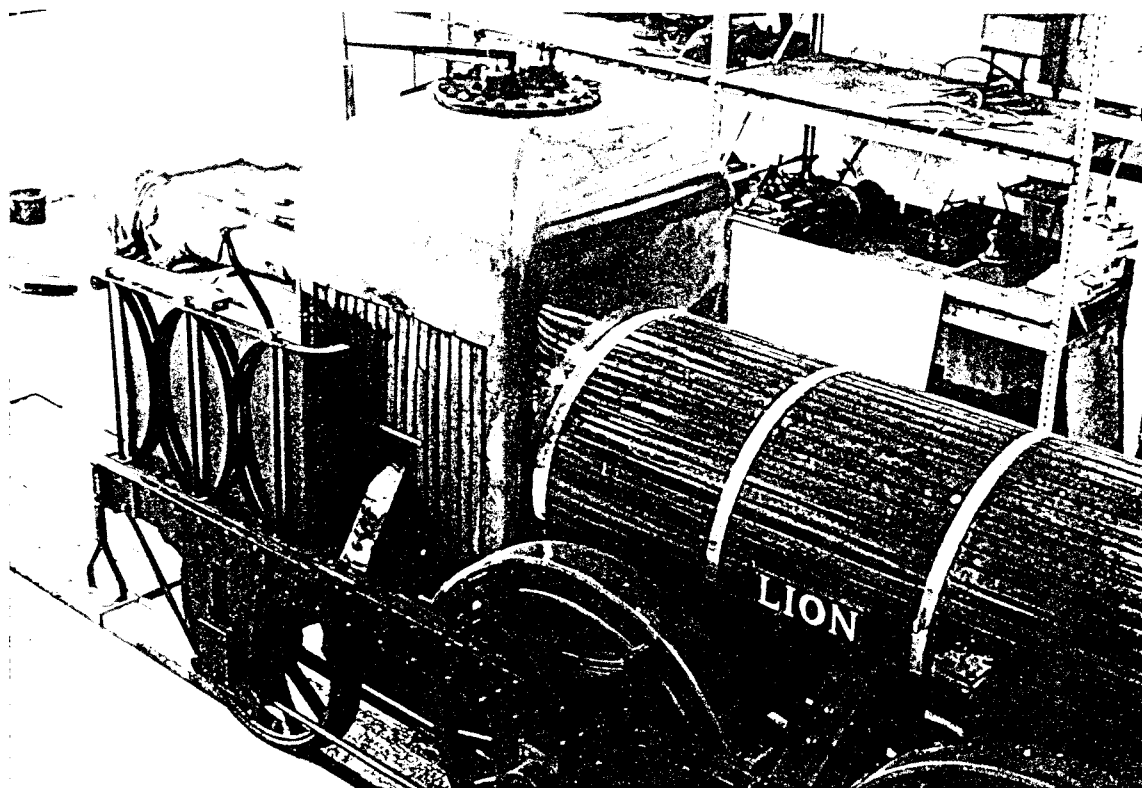


LIONSHEART

1991 Issue 2

JULY 1991

LION LEAVES LIVERPOOL



LION has moved, but not to the Museum of Science and Industry in Manchester as originally planned and as reported in the last LIONSHEART.

On Saturday 20th July 1991, LION emerged from 'The Pit' at Liverpool Museum and was taken by transport contractors Millingtons to the Whaley Bridge works of Dorothea Restorations. The view above shows LION after safe arrival in her new, temporary home.

The move is the result of an agreement between Liverpool Museum and sponsors British Coal who are funding a detailed survey to determine the cost of repairs to bring LION back to steamable condition.

The agreement was brokered by Captain Peter Manisty of the Association of Railway Preservation Societies who is also a member of OLCO.

The aim of the agreement is that LION should become an operational locomotive once again and be put into steam 'from time to time.

The first stage is to move LION to workshops where exploratory work can be carried out and the costs established. Subject to these costs, it is hoped to proceed to the second stage of 'renovation, refurbishment and restoration including re-tubing'.

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LIONMOVE pictures.....	page 2
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On pages 2 - 6 we cover the start and finish of the LIONMOVE. Because of the short notice of the operation, it wasn't possible to cover the interesting part in the middle. All the photographs are by OLCO secretary Jan Ford.

This page, top: First task is to drag out the reproduction 1830 first class coach. Our view shows Millingtons tractor 'shunting'. The flanges of the coach score grooves in the tarmac!

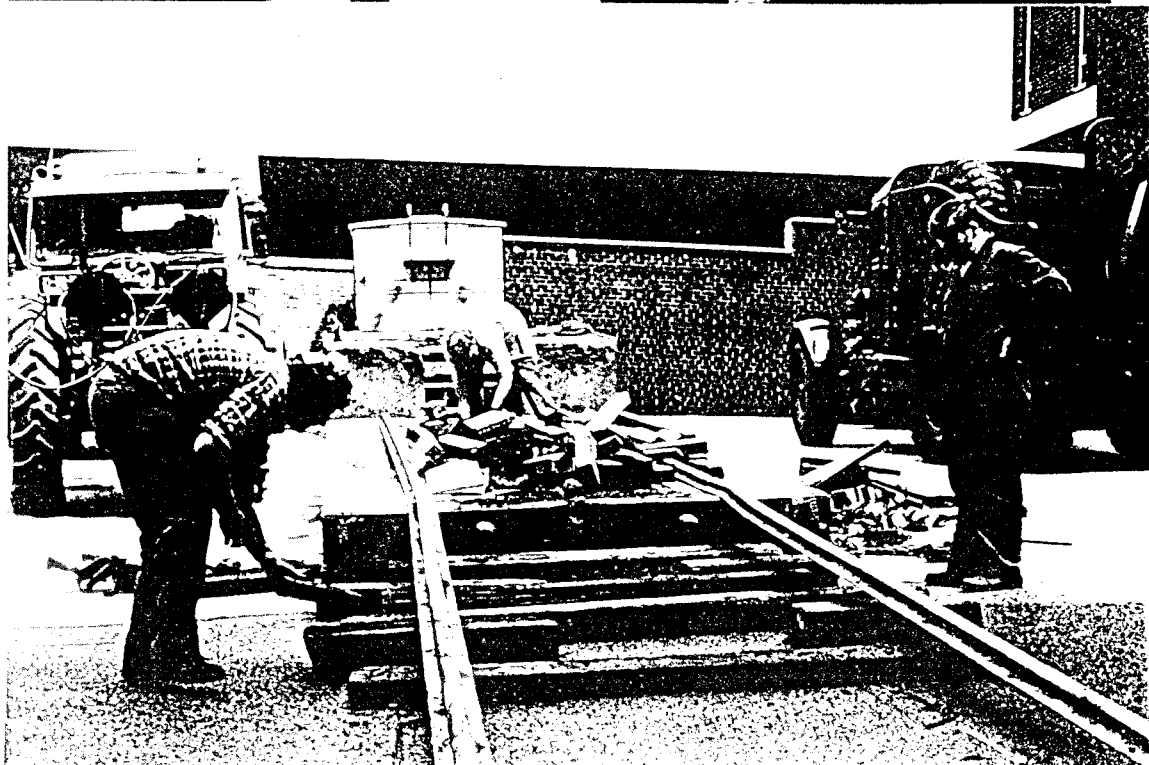
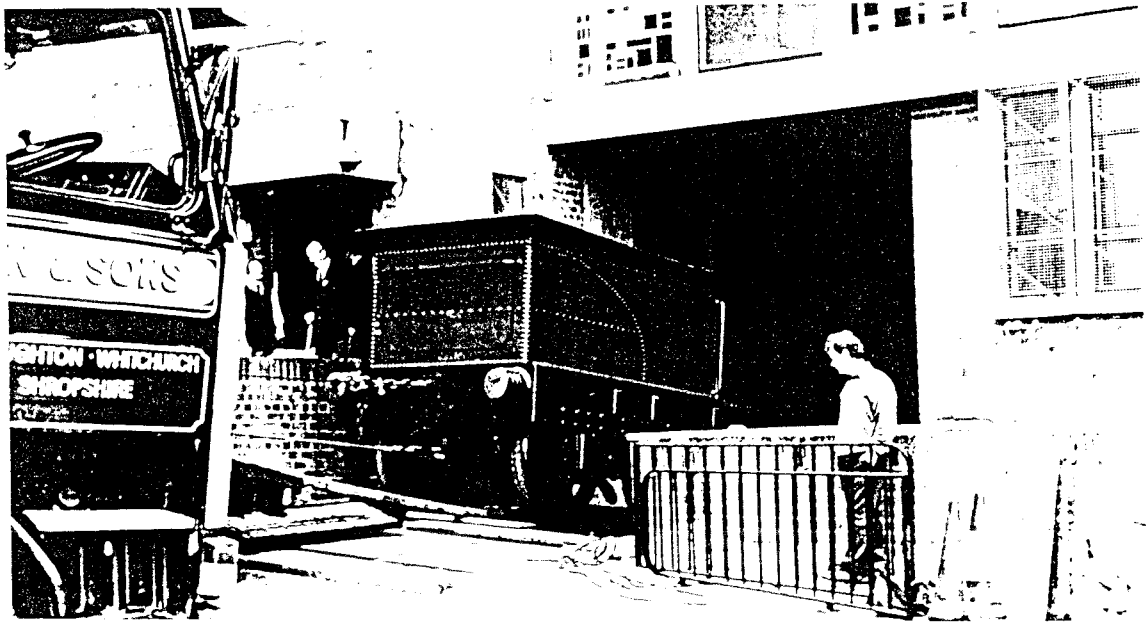
This page, bottom: LION, its tender and the coach have been displayed on a short length of ballasted track. With the coach removed, LION's tender and brass firebox cover can just be made out.

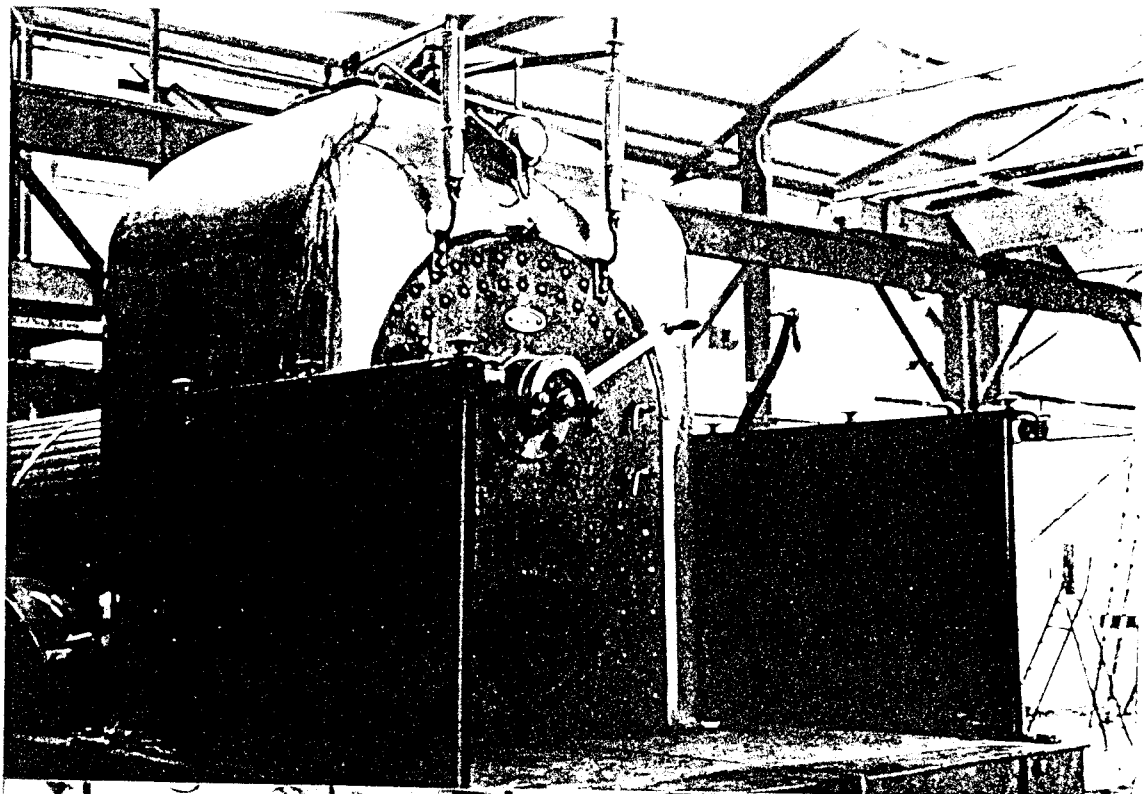
Opposite page, top: LION's tender is winched up the ramp and onto the smaller low-loader. Captain Peter Manisty stands in the doorway on the left and Paul Rees of Liverpool Museum watches from the right.

Opposite page, middle: Discussions during a lull in operations. From left to right, OLCO member Eddie Bellass, Miss Loraine Knowles of Liverpool Museum, Allan Mirchandaney of British Coal and Captain Peter Manisty.

Opposite page, bottom: The Millington brothers prepare the ramp on the larger trailer to receive LION. Ken Jump of Liverpool Museum looks on.







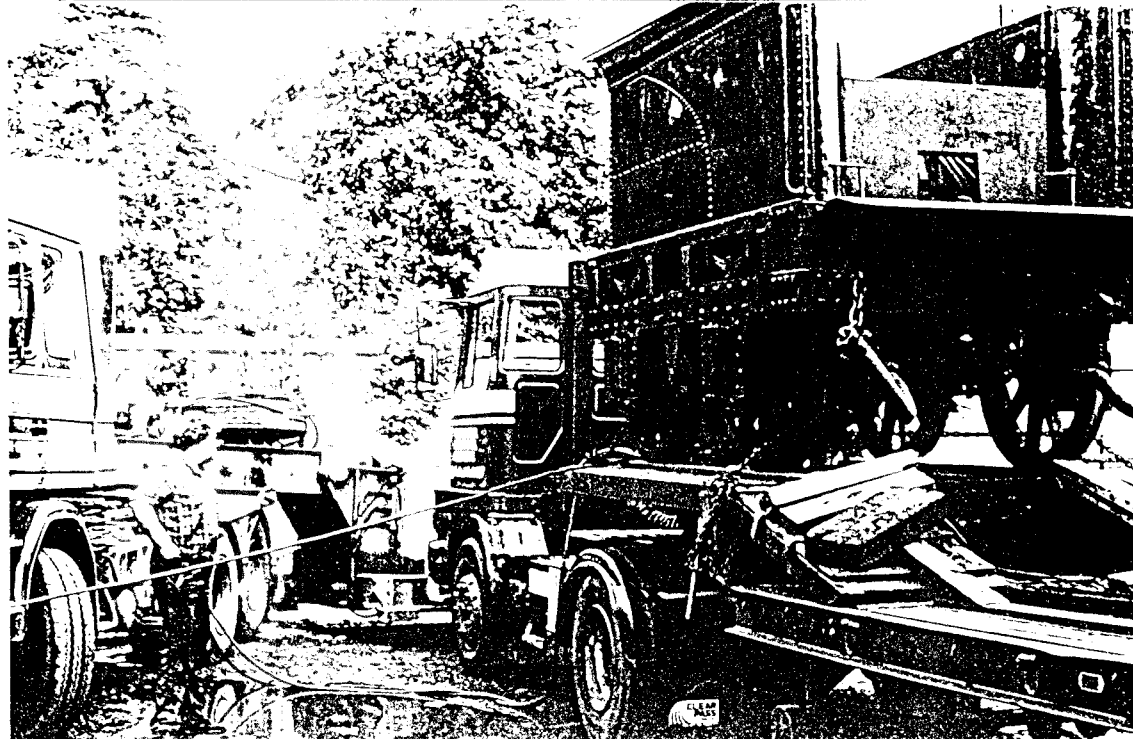
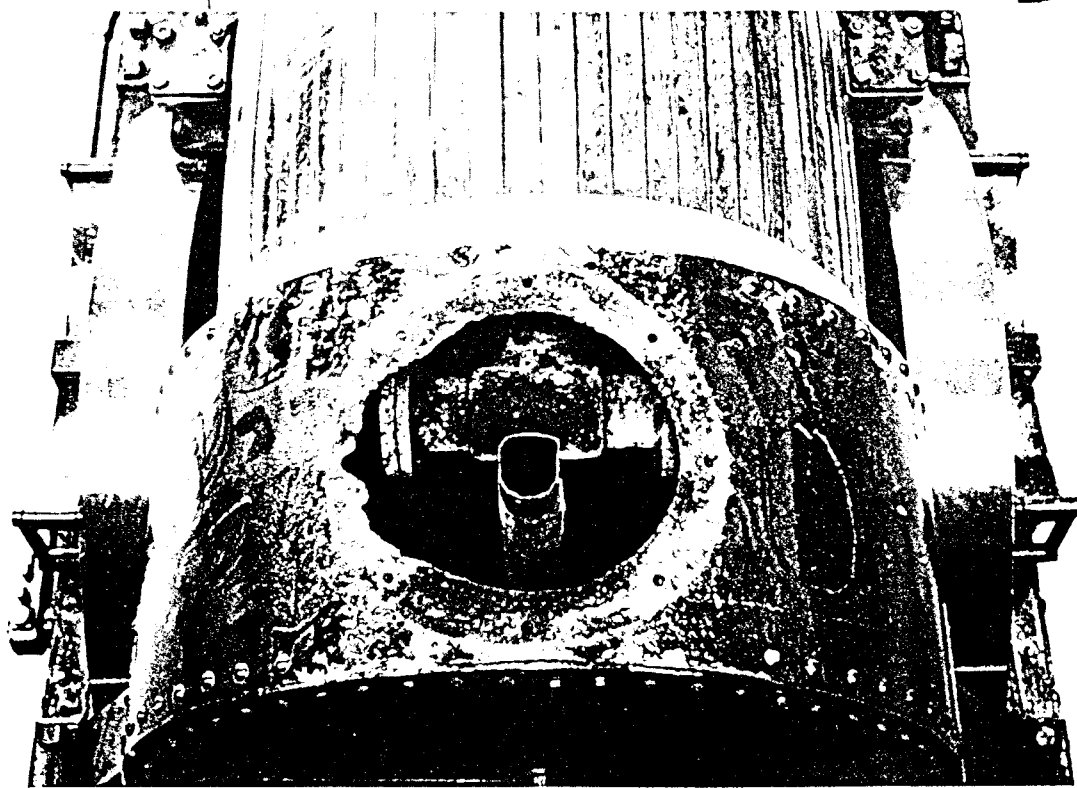
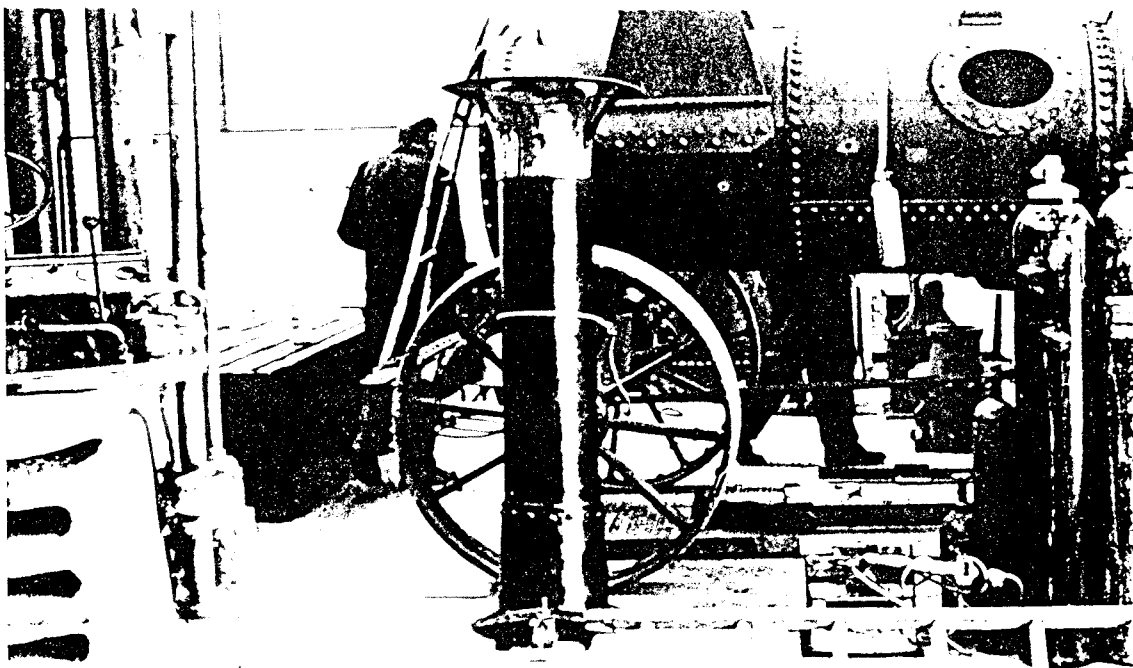
This page, top: LION in the erecting shop at Dorothea, before receiving the tender. Notice the oval number plate above the regulator quadrant, referred to in the last LIONSHEART. The reversing lever is pulled back, placing the engine in forward gear.

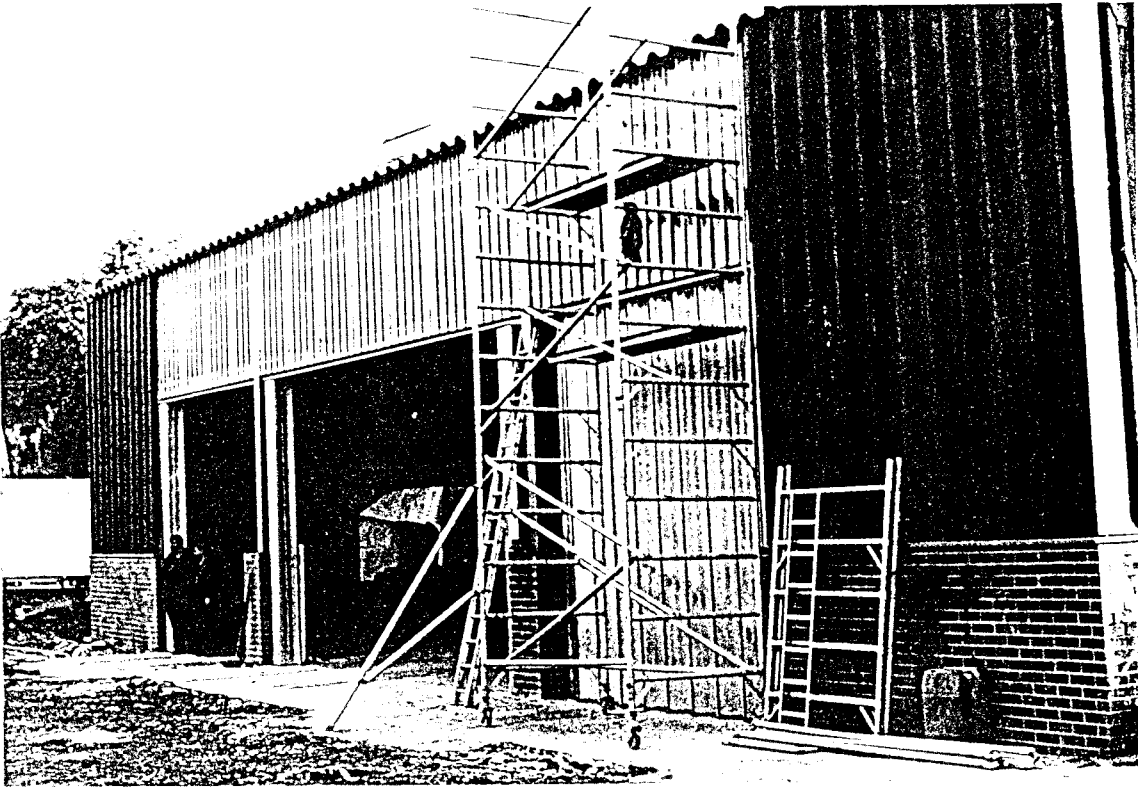
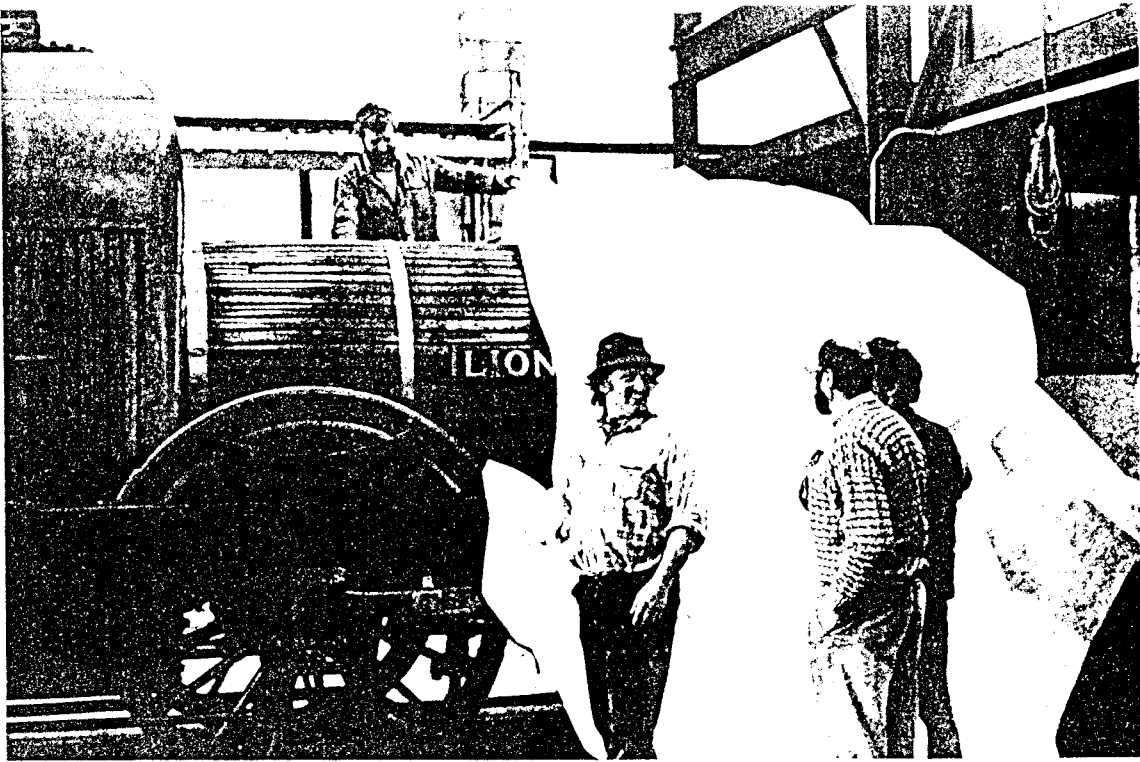
This page, bottom: Two future members of OLCO experience the magic of LION. In common with most early locomotives, LION is right-hand drive and the regulator is in the closed position. The chain is used to lift the door catch on the single, hinged fire door. Water gauge on the left and try cocks on the right. Four boiler washout plugs are arranged around the regulator.

Opposite page, top: LION's chimney, removed and set to one side.

Opposite page, middle: This view from above gives a clear idea of the wastage on the smokebox wrapper. Also visible is the 'T' junction, where the main steam pipe emerges from the boiler and divides to feed the two steam chests, together with the blast pipe for exhaust steam.

Opposite page, bottom: Unloading the tender at Dorothea. The flexible hoses take feed water from the water cocks on the tender to the crosshead pumps on the locomotive.





LIONMOVE

IN PICTURES

Top: Sheeting-up LION. Director of Dorothea, David Hodgson, is standing on the framing on the far side.

Bottom: The splendid erecting shop at Dorothea. Dorothea have only just moved into this new facility and building work is still being completed.

When the idea of an annual model LION get-together was first promoted, it was intended that it should alternate between North and South to try and even out the travelling for members wishing to attend. So with the 1990 LIONSMEET having been held in the North, for 1991 we are heading back to the South East and the London area. Our hosts will be the Welling and District Model Engineering Society, at their track at Falconwood, in South East London. The date, by general consensus at the 1990 A.G.M., will revert to the August Bank Holiday weekend, Sunday 25th August being the day in question.

The Falconwood track is situated in private ground alongside the British Rail line at Falconwood Station. The track is 1067 feet long, winding through some allotments. For the benefit of the gardeners, the track boasts a fully gated level crossing. So what? I hear you ask. It would not be unusual on a ground level track, but this is not a ground level track. The level crossing is complete with sliding platforms to bridge the gap and must

LIONSMEET 1991

have been inspired by, if not copied from, those on the Listowell and Ballybunion Railway, that wonderful railway in Ireland, where if you wanted to send a cow to market, you had to send two calves along for the ride there and back (for those not familiar with this, I will explain in the next issue). This feature alone must make Falconwood worth a visit, but even without it, the track is very pleasant and the locals are very friendly, with a spacious and well-appointed club house in case of usual Bank Holiday weather (though having said that, we haven't had a wet LIONSMEET yet!). Add to that the attractions of London and this could form the centrepiece of a long weekend in the English capital.

Don't forget - book the date now.
SUNDAY 25th AUGUST 1991.

BOOK REVIEW

'The Victorian Railway and How it Evolved' by P J G Ransom. Published by Heinemann at £20.00.

This is the tenth book on transport from OLCO member P J G Ransom. In contrast with, say, his previous book 'The Archaeology of Railways', this present book uses illustrations sparingly. Members of OLCO will be pleased that two of the 47 illustrations are of LION. The 250-odd pages of text paint an intimate and fascinating account of the development of the railway from its earliest origins. The book is authoritative and packed with detail, but the author's lucid style leads the reader through the complexities of railway history to a better understanding of the men who created our railway system.

Recommended to all those with a serious interest in early railway history.

ANNUAL GENERAL

MEETING 1991

The Executive Committee have decided that the A.G.M. and OLCO Annual Dinner will be held on Saturday 5th October 1991. Full details will be sent to you shortly.

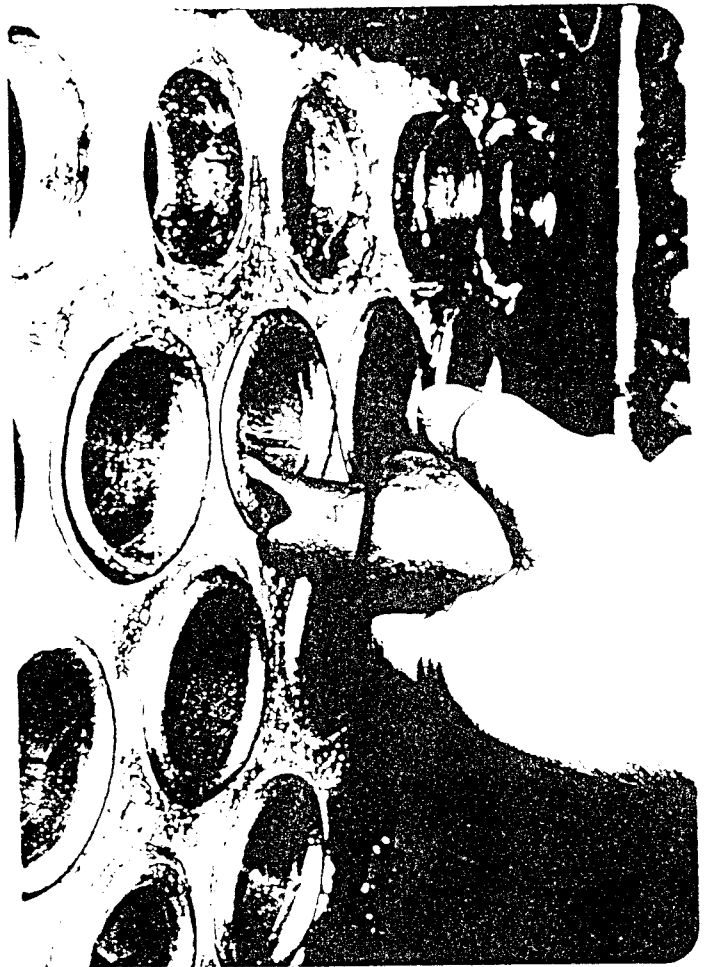
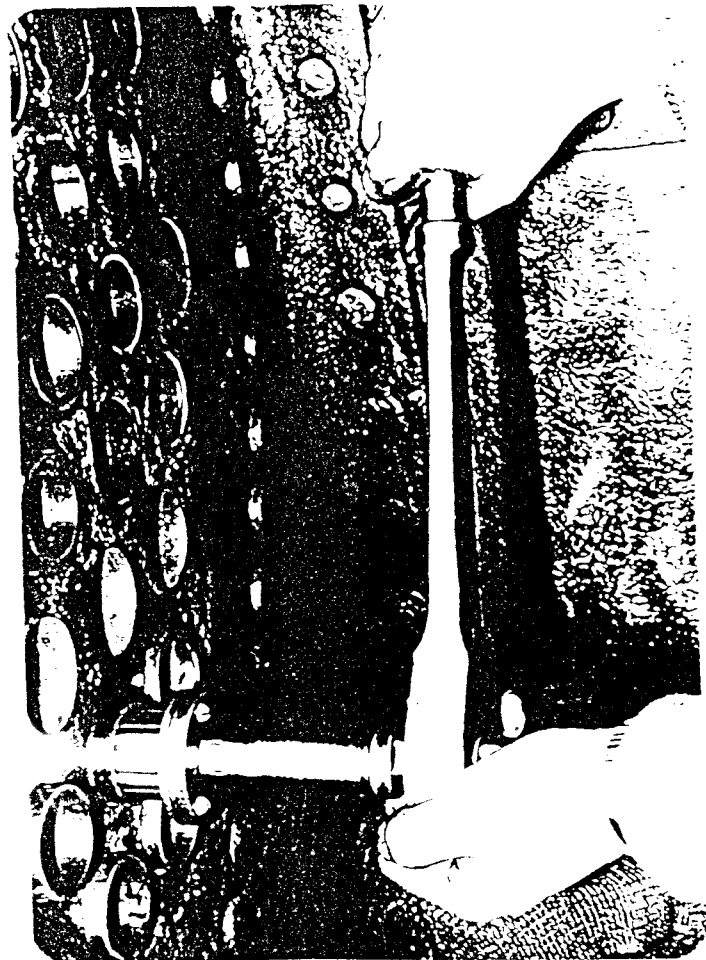
Provisionally, the A.G.M. and dinner will be held at the Jodrell Arms Hotel, Whaley Bridge. The Hotel is immediately outside Whaley Bridge Station, which enjoys a good service on the Manchester Picadilly-Stockport-Buxton line.

Apart from being situated in an attractive area with good access, the venue will allow members to visit Dorothea Restorations and see LION. It is also hoped that David Hodgson will be able to address members on the work of his company.

Remember, these arrangements have yet to be confirmed and further information will be sent as soon as possible.

Whatever other work LION will require, re-tubing is inevitable. These views show LION being re-tubed on the last occasion.

On the left, a tube is being expanded to form a steam-tight fit in the tubeplate. On the right, the tube end is being beaded-over to resist corrosion from the hot gases.



DAMAGE TO TRACK AT DARESBUURY

OLCO members will be distressed to learn of serious damage to the outdoor track of Warrington and District M.E.S. at Daresbury Hall. This letter from OLCO Executive Member Vernon Smallwood gives the details:-

'Jim Mercer, President of the Warrington and District Model Engineering Society (in addition to membership of OLCO) reports that some Club members went there on Sunday afternoon - 14th July - in order to run their model locomotives on the extensive tracks at this venue.

To their dismay, they found that the tracks in the wooded area had been roughly ripped up and stacked, presumably for collection and sale as scrap metal later. About 40 yards of tracks had been lifted and left in a twisted bundle, so badly warped that it was useless attempting to re-lay.

The Police were informed, but they could do little, as the assumption was that gypsies or travellers were the culprits and that they would not return after evidence of their misdeeds had been discovered.

In the following two weeks, available spare tracks were relayed by members, but there is no guarantee that this will not recur, as it is a most secluded area.

What was surprising was that one member, who should have known better, having prepared his model was about to start a run round, without having first 'walked the tracks' to see that all was in order. He would have derailed on the bridge over the six foot wide ditch where the point of the lifted rails began and a nasty accident could have occurred.

As the lifted rails were left in a heap, it was presumed that the culprits may have been disturbed and perhaps intended to collect later.'