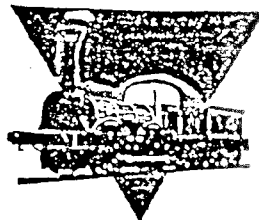


The Lion'sheart



THE OCCASIONAL
NEWSLETTER
OF THE
OLD LOCOMOTIVE
COMMITTEE.

SEASONS GREETINGS TO ALL OUR READERS
NUMBER TWELVE Winter 1987

MOMENT OF SUSPENSE

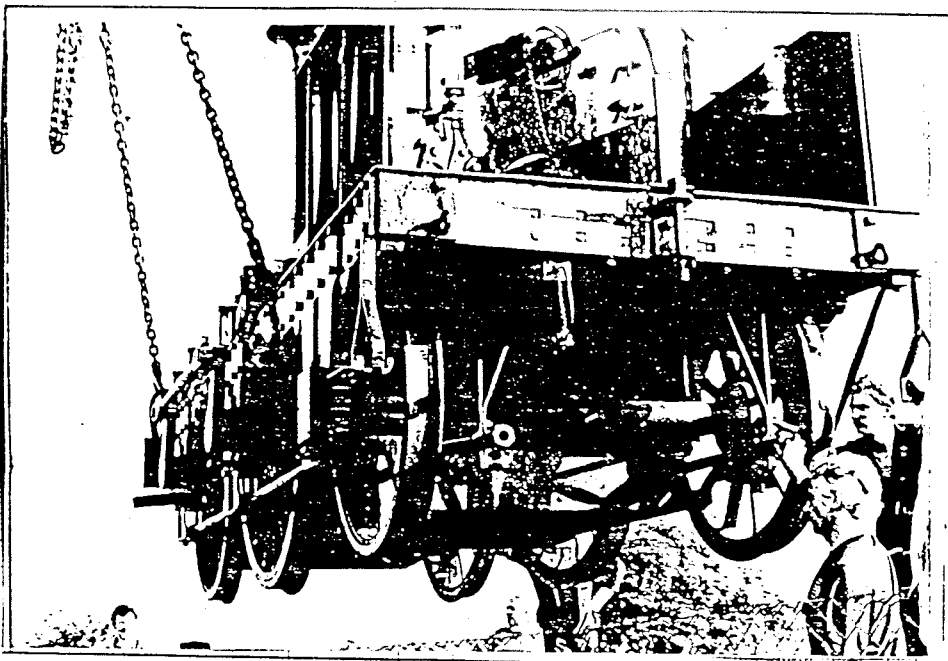
It can certainly be a very suspensful moment when one has arguably the world's oldest working locomotive some twenty feet in the air dangling by what seem mere threads.

However these threads were actually strong chains and LION was firmly shackled by them to the jib of the Fifty-ton steam crane at the Dinting Railway Centre, Glossop in Derbyshire.

It was here that LION had come for a major overhaul, (including some new tyres and the cracked lug which holds the four R.H. motion bars to the rear of the R.H. cylinder), direct from the busy Summer of steaming at the Crewe Heritage Centre.

There would be a busier Autumn of steaming than was anticipated that glorious Monday morning (24th. Aug.) following an unbelievable Monsoon which had persisted all Sunday, washing out any hope of any Public attending for our farewell run. The two low-loaders which were to take LION over the Pennines had been waiting patiently since early morning for the B.R. shunter to arrive and move her across the site. True to form the little diesel turned up about an hour and a half late but, surprise surprise, turned out to be an OB 'Cauliflower'!! (Picture p.2)

Not quite the 'Blackberry Black' of the L.N.& W.R. but definitely Black lined out red and pale grey, with a cast number plate, OB 907 in pre-LMS style figures on a red background and THE Coat-of-Arms. If it had not been for the Bumble-Bee hazard riping fore and aft anyone who don't know better would have sworn they were looking at an original pre-1914 Premier line goods engine.



THE ARRIVAL AT DINTING. LION IS SAFELY THERE. NOW WHERE ARE THE OLCO VOLUNTEERS? MEMBERS URGENTLY NEEDED TO ASSIST WITH THE MEASURING OF STRIPPED DOWN PARTS. PHONE BARRY SMITH: -0625 828351.

The Dinting crew work as a team and were very relieved when the low-loader with the tender and 3rd. class coach finally ground up the hill and turned onto the site for off-loading. In fact they had almost completed the task when the last of the convoy of Land-Rover, LIONBUS and OLCO cars arrived just in time to watch (and worry) as LION was lifted over the boundary fence to be re-railed and re-united with her tender and the coach. Once safely in the shed for the few remaining days before the weekend, those OLCO members who had been with LION for every steaming day and the majority of the intermediate days at the Heritage Centre, decided to go off for their Summer holiday. This consisted of one wet day (a visit to Chatterly Whitfield (coal mine) and one dry day, (a play with the trams at Crich and tea with our old friends at Eutterly, home of the 8F we had driven at Crewe).

On Saturday LION was lit up again for the first of what should have been the last three days in steam for 1987 but in fact got stretched to a further couple of weekends. That evening at the Annual dinner which always follows our AGM's LION was left on the track just

CONTINUED ON PAGE SEVEN.

FURTHER CHANGE

AT CREWE

Lord Lindsay, formerly Viscount Garnock, and active on the Railway preservation scene with the Severn Valley; Romney, Hythe & Dymchurch; and the Festiniog Railways; is the chairman of a recently formed committee charged with investigating the possibility of setting up a Crewe Heritage Trust. This will be aiming to continue the success of the six-week long Heritage Festival held this summer.

Detailed discussions are also being held with a private developer to build a hotel, restaurant, multi-screen cinema and a bowling alley on the site, and the Leisure Operator intends the railway Heritage attractions to become an all-year round feature complimenting his own attractions.

The Heritage Centre Manager said recently that British Rail are actively considering ways of overcoming the technical problems associated with

CONTINUED ON PAGE SIX.

The CREWE Experience... and after.

It seems a very long time since we all went to Crewe for the start of the Heritage Festival, indeed it is six months and since then *LION* has steamed on 14 days.

There were four steamings at Crewe, totalling nine days; and three at Dinting Railway Centre, totalling five days.

During the entire period *LION* behaved impeccably, save for a frustrating tendency to stop at TDC whilst on passenger runs at Dinting. As this always occurred at the same spot - at the top of the incline by the stops - we wondered if *LION* was as wary of that slope as we were!

Crewe was of course wonderful for *LION* and OLCO. We had a first-rate running line and platform, excellent local co-operation and help, and a dry exhibition hall to stable *LION* when not in steam. Also, having been present on every occasion that *LION* was shunted, I have nothing but praise for the Heritage staff, who knew exactly what they were dealing with, and took considerable care of their charge.

Six weeks at Crewe was almost a 'homecoming' for *LION*, having spent most of WW II there in the paint shops for safety! However if the Heritage Festival was a first so was the meeting of OLCO members in costume with The Queen and The Duke of Edinburgh. I for one can remember the gleam in The Prince's eye as he looked longingly at the footplate of *LION* and then at the inviting stretch of empty track ahead of her!

Another first was *LIONBUS*. Thanks to the Liverpool Museum and its staff, not only did OLCO have a display and sales unit on its lower deck, but a messroom and changing facilities on top. This was an absolute godsend, especially for the costume group in the light of the sparse facilities on site. (Incidentally, loco crew showers and washrooms were located in the lower portion of Crewe Box A but were not completed in time.)

When *LION* was not in steam there was of course another engine doing the rides. On many of these occasions a few of the OLCO members who lived near enough would visit the site and were fortunate to get some experience on a few different footplates. These included *THE DUKE OF GLOUCESTER*, *WHISTON SELLEROPHON*, the Black 8, and,

if nobody was looking too closely, *PRINCESS ELIZABETH*. These OLCO members, mostly from the Liverpool and Manchester areas also did a great deal of *LIONSHINING*, and are to be congratulated on their efforts.

Like all good things however, Crewe came to an end, and on 16th August the gates to the site were closed. A first-class job had been done by all concerned, and to celebrate they all let their hair down at a special party on site that week. Everyone who had had anything to do with the Heritage Festival was invited, from the construction crews who built it to the staff who ran it, and from the council staff who masterminded it to the "Chocolate Soldiers" (A group of excellent youngsters on a Youth Opportunity scheme.) who did every task from train stewards to gate duty.

Altogether some 900 people were there that night, and those of us who had wondered at the size of the deliveries to the beer tent during the day had our answer when we saw the site later on at the height of the festivities.

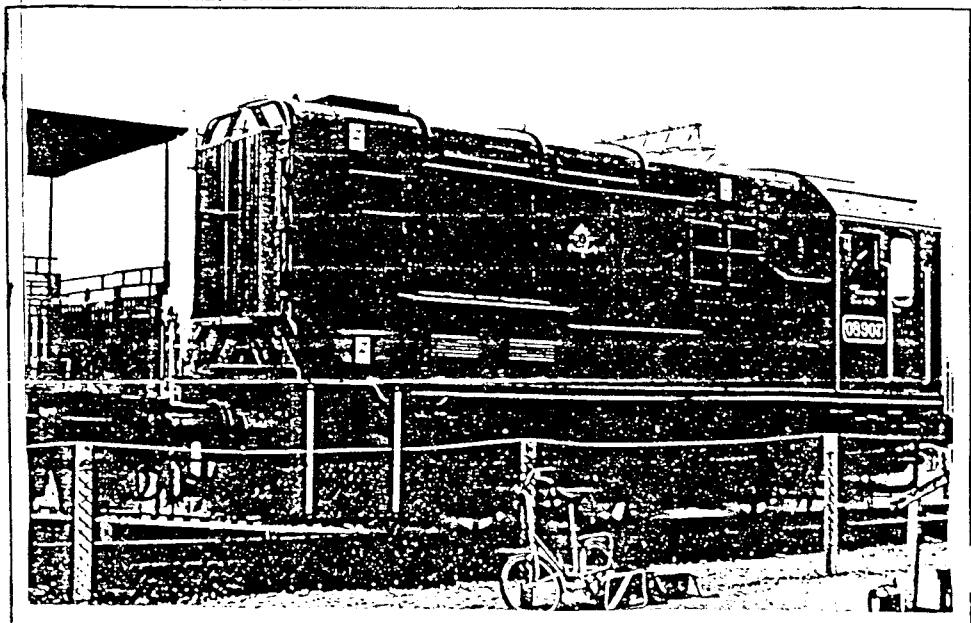
One outcome of the Crewe Festival will almost certainly be an annual re-union of some kind, and indeed Crewe Heritage Trust is already well on the way to re-opening the site on a permanent basis next spring. (See "Further change at Crewe" elsewhere in this issue.)

Meantime there has already been an exhibition on site over the weekend 19/20 Sept. put on by local car dealers - a sort of mini motor show. By no means confined to cars other attractions included "*WHISTON*" in steam and giving rides; shire horses; pony rides; a police display, and various trade stands. In addition the North Junction Signal Box was open, as well as the souvenir shop and the film theatre. The latest addition to the Heritage Centre - a BR cinema coach - was also in operation and giving film shows of railway interest. When the "*DUKE OF GLOUCESTER*" is outshopped from Crewe Works it is also likely that she will remain at the Heritage site until next spring.

One final event remained and that was over the weekend 22/23rd. Aug., when OLCO took over the site to run *LION* for the last time at the Heritage Festival.

We re-positioned *LIONBUS* outside the North Junction Signal Box and stocked the shop inside with *LION* goodies. On the Saturday we had a very good day, but the Sunday was unfortunately very wet. In the end we gave in and sadly packed everything away to await the arrival of the low loaders to take *LION* and her train to Dinting the next day.

CONTINUED ON PAGE SIX.



IT IS NOT THE 1st. OF APRIL. CREWE'S 08 'CAULIFLOWER' IS FOR REAL!

Lionsheart

As 1987 draws to its close everything that OLCO was formed to do has happened or it is happening.

Without doubt the most notable event was the planned "two weeks with *LION* as a static exhibit at Crewe" which turned out to be a solid six weeks of high profile activity.

LION had the honour of opening the proceedings by drawing the first trainload of passengers from the new platform, Crewe Heritage Sidings.

The Costume Group turned out in force and must now appear on thousands of feet of film and videotape around the world. Not one member in costume could walk more than a few paces without someone calling "Excuse me can I just take your Photograph". Wearing costume was not only fun but it did much to enhance the image of OLCO with the public. Furthermore even Her Majesty the Queen was gracious enough to enquire about *LION*, and the 'Victorians' supporting the locomotive.

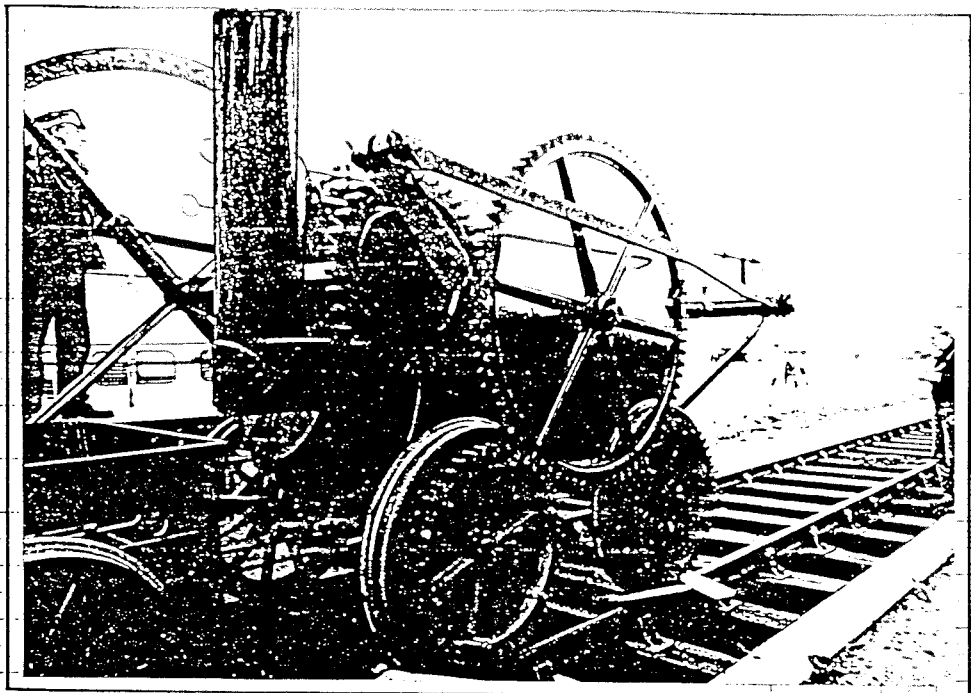
Wroughton has not been fully reported in this issue but suffice it to say that OLCO managed to steward both there and Dinting on the same day and everyone thoroughly enjoyed themselves at both venues.

The *PEN-Y-DARREN* replica was a delight to watch and the R.H. & D.R. *BUG* and its train a pleasure to steward. Obviously we could not get our hands anywhere near the regulators of either engine but most of us did manage a footplate trip or two. The visiting engine in 1988 will of course be *LION* and the date will, as always, be the second Sunday in September.

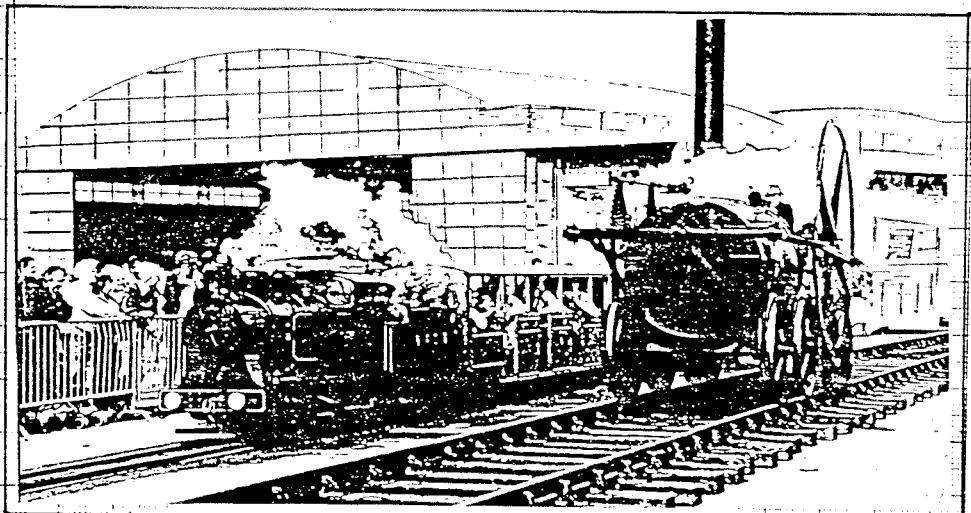
TRAINING

It has been proposed to embark on a scheme of theoretical and practical training in a number of related activities.

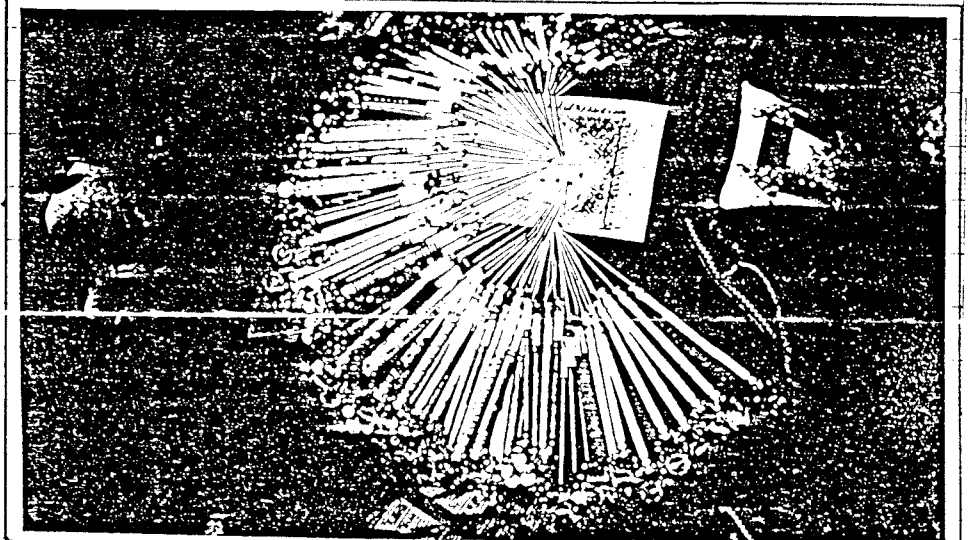
Barry Smith will instruct on the driving of steam engines and a certificate of Competence to Drive *LION* will be mandatory before anyone will be allowed to take the controls unsupervised. OLCO Ladies are just as eligible for driving tuition as are the Gentlemen to join Susan Parrots 'Sewing and Lacemaking Circle'. Susan is a very experienced tutor in the art of making lace. She also has access to some genuine Victorian dresses in order to study 19th. Century dressmaking techniques and offer such a welcome experience this year, a lot more members will want to be in costume next year.



"YES -JUST" THE CLEARANCE BETWEEN THE EDGE OF THE PLATFORM AT WROUGHTON AND *PEN-Y-DARREN'S* MONSTER FLYWHEEL WAS VERY TIGHT.



DIGNITY AND IMPUDENCE WROUGHTON 1987.



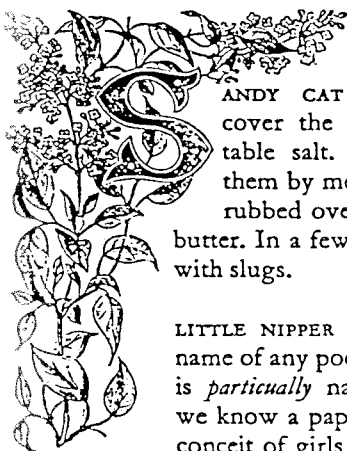
Mrs. SUSAN PARROTT'S LACE PILLOW AT CREWE. TRADITIONALLY THE LACEMAKERS WERE VERY POLITICALLY ORIENTATED AND HAD THEIR BOBBINS DECORATED WITH SLOGANS (SUBVERSIVE OR OTHERWISE!) IN POKERWORK.

Further Selections from

Oh, No Dear!

Advice to Girls a Century Ago

Selected and compiled by
ROY HINDLE



SANDY CAT Fill every aperture, and cover the shelves of the larder with table salt. Otherwise you may catch them by means of a few cabbage leaves rubbed over with dripping or unsalted butter. In a few hours they will be covered with slugs.

LITTLE NIPPER asks 'Can you tell me the name of any poem where the conceit of men is *particually* named?' No, we cannot, but we know a paper in which is portrayed the conceit of girls — and that is the far-famed *Girl's Own Paper*.

OUR MARY You say that your 'canpain' wishes to ask 'if is too young to comane singing; she can't go hight, she would like to be a teacher of a sing school and a police'. If unable to write, spell, and express herself better than you do at fourteen, we doubt her ever being competent to act as a teacher of anything.

SPEEDWELL Up to the present time [May 1880] the Houses of Parliament at Westminster have cost about £3,000,000. They cover about nine acres of land. The works were commenced in 1837 by an embankment 886 feet in length; the building itself was begun in 1840. The whole edifice stands on a bed of concrete twelve feet thick; to the east it has a front of 1,000 feet. It contains 1,100 apartments, 100 staircases, and about two miles of passages or corridors. The Victoria Tower, through which the Queen passes to open Parliament, is 336 feet in height. The architect was Sir Charles Barry (born 1795, died 1860).

CRYSTAL Neuralgic pains have many causes, tight boots being sometimes one.

ANTIGONE If the gentleman be a relative, a present on his marriage is usual and right. Pour on boiling water and rub well with hearthstone.

MRS TYLER Your request that we should recommend you the use of some drug to stop the growth of your daughter, and even, as you express it, to 'shorten her', is a disgrace to

you. Thank God, on the contrary, that He has given you a fine child who grows well, and seems to thrive in spite of your very unnatural wishes to stunt her growth. It cou^ld not be done; and any attempt to do it would destroy her health.

MARY ELIZABETH You did quite right to try the sulphur ointment, and you may still use it for about a fortnight; if the cat's hair does not show signs of returning naturally then, use a dressing of mild ammonia liniment once a day. Any chemist can prepare this for you, but you had better tell him the purpose for which you want to use it. It may be improved by the addition of a little tincture of Spanish flies.

POMMES DE TERRE We believe that the author respecting whom you inquire is still living; but we have no desire to 'shed some light on his ancestors', to which proceeding we entertain *grave* objections.

ADELAIDE Do not waste your time on writing poetry, read some good history or poetry by some of the great masters of the art, instead; by doing so you will cultivate a much more healthy state of mind.

CALABASH There is no real 'above and beneath' the earth, but some of the celestial bodies are, of course, in the heavens of the antipodes, if you like to call the latter portion of the globe 'beneath' you. The laws of gravitation, holding you closely to the ground on which you stand, are so ordered as to allow of you feeling no inconvenience from the rotary movement of the earth.

BLACKBERRY We think nearly everyone must know the Royal Family by sight in these days of widespread photographs.

PUCK The arm that a gentleman gives to a lady is not invariably the same; it depends on circumstances of position. We write for girls, not men, and you are too young to think of such things.

FAD As you do not like to use the powders sold to kill cockroaches you must get a tame hedgehog.

LORELEI It is by no means fit for a young lady or any la^o, to ride alone in the country.

A YOUNG HORSEWOMAN is referred to the answer given to 'Lorelei'. She ought to consult her mother or guardian as to the propriety of riding after hounds under the guardianship of a gentleman. Much depends on who he is, and, if suitable, whether he never leaves her side.

W.G.B. We are much obliged to you for your kind note and the lines on 'Friendship'. We are sorry to hear that you are rather fond of putting your thoughts into rhyme, because we think it a great waste of time, and unless you had been properly taught to write in rhyme, you should not attempt it. We regret we cannot print your 'poem' as a warning to others, but we hope from this time forth you will devote yourself to more useful things.

LADY EDYTHE The word 'requiem' is pronounced as if spelt 'reequiem'. Try syringing the ears.

MARGUERITE S. We have been much pleased with the excellent washing and wearing qualities of workhouse sheeting, used for curtains; and think you would like it.

LCO NORTHWEST

Several members of OLCO, who reside in the North Western area, have got together to form a local working group which they have designated:-

"Olco Northwest".

The object of this idea is to have a nucleus of members living near enough to each other to be able to meet together and to co-ordinate OLCO activities in their area, as well as generate interest in OLCO and our objectives.

The Northwest is of course a prime area for us, with LION'S home in Liverpool and other Museum outstations at the Docks, as well as many places of railway history, so that this is the right place for such a group.

First task of the northwest group was to organise and man the OLCO stand at Model Rail '87, held at the Albert Dock on 24th and 25th Oct. This was a successful undertaking and they achieved a healthy sales figure at the end of the day. Well done!

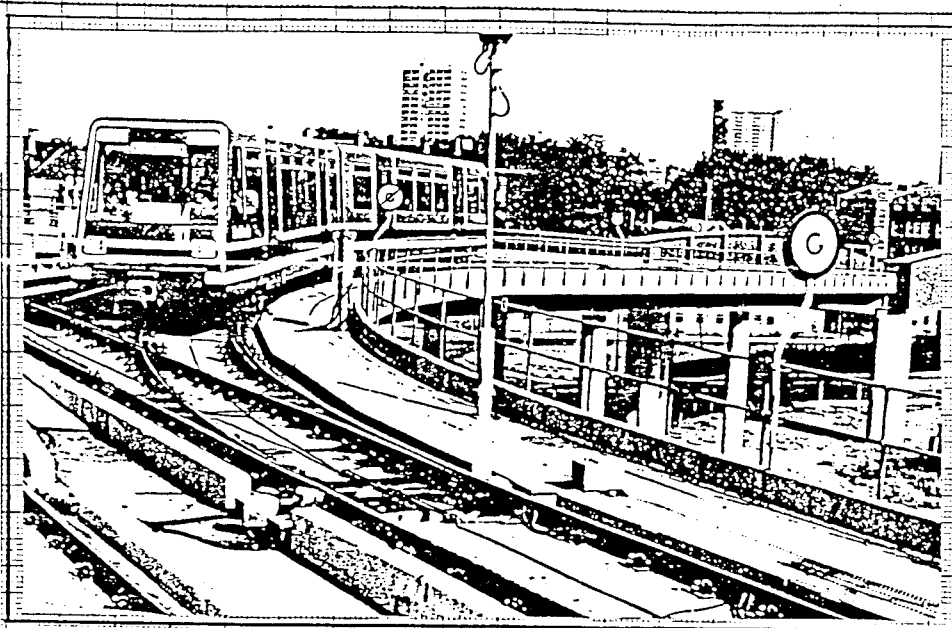
Another, very exacting, task that OLCO Northwest have undertaken is to organise the creation of the "LIONLIST", which you can read about in the front page story of this issue.

Primarily LIONLIST is the updating as far as possible of the list of LION'S parts, and hopefully drawing and photographing them. Obviously the Museum are concerned to get her repaired back to normal as soon as possible, but whilst she is being repaired, and in pieces, it is the perfect opportunity. Any members who can assist here will be more than welcome. Telephone Barry Smith if you can help.

Although LION will not be back in her home at Liverpool for some time, another of the group's activities will be LIONSHINING when she does come home.

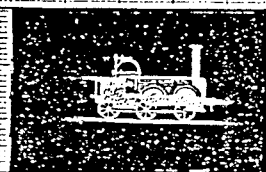
A further activity also planned, is the research into the archives of the Mersey Docks held by the Museum. This is an attempt to, not only find out more about LION whilst she was owned by them, but also to try and discover something about those missing years. If OLCO Northwest can do this then they will really have made history!

We wish them all good luck, and anyone wishing to join them in their efforts should get in touch with Vernon Smallwood, who is now the first chairman of OLCO Northwest.



TOY CURVES AND TOY GRADIENTS? NO IT'S THE NEWLY OPENED DOCKLANDS LIGHT RAILWAY APPROACHING ONE OF G. PARKER BIDDER'S EARLY 19th. CENTURY VIADUCTS OFF THE FLIMSY LOOKING NEW ONE. (see LIONSALLES)

Lionsales



Following the tremendous success of LIONBUS sales it has been decided to allow those members who were unable to visit any of the sites this year the benefit of MAILORDER.

LION:- The famous 'Yellow Book' by Adrian Jarvis. £ 1.00

RAILWAYS in BRITAIN 1826-1827:-
By Oeynhausien and Dechan. Reprint of a contemporary study;
pp83 plus 5 plates:£ 5.00

GEORGE PARKER BIDDER:- Our Chairmans biography of one of his other Gt-gt-grandfathers. The story of "The Calculating Boy" who worked alongside Stephenson and Brunel and whose viaducts have now been restored to carry the Docklands Light Railway which opened this year.
pp.518 £21.00

LIONPRINT; A full colour reproduction 18" X 12" of LION at Edge Hill Station c.1840 from the painting by J.W.Petrie. Excellent value even though the engine is portrayed in her post 1930 condition;
£ 1.00

BELLEROPHON; The story of the salvage and restoration of a famous Haydock locomotive built as recently as 1874 and restored even more recently in 1985.
Written by the Chairman of OLCO.NW who was primarily responsible for getting the V.C.T. to preserve this very fascinating and unique example of an oldish locomotive from the later years of Queen Victoria's reign.
pp.48 £ 2.40

VIDEOS; VHS or BETA.

VICTORIAN STEAM RAILWAYS; A superb collection of archive film by John Huntley. Also features BELLEROPHON working at Haworth. £17.50

TITFIELD THUNDERBOLT; OLCO has aquired the last remaining stock of this well known film. Sadly there are only two or three left at the time of writing;
£30.00

Subscribing members of OLCO may order at the above prices Post Free. Overseas members will be asked to contribute to the p. & p. according to the weight of the item.

THE CREWE EXPERIENCE

CONTINUED FROM PAGE TWO.

AND SO TO DINTING

Perversely the last Monday at Crewe was a beautiful day, fine and sunny, and we soon saw the coach and tender on their way. The loco herself was safely secured aboard her LIONLOADER shortly after lunch and was driven away from a by-now empty site, thus on her way to Dinting in what might be described as "tender first" manner.

I think that we all approached Dinting with a certain amount of foreboding, having heard frightening stories of awful gradients and, worse still, of cranes - yes cranes indeed - which would lift LION from her truck over onto the track.

We need not have worried. Yes, there was a indeed a crane, but the Dinting crew knew exactly what they were about and soon had the transfer safely completed. As for the gradient, well, the worst one was the roadway up to the site itself, and that on the track was much less fearsome than we had anticipated once we were on it. Dinting Railway Centre is the home of the Bahamas Railway Society, and there are many interesting items there. In addition to the Jubilee "BAHAMAS", which is under repair and due for completion next spring, there are several locos capable of steaming, and much more stock on static display. It is interesting to note that the crane which lifted LION, (a CRAVEN) was one of the three used at the Harrow railway disaster, and now belongs to the Bahamas Society.

Operations at Dinting are well organised, and with two platforms connecting to the running line, trains run an alternating service for passenger carrying. All movements are controlled from the signal box by light signal, semaphore arm and ground peg, and drivers are given an operating sheet at the start of each day.

This gives all timings and S & T information, and was very useful for those of us unfamiliar with both the track and the signalling system. Dinting also provided a "Pilotman" for the footplate, whose local knowledge was of immense help; as well as a guard for every train.

In all LION steamed on three weekends at Dinting. First during the August Bank Holiday, at the same time OLCU was holding a very successful LIONSMEET on the site, the weekend of the 13th. Sept., which was Dinting Enthusiasts Day, and finally on the 20th. Sept., when the town of Glossop was official host to the

Burgoemeister of Baderbiel. on the occasion of the twinning of Glossop with that town. It was unfortunate that this was also the Wroughton weekend which split our forces somewhat, but the Northwest group cooped very well.

Being rail enthusiasts, the Burgoemeister and his delegation came to the site to see LION and were photographed with the local Mayor and other dignitaries, as well as having a ride on LION and a close look at her footplate. (We did assure him that unlike "ADLER" our own LION is the real thing!) In addition to this there was also a veteran vehicle rally on the site that day, so that with all the crowds LION, together with the Dinting engine "TINY", was kept busy all day giving rides to the public.

You will read on other pages of this issue the latest on LION and her progress which begins the next chapter in her life. At the end of this one we can only look forward to more of the same. There is, incidentally, a persistent rumour that the tyres, which have now been removed, will be sliced into 'rashers' and sold as paperweights. By the very nature of this venture it will mean that only a limited number of these souvenirs could ever become available. OLCU members interested in acquiring such a unique 'once in a century' memento should register their names with the Hon.Secy as soon as possible.

LIONSMEET '87

- RESULTS

This year's LIONSMEET was the best attended to date. Syd Clifton turned up with no less than two LIONS. Sadly only six drivers competed out of eleven models but to be fair some of them were incomplete and merely 'on show'. Last years winner Dennis Gadsby came second with 40300 (44150) ft/lbs. work done. (Last LIONSMEET figure in brackets). Jim Mercer won with 42900 (37250) ft/lbs. Mike Parrot came third again this year with 36670 (28660) ft/lbs. His, by now, very elderly model gets better every year. David Neish, although winning the first LIONSMEET, came fourth again with 34460 (26830) ft/lbs. The leaking tube in the throatplate had been attended to for this year but his LION only did half of what we know it is capable of. Since LIONSMEET David has undergone a serious eye operation. He is now back from hospital, still unable even to drive his car. We all thank him for his efforts organising LIONSMEET and wish him a speedy

CONTINUED ON PAGE SEVEN.

CHANGE AT CREWE FROM PAGE ONE.

steam-hauled specials from Crewe to Chester and beyond, which could then open the way for Crewe to become a popular steam-link venue. He stated that he is preparing plans for a proposed locomotive workshop on site. This would make the Centre, already in an ideal location, even more attractive to the owners of engines who are looking for a base from which to operate.

The question of financing further construction work has yet to be discussed however, whilst the Borough Council is co-operating in seeking to establish a Trust, it is understandingly reluctant to put up any more "risk" capital until the Trust is clear about its objectives, and an agreement can be made with the site developer. Activities at Crewe Heritage Centre are therefore likely to be very low key until these matters are sorted out. Intending visitors however, will still be able to gain access to the North Junction Signal Box which is a superb vantage point for photographers and train spotters. To be certain of admission, since operating times may vary, it is advisable to telephone Crewe North Junction Signal Box on Crewe (0270) 212130, or (0270) 583191 extension 656 for 'up to the minute' information.

Situated as it is, adjacent to all the activity on the BR main lines, and with its own link onto the main Chester line and Crewe Station only a few hundred yards away, the Heritage Centre is one of the best placed locations in the UK for railway events.

The developments being proposed really are most exciting and we wish the staff at Crewe good luck in their negotiations. The proposed developments will be very welcome and it would most definitely seem to be a case of "Further change at Crewe".

LIONPHONES

OLCO NORTHWEST:

Vernon Smallwood: -092-52-21577
Eddie Ball: (Shows.) 051-426-7873
Barry Smith: (Driving) 0625-828351

COSTUME GROUP:

Susan Parrot -via Hon.Secy.

HON SECY:

Charles Taylor-Nobbs 01-539-1475
(Ansaphone).

LIONSALES:

E.F.Clark (Chairman) 0234-781224

LION 150 VIDEO

In the past few months suggestions have been put forward regarding the making a video to celebrate the 150th. birthday of *LION*. Such a video would be a pictorial record of the loco and her life, and could become a coveted sales item to help swell the coffers of both the Liverpool Museum and OLCO.

Investigations into the feasibility of this project reveal that it could indeed be viable, though initially some substantial expense would be necessary. This would of course eventually be recoverable from sales.

Any video produced would be under the auspices of the Liverpool Museum, and it is possible that a great deal of the initial cost might be recouped by the sale of "showing rights" to TV etc.

With an hour-long film in mind our researchers have found access to some thirty minutes of archive film, and calculate that together with current footage available, and all tied in with fresh film from Dinting of the loco in repair, there would be no problem finding enough footage.

A considerable amount of the film found so far is subject to copyright negotiations but this should not be a great problem, and we hope to be able to give further reports in our next issue of *LIONSHEART*.

If any member has film or video which might be of interest to us on this project, or indeed knows anyone who might, then please let the Hon. Sec. know.

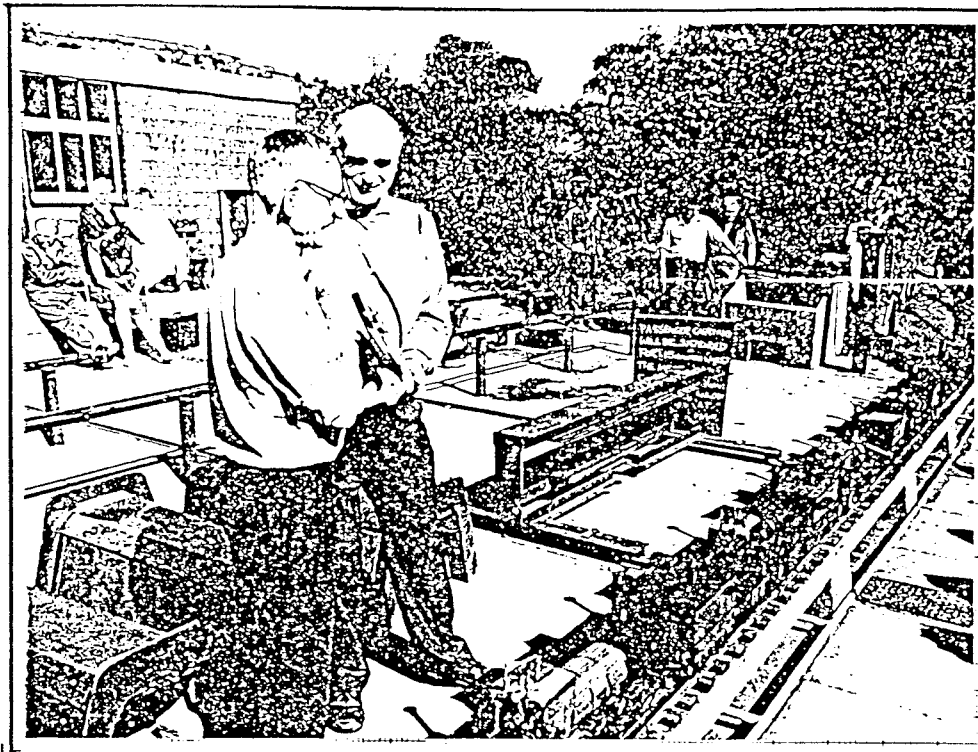
SUSPENSE FROM PAGE ONE.

outside the window of the mess hall, quietly simmering away in full view of us all and close enough to keep our eyes on the gauge glass at the same time as our wine glass.

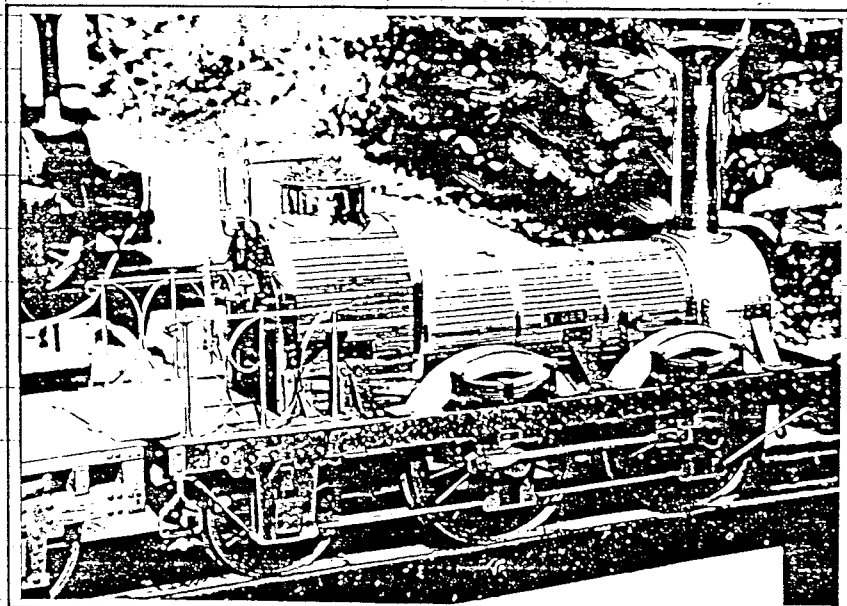
The end of OLCO's busiest year is now in sight. *LION* has been dismantled and members of OLCO Northwest (see p.5) are spending their Winter listing, cataloguing, measuring, photographing and drawing every bit and piece for the record.

1988 is going to be even busier. *LIONLIST* has to be finished before Easter and the OLCOU commitment to support *LION*, particularly in costume, is a heavy one (see back page)

Looks like some of us will be lucky to get as much as two days holiday next summer!!



OLCO CHAIRMAN E.F. CLARK PRESENTING THE CHAIRMAN'S TROPHY AND CONGRATULATING JIM MERCER ON HIS WINNING THE 1987 LIONSMEET AT DINTING. JIM WAS ONLY JUST BEATEN AT HOME (WARRINGTON) LAST YEAR.



TWIN SISTER? BERNARD BAGNALL'S *TIGER* SEEN AT LIONSMEET 1987. THIS MODEL MIGHT ACTUALLY BE CLOSER TO THE 1838 APPEARANCE OF *LION* THAN IT IS POSSIBLE TO PROVE AT THE MOMENT. WE'RE WAITING OLCO NW.!

LIONSMEET '87

CONTINUED FROM PAGE SIX.

recovery to full sight again soon. Our thanks also go to Guildford M.E.S. for the loan of their Dynamometer car again and to the Buxton and District M.E.S. for their tremendous hospitality, in allowing us to hold LIONSMEET within 100 yds. of where the *LION* herself was actually in steam. A big draw for the crowds. Barry Smith of British Rail and our Instructor for driving the full size *LION* entered the competition with Denis Gadsby's model.

Unfortunately he misunderstood the need to do as many laps as possible in the time and the 'slow' at the end of the first lap lost time and only gave him a 'score' of 33700 ft/lbs.

HELP!!

IS URGENTLY NEEDED AT DINTING, WHILST *LION* IS IN BITS, TO ASSIST WITH LISTING.

PHONE OLCO NORTHWEST!!

OLCO CALENDAR 1988

CALENDAR for 1988.

This is a fairly firm schedule of most of our plans for 1988. Experience this year has shown that activities are more likely to be increased at short notice than cancelled altogether.

LION is an exceptionally popular locomotive with the general public. Site owners are often reluctant to say "farewell" to such a major attraction and nearly always plead for 'just one more weekend'.

Four weekends so far have been designated as Costume Events and the remainder are to be Working Weekends.

These non-costume days will be the usual maintenance work and stewarding and, if possible, footplate instruction together with testing for the Certificate of Competence to drive LION.

A knowledge of the age and delicate nature of the working parts will form part of the test together with a proven ability to care for EVERY aspect of operation. Not just 'wait for the whistle open up and go' but cleaning, oiling, firing etc as well. Now would be a good time to start reading up on the theory if you have any ambition to drive LION.

LIONBUS should be available at all the venues throughout the year and, where possible, may be sent off a week or so in advance of LION's arrival to publicise the impending LION visit. This will mean more volunteer effort for LIONSALLES and Publicity - Don't miss out on the fun.

TO THE NOBILITY, GENTRY AND SUNDRY PERSONS DESIRING
GREATER KNOWLEDGE OF THE WORLD FAMOUS
STEAM LOCOMOTIVE

LION

*Built by Messrs. TODD KITSON & LAIRD, Engineers of Leeds,
in the Second Year of the Reign of
HER MAJESTY QUEEN VICTORIA
In the year of our Lord One Thousand Eight Hundred
and Thirty Eight.*

The Oldest Locomotive in the United Kingdom of Great Britain,
the Commonwealth of Nations and the Dominions and
Dependencies Overseas still in Full Working Order.

THE OLD LOCOMOTIVE COMMITTEE

(Known colloquially as OLCO)

exists to promote every aspect of Interest in, and Operation of
this Unique and Fascinating Ingenuim which has been very nearly
continuously in operation or on Public Display for almost
One and a Half Centuries.

*Your right to participate in the Enjoyment of these Remarkable
Activities during the Latter Part of the 20th Century of Our Lord
and in the Reign of*

HER MAJESTY QUEEN ELIZABETH II

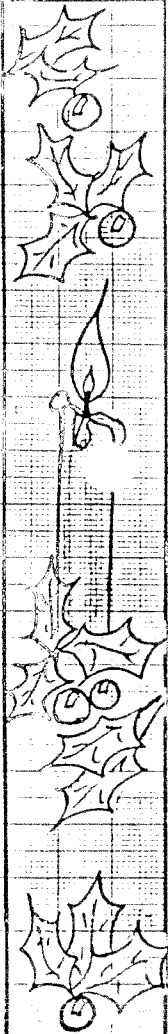
can be secured by Subscription to

OLCO

(The Old Locomotive Committee)

For more detailed information write to: -

The Hon. Secy. OLCO
c/o. The Keeper of Transport,
National Museums and Galleries on Merseyside,
William Brown Street, Liverpool L3 8EN



DATE	LOCATION	NOTES
FEB.	Merchant-Taylor's LIVERPOOL.	School Model Railway Exhibition. Stand: OLCO.NW. Contact: Eddie Ball.
MAY.	Dinting Rlv. Centre GLOSSOP.	1st. Bank Holiday 1st. Outing since the repairs. 1st. Steam of the 'Birthday year'.
MAY.	Steamport Transport Museum Derby Rd. SOUTHPORT	2nd. Bank Holiday 2nd. Official steaming.
JULY.	Liverpool Road Museum MANCHESTER	1st. Costume Event. Official steaming.
JULY.	LIVERPOOL	Official ceremony.
JULY/AUG.	Birmingham Rlv. Museum. Warwick Road TYSELEY	2nd Costume Event. Official Steamings. AGM.
SEPT.	Science Museum WROUGHTON	3rd. Costume Event. Official Steaming. LIONSMEET on the Airfield.
SEPT.	Birmingham Rlv. Museum. Warwick Road TYSELEY	4th Costume Event. Official Steaming.

