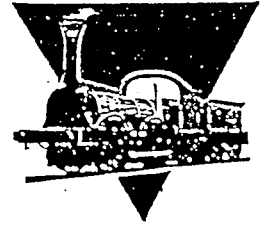


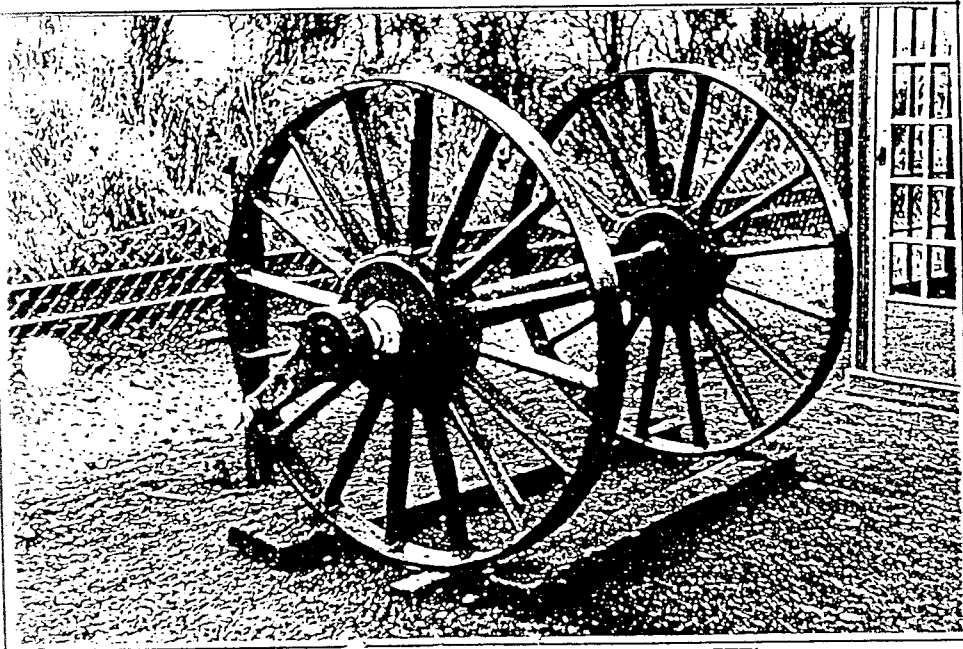
# The Lionsheart



EASTER

SESQUICENTENARY YEAR ISSUE NO.1

1988



THE LEADING WHEELS, MINUS TYRES, DISPLAYED JUST BY THE EXCEPTIONALLY RARE COMBINATION OF TELEPHONE KIOSK AND POSTAGE STAMP MACHINE AT DINTING. LION IS SAFELY DISMANTLED IN THE SHEDS THERE. NOW WHERE ARE THE REST OF THE OLCO VOLUNTEERS? MORE MEMBERS ARE STILL URGENTLY NEEDED TO ASSIST WITH THE MEASURING AND MOVING OF 'STRIPPED' DOWN PARTS. PHONE BARRY SMITH; -0625 828351. JOINING THE TEAM NOW IS PROBABLY ANYONES LAST CHANCE FOR ANOTHER FIFTY YEARS.

BIG YEAR AHEAD  
FOR OLCO AND LION

POSSIBLE 38 DAYS  
STEAMING ALREADY  
PLANNED

VOLUNTEERS WILL BE NEEDED

NINETEEN EIGHTY EIGHT AT LAST and the year which every member has been looking forward to. There can be no doubt that once reassembled LION will be able to stand the pace and 'work' (as opposed to just being 'operated') solidly throughout the next seven months. We feel certain that OLCO will be able to stand the pace almost as well as LION, after all if we were not keen we would not have joined.

## GLANCING BACKWARDS - LOOKING FORWARDS

Most members will be reading this with less than fifty days to go before the never to be repeated 150th. birthday of LION is upon us.

This is actually the thirteenth issue of LIONSHEART since that sunny Sunday in 1984 when a few enthusiasts got together in order to plan to celebrate this 'once in a lifetime' occasion. Actually some of our members were not only around, but can remember the Centenary in 1938. One of our members has living relatives who were involved with the rescue from the Prince's Dock in 1929 and we look forward to making a suitable photographic record of their appearance at one of our many 'steaming dates' this year.

Several youngsters who are part of OLCO today are only going to be in their late fifties or early sixties by the time the bi-centenary comes around in 2038.

Our youngest member will be remembered by those who were at Crewe last year for his superb impression of Charles Kingsley's very Victorian character Tom, the chimney-sweeps lad in the novel *The Water Babies*. Much, we suspect to the despair of his Mum and delight of his Dad, it is the early chapters where Tom is actually climbing the chimneys that he likes imitating best! Who can doubt that he will be driving LION in fifty years time? and still younger than many of our very active oldsters who are giving their wholehearted support to OLCO today.

1988 is not just for looking back over the last one hundred and fifty years, it is for looking forward to the next fifty years and making sure we hand over the Heritage we have been lucky enough to be entrusted with in better shape than we found it.

Nevertheless the commitment to a minimum of thirty eight days 'in steam' is an incredibly heavy one.

Remember that YOU do not have the monopoly of an 'onerous job', 'family commitments', 'poor health', 'duty to other organisations', 'lack of cash', etc.

About 95% of the membership can quite genuinely claim any three out of a number 'perfectly good' reasons for not coming to to support major events, especially the last one. Travel and accomodation does not come cheap but as an organisation we do try to minimise the cost to individuals with car sharing and listing lower cost B&B accomodation. Obviously family commitments will not allow every member to attend every steaming date, although it is surprising just how many will be at almost every one, please do not rely on the "Oh there'll be someone there" and decide to have time off. YOUR presence is just as important as anyone else. The planner on the back page is specially designed to help you plan your own life around LION's very special year.

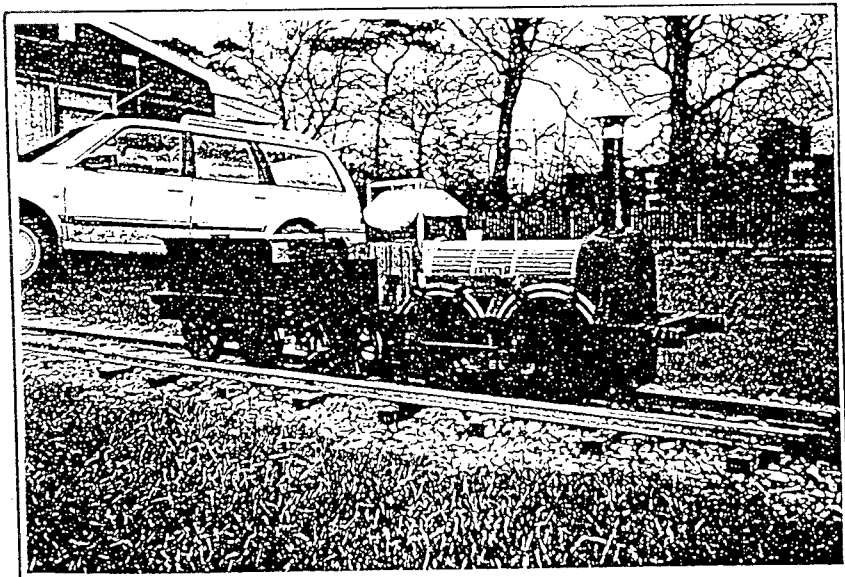
## OLCO NW MEETING

OLCO NORTHWEST; A few of the members of this very active group at one of their regular meetings in No.93 Ashton Road Newton-le-Willows. (The halfway point of the L.& M.Railway.)



From L to R; Len Belk, Vernon Smallwood (who lives there), Eddie Ball and Bob Lloyd. Eddie and Bob have organised the LIONBADGES and LIONSWEATERS fully described on the opposite page under LIONSALSALES. In February of this year the NW team had the OLCO stand at yet another model railway exhibition with great success. They have also made some progress at Dinting despite the snowdrifts.

## WORLD'S FIRST 7 1/4" G LION?



ERIC LINDSAY'S eighth scale version of *LION*. It is a pity that we cannot reproduce the original colour prints. The special OLCO castings which can be obtained from LIONSALSALES produced by David Royle have been used. Eric has designed the boiler from first principles and copies of the design can be obtained via the Hon.Secy. Like the prototype it is very light on coal and water and pulls well. Time set aside for modelling is being infuded upon more and more by such

ADRIAN JARVIS ARTICLE IN RAILWAY MAG

— LION 150 FEATURE IN RAILWAY WORLD

For anyone who has not seen RAILWAY WORLD Vol.4 > to. 110 dated April 1988 it would be well worth investing £1.30 in a copy. The first part of Adrian Jarvis's article entitled "LION 150" is on p.218. For the illustrations some of the lesser known pictures of *LION* have been selected. OLCO is mentioned in some detail because we are now acknowledged to be part of the engine's history. Adrian's inimitable style of dry humour comes across very well and the May issue is one very much to look forward to.

## VINTAGE CARRIAGES TRUST

SPRING 1988

Excursions on the Worth Valley Railway with the 114-year-old Steam Locomotive

## BELLEROPHON

SUNDAYS 10th and 24th APRIL  
8th, 15th and 22nd MAY 1988

Oxenhope	1310	1433	1600	Keighley	1355	1520	1645
Haworth	1316	1439	1606	Ingrow West	R	R	R
Oakworth	1319	1442	1609	Damems	R	R	R
Damems	R	R	R	Oakworth	1409	1534	1659
Ingrow West	R	R	R	Haworth	1414	1539	1704
Keighley	1335	1458	1625	Oxenhope	1420	1545	1710

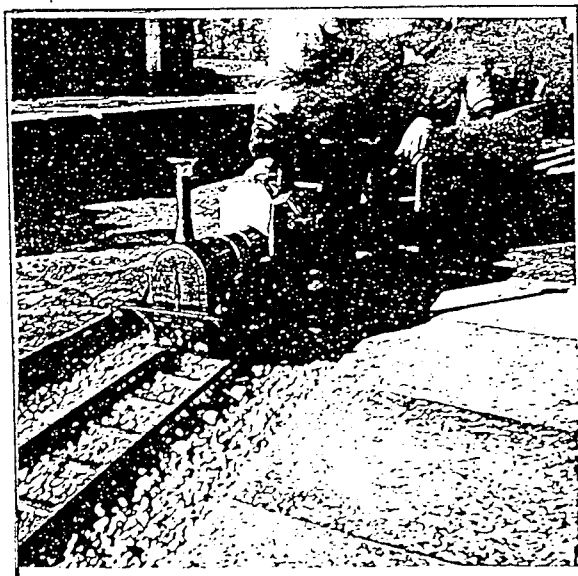
Ordinary Fares Apply

These trains are IN ADDITION to the normal Worth Valley Railway Service

Enjoy an afternoon riding behind the Award-Winning locomotive BELLEROPHON and help towards the Vintage Carriages Trust's new Ingrow Carriage Shed: the Worth Valley Railway has generously agreed that a major part of the fares (less the cost of coal) will go towards the estimated fifty thousand pound cost.

SPECIAL OFFER "BRING A BOOK FOR BELLEROPHON", Until 22nd May if you "Bring a Book" (or other railwayana) which the Trust can sell for £5 or we will give you a "FREE" TICKET TO RIDE behind BELLEROPHON on the above dates. Bring your book (etc) to either of the two VCT Railway Shops. These are normally open whenever Worth Valley Railway trains are running and are on Platform 4 at Keighley Station, and at 5 Mill Hey, Haworth - turn left as you leave Haworth Station, then one minute.

Whilst every endeavour will be made that BELLEROPHON will be available for the above special trains, we must remember that the locomotive celebrates his/her 114th Birthday this year and that we cannot absolutely guarantee this availability. Should you wish, and before travelling, ring the Worth Valley Railways "Talking Timetable" (0535-43629) for up-to-the-minute information.



mundane matters as earning a living! However we hope to see this magnificent beast steaming alongside her larger sister on more than one occasion in this year of all years.

## A.G.M AT CREWE

NOTICE IS HERBY GIVEN THAT THE FOURTH ANNUAL GENERAL MEETING WILL BE HELD AT THE CREWE HERITAGE CENTRE AT 3 p.m. ON SATURDAY 30th. JULY 1988 TO BE FOLLOWED BY THE ANNUAL DINNER IN THE EVENING.

LION WILL AGAIN BE PRESENT AND IN STEAM.

# The Lionsheart

## DRIVING PROFICIENCY CERTIFICATE WILL BE MANDATORY

Barry Smith is compiling a list of members willing to be instructed on the driving of steam engines and earning a certificate of Competence to Drive LION

A certificate issued by Barry and countersigned by Adrian Jarvis will be mandatory before anyone will be allowed to take the controls unsupervised.

As outlined in LIONSHEART No.12, 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 getting involved with the measuring and cataloging of the working parts if you have any ambition to drive LION. At least you will be able to see for yourself just how flimsy the pieces are that make the Old Lady-work.

With some thirty eight steaming days already scheduled for this sesqui-centenary year the opportunities on offer for an 'in depth' involvement with a preserved engine are arguably amongst the the most comprehensive offered - to enthusiasts anywhere in the world.

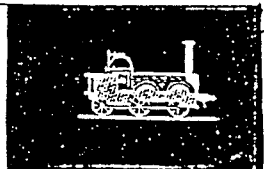
HAVE YOU RENEWED YOUR SUBSCRIPTION YET? IT WOULD BE A PITY TO MISS OUT ON THE FUN.

The planner on the back page will help you to select possible dates for personal tuition and testing. Please phone Barry Smith 0625-828351 but remember a day or two's help with the working parts BEFORE LION goes back together is rather expected, or to paraphrase a recent book title, there is a lot of Grime and not too much Glory.

The last issue also contained details of Susan Parrots 'Sewing and Lacemaking Circle' and the study 19th. Century dressmaking techniques.

On pages 6 & 7 of this issue will be found one of Susan's basic patterns for a ladies dress which can be finished off as desired. Members wishing to join her sewing circle for occasional tuition may make contact via the Hon. Secy. Family ties make it difficult for Susan to travel any great distance from Loughborough but we sincerely thank her for her contribution to DLCO.

# LIONS SALES



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. f 1.00

RAILWAYS in BRITAIN 1826-1827: By Deynhausen and Dechan. Reprint of a contemporary study; pp83 plus 5 plates: f 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 f21.00

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; f 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 DLCO.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 f 2.40

## LIONSWEATERS

LIONSWEATERS or CARDIGANS: Machine knitted to first class quality. Any colour with the DLCO logo and 'Triangle' on the left breast in any contrasting colour of choice. An DLCO NW. Enterprise f12.50

## VIDEOS: VHS or BETA

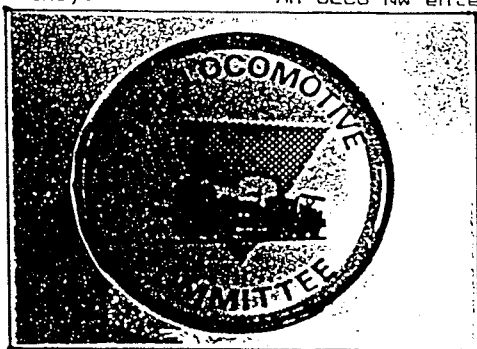
VICTORIAN STEAM RAILWAYS: A superb collection of archive film by John Huntley. Also features BELLEROPHON working at Haworth. f17.50

THE EDWARDIAN SCENE 1902-1912: This sequel to the one above is eagerly awaited. Please order through DLCO. It helps raise funds. f17.50

ITFIELD THUNDERBOLT: DLCO has aquired the last remaining stock of this well known film. Sadly there are only one or two left at the time of writing; f30.00

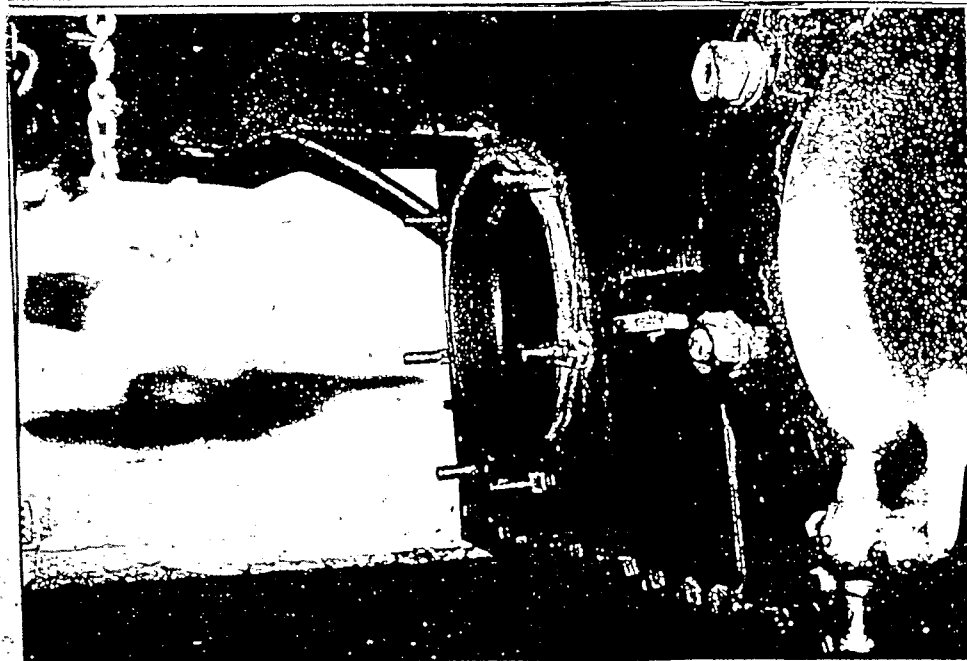
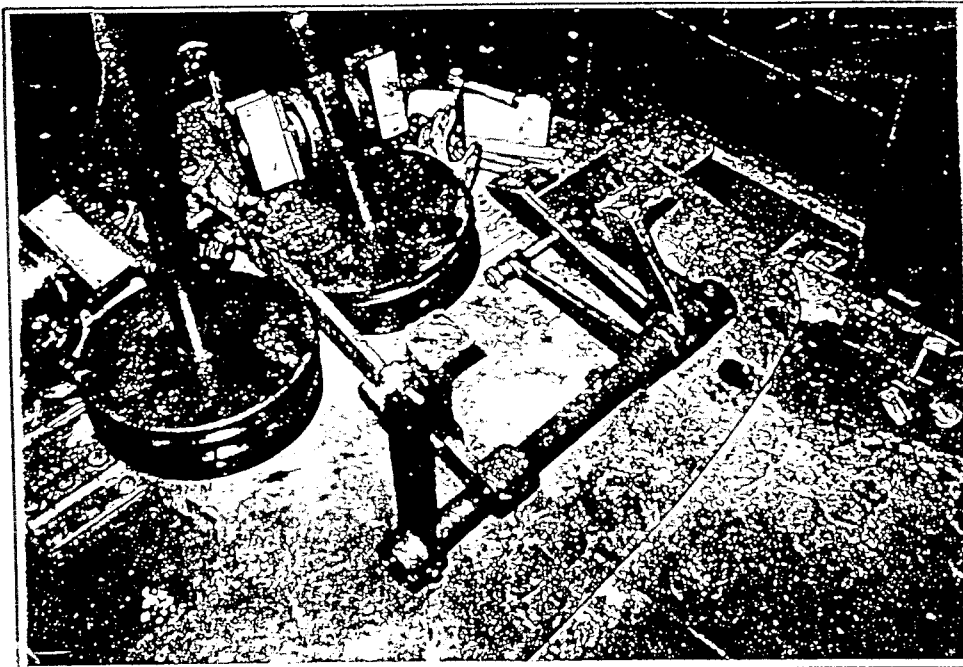
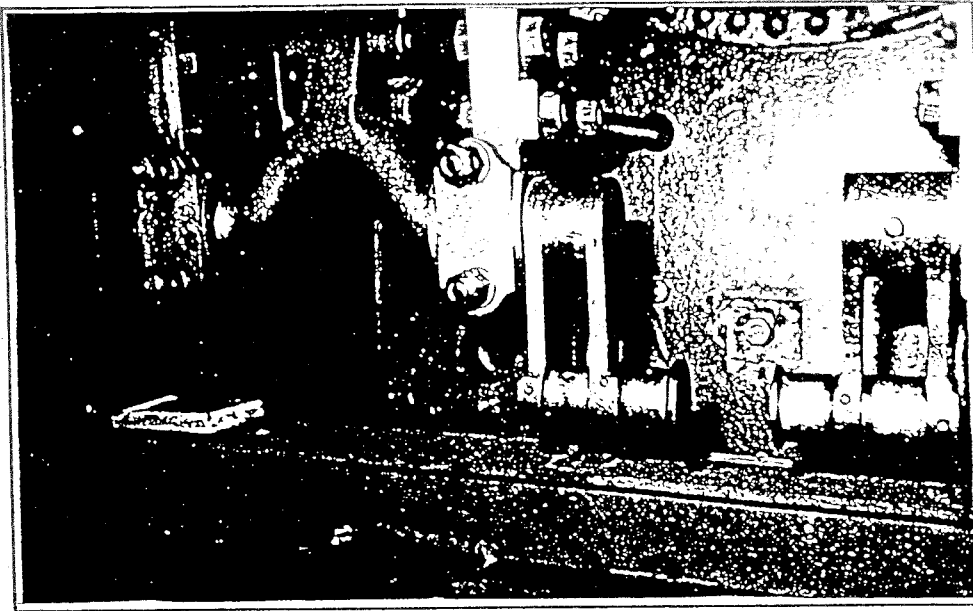
## LIONBADGES

LIONBADGES: Metal brooch type lapel badges. 1" diameter. 'LION in the TRIANGLE' logo and "OLD LOCOMOTIVE COMMITTEE" legend. Paid up members only. An DLCO NW enterprise f 1.00



Subscribing members of DLCO 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.

# LIONPARTS EXAMINED FOR FIRST TIME IN YEARS



## HOPES FOR LION TO BE RE-ASSEMBLED

### IN TIME FOR MAY STEAMING

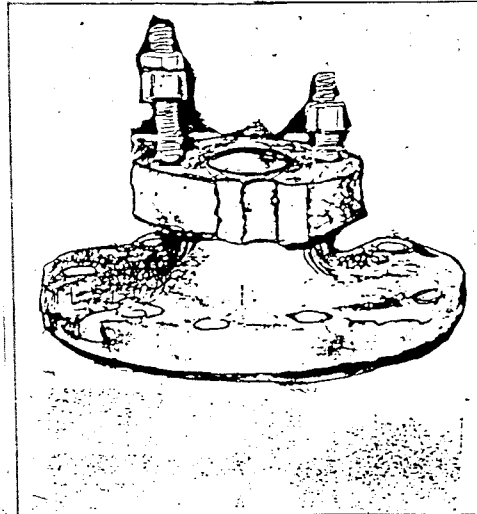
Looking at these pictures members could be forgiven for wondering if *LION*, like Humpty Dumpty will ever get put together again. At the moment the first scheduled steaming date looks impossible but progress, we are assured, is being made.

The top L.H. picture is of the "wagging banana". This moves the slide valve over the piston and is actuated by the link with rollers on the end hanging straight down. The Gabs, driven by the excentrics on the cranked axle, engage on one or other of the rollers to wag the "banana" which allows the valve to admit steam alternately to the front and rear of the piston.

Both pistons are shown in the next picture, notice how in they are in relation to the diameter. This is quite unlike the pistons in a car engine that most people are used to seeing. Also in the picture are the "gallows" which is the operating linkage for the Gabs.

Pushing the reversing lever on the footplate forward moves the "gallows" linkage upwards raising the two gabs which have their forks pointing up, into the roller within the hanging arm, thus operating the "wagging banana". This changes the valve setting and *LION* will, on opening the regulator, move backwards. The other two gabs have their forks pointing downwards and drop onto the roller on the outside of the hanging arm when the reversing lever is pulled back to make the engine go chimney first.

The lower picture shows the front cover of the R.H. Cylinder removed.



THE REAR COVER OF THE P.H. CYLINDER SHOWING THE BROKEN LUG WHICH HAS TO BE REPLACED. A STEEL BLOCK IS BOLTED TO EACH LUG AND THESE SUPPORT A TOTAL OF FOUR SLIDE BARS FOR EACH CYLINDER. THE 'TEMPORARY' REPAIR WAS MADE IN 1980!

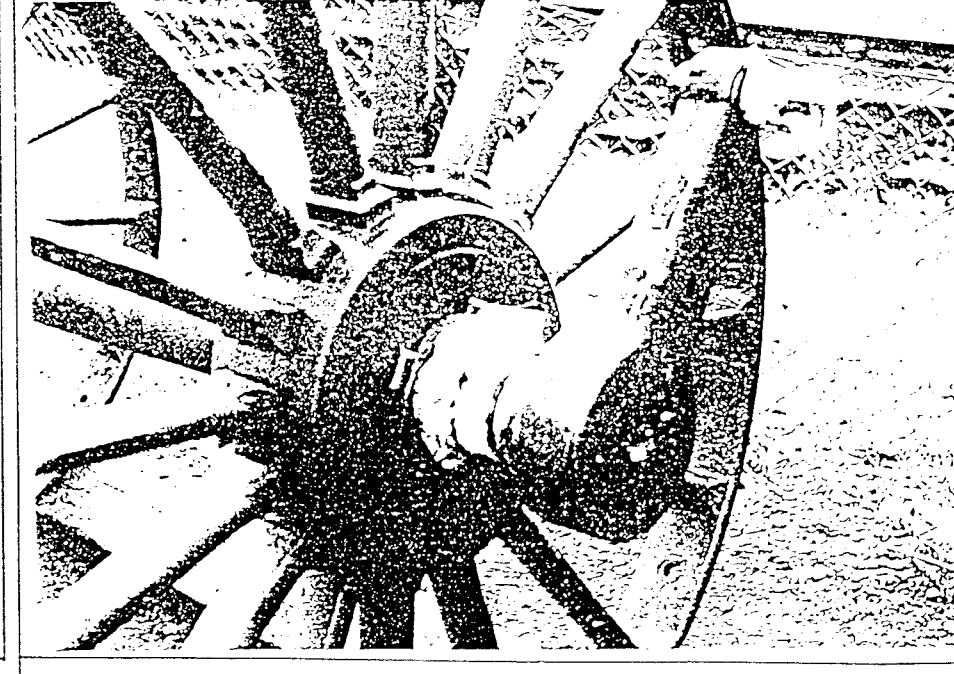
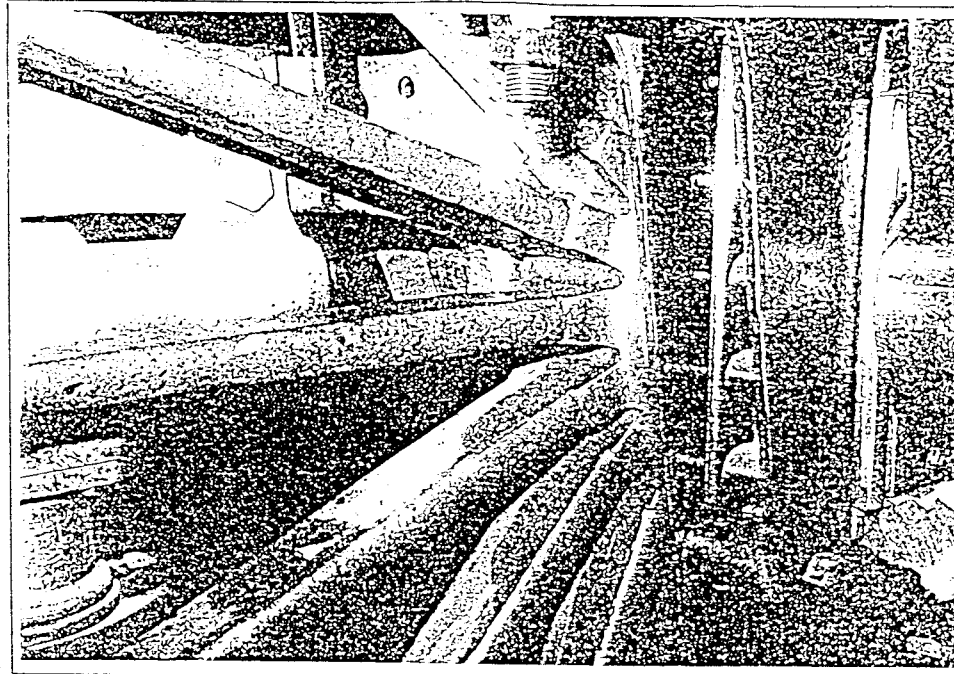
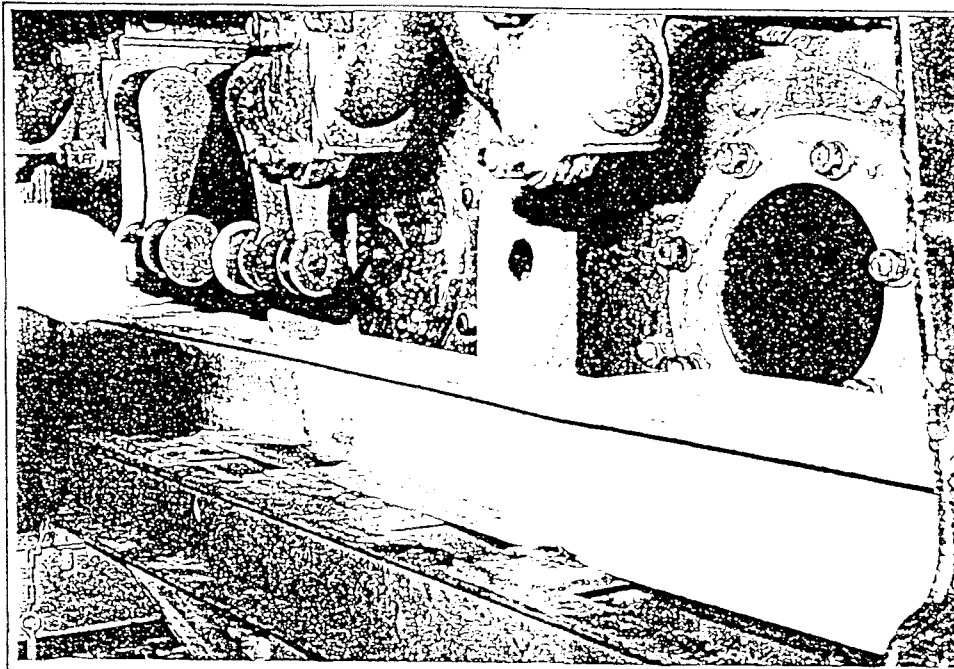
# HELP STILL NEEDED AT DINTING

The top R.H. picture shows both the hanging arms for each "wagging banana". The rear cover of the cylinder has been removed for repair. (See small picture at the bottom of opposite page.) The temporary repair to get LICM home from Keithley was one of those "bodge" that all the experts said "could not be done". Well it was done and worked very well. In fact few people who helped to cooperate during the intensive steaming programme last year realised such a repair had ever been done.

The centre picture illustrates one of the hubs of the 18 spoke wheels on the cranked axle. Compare this with the hub of one of the 16 spoke leading wheels in the lower R.H. picture. So far nobody knows why there is a difference.

However once the activities of 1980 are behind us CLCO will resume the research programme that has been started and hopefully find out the answer.

The picture below shows the rim of the leading wheel with the tyre removed. The holes are for the studs which bolted the old tyre in place. Modern techniques make this much less necessary nowadays. The studs will be replaced but possibly only as dummy ones.

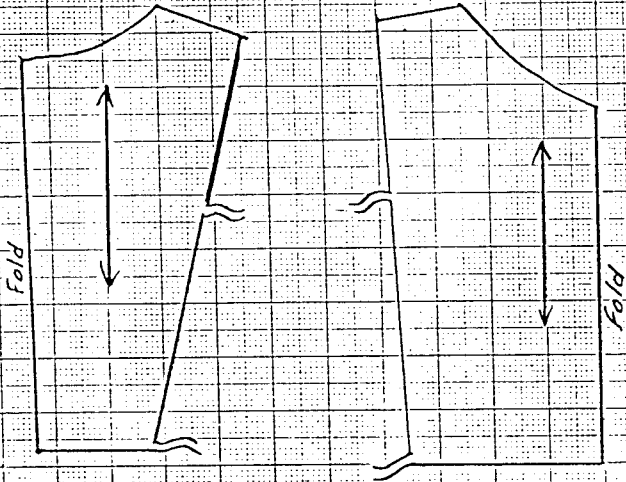


# SUSIE'S COSTUME CORNER

## CHEMISETTE-

BACK

FRONT



PATTERNS DRAWN TO FIT SIZE;

Bust 35" - 36"

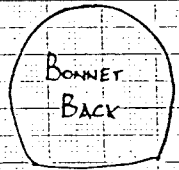
Waist 25" - 26"

Height 5'5" - 5'7"

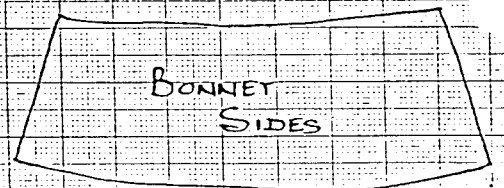
No seam allowances included

ONE SQUARE

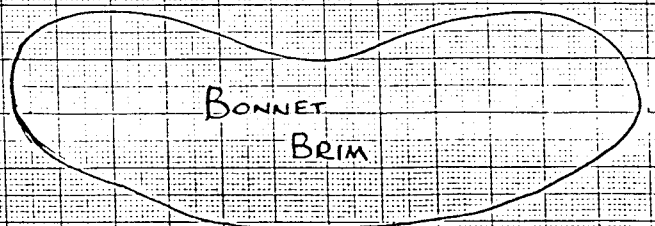
(this size) equals TWO INCHES.



length as desired.



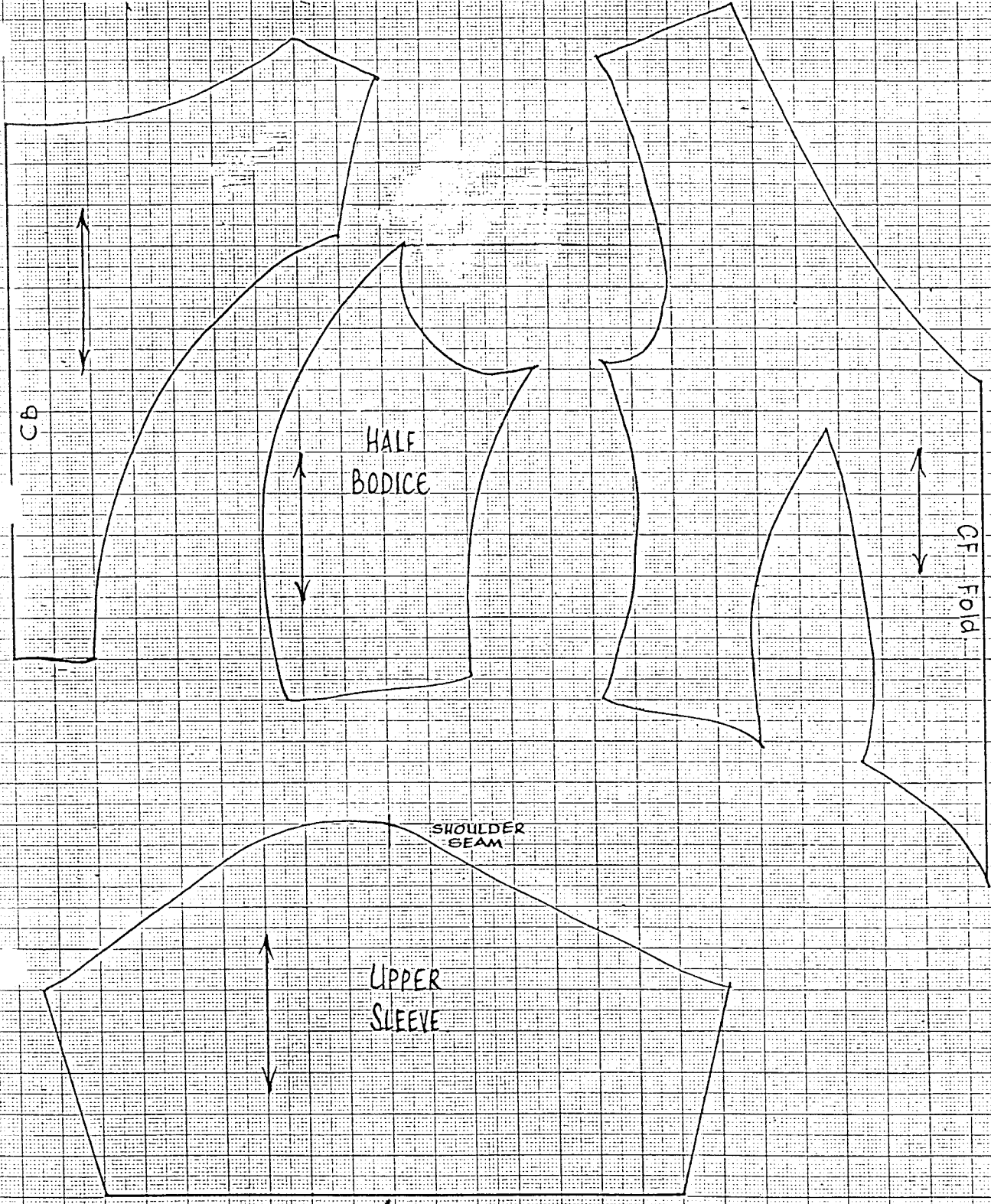
BONNET:- Use stiffened cotton to make these patterns and cover them to suit.



DATA PROTECTION ACT: Members' names and addresses and other information supplied to the Membership Secretary may be stored on a computer, unless members otherwise object. If you do object to this, you are asked to notify the Membership Secretary in writing.

ONE SQUARE

(this size) equals ONE INCH.



**CHEMISETTE:-** Use white or cream; fine fabric, finish neckline as desired; only ties to close the gaps.

**DRESS:-** Should be one piece - not skirt and jacket. The easiest way to fasten is a long CB Zip, with a fold of fabric to conceal it fastened with a few hooks and eyes.  
Lower sleeve is a rectangle gathered to bottom of upper sleeve and into a cuff at the wrist.

**N.B.** Bone bodice point very well. Suggest interlining with pelmet buckram also if skirt is made separate. Join can be piped to conceal. Trim as desired.

