the City.

From the point of view of logistical administration an attractive track, such as that which exists at the Prince's Dock with a high wall 'twixt track and the A565 (New Quay-Bath Street) would be hard to beat. The cost of putting this site to use would be almost small enough for even OLCO's resources.

There are double tracks alongside the wall adjacent to the main road and also adjacent to the shed wall. They extend for a good quarter of a mile.

Each double track has several crossovers and there is one link going right across the yard giving access from one pair of tracks to the other.

For either pair one side is effectively fenced. Hence only the expense of providing fencing for one side in order to comply with the directives of Major Olver, the Inspecting Officer of Railways, would be necessary.

The rail section is of the grooved tramway type. It would need a small 'plough' constructed specially for towing behind a Land Rover to clear years of accumulated filth.

Probably it would be necessary to clean all four tracks to carry out a proper inspection before deciding on the safest of the four to use.

It may also be essential to use such a plough daily during operations since the wind will probably keep refilling the grooves with dirt.

This would be a very central sort of attraction for visitors, being adjacent to the Liver Buildings and the Museum's Large Object Store, which is almost fully open to the Public right now.

Museum has become The National Museum and Galleries of Liverpool money might be forthcoming to implement a long standing low priority plan to move the Transport Gallery from William Brown Street. Where better than to Riverside Station?

This would involve the cost of replacing the roof as well... all in all a quite a lot of money. However LION is not the only locomotive in the Transport Gallery and the prospect of a living Museum with regular steamings of both indigenous and visiting engines would almost certainly go a very long way to making the high capital cost a worthwhile investment.

We all know that it is possible to arrange for LION to be steamed again for her sesquicentenary; but surely not as an attraction in Manchester or Birmingham when Liverpool has so much unemployment.



The line run to Southport (Steamport) again over public rails will require a number of technical points resolving first. Then the charges British Rail will make are likely to be exorbitant.

It is known they wanted £3000 just to lift the 'IRON DUKE' replica off the well-wagon onto the adjacent Broad gauge track at Didcot. Such sums would be far better invested in moving to Riverside and eventually show some return on the outlay rather than on a 'one-off'.

As we have already said, the Museum has 'locomotives other than LION and replicas of a similar or later vintage borrowed, on occasion, from other Museums, and actually 'in-steam' from time to time would have great tourist potential.

Lionsheart

Firstly: Apologies for a somewhat thinner issue than usual. This is not due to a lack of material, far from it, just that it is simply impossible to edit and prepare the articles on hand in the time available to print and post the all important directions for the LIONSMEET on the 24th. August before the end of July.

The Kitson College Silver Jubilee week was very enjoyable. The organisation of the event and the hospitality left nothing to be desired. Lord Scanlon's opening address was one of the most sensible speeches by any politician of any political colour to be heard for very long time.

A transcript is now to hand and will appear in a future LIONSHEART.

OLCO was very ably represented by Jim Mercer and Peter Bell providing a steam hauled passenger service along the corridor from the head of the staircase to the Lecture Hall. Our thanks to each of them for bringing their 5"Gauge models of LION along and keeping them in steam for four very long days.

Many friends were made at the College during that week and it was a great pleasure to renew their acquaintance when they joined us for the fascinating Canal-trip Supper following the A.G.M. at Armley Industrial Museum.

The Curator, Ron Fitzgerald, and his staff did so much to make OLCO welcome even putting JACK in steam for us.

Ron Redman and Geoff Horsman gave us a well researched and illustrated preamble to the Sunday morning tour of the now, alas mostly derelict sites associated with James Kitson I. and the birth of LION.

Our Chairmans excellent address of the association of Leeds with the development of the steam locomotive will also have to appear in a future LIONSHEART.

Joe Lee, Chairman of the Middleton Railway (and an OLCO member) arranged for us all to be treated to a fascinating workshop visit and a steam hauled trip over the full length of the line to round off the Sunday visits for most of our members.

Once again we extend our very grateful thanks to everyone who did so much to make the A.G.M. weekend a memorable one.

Some members stayed behind after lunch for an afternoon riding on the Abbey Light Railway. This is a Diesel hauled N.G. line run by Peter Lowe of Kitson College and his wife and family.

This delightful little line runs through the woods of Kirkstall Valley Park and we include Peter and his family in our sincere thanks.

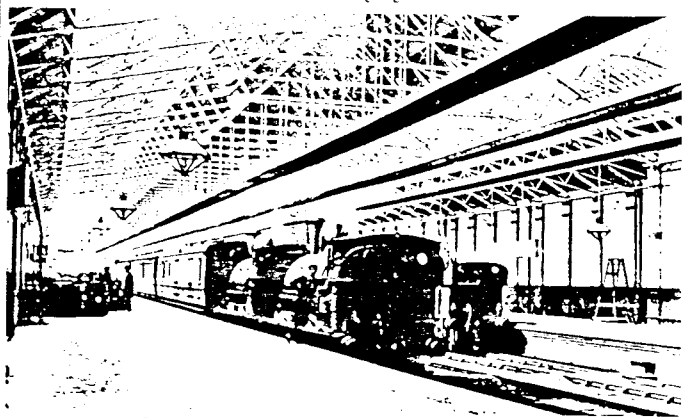
A thank-you also to David Neish and Guildford M.E.S. for entertaining us so well during their Open-weekend. To David Haley, Joyce Kendall and Harvey Harris (who brought his partly completed 5"G. LION model for their help on the stand. To Eric Lindsay for bringing his 7.25" Tender and loco chassis of LION.

This will be a truly magnificent beast when completed.

To all the other OLCO members who have helped make these first three major events for 1986 such a success. Thank You

AN ILLUSTRATED SURVEY OF LIVERPOOL'S RAILWAY STATIONS 1830-1985

Liverpool Riverside (Mersey Docks & Harbour Board) Line opened 12-6-1895 Station opened 12-6-1895 Station closed 25-2-1971 Line closed 25-2-1971 This station catered for the passenger traffic to and from the ocean going liners that once graced the Mersey. It was sited in dockland and was connected with the main-line network via dock lines to Waterloo Goods station (L.N.W.R) where Edge Hill could then be reached. The station was situated between Princes Dock and the landing stage.



Riverside Station in early days. (Photo J. Ryan Collection)

CAN RIVERSIDE BE RESTORED ?

Equally as attractive, if not even more so, is the abandoned Riverside Station.

The platforms still exist but the cost of excavating and then moving the rubble etc. now filling the space between them could be too

Even then we may find that the rails had been lifted, although it is suspected that they are still there, buried.

Beyond the infilling there is another quarter mile or so of double tracks available, and, we think, usable.

EDGE HILL (GREAT NORTHERN) FINEST VIEW OF THE CITY COMPILED BY ROB GELL

Report of Executive Officers for  
year to 5 April 1986

The Old Locomotive Committee (OLCO) was formally constituted at the First Annual General Meeting held in the Merseyside County Museum on 15 June 1985. The constitution (already circulated with LIONSHEART) was adopted and the members of the Steering Committee who had conducted affairs since the Inaugural Meeting were elected as Executive Officers. Mrs. Dorothy Bell was also elected as Executive Officer at the same meeting.

The Executive Officers have met twice during the year under review

The only other OLCO activity officially organized during the year was LIONSMEET held at the grounds of the Guildford Model Engineering Society to whom hearty thanks are due. The excellent arrangements were due in large measure to David Neish who must also be congratulated on the winning performance of his LION model.

Members were asked at short notice to assist with the running of the SANS PAREIL replica at the Science Museum Open Day at Wroughton airfield. Although it is unlikely that this can be organized in future as a regular OLCO event it seems that if we hold an Autumn Event to coincide with the Wroughton Open Day, members will almost certainly be able to be involved in running whatever locomotive is there.

All this has been faithfully reported in LIONSHEART which Charles Taylor-Nobbs continues to edit so successfully. He also combines this editorship with being Secretary and Treasurer so OLCO continues very much in his debt.

County Museum has been maintained but until the effects on the Museum of Local Government Reorganization on 1 April 1986 have been worked out, uncertainties have inevitably meant that our liaison has been less close. We expect that matters will be clarified well before preparations have to begin in earnest for the celebrations of 1988.

The Executive Officers welcome the way in which the activities of OLCO are broadening. Membership is growing steadily. Little has been done yet in the fields of Archives and Costume but it is hoped to make a start during the current year. It is felt that a good beginning has been made in establishing OLCO on a permanent basis.

Chapel Green,  
Long Melford,  
Sudbury,  
Suffolk.

Telephone: Sudbury (0787) 73701

31st. May 1986

The Editor,  
Lionsheart,  
Rozella Lodge,  
329, Hainault Road,  
Leytonstone,  
London, E11 1ES.

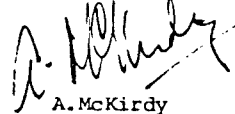
Dear Sir,

With reference to the report "Wroughton 1985" which appeared under my name in issue No. 7 of Lionsheart, I wish to state publicly that I profoundly disagree with the many editorial alterations made to my original draft. The principal of these are as follows:-

1. Whilst I accept that the word eccentric may occasionally have been spelt excentric during the first few decades of the 19th. century, it was far from being universally adopted. I am quite sure that Hackworth would perfectly well have understood the meaning whichever spelling was used. Furthermore eccentric is, and always was, correct, as the word derives from the Greek EKKENTROS - EK = out of, and KENTRON = centre. One might have expected the Romans to have used the 'x', but Latin texts quite clearly show them to have spelt it ECCENTRICUS. There was, therefore, absolutely no justification for introducing a thoroughly spurious spelling.
2. When describing the erratic valve timing I was extremely careful to quote Mike Satow verbatim, his actual words were:- "Provided you can count four distinct beats you are doing well!", and not as re-written by the Editor.

In view of the foregoing I wish to dissociate myself completely from the report as published.

Yours faithfully,



A. McKirdy

The Editor unreservedly apologises for taking some short cuts with Alan's article.

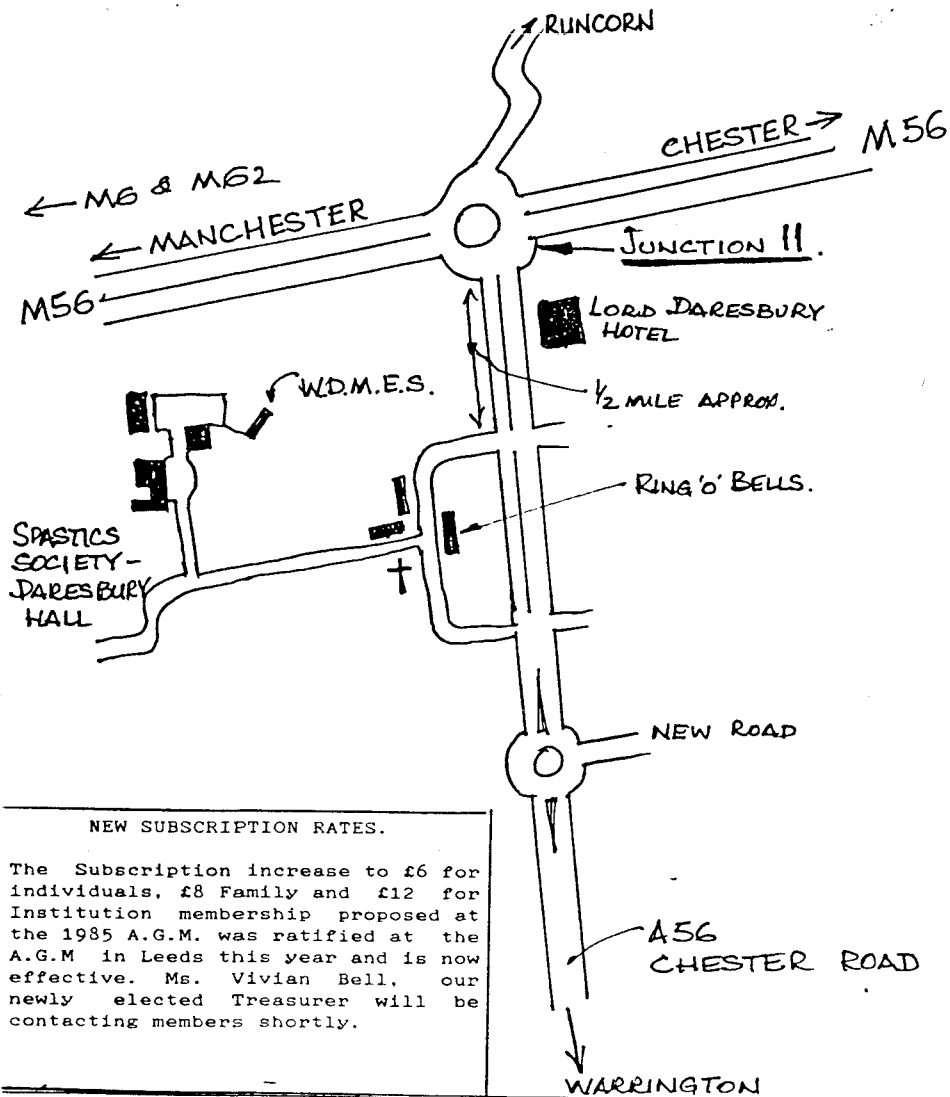
One of the great benefits of the latter day electronic wizardry is that one can chop up articles and/or letters and amalgamate or rearrange at will. One of the great temptations is to add those bits to new articles and letters. The seams don't show but the prose style (and spelling!) often does.

The Editor also quoted Mike Satow verbatim in the article he wrote for Model Engineer, too many slices of which he quite wrongly put under Alan's by-line. Obviously Mike must have said something similar on two separate occasions. The Editorial correction was correct but, as it now transpires, unnecessary.

In J.G.H. Warren's "Century of Locomotive Building 1823-1923" the word 'eccentric' cannot be found in the index only 'excentric'. This does not of course invalidate Alan's very scholarly exposition.

As the Editor now has access to a photocopier with 1:1, 1:1.12, 1:2, 1:0.8 and 1:0.7 ratios all future letters can go into LIONSHEART without any recopying as a straight photo reduction. Following this unfortunate episode, future articles from anyone will now have to be typed within a 10cm. wide column (approx. 36 characters to a line). These can then be cut and pasted onto a sheet of A3 in three columns and photoreduced to A4. The 'R.H. justify' will be lost if an ordinary typewriter is used, but that will be such a saving in Editorial time that we hope readers will not find a ragged right margin unacceptable.

# VENUE FOR LIONSMEET



LIONSMEET; WARRINGTON & D.M.E.S.  
24th. AUG. 1986

N.B. EVERY MODEL MUST BE COVERED BY A CURRENT BOILER CERTIFICATE IF IT IS TO BE STEAMED.

From Warrington Town Centre take the A56 Chester Road. Follow signs for CHESTER and NORTH WALES. Approx. 3 1/4 miles take a Left turn into DARESBUY village. 200yds. Pub. RING O'BELLS. Turn Left. Approx. 800yds Turn Right into SPASTICS SOCIETY. Go as far as you can to a large Car Park. Clubhouse is on the R.H. side. Parking is Free but there will be a Collecting Box in aid of the Spastics Children. Please be generous.

From the M56; Exit at Junc.11. Approx. half a mile to DARESBUY VILLAGE. Then a RIGHT turn at the RING O'BELLS instead.  
RULES: Same as last year; Free running in the morning. Dynamometer trials in the Afternoon.

### AMERTON FARM.

Members travelling on the A51 between STAFFORD and UTTOXETER will find it very worthwhile to visit Amerton Farm. The food is excellent the surroundings a delight and milk from the pedigree Jersey herd is turned into a speciality Ice-Cream on the premises. There is a Garden Centre, Craft Workshop and Gipsy Vardo under construction to be seen. The father of the farmers wife is our member Bernard Bagnall. He is often to be found in and around the farm. He is also a modeller of great skill who has applied some very original ideas to the 5" G. model of LION he has under construction. It will not be in-steam, but should be on display at LIONSMEET.

### NEW SUBSCRIPTION RATES.

The Subscription increase to £6 for individuals, £8 Family and £12 for Institution membership proposed at the 1985 A.G.M. was ratified at the A.G.M in Leeds this year and is now effective. Ms. Vivian Bell, our newly elected Treasurer will be contacting members shortly.

### OBITUARY

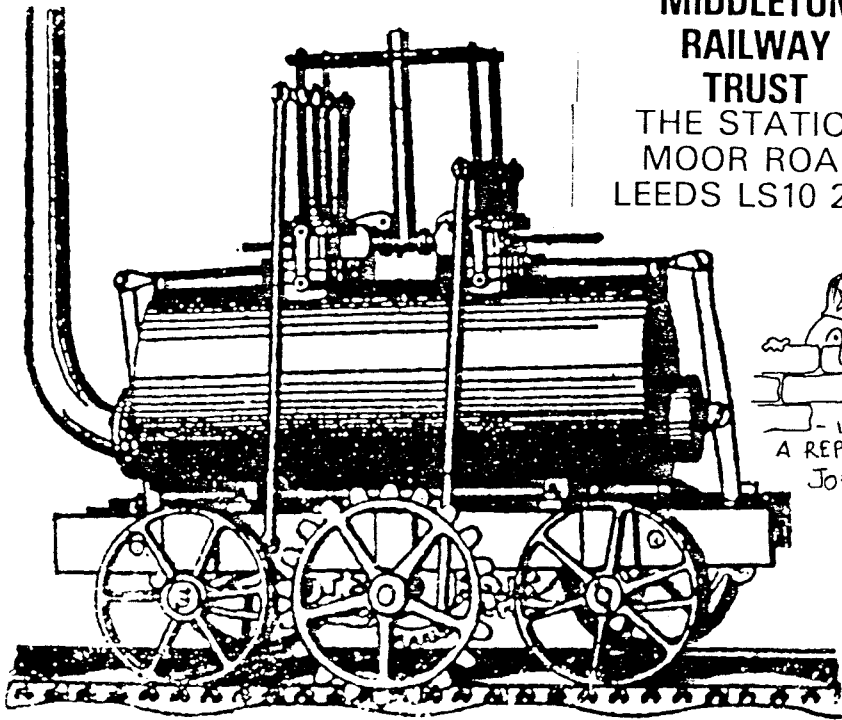
It is with great sorrow that we have to record the sudden and totally unexpected death of Sylvia, the much loved wife of Barry Smith. Barry is the regular B.R. driver for replica locomotives.

Those members and their friends who were fortunate enough to attend our Autumn Meeting at the Wroughton Open Day last year will have no difficulty remembering the patient instruction and infectious good humour we all enjoyed from every member of the three 'man' team that accompanied 'Sans Pareil', Mike Satow, Barry and Sylvia Smith.

It was particularly fortunate that OLCO had taken a video film of events over the '85 Wroughton Weekend and were able to send Barry a copy. Although it was just pure chance, because no one could have guessed at the imminence of her tragic heart attack, Sylvia not only appears on the video a few times but she can also be heard speaking.

Barry is so grateful to have this record of their last weekend together and has asked that his sincere thanks be extended to everyone for their messages of support and sympathy. Life goes on and he looks forward to renewing his happy connection with OLCO again this year when he accompanies LOCOMOTION to Wroughton.

## WORLDS OLDEST RAILWAY MIDDLETON RAILWAY TRUST THE STATION MOOR ROAD LEEDS LS10 2JQ



- NOT ABOUT A REPLICA THEN JOE?

1812 "Salamanca"