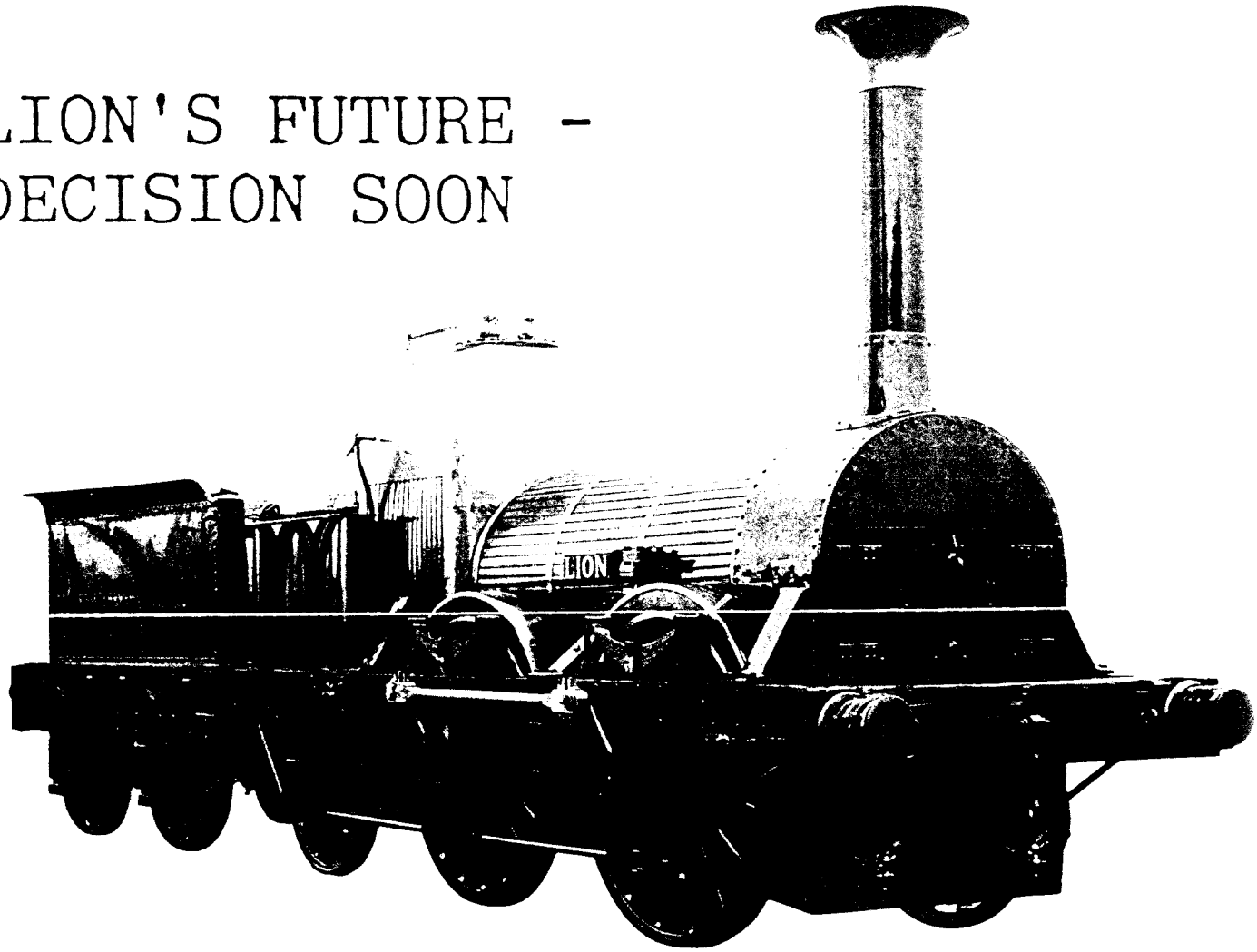
THE OCCASIONAL NEWSLETTER OF THE OLD LOCOMOTIVE COMMITTEE

LIONSHEART

1992 Issue 1 April 1992

LION'S FUTURE - DECISION SOON



Following receipt in February of a detailed survey report on LION's condition from Dorothea Restorations, National Museums and Galleries on Merseyside (NMGM) have stated their intention of making a decision regarding the future of LION soon.

The aim of the survey was to establish which materials were original and outline the necessary work to either conserve the locomotive for static display or return LION to steamable condition for intermittent use.

During the disassembly of LION, both Dorothea Restorations and NMGM took photographs and, of course, OLCC members have also been allowed to photograph the 'naked' LION). The 21-page report covers a number of points.

There is wastage of the metal framing and decay of the wooden frame in the vicinity of the footplate and this is a particular concern to NMGM.

The fit of the rear timber cross member on the locomotive is commented upon.

The report notes that the wrought axles used on LION would prevent the use of LION on British Rail metals under current policy which requires ultrasonic testing of all axles. This is because ultrasonic testing of wrought iron does not produce satisfactory test results.

The boiler is generally sound but some firebox stays may be required and there is smokebox wastage.

The tender is generally sound but the rear of the water tank has a number of small leaks.

The report concludes with three alternative cost estimates covering conservation for static display 'as-is', conservation for static display with re-finishing or conservation to 'intermittent' working condition.

On 27th March 1992, NMGM invited a number of interested parties to a meeting at the Merseyside Maritime Museum in order to listen to comments and views. We are grateful to Loraine Knowles, the Head of the Regional History Department, for inviting OLCO to be well-represented at this important meeting.

The meeting was chaired by Mr. Jim France, Keeper of Conservation. Also present from the museum were Mr. Grahan Boxer (Curator of Regional History), Mr. Ken Jump (Curator of Land, Transport and Industrial Collections) and the museum's consultant Mr. Don Storer. Active preservation was represented by Captain Peter Manisty of the Association of Railway Preservation Societies (ARPS), Mr. David Morgan of Steam Heritage and Mr. Brian Heatley, Chairman of the Transport Trust. Mr. Fred West, known for his long experience of boiler and safety matters on railways, was also present. Mr. Barry Smith, Mr. E. F. Clark, OLCO Chairman Mr. Alan McKirdy and OLCO secretary Jan Ford also attended.

Mr. France and Mr. Boxer explained that the museum is currently collating the available archive material on the history and construction of LION. OLCO were invited to make any available any new material.

After careful consideration, the museum were of the opinion that it is not essential that LION should be 'mothballed' and they consider it ethical (in curatorial terms) to contemplate strictly-controlled, limited steaming.

Mr. Clark and others volunteered their assistance, and the assistance of OLCO members, in supporting any work carried out with the best available technical knowledge. The museum are keen to see LION completely recorded on drawings and are interested in OLCO capabilities in this direction.

Mr. Boxer explained that the Regional History Department see LION as the prime object. They have a long-term three-phase project in hand on Liverpool Life and would like to see LION integrated into this.

Mr. Clark suggested that LION could best be displayed in the Pumphouse where she was incarcerated from 1871 to 1928. NMGM said that they would investigate this suggestion.

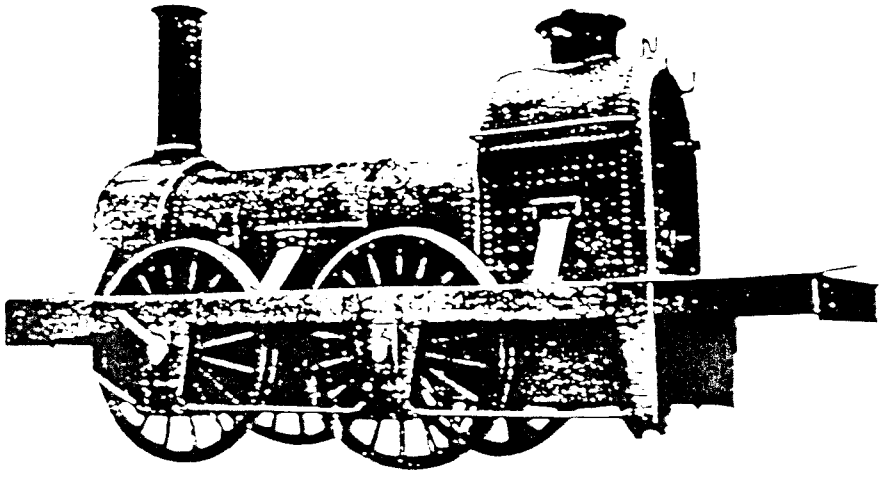
Mr. France said that the museum was committed to encouraging outside help and felt there was broad agreement that a panel, chaired by the museum, could be helpful.

There was some detailed technical discussion, but Mr. France felt that this was best deferred until the setting-up of a specific technical panel. The meeting felt that a main committee, to direct the technical sub-group, could be helpful.

Mr. France confirmed that urgent decisions were required and promised that the museum's views would be made known within a few weeks.

This page: LION, as rescued from the Pumphouse in 1928 (Photo: Meccano Magazine)

Opposite page: The Pumphouse, Liverpool Docks (Original Photo: David Neish. Reproduced from a photocopy with apologies for inferior quality)



LION - NEW READERS START HERE

In January 1923 an interesting 'Old Locomotive' was noticed still doing duty as a pumping engine at the Graving Dock, Princes Dock, on the River Mersey.

This 'Old Locomotive' was subsequently identified as LION, built at Leeds in 1838 by Messrs Todd, Kitson and Laird for the Liverpool and Manchester Railway and sold out of service to the Mersey Docks and Harbour Board in 1859.

Late in 1927 a number of members of the, now alas defunct, Liverpool Engineering Society, conscious of the recent centenary of the Stockton and Darlington Railway and anxious that the celebrations of the centenary of the Liverpool and Manchester Railway should reflect the greater importance of the latter enterprise, began to look towards seeking LION's restoration. With this object in view, they formed themselves into an 'Old Locomotive Committee'.

In LION's Sequicentenary Year of 1988, LION could claim to be the world's oldest working steam locomtive (that is, capable of working without having to exchange any of her existing original parts). The Smithsonian Institute in the United States had an undisputed claim to the oldest operable steam locomotive with the British-built 'John Bull', built 1831 and steamed 1981.

On the 10th June, 1984, a number of enthusiasts met in Liverpool and decided that it would be proper to re-form themselves as the OLD LOCOMOTIVE COMMITTEE and plan for LION's sesquicentenary year in 1988. The first Annual General Meeting was held in Liverpool on 15th June, 1985, alongside LION. This meeting adopted the constitution. The second Annual General Meeting, in 1986, was held at Armley Industrial Museum in Leeds, close to LION's birthplace.

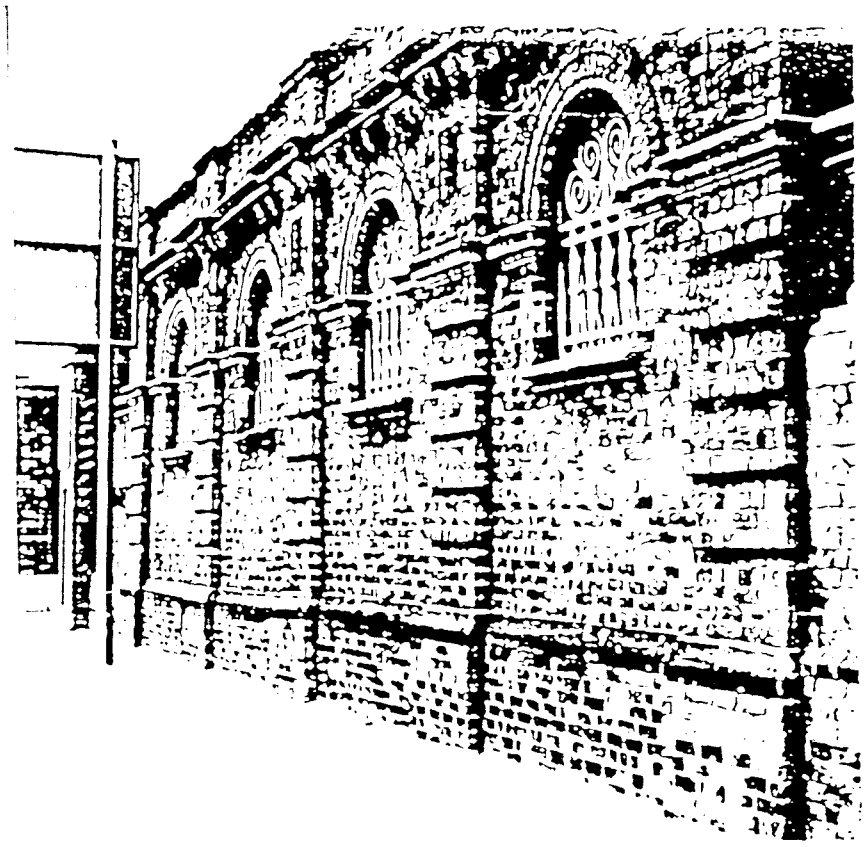
Membership is open to junior members, members, families or institutions with interest in LION for her own sake or involved in modelling LION, researching her history and origins or generally interested in the industrial archaeology of her period.

There are members all over the U.K. and as far afield a Canada and New Zealand.

An Occasional Newsletter is published and there are opportunities for preparing and updating drawings of LION, delving into archives and, when LION or replicas of early 19th century locomotives are in steam, stewarding and assisting at the event.

There is also a Costume Group who have researched and re-created costumes of the period and who can dress the part at steam events.

LIONSMEET is held annually, where live-steam models of LION compete for the Chairman's Trophy by producing the greatest work done over a fixed time.



THE TECHNICAL EDITOR'S SMALLPIECE

by Charles Taylor-Nobbs

Now that I seem to have been forced, albeit ever so politely, back into the role of Technical Editor of LIONSHEART I had better start making some contribution to what is, or what should be, the collected wisdom of all matters pertaining to LION.

LIONSHEART is primarily the OLCO Newsletter and is meant to inform members about what is happening to LION and when. Also, if the editorial team is informed about related events which could be of interest for those who enjoy anything pertaining to old locomotives in plenty of time, then info. about that event with perhaps a relevant article could also appear.

There is an Editor-in-Chief somewhere around but he needs **you**, the members to keep him informed and busy with such matters. However LIONSHEART now has a secondary function which is to provide a Forum and Clearing House for the intensified weight of research currently being undertaken. Good healthy argument has a very definite place in these pages and Mike Parrott has set the ball rolling with a theory or hypothesis about the Reversing Lever Enigma. (See p.7)

No one seems very sure about the Gabs on LION. It is well documented that Stephensons Fork Motion was in common use from 1834-42 when the so called Stephensons Link Motion was 'invented' by Mr. Howe, one of that firms employees. Inventions are normally called after the name of the inventor. Unusually the Link Motion is universally known by the name of the firm, even though Stephenson himself always referred to it as Howe's Link Motion. Contemporary engravings of Stephensons Fork Motion (See p.8) show the forks or gabs pointing upwards and not in opposition as the gabs are on LION today.

Maybe I havn't looked properly but so far I have not yet found a contemporary engraving of gabs or forks arranged as they are in LION. Now I wonder if.....

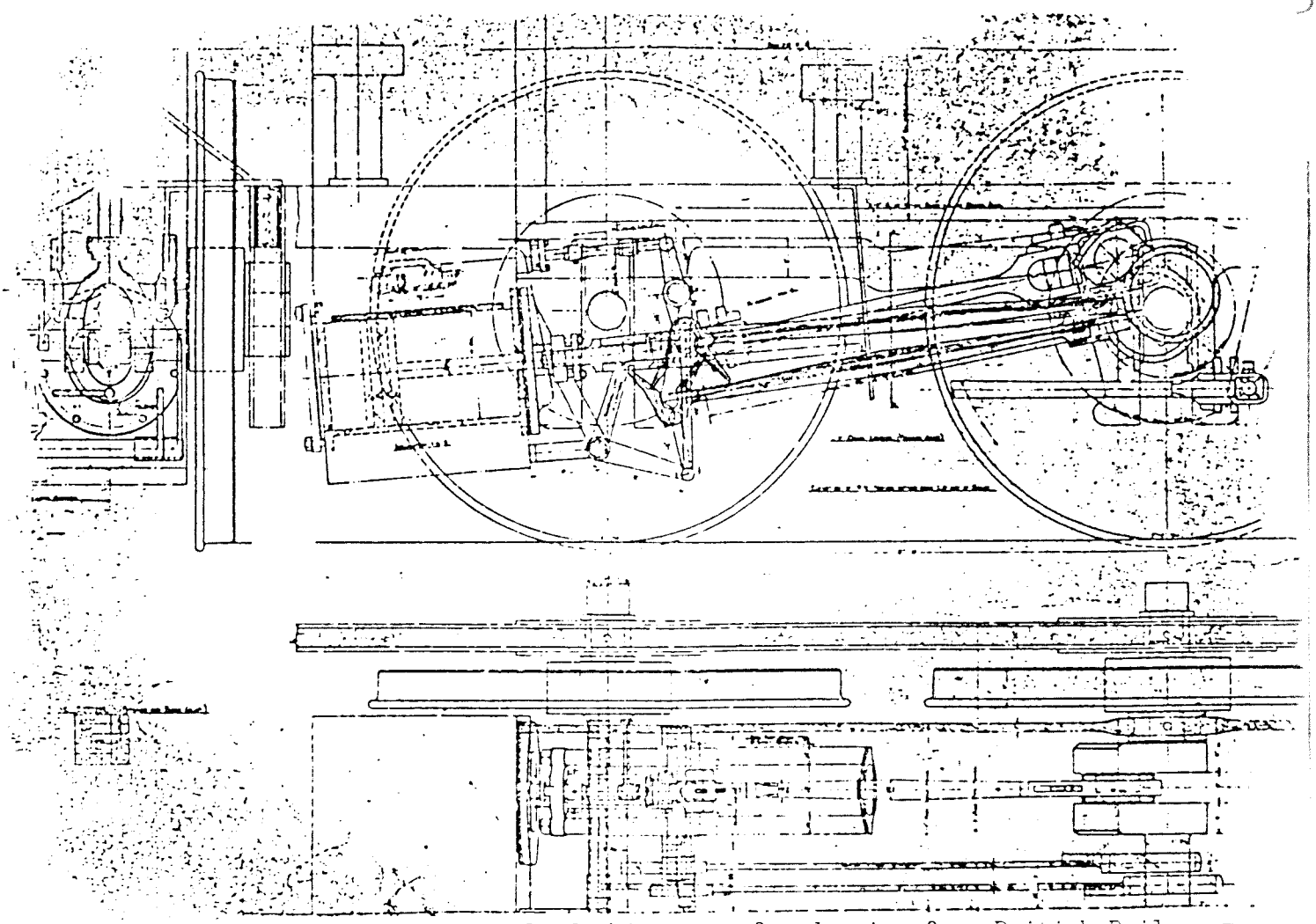
Looking at the engraving in this issue one can see that with the reversing lever pointing forward steam would be admitted to the front of the cylinder and the driving wheel is shown in the picture as rotating clockwise, i.e in a forward direction.

Another point to ponder on is that it is difficult to say with any certainty the exact date when water gauges were first brought into use. It would seem likely that they existed in 18th. Cent. on stationary boilers long before the introduction of any Travelling Ingenuim in the early part of the 19th. Cent.
Were the three try-cocks on the drivers side of the backhead simply there as a fail-safe should the gauge glass get broken? Remember heavy glass safety covers such as can be found on LION today are a very recent requirement. Nowadays Men are more valuable than the Materials but when LION was built the Materials were regarded as being much more valuable than the Men! Men were expendable - Materials cost actual Money. Or were those three try-cocks originally the only means of ascertaining the water level in the boiler with all the attendant risks of scalding not the Fireman, but the all important Driver?

Now the Technical Editor is not intended to be the fountain-head of all knowledge and this one most certainly is not. My function is to set out the stall and recycle the collected information for the benefit of all, check statements for errors and try to find authoritive answers to enquiries.

One of the great perks of this job is that people do write to me.

Those members who failed to make it to LIONSMEET missed the pleasure of meeting Jim Ewins, one of the more notable model engineers who mixes science and common-sense into an engineering art form. His driving wheel masters made from 'Plastic-Padding' in a 'Perspex' mould were a delight to see and handle.



The Technical Editor supplied this copy of a drawing from British Rail Archives. It appears to have been the inspiration for the diagram published in 'The Engineer' in 1930 (see LIONSHEART; 1991 Issue 3. page 12.

Briefly, for those who have not seen his articles, Jim has analysed a large number of live steam models and compared their parameters. From this he has been able to deduce formulae which will predict a design of boiler and grate combination likely to perform well. Apart from the mass of articles which will be abstracted and included in future issues of LIONSHEART for the benefit of model engineering members of OLCO, Jim has been kind enough to feed some figures into his computer for the benefit of those of us engaged in building eighth scale models of LION. The results are published here without any further comment other than to ask for letters praising or criticising his findings. CET-N.

Below: An extract from Jim Ewin's letter. Following page: The results from the Computer.

I have had a look at possibilities with regard to the Lion in 71/4" and enclose a couple of read-outs from my computer program. The first of these has fed the computer with scale parameters (except those of the boiler) to see how these would match up with those (the target values) which normally give good results in models of about comparable size. The results are not at all bad. The second read-out is the result of allowing the computer program latitude with some of the parameters which would not affect the external appearance to see if a 'better' result could be obtained. Looking at these results we can see that modifications to the cylinder bore, grate area, and tube length brings the result to within 5% of the 'optimum' whilst the scale result is only within 22%. If I were making a Lion I would use the latter result, but then I have more faith in my program than perhaps you might have?

I trust you are keeping well and that your Society is flourishing and little Lions are on the way.

THE TECHNICAL EDITOR'S SMALLPIECE

LOCOMOTIVE DESIGN USING J.Ewins' 'E' numbers

Name of Engine. Lion (to scale excepting boiler parameters)
Gauge 7.25
Scale 1/8th

		Range of Scan
Number of cylinders	2	2 - 2
Bore of cylinders inches	1.77	1.77 - 1.77
Stroke inches	2.25	2.25 - 2.25
Grate area sq. inches	25	25 - 25
Driving wheel diameter inches	7.5	7.5 - 7.5
Number of tubes	19	10 - 25
Bore of tubes	0.425	0.375 - 0.425
Length of tubes inches	13	13 - 13

Eb= 94 (Target value 80)

Ee= 0.118 (Target value 0.15)

Eo= 11 (Target value 12)

Kt= 71 (Target value 80)

Nominal Tractive Effort lbs	75
Recommended adhesive weight lbs	150
Factor of adhesion	0.5
Choke tube diameter inches	1.24
Gas/Grate ratio %	10
Percentage accuracy	22
Number of calculations	39

LOCOMOTIVE DESIGN USING J.Ewins' 'E' numbers

Name of Engine. Lion (Redesign varying cyl bore & tube length)
Gauge 7.25
Scale 1/8th

		Range of Scan
Number of cylinders	2	2 - 2
Bore of cylinders inches	1.83	1.5 - 2
Stroke inches	2.25	2.25 - 2.25
Grate area sq. inches	23	23 - 23
Driving wheel diameter inches	7.062	7.062 - 7.062
Number of tubes	22	21 - 25
Bore of tubes	0.375	0.375 - 0.425
Length of tubes inches	11	10 - 12.5

Eb= 81 (Target value 80)

Ee= 0.145 (Target value 0.15)

Eo= 11 (Target value 12)

Kt= 78 (Target value 80)

Nominal Tractive Effort lbs	85
Recommended adhesive weight lbs	138
Factor of adhesion	0.61
Choke tube diameter inches	1.19
Gas/Grate ratio %	10
Percentage accuracy	5
Number of calculations	343

LIONPOWER
some thoughts by
Mike Parrott

A question which has puzzled me for a long time, is why is LION's reversing lever 'back to front'?

The earliest locos did not have a reversing lever as we understand the term, instead they were fitted with moveable eccentrics and a multitude of of levers to disconnect the valves from the eccentrics. The valves were then worked by hand until the engine was running in the opposite direction, and then the eccentrics were re-engaged.

It would appear that it was not until 1834 that a system employing four fixed eccentrics with gab, or fork, ended rods which could be reversed by means of a single lever was used on SWIFTSURE (L & M. locomotive No.36). LION is therefore a very early example of single lever reversing.

Ergonomics is a relatively modern science as such but it is really only the application of common sense. In many respects the rest of LION's controls are laid out in a sensible manner.
For example the regulator handle is arranged so that it opens away from the driver, as the natural reaction to stop something is to pull the handle towards you as with the hand brake on your car or thepulling of reins on a horse.

The driver stands on the right, so a right handed fireman stands on the left and shovels coal in a natural manner into the firebox. .

The boiler water level is primarily the firemans responsibility so the water gauge is positioned on the left hand side where it is more convenient for him to observe.

To us it seems natural to move the reversing lever in the direction in which you want to go and contemporary engravings of Stephensons fork motion shows it to be arranged in this manner. Yet this is not how LION is arranged. Why?

Several reasons suggest themselves. Firstly this is an early example. so perhaps the common sense direction had not yet been established and it was pot luck which way things turned out. One reads of early accidents being caused by drivers setting off in the wrong direction at night without realising it which to me at least seems incredible, though if some engines went the same way and others the opposite way to the direction the reversing lever was pointing, this could confuse. (see Note 1).

A second reason might be that. as originally constructed, the engine did go the 'right' way, but when the crank axle was changed, the replacement axle was second hand (see Note 2) and had been designed for a different layout, which reversed the situation.

A third option, and one which I personally think most likely, (so do I. Ed.) though I have no evidence to support it (don't think anyone could have. Ed.), is simply that LION could have been incorrectly re-assembled after an overhaul. There are two obvious ways in which this might have occurred - either the eccentrics have been shifted on the axle, unlikely since I assume that they are keyed to it. Or, more simply, that the axle has been turned end for end.
Whilst this does not does not alter which crank leads, it does alter the relationship of the eccentrics to the crank, and has the effect of reversing them. Consequently the forward eccentric is now the backward one and vice-versa.
Does any one have any evidence to support or reject these ideas? Or is there some other explanation? If so, I am sure that the Editor would be delighted to receive them for publication. M.P.1991.

'Ed.' in the article above is the Technical Editor, not the Editor and the copy is printed as received.

Editors Notes;

(Note 1). This problem arose in 1979 following the re-tubing for ROCKET 150 at the Vulcan Foundry in Newton-le-Willows. Having raised steam it was vital to know which way LION would go; into the field behind or through the brick wall a few inches ahead of the front buffers. The apprentices who had helped with the restoration, all Cambridge graduates by the way, times having changed quite dramatically since the 1920's, were checking the results of their observations of the valve spindles from the pit with rough sketches on the backs of old envelopes. Fortunately the conflicting opinions were resolved by the one who had seen 'TITFIELD THUNDERBOLT' on the T.V. shown, coincidentaly, a few nights previously.

(Note 2). Both pairs of driving wheels are stamped 'Rothwells of Bolton' which strongly indicate a change of wheels at some time during revenue service i.e prior to 1859. Then again Kitsons might have purchased wheels from Rothwells when LION was delivered. Much more likely is the fitting of re-furbished wheels from the 'rack' as regularly happens with todays locomotives both diesel and electric. It is very noticable in the I.o.M. where the wagons, and sometimes the coaches, will have a pair of spoked wheels and disc wheels on the same vehicle. Providing the diameter is right does it really matter? It is very difficult to tell at once just which eccentric goes to which side. CET-N.

STEPHENSON'S PATENT LOCOMOTIVE.

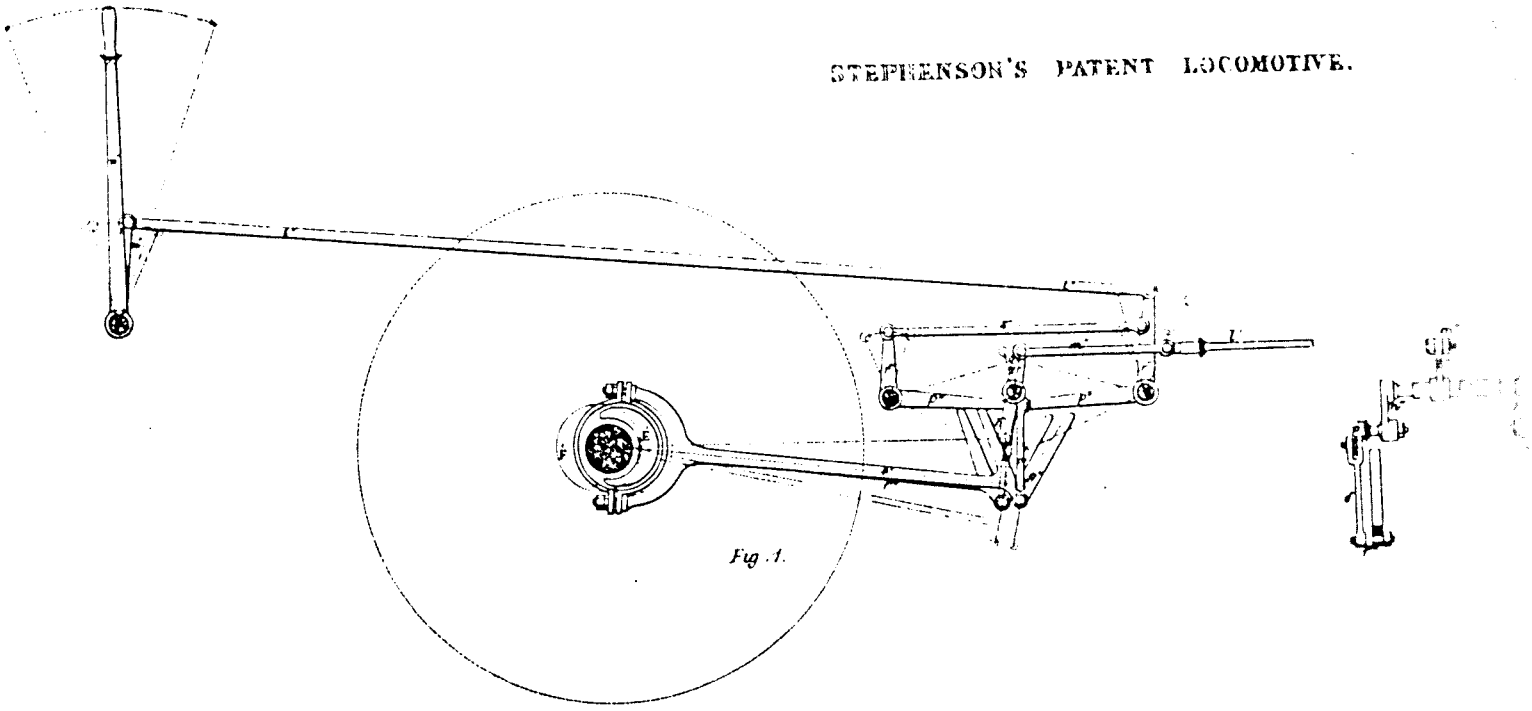


Fig. 1.

The Contemporary Engravings of Stephensons Fork Motion referred to in the article on page 4.

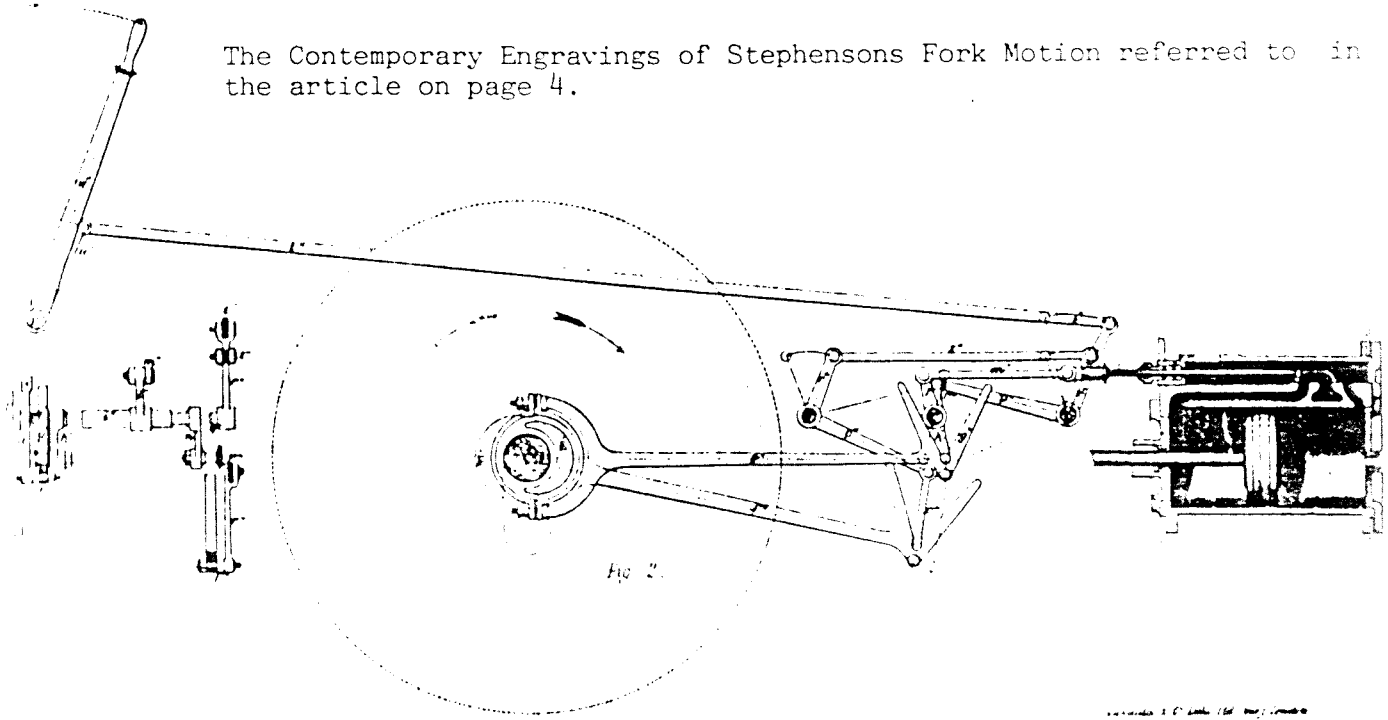


Fig. 2.

THE TECHNICAL EDITOR'S SMALLPIECE

LIONSMEET 92

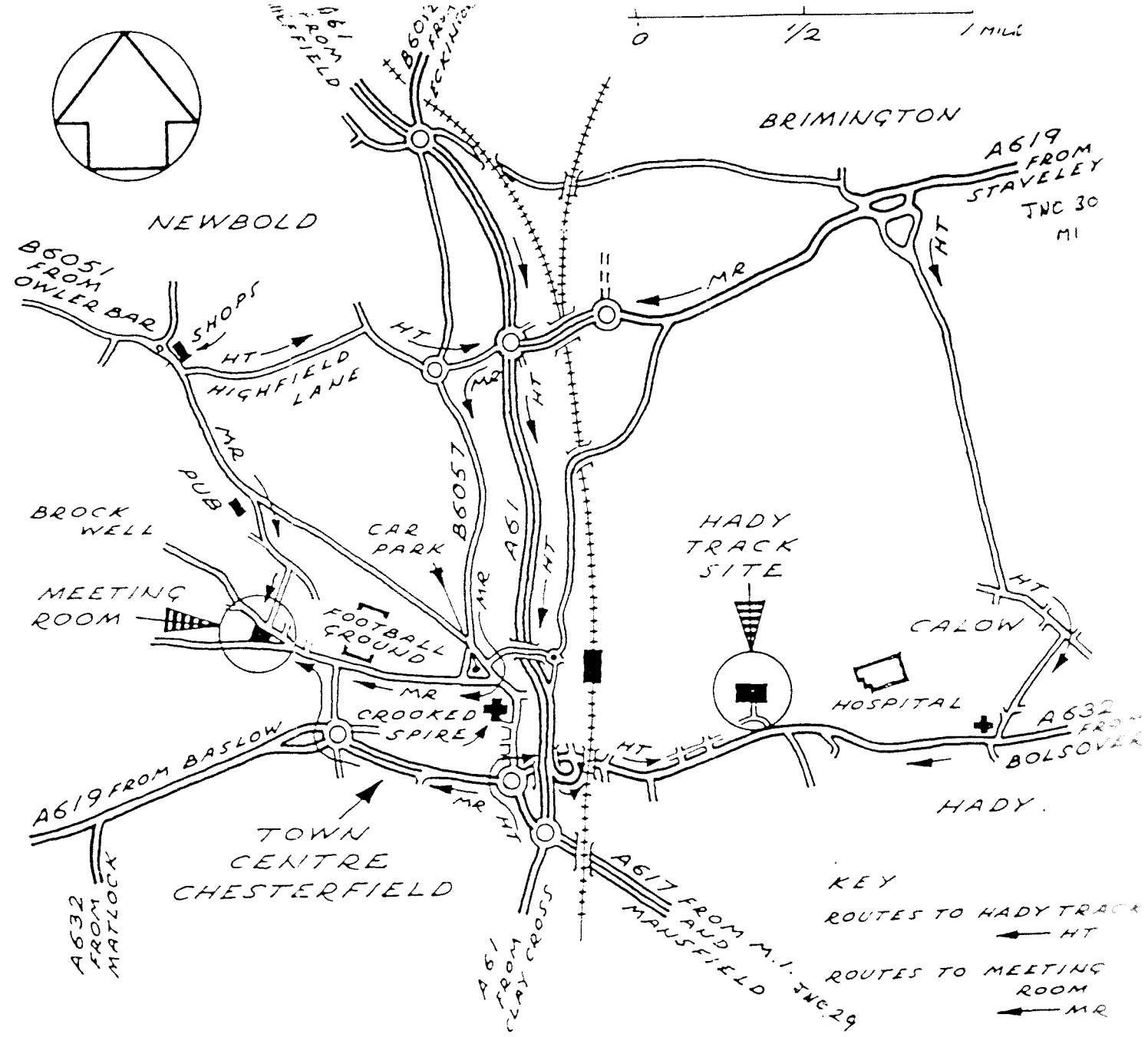
As England readers will know, it has been the tradition for LIONSMEET to alternate between venues in the North and South of the country, to try and equalise the amount of travelling for members wishing to attend. The venues in the South have been reasonably well spread, (Guildford, Wroughton, Cheltenham and Falconwood) but so far the Northern locations have centred around Manchester, Warrington twice and Dinting once).
Now it is time to move North again and this year we have been invited to Chesterfield & District M.E.S., to their track at Hady, just to the east of Chesterfield. Their track is about 1200' long, for 2.5", 3.5" and 5" gauges consisting of two superimposed ovals, with gradients of 1 in 100 and a fifty foot long tunnel. **The date, as usual, is Bank Holiday Sunday,30th. Aug.** For any one thinking of making a weekend of it, many other attractions are in the area. These include the Papplewick Pumping station with two fine beam engines and the Chesterfield M.E.S 7.25" Gauge track, the National Tramway Museum at Crich, the Midland Railway Centre at Butterly, the Derbyshire Peak District, Matlock and Matlock Bath (look in at the Blue John Cafe for railway memorabilia decorating every wall- Ed.) and the Heights of Abraham, the Cromford Canal and the Leawood Beam Pumping Engine - any more and you might not have time to come to LIONSMEET.
Unless I receive any suggestions for alternatives, the day will follow the usual format with the morning being available for anyone to run on the track, and then in the afternoon the competition for the Chairmans Trophy, awarded to the model of LION which does the most work in a period of 10 minutes. Of recent years this has developed into a competition between David Neish and myself, and it would be nice to see a few more entries again. It is great fun, you have the track to yourself and can do what you like as regards load and speed. (There are quite a number of LION models North of Watford, many have competed in earlier LIONSMEETS (we had 13 at Dinting!) and many of us purchased our 5"G castings from Norman Spink of Chesterfield, who is member here. Almost a homecoming-Ed.)

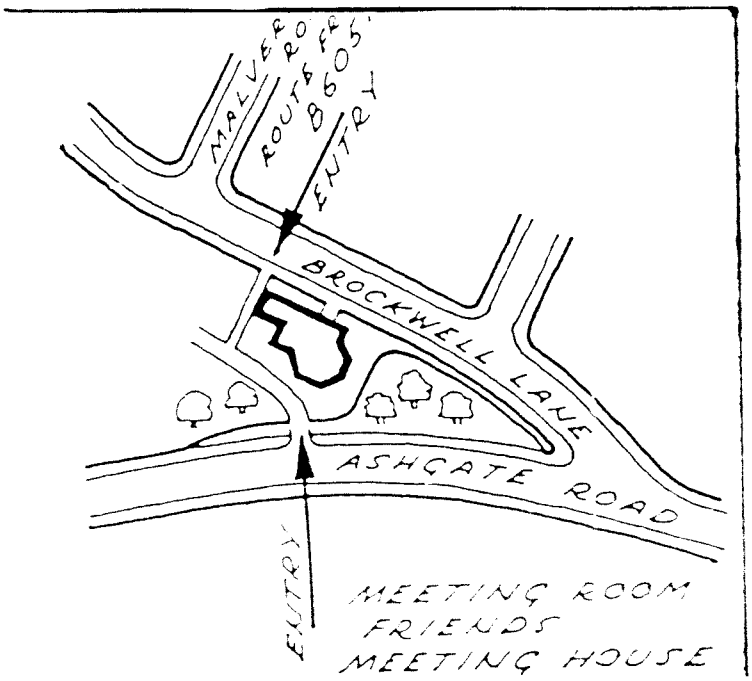
For the non-model owning members, the day provides an opportunity to see LION in steam (even if it has shrunk a little since you last saw it) and if you really want to have a go, why not try asking an owner if you can borrow their loco for a drive, and possibly even enter the competition. You can also sit and chat to fellow members about LION large and small or other topics, and generally enjoy the hospitality of our hosts. I hope that this choice of venue will appeal to a large number of members as it is within easy reach of both the Northwest and Midlands and, being very close to the M1, not that difficult for people farther afield. **Book the date now and I look forward to seeing as many members as possible on the 30th. August.**

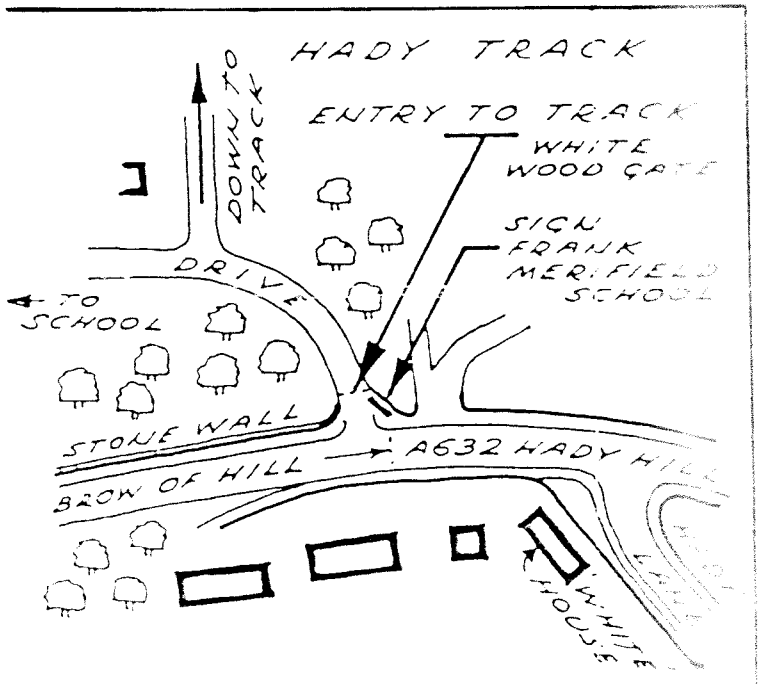
Mike Parrott.

(Highly recommended for B & B. is STONECROFT, 15 Church St. Barlborough Chesterfield S43 4ER **0246 810974** Just off Jc.30 on the M1. Crich is 20 minutes away, Chatsworth House - 25 mins. Newark Air Museum -35 mins. Sherwood Forest - 12 mins. etc. etc. - **Ed.**).

Route Plans for the Chesterfield and District Model Engineering Society.







BELLEROPHON TRIBUTE

OLCO Executive Member Vernon Smallwood has been closely associated with the restoration of the locomotive 'BELLEROPHON' by Vintage Carriages Trust.

As a tribute to this restoration, the Glider Pilot Regimental Association presented a brass plaque to Vintage Carriages Trust last October.

Bellerophon was the warrior who rode into battle astride Pegasus and members of Airborne Forces wore the Pegasus Divisional sign.

Our photograph shows Vernon Smallwood accepting the plaque from the Glider Pilot Regimental Association representatives.

The inscription on the plaque reads:-

BELLEROPHON

This plaque is dedicated by the
Glider Pilot Regimental Association
to the
Vintage Carriages Trust
whose members' initiative and skill
have restored the locomtive whose
symbol we share
1991

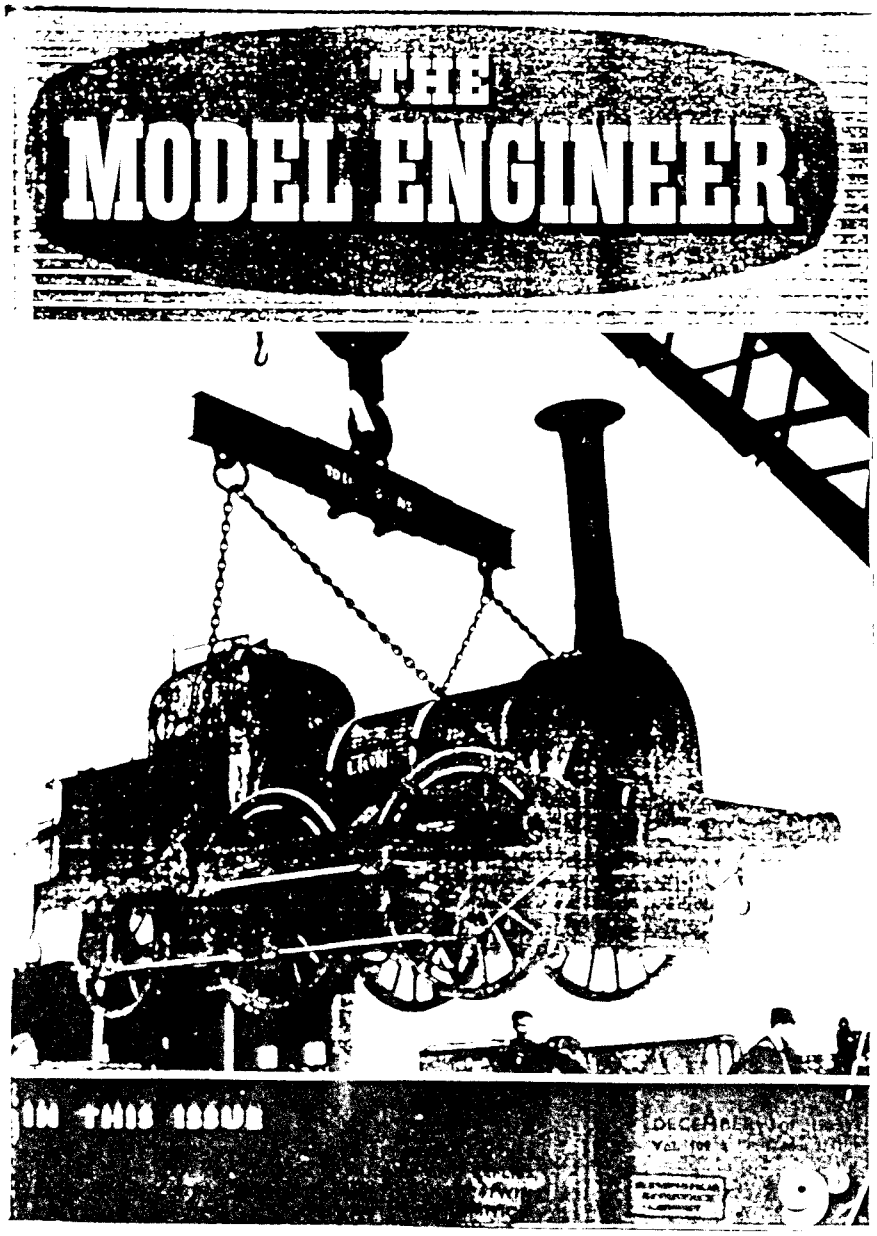
JOYCE TAYLOR-NOBBS

an appreciation by Alan McKirdy

It was with great sadness that we heard of the death, after a short illness, of Joyce Taylor-Nobbs, and I know that all members of OLCO will wish to join with me in offering our very sincere sympathies to Charles and his three sons: Keith, Nigel and Simon, she will be sorely missed. Joyce was, with Charles, a founder member of OLCO and has over the years made a very significant contribution to the success of our activities. She shunned the limelight, but always threw herself wholeheartedly into whatever interests Charles was engaged in, not least of which was OLCO. Joyce, like many of us, must have appeared in costume in many thousands of photographs, indeed she very actively supported the costume group, and if not riding up and down the track behind LION she would either be helping on the sales stall or dispensing refreshments to other members on the upper deck of LIONBUS.

Joyce's whole life was characterised by a natural solicitousness for the wellbeing of others, and although being an exemplary wife and mother her family claimed her prior attention, she always found plenty of time for her many friends of whom I am pleased to count myself one. On the many occasions I have visited Joyce and Charles she invariably gave me the warmest welcome anyone could wish for coupled with unstinting hospitality. She was a true friend who will be missed by many and Rozella Lodge will seem empty without her.

R.I.P.



The cover of the Model Engineer back in December 1953 showed LION suspended from a crane. We quote the accompanying caption in full:

'The 116-year-old locomotive LION has probably won wider renown than any other railway museum-piece, except the ROCKET. The reason is that she has joined the ranks of famous film stars, for, renamed THUNDERBOLT, and now for ever associated with the delightful and fictitious old English town of Titfield, she has won, not only honour and glory, but the hearts of all who have seen her superb performance in that amusing film, "The Titfield Thunderbolt". Her journey from Liverpool to the Ealing studios, London, was not of the kind usually undertaken by successful film stars, and, as our picture shows, necessitated changing at Watford by a process which may be best described, perhaps, as unorthodox. That is to say, film stars and, in fact, most other travellers, do not usually change trains with the aid of an overhead crane.'

LEN BELK

It is with deep regret that we record the death of OLCO member Len Belk in March 1992. He had been an member of OLCO for a number of years and active in the North Western Section. He had a long association with railways and started his career as an engineering apprentice at Crewe Works. Len remained a railway enthusiast throughout his life and particularly enjoyed LION's Sesquicentenary Year, when he could often be seen manning the LIONBUS.

At his funeral, all his friends within OLCO were represented by the secretary.

He will be fondly remembered by all who knew him both for his knowledge of railways and his keen sense of humour.

We extend our condolences to his widow and his son.

PROBLEMS FOR VINTAGE CARRIAGES TRUST

It's now six years since 'Bellerophon' was restored to working order by the Vintage Carriages Trust. Since then, 'Bellerophon' has been in frequent use - on the Keighley and Worth Valley Railway, Bluebell, Middleton, Swanage, Yorkshire Dales, Crewe, Eggborough, Padiham, Museum of Science and Industry in Manchester, Steamtown, British Steel Scunthorpe and Toddington. In this time, 'Bellerophon' has been seen, photographed and ridden behind, bringing pleasure and enjoyment to a large number of people.

Sadly, 'Bellerophon' has now been 'stopped'. The problem is that the flange of one wheel has worn below acceptable limits. This can be rectified, but it will cost over £1,000.

Vintage Carriages Trust is still repaying the loan covering the building of the very successful Ingrow Carriage Museum. The coach restoration programme is continuing, with the First Class Metropolitan Railway Coach nearing completion and the Bulleid coach progressing steadily.

Vintage Carriages Trust are appealing for financial assistance for the flange repair, future re-tubing of 'Bellerophon' andother purposes. If you would like to help, please send your donation to: Michael Cope (Hon. Secretary), VCT, c o The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ.

THE CHALLENGE OF LION

A personal view from Jan Ford

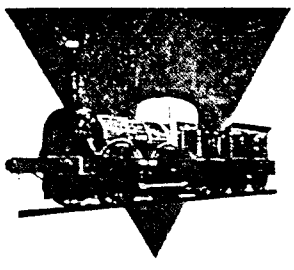
OLCO are privileged to be invited to contribute to the decision-making process regarding the future of LION. The museum recognise the expertise and enthusiasm within the OLCO membership. Many of our members (including the writer) are involved in 'active preservation' and are keen to see LION steaming again.

But it is important that we understand the museum's responsibilities. Museums have come a long way from the 'glass case' approach to artefacts. It is generally accepted that exhibits should be displayed in a wider context which conveys a better understanding of the object's function and use. Ideally, an insight should be offered into the society which created and used the object. The term 'interpretation' covers these aims and it is recognised that, to be effectively educational, a display must be stimulating and enjoyable as well.

What better way of meeting these aims with an elderly locomotive than by actually operating it? Probably none, but the curatorial responsibilities upon museum trustees mean that the object must also be conserved for future generations to appreciate. It is difficult for any body to reconcile these conflicting aims and we should applaud the museum's willingness to contemplate future steaming under strictly controlled conditions.

An alternative approach is to make a working replica of the original artefact. For instance, we have working 'Rocket' and 'Locomotion' replicas. The Museum of Science and Industry in Manchester is close to static steam tests on its 'Planet' replica.

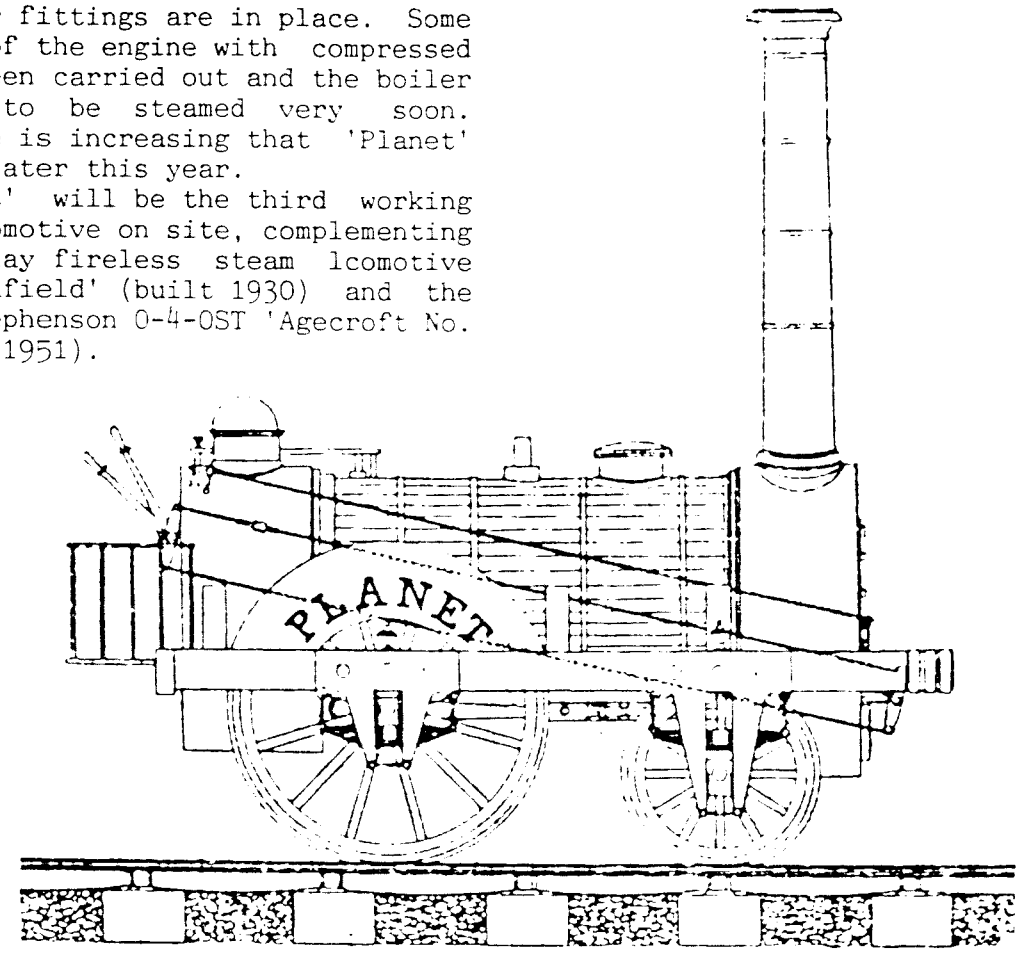
LION presents the challenge of steaming a very elderly locomotive whilst preserving as much of the existing construction of the locomtive as practicable. I hope that all our members will be supportive towards the museum in carrying out this difficult project and will be prepared to assist in whatever ways are possible, so that we can all look forward to seeing LION steaming again soon.



'PLANET' PROGRESS

It's some time since we reported on the progress of the 'Planet' replica at the Museum of Science and Industry in Manchester. Work is now at an advanced stage; wheels and motion are in place, the boiler is in the frames and most of the boiler fittings are in place. Some testing of the engine with compressed air has been carried out and the boiler is due to be steamed very soon. Confidence is increasing that 'Planet' will run later this year.

'Planet' will be the third working steam locomotive on site, complementing the Barclay fireless steam lcomotive 'Lord Ashfield' (built 1930) and the Robert Stephenson 0-4-0ST 'Agecroft No. 3' (built 1951).



FROM THE SECRETARY

The Secretary would like to extend apologies to all members for the delays in dealing with memberships and renewals over the last few months, due to an unfortunate combination of difficulties. We are grateful to those members who renewed membership for the 91/92 membership year.

We have just started the 92 93 membership year (for which the Whaley Bridge A.G.M. determined that membership fees would be unchanged). The next edition of LIONSHEART should include a personal statement confirming each member's status and inviting renewal.

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THE EDITOR WRITES...

The last issue of LIONSHEART invited photographs, articles, or other contributions for publication. In general, I'm sorry that the response has been disappointing, so once again, I'm appealing for help.

With the current discussions on the future of LION, it's important that LIONSHEART is used as a forum for exchange of ideas between members. The relatively poor turnout at the A.G.M. shows how difficult it is to physically get our members together - this is inevitable when the membership is so broadly spread.

But it only takes a stamp to talk to LIONSHEART, so please help to make this YOUR magazine.

Details of this year's LIONSMEET appear in this issue. Even if you're not an active modeller, I would encourage you to try to attend this venue: LIONSMEETs are always great fun.

It is hoped that the Executive Committee will soon be announcing details of this year's A.G.M. and we hope to publish the next LIONSHEART soon to cover this, and any other news.