

LIONS HEART

LATE SUMMER 1989

OLCO MEMBER BACK FROM JAPAN

OLCO Executive member Barry Smith is back in the fold, having trained a team of Japanese, who are continuing the demonstration running of the LOCOMOTION replica at the International Design Exhibition, Nagoya, Japan. The available imported Australian coal proved unsuitable for LOCOMOTION's firebox, and Barry was forced to develop a technique of woodburning which is now being successfully employed. It was snowing at Beamish when Barry prepared the locomotive for shipping earlier this year, so the heat of Nagoya proved quite a contrast.

LIONCHECK AT DINTING

Ultrasonic testing of LION's inner firebox was carried out at Dinting on 23rd August this year. The tests had been requested by the boiler insurer and were carried out using the latest portable electronic testing equipment to the requirements of expert boilermaker Alan Mc Ewen (see feature on page 4). Alan was ably assisted by his 6-year old son Alistair.

OLCO Secretary Jan Ford was present and took advantage of the opportunity to examine the firebox from the inside. The ashpan and firebars had been removed and an electric light had been fitted-up, giving a good view of the apparently excellent internal condition.

Testing showed that the nominal 16mm wrapper plates (firebox sides) had wasted by up to 2mm in places. The tubeplate was not less than about 20mm thick anywhere, and the beading on the tubes was almost 'as-new'. Some wastage was noted around the firehole door blocking ring, but this was expected. An encouraging result but, of course, we now await the decision of the insurers based on the formal report. Further tests may be required. We will bring you more information as soon as we can.



BIRMINGHAM RAILWAY MUSEUM

The Autumn Gala will be on Sunday 1st October, featuring GWR Pannier Tanks, 1875 Terrier Tank 'Sutton' and Hawthorn Leslie industrial tank 'Henry'.

Spectacle of the year should be the Kings and Castles weekend on 14th and 15th October, with 6024 'King Edward I', 7029 'Clun Castle' and 5080 'Defiant'.

6115 'Scots Guardsman' has arrived from Dinting and will be on static display.

Major Olver has formally inspected the new trackwork and signal box (technically, ground frame) allowing the two new platforms to be brought into use. Congratulations to OLCO Secretary on passing out as one of the Ground Frame Operators.

LIONSMEET 1989

by Peter Servis, Editor

For the benefit of those of you who did not manage to attend the event, I will try to describe what a wonderful day out you all missed.

The sketch of the track layout enclosed with the last issue of LIONSHEART gives no idea of how beautiful a setting the track is in. Apart from the side of the site alongside the main road, the ground is very private, and even the road does not seem to intrude as it is on the side furthest away from the station and buildings. The tree-fringed pond in the centre of the track, complete with lighthouse whose light flashed (or was it occulted?) all day to warn unseen vessels of impending danger, was an unusual and attractive feature.

The track, laid with aluminium rail, gave a smooth ride, though as usual with aluminium, it tended to be a bit slippery, making starting and stopping a little difficult. The signals were lower quadrant semaphores, automatically controlled by track circuits and cleared and returned to danger with a beautiful bouncing action just like the full-size ones used to do. The signal box in the corner of the site was just that - a full-size one, complete with stove, though lacking the lever frame, and painted in the colours of the local railway company, as were the other buildings. The station building, with overall roof (fortunately not a necessity, as it stayed dry throughout the day) even boasted a working model of one of the said local companies' water cranes.

The whole site was well kept and tidy and must rank as one of the most attractive grounds that I have ever been to - congratulations Cheltenham!

So much for the track, what about the locomotives? Five LIONS turned up for the event, which is perhaps a little disappointing as two were from the host society and two were the 'regulars'. The fifth one came from Derbyshire. After a general run in the morning and lunch, the competition for the Chairman's Shield was held in the afternoon. As usual, David Neish had brought the Guildford Dynamometer Car - thank you David and Guildford MES - which records Work Done in foot pounds and distance in feet. As a reminder to those not familiar with the event, the shield is awarded to the miniature LION which does the most work in a given period, usually (but not necessarily) ten minutes.

Norman Lewis was the first to go and for his first attempt at this event produced a creditable 22390 ft lb. It is always difficult to go first as you have no other performances to judge by and speed (and hence distance) were low. Peter Taylor of Cheltenham was the next to try and although the load was the same, he managed a higher speed than Norman to produce 36190 ft lb and an eventual third place. John Kidger, also from Cheltenham and a newcomer to the event took a slightly lighter load and higher speed to go into the lead at this stage. 'Old hand' at this event and winner at Guildford, David Neish was the next to go and returned with a disappointing 26720 ft lb, his lowest figure yet and well below the 72810 ft lb with which he won the event at Guildford, although admittedly that was on steel rail.

Barry Smith then borrowed David's engine for a run but, unfortunately the passenger trolley derailed on the first lap, damaging the track in the process. By the time the track had been repaired and a new trolley fetched, Barry decided to retire. Mike Parrott, the other regular attender and who had been steadily improving over the years was the next entrant and after a couple of laps to check that the track was OK, set off with just one passenger. Initially nervous of the corner where Barry had had his derailment, the speed soon built up and at the fastest point on the circuit was reaching 12 mph (this is the equivalent of a scale speed of 135 mph). With the greatest distance run and a high drawbar pull, this produced Mike's best figure yet of 45970 ft lb and put him clearly into the lead. OLCO Chairman Alan McKirdy then borrowed Mike's engine and with the same load, but not daring to go as fast, put in 26050 ft lb to take 5th place and leave Mike as this year's winner.

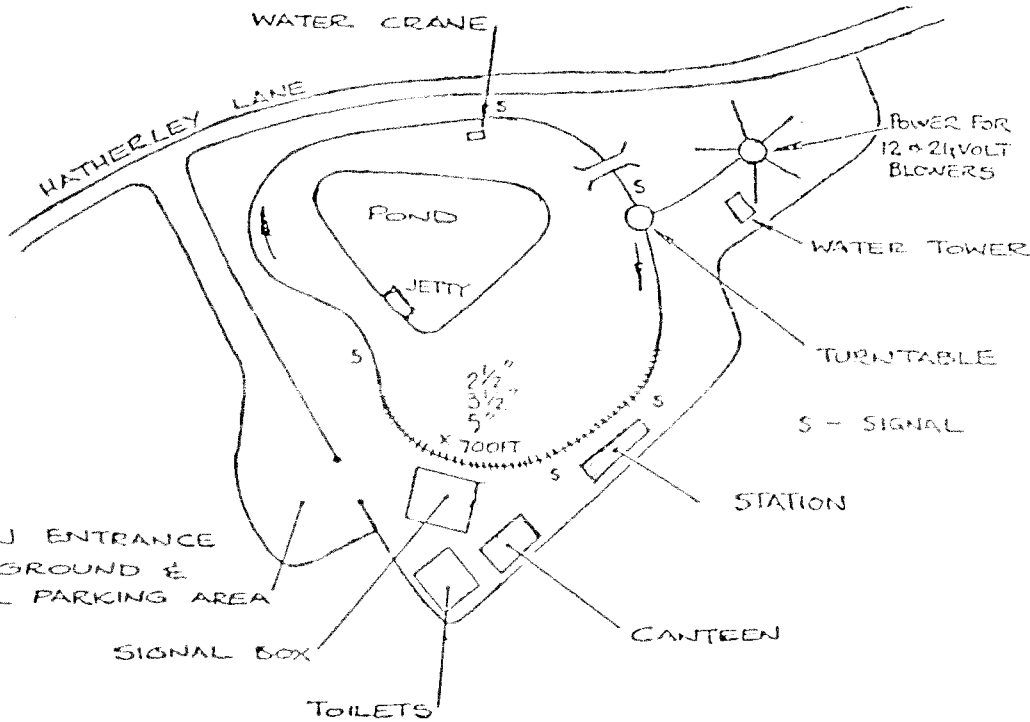
For the benefit of the statisticians, the results have been tabulated and Average Speed, Drawbar Pull and Horsepower calculated. Quite what these figures prove, I don't know, but looking back over past years it seems that the winner is always the one that covers the greatest distance.

I'm pleased to report that your secretary, Jan Ford, enrolled five new members from amongst the visitors.

Finally, our thanks go to the Cheltenham Society of Model Engineers for being our hosts this year and especially to the ladies who worked so hard to provide the lovely refreshments that are such an important feature of these events.

RESULTS OF LIONSMEET 1989

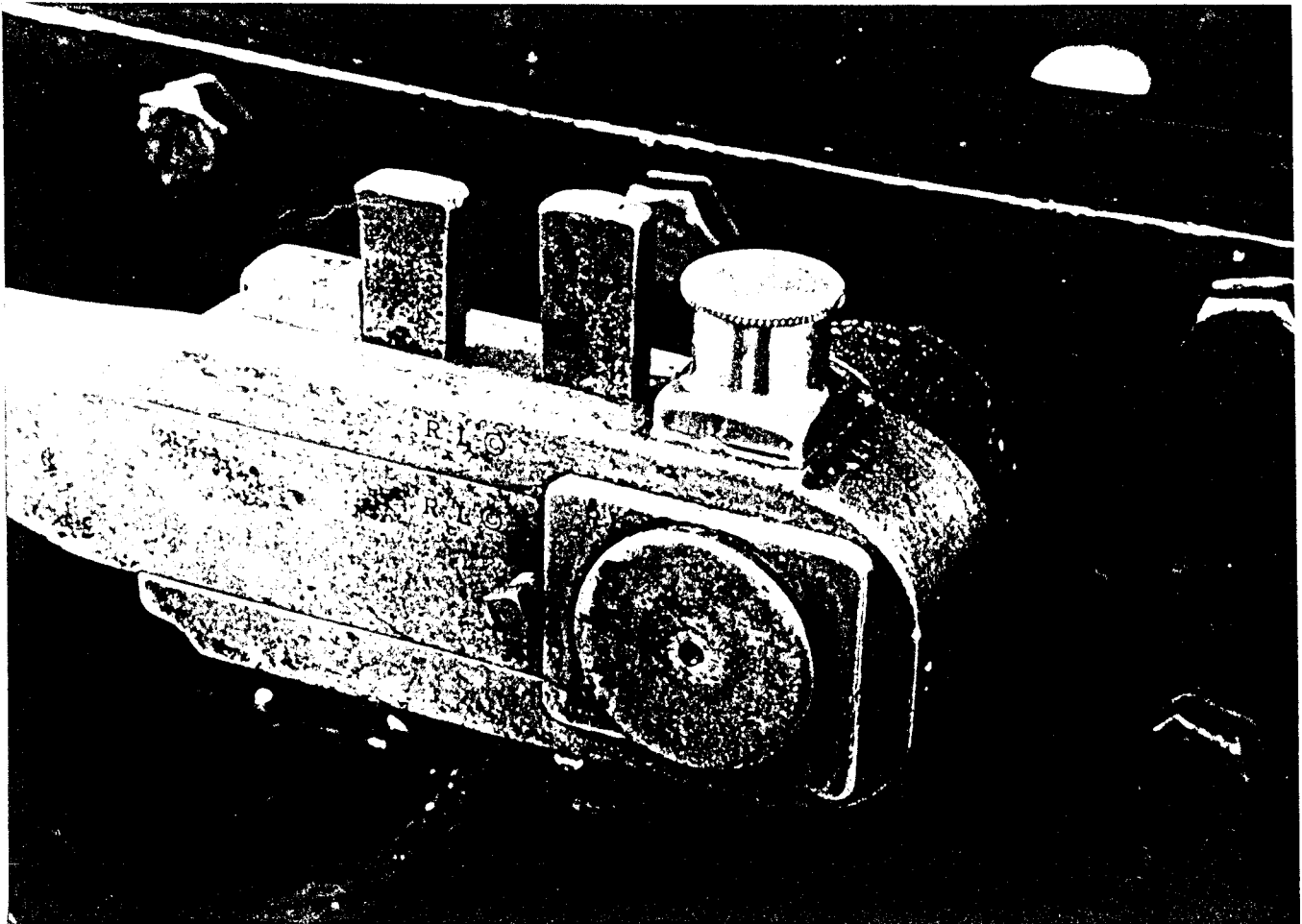
Name	Work done ft lbs	Distance ft	Load Adults	Average speed mph	Drawbar pull lb	Horsepower	Position
Mike Parrott	45970	7360	2	8.36	6.25	0.1393	1
John Kidger	36380	7190	3.5	8.17	5.06	0.1102	2
Peter Taylor	36190	6230	4	7.08	5.81	0.1097	3
David Neish	26720	6390	4	7.26	4.18	0.0810	4
Alan McKirdy	26050	5120	2	5.82	5.09	0.0789	5
Norman Lewis	22390	4130	4	4.69	5.42	0.0678	6



Above: Tabulated results of LIONSMEET 1989.

Left: Cheltenham M.E.S. Site Plan.

Below: Detail of an outside crank and coupling rod end on the 12 inches to the foot LION.
(Photo: E. Ball)

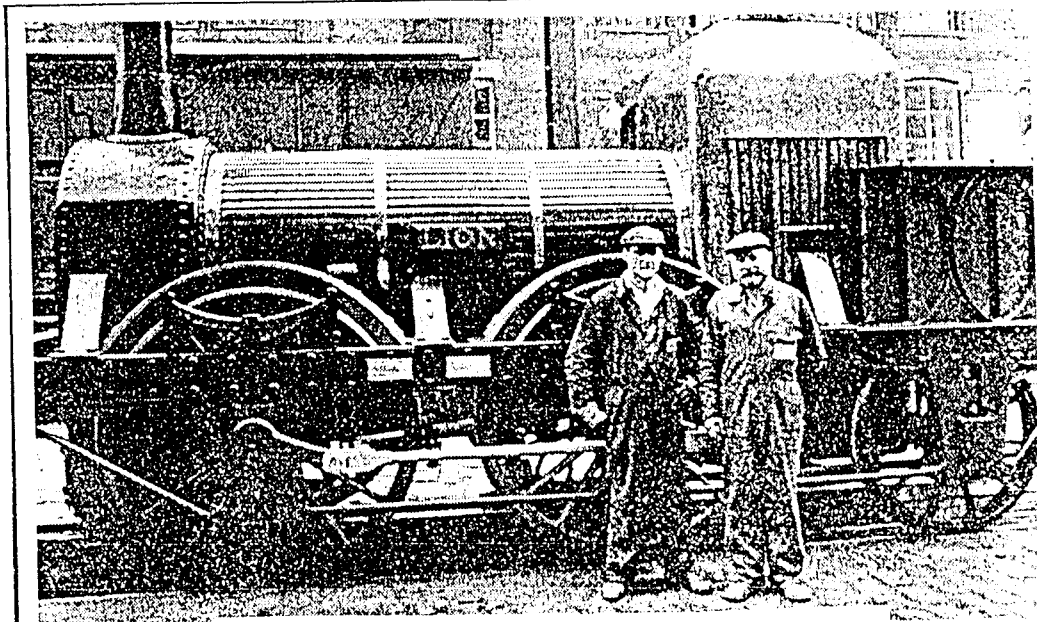
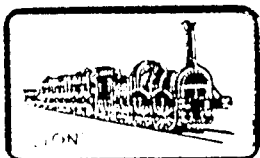


LION CHECK
(continued from p1)

This is not the first time that Alan McEwen has worked on LION. When LION was at Manchester's Museum of Science and Industry last year, a problem with firebox stays threatened the planned operating days. Through the co-operation of the Museum's Workshops with Alan McEwen, disaster was averted.

The report on the right (from the Yorkshire Post on 2nd November last year) describes how LION's sesquicentenary steaming programme was saved from a premature end.

LION owes her continued existence to people with expertise, determination and enthusiasm for preservation of our industrial history.



Reprinted from Yorkshire Post 2-Nov-88

Lion roars again

BOILERMAKERS from Keighley, who specialise in repairing all types of steam engines from yesteryear, were called in to carry out life-saving work on Britain's oldest working locomotive.

H A. McEwen, of Farling Top, Cowling near Keighley, were summoned to Manchester to undertake emergency boiler repairs on Lion, a 1838 locomotive built by

Todd, Kitson and Laird, of Leeds.

In 1952, the Lion, now owned and operated by



Merseyside County Museums, was the star of the Stanley Holloway comedy, *The Titfield Thunderbolt*,

and is one of many historical locomotives repaired by McEwen Boilermakers.

"We are currently working on a 1912 traction engine from the Isle of Man which needs a replacement boiler," said master boilermaker, Mr Alan McEwen, who is pictured, right, with boilermaker Michael White and the Lion.

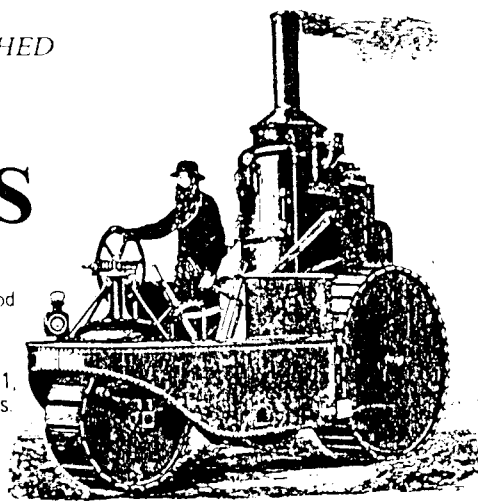
"After that we are building a boiler for an Edwardian passenger steam launch to be used on the River Thames."

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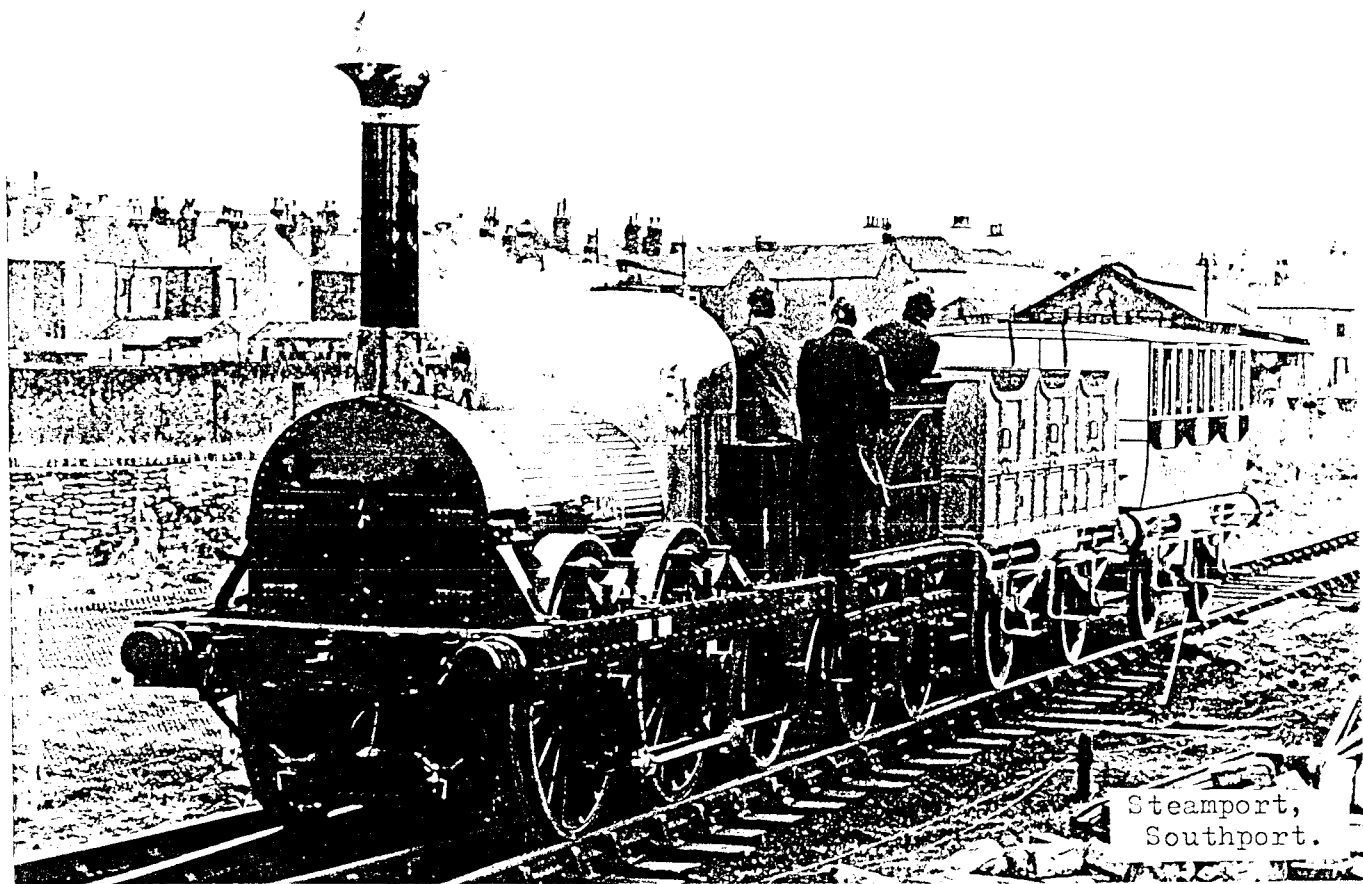
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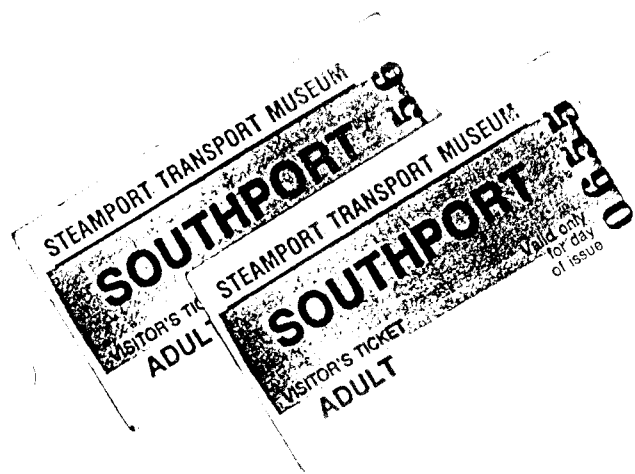
STEAMPORT TRANSPORT MUSEUM

The fine shot above was supplied by Chris Mills at Steamport, Southport. It shows LION during the 1980 celebrations, but LION returned in triumph for her 150th birthday celebrations. We hope LION will be back there soon!

In the meantime, do try to visit Steamport. They have some interesting exhibits and steam every Sunday at present. An inexpensive supply of wood offcuts means that Steamport (like LOCOMOTION) have discovered the joys of woodburning!

Liverpool Museum's other famous locomotive, the massive CECIL RAIKES built by Beyer Peacock for the Mersey Railway, is on display at Steamport. Some of our members would like to see her restored (you might have seen Barry Smith's letter published in the railway press), but it will be a major project.

On the 17th September, Steamport plays host to BAHAMAS, which is working a Southport - Manchester Victoria shuttle service on that day. Manchester's Castlefield Carnival is held on the 16th and 17th and the Museum of Science and Industry in Manchester is steaming BELLEROPHON (see report), so why not make it a Northern Weekend?



DEATH OF LORD LINDSAY

The 15th Earl of Lindsay died on 1st August this year. Formerly Viscount Garnock, he succeeded his father to the Earldom in 1985. He had a lifelong interest in railways and was chairman of the Severn Valley railway and president of the Romney, Hythe and Dymchurch railway, in addition to other roles. The Earl owned a steam locomotive, LNER K4 class 'The Great Marquess' which was a recent visitor to Manchester's Museum of Science and Industry.

OLCO members recall with pleasure the barbecue in 1987 at Crewe beside LION to which Earl of Lindsay returned specially from other commitments.

He will be missed by all who are involved in railway preservation.

FEEDBACK

Lionsheart - Summer '89

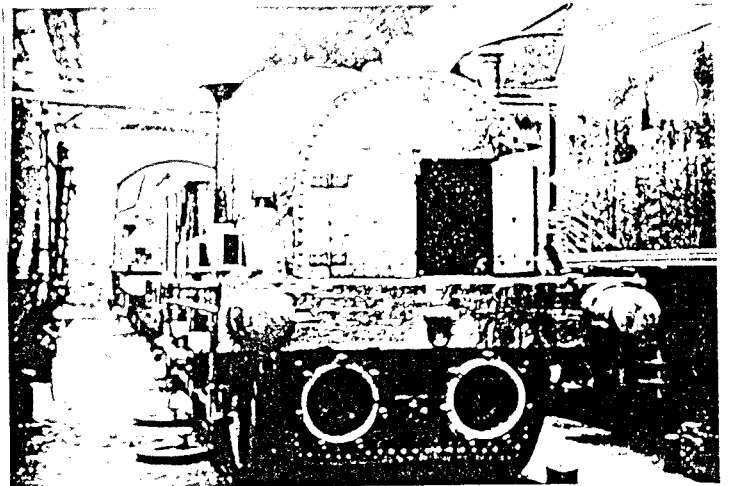
The above received Saturday and avidly read with pleasure as usual. On page 5 the Editor ensures our new Secretary won't be short of work, also on page 3 where I note an error! The caption to the LION photo is incorrect.

It was NOT taken during the early restoration in 1930, but on 18th April 1937 by W. Hanson, during servicing for the North Wales event, more cine filming later and for the London and Birmingham Centenary exhibition. This date is made evident by the background items. The tank engine in line with LION has the cut-away coal bunker introduced by Stanier circa 1935, and the tenders on the right are of his design, the 'L' visible on one being of the Sans Serif style introduced 1936.

Somebody has been misinformed, which is not uncommon and sometimes obvious to us old fogeys who "were there" at the time. Two years ago I noted a totally inaccurate caption on one photo in an otherwise excellent quality publication (Silver Link's 'LMS Reflections'). According to the Publishing Director's reply to my letter they got the information from the photographer's original caption - taken in good faith - but it must have been on the wrong photo when filed 50 years ago. I have an original press cutting of 1933!

There seem to be very few photos of the 1929/1930 complete rebuild at Crewe: probably the best source is the NRM Library, as all the Crewe glass negatives are there and have been catalogued. Useful but expensive, as I have found.

Len Belk
Heswall
Merseyside



THE EDITOR REPLIES:-

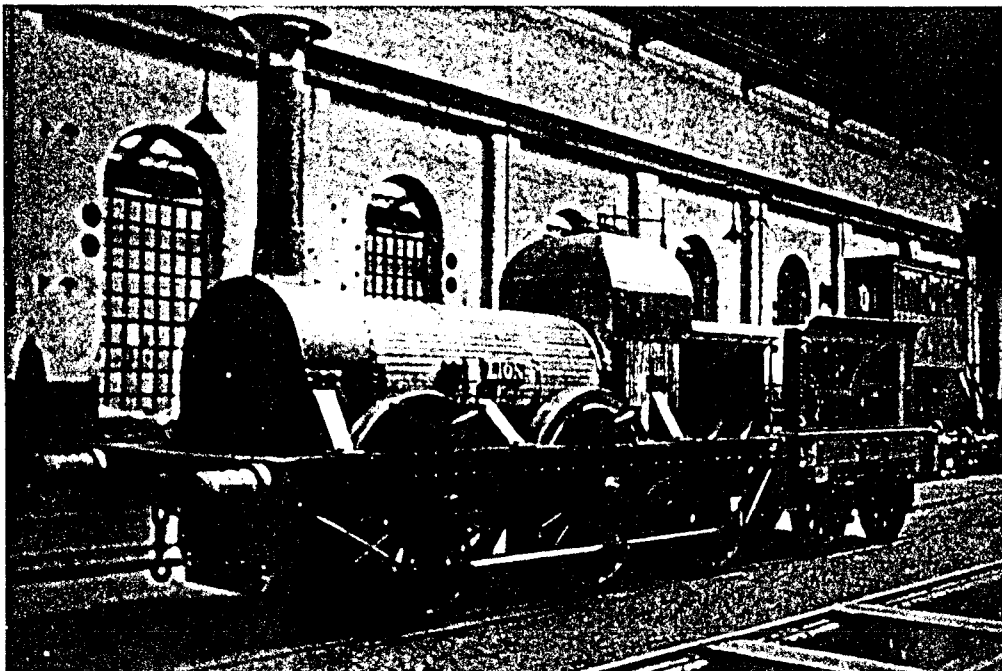
The picture to which we attached the offending caption is shown above. We were wrong; we apologise. Thanks to Len Belk for taking the trouble to put the record straight.

Another historic photograph of LION in Crewe Works is reproduced below.

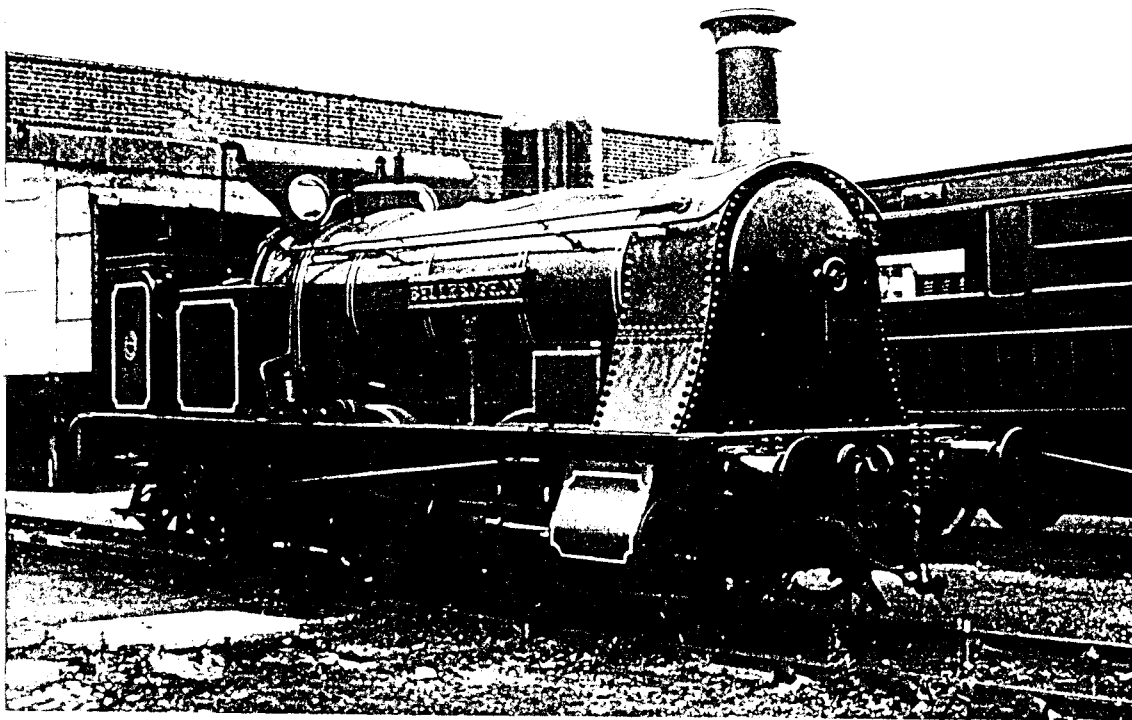
The good news is that we've asked Len Belk to share more of his knowledge with the rest of us. This edition of LIONSHEART has the first of what we hope will be a series of articles by Len.

Can other members supply more information concerning the history of LION? Articles, letters or notes will be welcome. If you are prepared to loan photographs, articles or documents, these will be copied and returned.

If you have specific queries concerning LION or modelling LION, please write in and we will do our best to locate the information you require.



BELLEROPHON at LIVERPOOL ROAD



(Photo: Vintage Carriages Trust)

BELLEROPHON, owned by Vintage Carriages Trust and one of the oldest working industrial steam locomotives, is visiting Liverpool Road Station, the oldest railway station in the world.

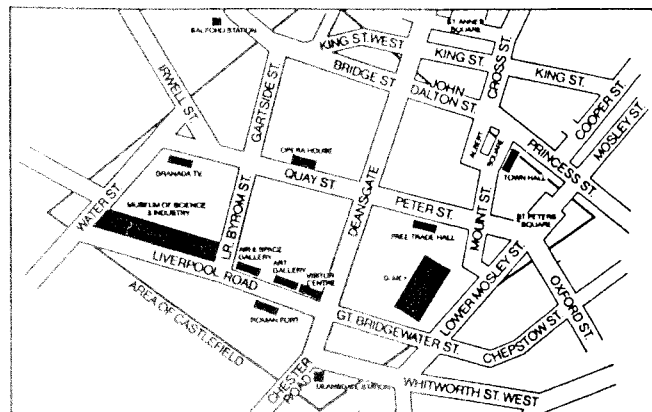
BELLEROPHON will be on static display from 5th September to late October this year and she is planned to be in steam on 16th and 17th September for the Castlefield Carnival and on 21st and 22nd October for the Railway Weekend.

Liverpool Road Station is part of the Museum of Science and Industry, Manchester, which is open every day from 10 a.m. to 5 p.m.

In addition, a special steaming has been arranged for Thursday, 14th September, when the guest-of-honour will be OLCO member Vernon Smallwood, who is also the Vice-President of Vintage Carriages Trust. It was Vernon's determination which ensured adequate funds for the restoration of BELLEROPHON.

BELLEROPHON was built in 1874 by Josiah Evans at the Haydock Foundry and worked on the Haydock Colliery lines. It was finally withdrawn for scrapping in 1964.

The Railway Weekend on the 21st and 22nd October should be a great event, with two or three locomotives in steam, a miniature railway and footplate inspections of the locomotives on static display. OLCOSALES are hoping to provide a Sales and Information stand and Eddie Ball would welcome volunteers from OLCO members to help man the stand. Based on previous Gala days, it should be pretty hectic!



LION, OLCO AND LB - AN AUTOBIOGRAPHY

When invited (or ordered!) to contribute to LIONSHEART during the very enjoyable meeting at Vernon Smallwood's on August 9th, I mentioned having some articles on past experiences ready to hand. But on second thoughts, considering that one of my happiest stems from joining OLCO in 1987, I'm prompted to write afresh. Appreciation of LION was prompted 59 years ago, when the Liverpool & Manchester Centenary Celebrations were held on Liverpool's Wavertree Playground, a very large area just over the LNWR line very near my birthplace. According to my parents, arriving overdue at 3 a.m. whilst a heavy wartime freight noisily climbed the 1 in 112 from Mossley Hill. Thereafter, parking my pram in sight of passing trains kept me quiet, so I can claim to be an enthusiast from birth! LNW especially, but feeling very much at home on any railway.

My father's connections with City affairs resulted in ready access to the ten day 1930 event, and what a thrill that was! In preparation, a line was laid down the embankment side to the exhibition area, leading to display sidings and a very large circular track running through the Pageant Arena, on which LION and train gave passenger trips. Fenced off from a play area still open to us, we could watch the shining 6-foot 'Jumbo' in LNW livery ENGINEER LIVERPOOL busy on deliveries and shunting. Later all the ground was closed, but early in September we saw the arrival of numerous gleaming locos. Old-timers and brand new ones from each group passed twice, many in steam. A foretaste of the pleasures to come!

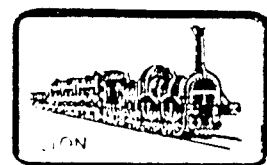
Unlike 1925, 1975 and 1980 there was no cavalcade of locos, which were lined up on one siding, with the latest rolling stock on a parallel one. But there was action in plenty! A massive Pageant of Transport passed before tiered stands in the Arena. The earliest form of 'transport' depicted was a Stone Age man towing his wife along by the hair, made much of by the press! (Her mass of long black hair hid a strap). The development of transport followed, accompanied by an excellent commentary and music by Edge Hill LMS Band, Luigini's 'Egyptian Ballet' to the march of 3,000 performers still serving as a reminder to me. (A piece also played near the end of an early sound film 'Flying Scotsman'). One very popular act was 'The Moving Train', a long, close packed column of girls in colourful crinoline dresses, their skirts swinging in time with the music.

The applause was quite deafening! Photos exist, but no colour. The opening of the Liverpool & Manchester was re-enacted using petrol-driven reproduction locos NORTHUMBRIAN and ROCKET with an equally accurate reproduction of the Duke of Wellington's ornate coach. During these performances LION was at rest, but the weather wasn't! Sunshine but many sharp showers.

Such trivialities were not going to debar a ride behind LION, for the first time seen closely at the wooden platform, heading a quite substantial load of six coaches, 1st class and 3rd exactly to 1830's style, and usually well filled. Unable to afford 6d (two and a half p) but happy to pay 3d for an open Third with no seats we went TWICE round the circle and so through the empty Arena, which was good value. Despite the Duke's forebodings none of us expired at over 20 mph! Then down came the rain! Absolutely no shelter even if one crouched down, which was difficult anyway in a packed vehicle. How fared the loco crew and guard on the roof we were too wet to note. All three were in appropriate attire (photo to hand) and I think that the elderly man driving would be an Edge Hill one near retirement.

My older brother and I next visited the line of locos. Prominently in the news was Gresley's '10,000', a high-pressure compound 4-6-4 with a Yarrow-Gresley water-tube boiler, nicknamed 'The Hush-Hush' by the press as there had been some secrecy about it. Streamlined and finished in glossy grey paint, with one of the newly introduced corridor tenders, through which passed a constant stream of people to the footplate and then off. We were half-way along the narrow corridor when a broad-gauge lady got jammed at the footplate end, so completely that she blocked the ventilation as well! Unable to retreat, we had some very uncomfortable minutes, but managed to survive that afternoon's threats of pneumonia, claustrophobia and asphyxia! (Repeated in later years WORKING on locos).

continued on p9



The final Saturday evening was spent at the Exhibition held in St. George's Hall. With little to spend, my great interest in the Loco Publishing Co's stand resulted in the first of three kind acts giving many years of pleasure. I went home with quite a load of literature and postcards, probably shop-soiled items. A few days later, a schoolmate whose sister worked in a D & P depot presented me with a wad of photos, mostly of 120 size spare prints. A few of LION include the above-mentioned shot of the crew, another being of six Pageant performers standing by the NORTHUMBRIAN and crew (no steam visible on that one!). The third gift was from another schoolmate who gave me his copy of the current Meccano Magazine, with a page devoted to LION's history, increasing my interest. All the above were treasured for over 50 years, but the lat item has gone missing. Also my copy of the Centenary Programme, a thick book price one shilling with excellent reading which includes a full transcript of the Pageant scenario. (Any sellers?).

Afterwards the tracks remained in place as 1931 was to see a very big Horticultural Show held in "The Mytery", as it was called locally, the benefactor who presented it to the City ("for children's use") being unknown then. However, some play areas were accessible to us and once more ENGINEER LIVERPOOL entertained us. I wonder if any photos of a Jumbo steaming in a public park exist ?!

Before long it was decided to place LION on a pedestal in Lime Street station, a favourite haunt for spotters. Once again, due to my father's connections, I was invited to shed visits and footplate trips (illicit) and knew quite definitely that was what I wanted to do on leaving High School, rather than stay on any longer. I had to accept the compromise of a comprehensive apprenticeship with technical education at Crewe Loco Works and looking back I am grateful for what Crewe men taught me. During those years LION was to be seen at Lime Street on journeys to and from home and in 'The Works' (Crewe parlance) as in 1937, constantly reminding me of past pleasures and seeming like an old friend. I was told that during the 1929/1930 rebuild a large bronze ball needed for a valve was not obtainable ready-made. So an elderly turner offered to machine one from bar material on a centre lathe, and did so with very satisfactory results. Near 60 years ago, so I doubt if it still exists!

In post-war years much of my career was in other spheres of engineering. Of course, I was delighted with 'The Titfield Thunderbolt' and a railway origin aroused interest and friendships wherever I worked. In due course I became involved in society affairs (no! Not high society but worthy railway affairs). On one occasion, when manning a show stand in Liverpool, one of the City Museum's staff told me of the ill-effect of neglected lubrication during LION's high mileage for the above film. It was then thought that repair could be impossible, so the work done at Vulcan and elsewhere for 'Rocket 150' Cavalcade was a fine achievement, furthered by star performance on that 3-day occasion, which I cine filmed. At that time Liverpool did very little, unlike 1930 when even the city streets were decorated.

Until seven years later Crewe too showed little interest in railway events. Understandable perhaps with memories of the less-generous side of railway patronage, plus a Council puffed-up with 'The Modern Image'! But, in my time there, a respectable pride in engineering achievement was evident, as I mentioned in a letter given prominence in the local 'Chronicle' just after the Heritage Festival, congratulating them on at least "jumping on the band-wagon". I gleefully visited the Festival every week, eventually making contact with OLCO for the first time. Inevitably I joined up, to become involved at last with the grand old loco which had long held a high place in my esteem. I have ridden and sometimes driven locos from IRON DUKE to 250-ton Garratts, but never anticipated such pleasures as Dinting, Crewe, and Manchester in particular have yielded, and all in the congenial company of like-minded and courteous folk! Decidedly entertaining, and at the same time a serious and worthwhile pursuit. I regard LION as a fine working example of the rapid technical advances in locomotive design over the few years after 'Rocket', enhancing the rather limited scope of the National Collection, so assisting in such a case to ensure appreciative preservation IS important.

Such then are my views on OLCO which I've got off my chest as an initial contribution, mostly not unknown to members in regular contact but identifying myself to others and as a mark of appreciation. If further words on Crewe, driving at Romney, the Garden Festival Railway, etc, as compiled for other journals and cine filmed in some cases, would be of interest I'll gladly oblige.

And in the meantime, what of the future if expense debars restoration to full working order? If LION is once more to be a static exhibit, I hope it will be in enough space to allow for an eye-catching display, illustrating a remarkable working life and emphasising the technical importance mentioned above. OLCO could devise and arrange this, and we do have excellent colour photos of recent events. But to enhance fund-raising, it would have to be in a well-frequented place.

Whatever transpires, long may we be in happy association!

Len Belk

 EDITOR'S FOOTNOTE:-

I aim to bring you at least 5 issues of LIONSHEART in a year: this issue follows hard on the heels of our Summer issue to give you news as soon as possible. If our members respond to the appeal on p6 for articles, photographs and drawings of LION, maybe I can justify additional issues.

The next issue will have a full report from Barry Smith on his visit to Japan, more recollections from Len Belk and a short history of OLCO based on an address by former Chairman E.F.Clark.

It's just been confirmed that OLCO will be at Manchester on 21st and 22nd October (see report p7), so let's have OLCO members and LION models there in force and make it a real OLCO event.

For the full story of BELLEROPHON, we recommend Vernon's book 'Bellerophon: Haydock to Haworth', excellent value at only £2.50. Copies may be obtained through the Secretary of OLCO but, better still, come along to Manchester on a steaming day, when it may be possible to have your purchase autographed by the author.

 MEMBERSHIP SUBSCRIPTIONS

Many thank to all members who have renewed their subscription. Your new membership cards are being issued.

If you have not yet renewed, please do so within the next month, before we 'prune' the membership list. We would appreciate the continued support of all members to allow us to give maximum support to LION in the future.

Our records now show the following:-

Name

Subscription for 1989 PAID / DUE

Individual Membership: £6.00

Family Membership: £8.00

Institutional Membership: £12.00

Membership enquiries and remittances to:-

The Secretary,
 Old Locomotive Committee,
 Brewood Hall,
 Brewood,
 Stafford ST19 9DB.

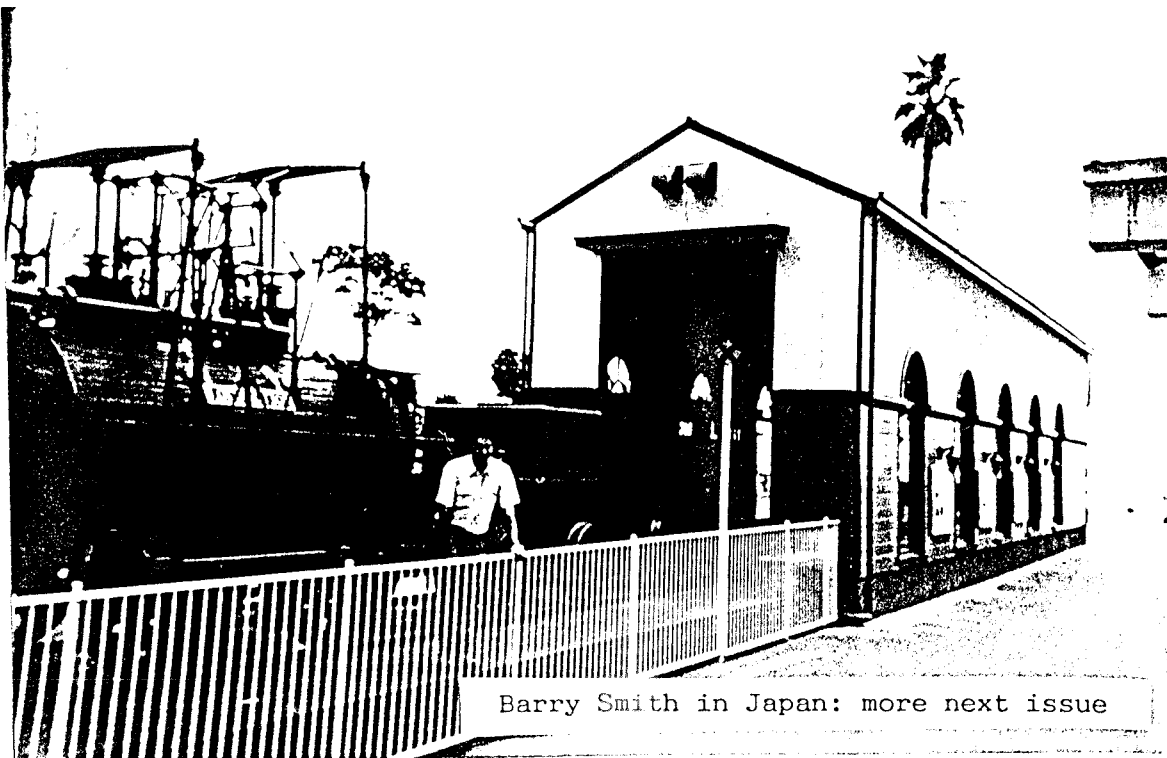
Telephone: 0902 850095 (evenings)

 O L C O S A L E S

You can buy various items concerning the LION directly by post from:-

Mr. E. Ball,
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Barry Smith in Japan: more next issue