

LIONSHEART

1993 Issue 2

April 1993

ANNUAL GENERAL MEETING RETURNS TO WHALEY BRIDGE



As announced in the January edition of LIONSHEART, the 1993 Annual General Meeting will be held at the Jodrell Arms Hotel, Market Street, Whaley Bridge, Stockport on Saturday, 22nd May 1993.

The A.G.M. itself will start at 3.0 p.m. The entire executive committee stands down at each A.G.M. and the meeting elects the executive officers for the following year. Under our constitution, an executive officer must stand down for at least one year after serving for five consecutive years. This unfortunately means that Eddie Ball is not eligible for re-election. Mike Parrott and Jan Ford are eligible to stand for re-election at this A.G.M. but, if elected, would not be eligible to stand at the next A.G.M. All other committee members are eligible for a number of years.

The retiring executive committee is as follows:-

Mr. David Neish (Chairman)
Mr. Geoff Wright (Treasurer)
Miss Jan Ford (Secretary)
Mr. Eddie Ball
Mr. Mike Parrott
Mr. Vernon Smallwood
Mr. Charles Ashforth

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1993 A.G.M. AND ANNUAL DINNER

OLCO has always welcomed guests at annual meetings, but only paid-up members are entitled to vote.

The A.G.M. should be followed by a guest speaker, but details have not been confirmed at the time of going to press.

After a short interlude, the OLCO Annual Dinner will be held at 7.0 p.m., also in the Jodrell Arms. The menu will be as follows:-

- Soup

- Roast Chicken & Stuffing
- Roast Potatoes
- Peas
- Gravy

- Strawberry Tart & Cream

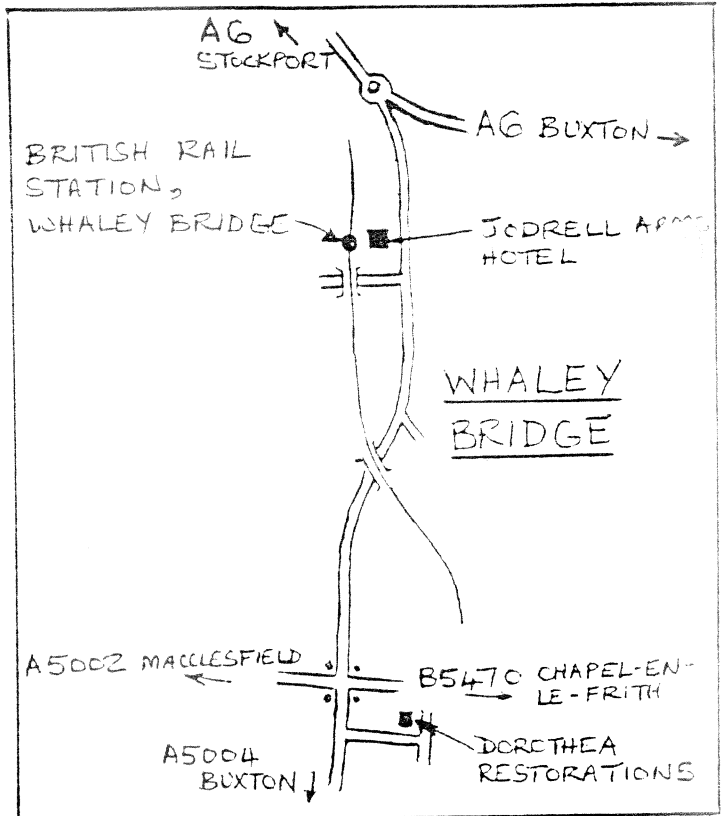
The charge for the dinner is £7.50 per head (excluding wine) and pre-booking is essential. A multi-purpose form from the secretary is included with this issue. This allows you to renew your subscription, notify your intention of attending the A.G.M. and book places at dinner for yourself and any guests.

If you require overnight accommodation at the Jodrell Arms Hotel, please contact Alison at the hotel directly on 0663 732164, mentioning OLCO.

Whaley Bridge is easy to reach by road (just off A6 between Stockport and Buxton) or rail (Manchester - Stockport - Buxton sprinter service). The hotel is immediately adjacent to the railway station, on the main street at the north end of the village.

It's a lovely part of the country and well worth taking time to explore the district. If you're staying overnight, why not visit the Museum of Science and Industry in Manchester on Sunday? There have been a number of developments recently, restoration of the 1830 warehouse is well in hand and, all being well, the 'Planet' replica should be available for inspection (although not intended to be in steam).

Please try to come along to the A.G.M. and Dinner and make it a memorable event.



by Mike Parrott

First of all may I apologise for not having written under this title for a couple of issues. That is not because I have not had any thoughts to present, but rather that I have been (and still am!) in the process of rebuilding my little LION, which has taken all my spare time. I hope one day to be able to describe some of the work I have done, as there are some features now incorporated which some people might consider 'way out'.

Enough of the future, and back to the past. Some while ago, I put down some thoughts on LION's back-to-front reverser, and I was therefore very interested in Mike Satow's observations on the two Kitson Thompson and Hewitson engines preserved in India.

As is so often the case, more information has not led to clarification of the puzzle. As Mr. Satow says, all the publicised examples are from the Kitson stables, yet in LION's case (and possibly the others? -

I don't know) the vital component - viz. the crank axle, is NOT of Kitson make. Since presumably all other manufacturers made conventional layouts, when LION's present axle was taken from another loco., it must have been DELIBERATELY reversed in order to preserve the Kitson back-to-front valve gear. And yet, as Mr. Satow also says, if the fitting shop had accidentally put an axle in back-to-front, they would have quickly been told to put it right. So why were Kitson's allowed to BUILD them back-to-front, and why was the opportunity not taken to standardise when axles were changed? Another possibility is of course that the crank axle came from another Kitson loco. of longer stroke cylinders, and it was fitted with wheels from yet another engine, but this seems even more unlikely!

I suspect that the answer will never be known for definite, but in the meantime it provides plenty of scope for discussion and speculation.

LIONSMEET 1993

NEW FORMAT - NEW DATE

As a result of my request for your views on the format of LIONSMEET, a suggestion was received that the event be extended to form an 'Old Locomotive' Rally. Although the competition for the Chairman's Trophy will as usual be limited to models of LION, the rest of the day will be open to models of any prototype built before 1851. As announced in the last LIONSHEART, our hosts are the High Wycombe Model Engineering Club, and a map is included showing routes to their track. The other suggestion was that the date be moved from the Bank Holiday, so this year it will be held on Sunday 15th August. That's a FORTNIGHT BEFORE THE BANK HOLIDAY.

With these changes we hope to see much more interest with more LIONS and who knows what else - Rainhills,

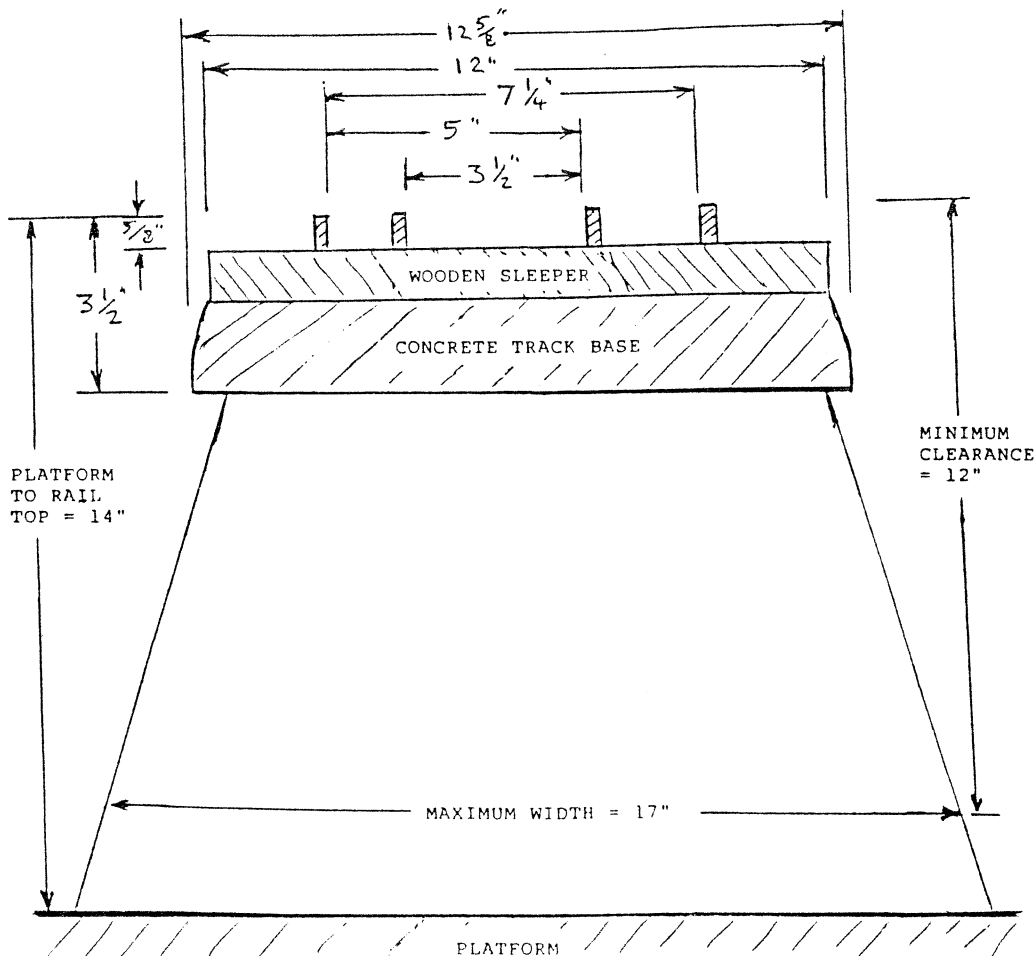
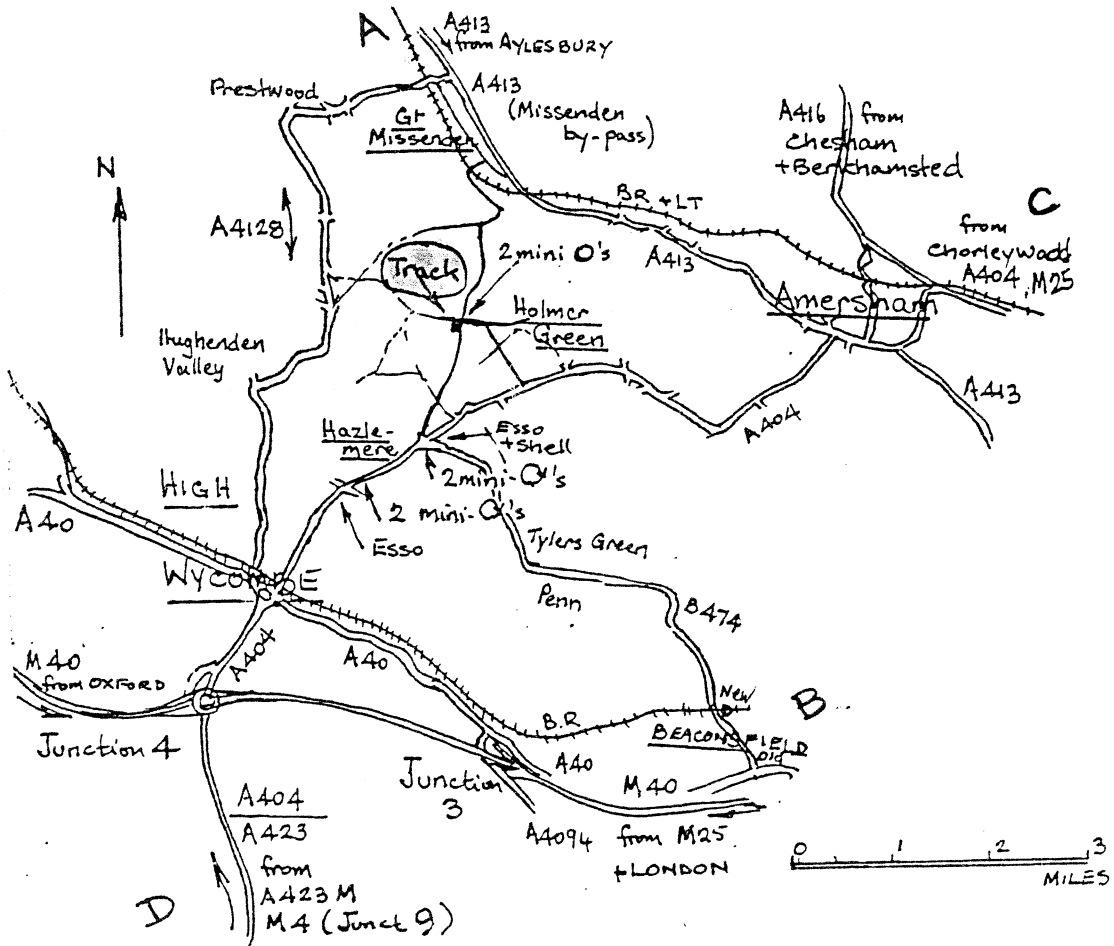
Invictas, to name just two well-known designs. We also know of at least one other engine which will be attending.

As usual I have a list of hotels etc. in the area if anyone wants to make a weekend of it. I also have a list of other local attractions, such as Beckonscot Model Village. If anyone would like more information on either subject, if they give me a ring on (0639) 722360 I will be pleased to send them a copy.

As an alternative to hotels, H.W.M.E.C. have room for a few caravans adjacent to the track. Water is available but no other facilities. Again if anyone is interested in taking up this offer, could they please let me know.

Mike Parrott

LIONSMEET 1993



NOTES

1. View shown is that of a driver looking in the mandatory direction of travel, i.e. clockwise from the traverser.
2. Maximum width occurs at the traverser. For the rest of the track, including curves, the width of the supports below the track base is substantially less.

High Wycombe Model Engineering Club

PERMANENT RAILWAY TRACK - INFORMATION FOR VISITORS

LOCATION

National Grid Reference SU 896974
(1:50,000 Map No. 165, Aylesbury & Leighton Buzzard)

The track is in the grounds of the Holmer Green Sports Association

DIRECTIONS

Route A - from Aylesbury and North, by A413.

Do not enter Great Missenden; keep on A413, Missenden By-pass, for a further 1½ miles: Turn right (sign hospital); past hospital; 1st L at Nags Head pub. Under Rly. bridge; immediate sharp L up Windsor Lane; follow road round until 40 mph limit; turn next L (sign Hazlemere) into Watchet Lane. After 1 mile turn R at X-roads with double mini-roundabouts; 1st L into Dormer Lane - see Site Plan

Route B - from London and M25 Junction 16, by M40

Leave M40 at Junct. 2, Beaconsfield; follow signs for Beaconsfield Old Town on A40 (do not take Amersham turning A355). At end of Old Town, roundabout beside 'Saracen's Head', take 3rd exit to Beaconsfield New Town, B474; continue through main street, past Rly. Stn., roundabout by Waitrose take 3rd exit; keep on this road to Pejn (Crown on R), Tylers Green (pond on L), then Hazlemere double roundabout. Take 2nd exit of 2nd (left hand) roundabout, sign Great Missenden. Proceed down hill and up again (Sawpit Hill); road levels out & becomes Watchet Lane. Continue past end of 30mph limit, past Holmer Green Sports Association entry (on L); at X-roads with double mini-roundabouts turn L, then 1st L into Dormer Lane - see Site Plan.

Route C - from M25 Junction 18 and Amersham, by A404

From Motorway follow A404 to Amersham, thro' Chorleywood Common & Little Chalfont. Continue to Amersham Old Town. From Old Town, turn L out of main street at mini-roundabout, following A404, signs to Wycombe. Climb out of town and continue until road levels out and runs round left hand bend to long straight. ½ Mile on turn R, sign Holmer Green, Earl Howe Road, proceed ¾ mile through village to T-junction at end, turn L, continue to X-roads with double mini-roundabouts, straight across, then 1st L into Dormer Lane - see Site Plan

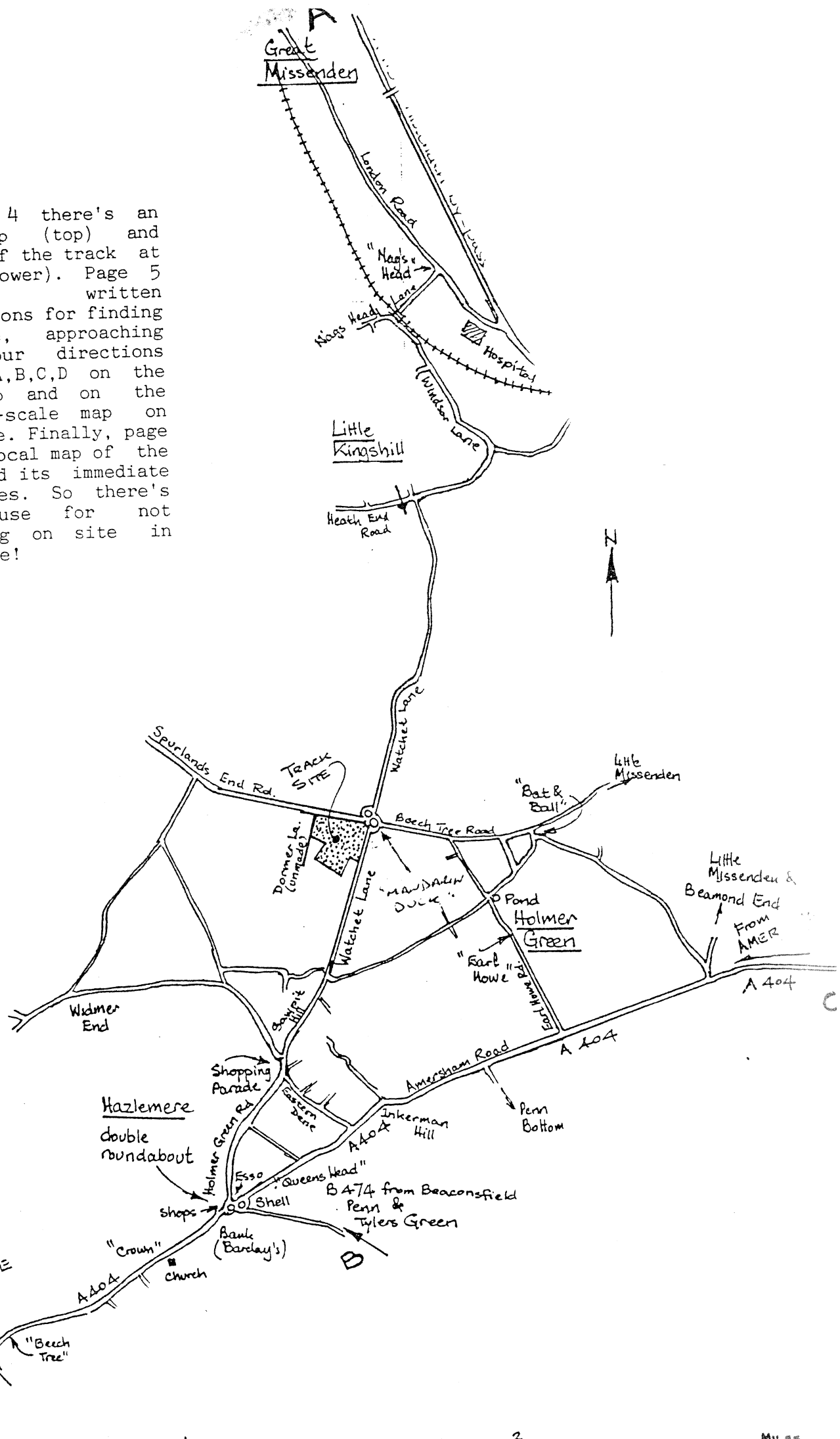
Route D - from M4 Junction 9, A423(M), A423, A404/M40 Interchange
(also from Oxford & North West by M40)

From M4 Junction 9, use A423(M) (Maidenhead West and Henley) to end of motorway at roundabout on A4, 2nd exit on A423 (Henley & Wycombe), continue 1¼ mile to roundabout junction with A404, take 3rd exit. Follow A404 to Wycombe. At the crest of the long hill find the M40 Interchange roundabout - signal controlled. Select right, then middle, then left lanes to 5th exit (A404 Wycombe)

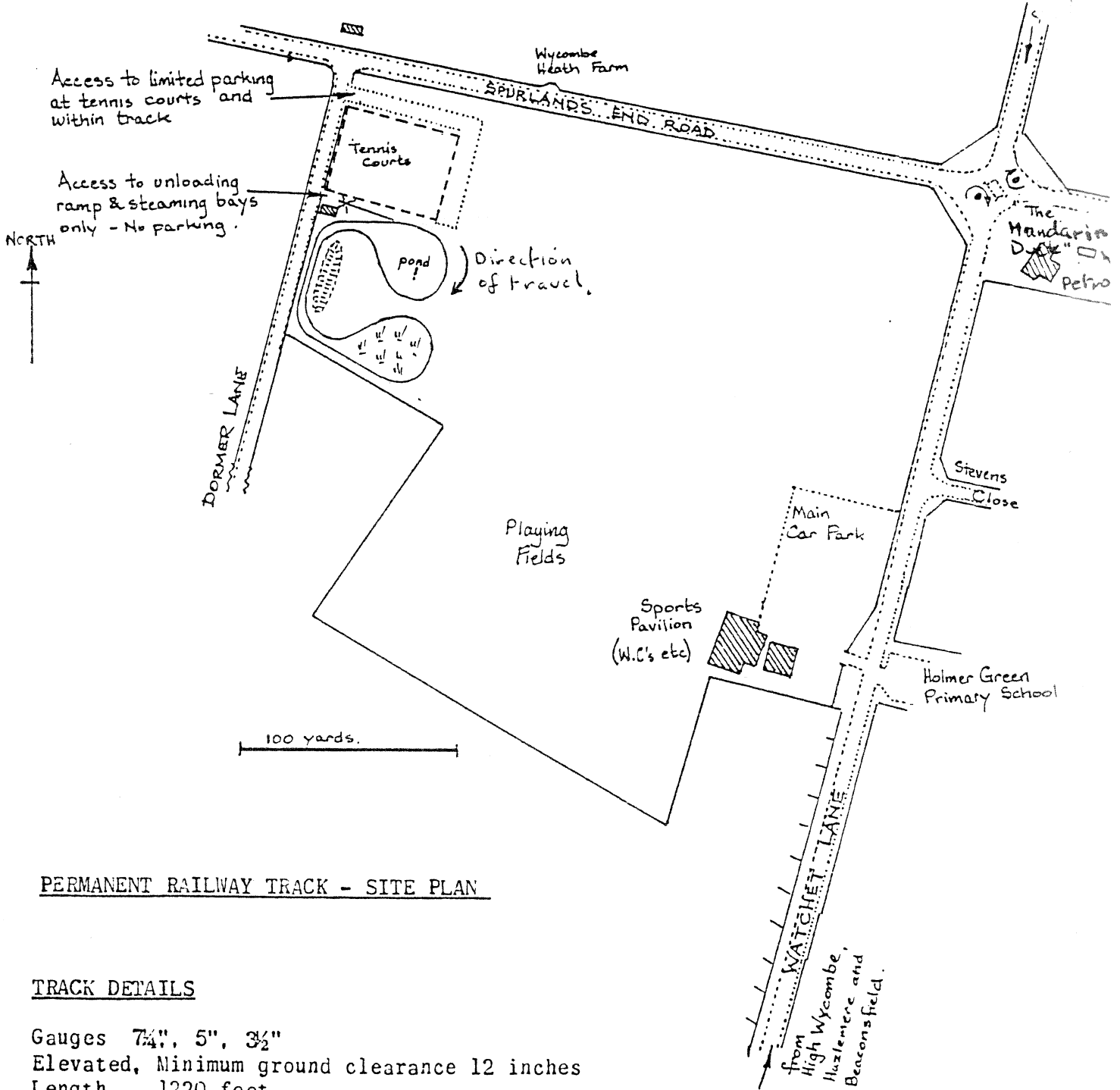
(Join here from Oxford, off M40 Junction 4)

Follow A404 down to Wycombe, at bottom of hill turn R (mini), then L (mini), then 2nd exit (mini) following A404-Amersham signs. Proceed straight past police station (on L) and civic buildings, on thro' town up hill past Rly. Stn. Continue 2 miles to Hazlemere double roundabout, take 1st exit of 1st roundabout then as Route B.

On page 4 there's an area map (top) and details of the track at HWMEC (lower). Page 5 gives written instructions for finding the site, approaching from four directions marked A,B,C,D on the area map and on the enlarged-scale map on this page. Finally, page 7 is a local map of the site and its immediate approaches. So there's no excuse for not appearing on site in good time!



High Wycombe Model Engineering Club



PERMANENT RAILWAY TRACK - SITE PLAN

TRACK DETAILS

Gauges $7\frac{1}{4}"$, $5"$, $3\frac{1}{2}"$
 Elevated, Minimum ground clearance 12 inches
 Length 1220 feet
 Maximum gradient 1:60
 Minimum radius 35 feet
 Track Aluminium alloy
 Services Mains electricity & water (hard!)
 Calor gas.

Notes

National Grid Reference SU 896974
 Toilets are in the Sports Pavilion only
 No parking in Dormer Lane
 The grounds are sports grounds, and dogs cannot be allowed.
 The "pond" is not suitable for boats.

LION PUMPING SHED

Last year, National Museums and Galleries on Merseyside conducted an extensive survey on the pumping shed at Princes Dock which housed LION from the 1870's, prior to the demolition of the shed. The pumping shed had reached a state of extreme dilapidation by the time of the survey.

Through the kindness of Loraine Knowles, the Head of the Regional History Department, we are able to publish below a synopsis of the report produced at the end of the survey.

The pumping shed was constructed during the late 1860's at the south end of a graving dock facility at Princes Dock, in order to pump dry the dock. The graving dock itself was formed from a redundant link between Princes and Georges Docks.

The building was originally built to accommodate the steam locomotive LION arranged as a stationary engine. LION was removed when electrically-driven pumps were installed, allowing part of the building to be converted as a maintenance garage. Most of the available drawings date from this change to electric pumping and the building was very little changed thereafter. Unfortunately, these available drawings do not give all the details of the main chimney associated with the building or of the internal timber platform which was used to store coal and give access to LION's firehole door for firing.

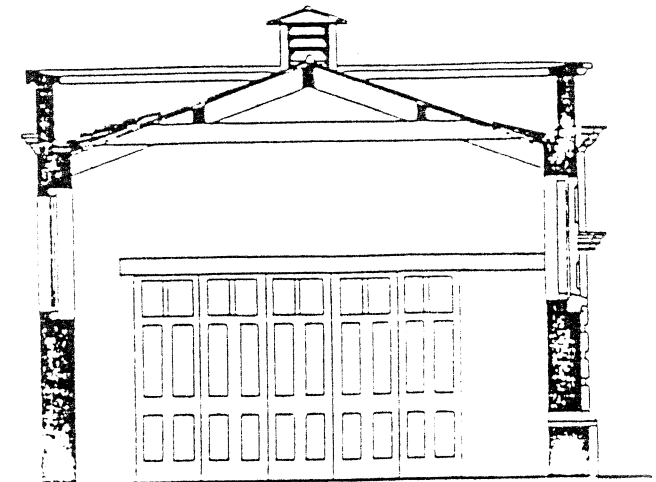
It was found that many details of the building differed from those shown in the documentation. This could have been to reduce cost or because the original details were unworkable or incomplete.

This page: Cross Section and both side elevations.

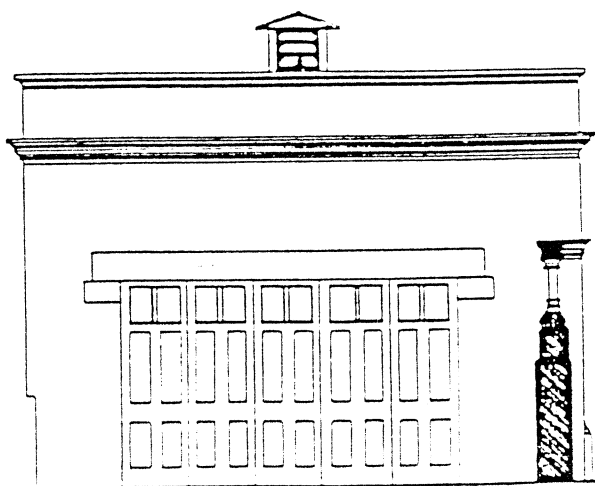
Opposite page: Plan, ornamented front elevation and plain rear elevation.

All these views, and the detail front elevation and section on page 11, are measured drawings produced by Kingham Knight Associates as part of the survey.

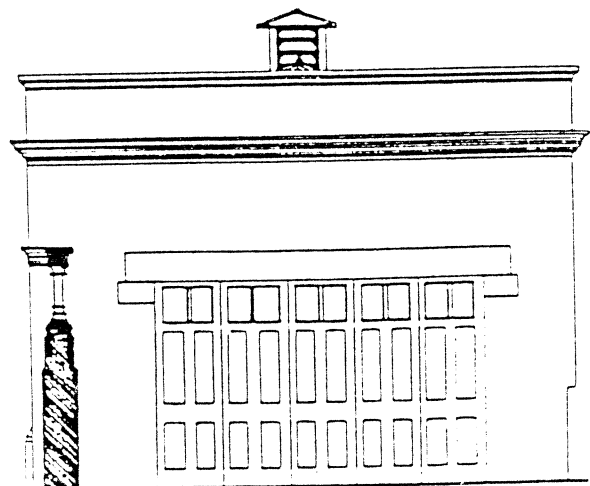
Although we cannot reproduce them very well, we've included two photographs from the survey. The upper view on page 10 shows the road side and may be compared with David Neish's view on page 3 of the April 1992 LIONSHEART. The lower view shows the desolation to the rear of the pump house as the bulldozers inexorably carve a swathe across the redundant docks.



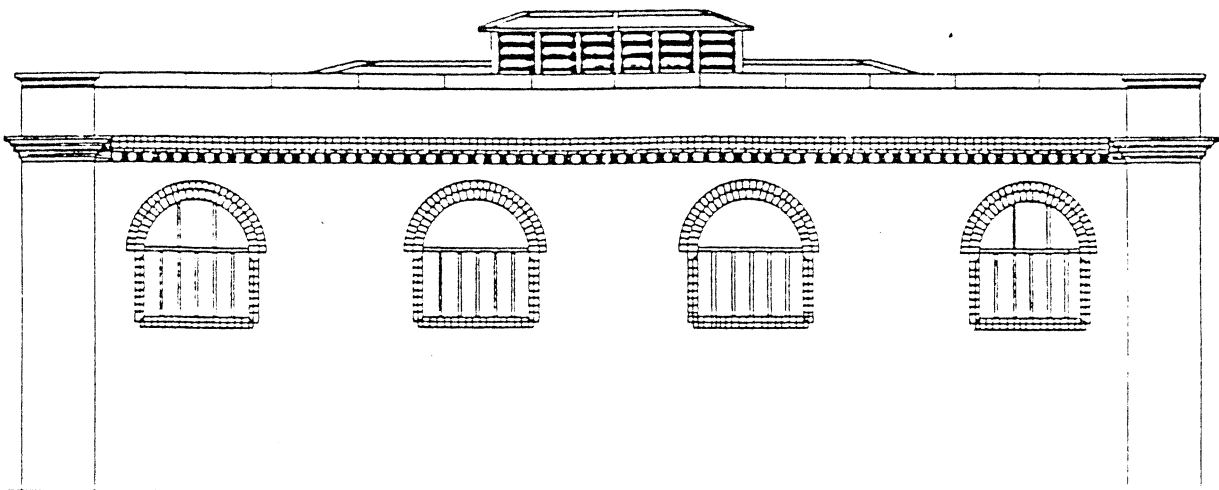
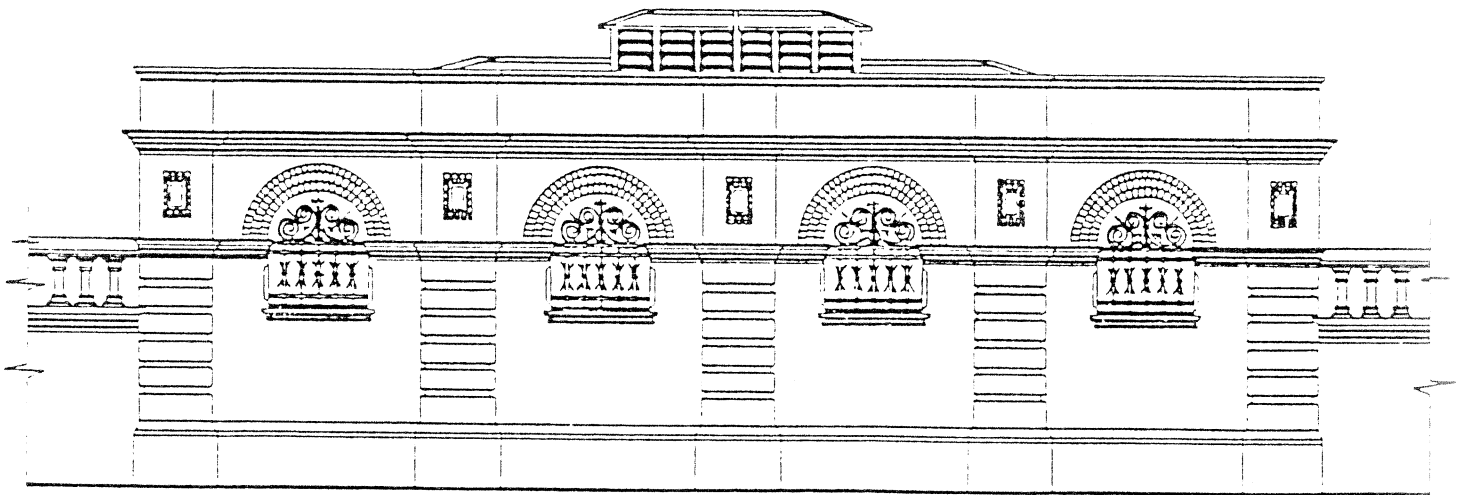
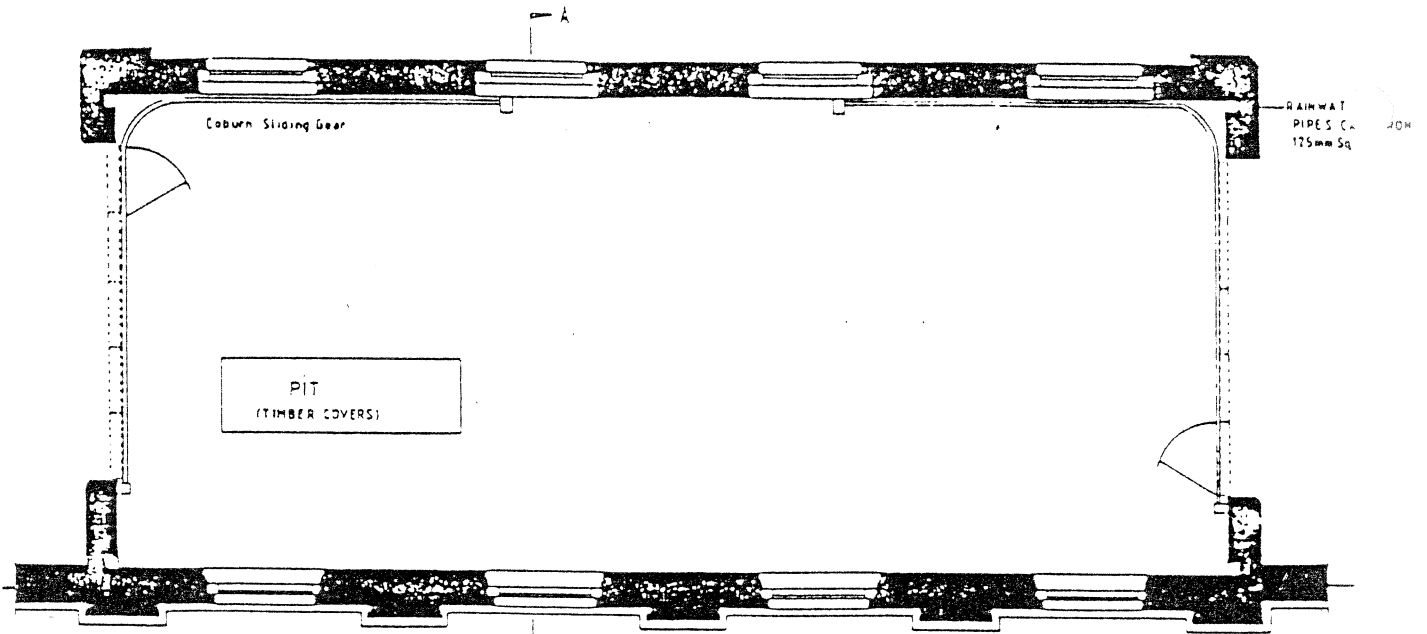
CROSS SECTION AA

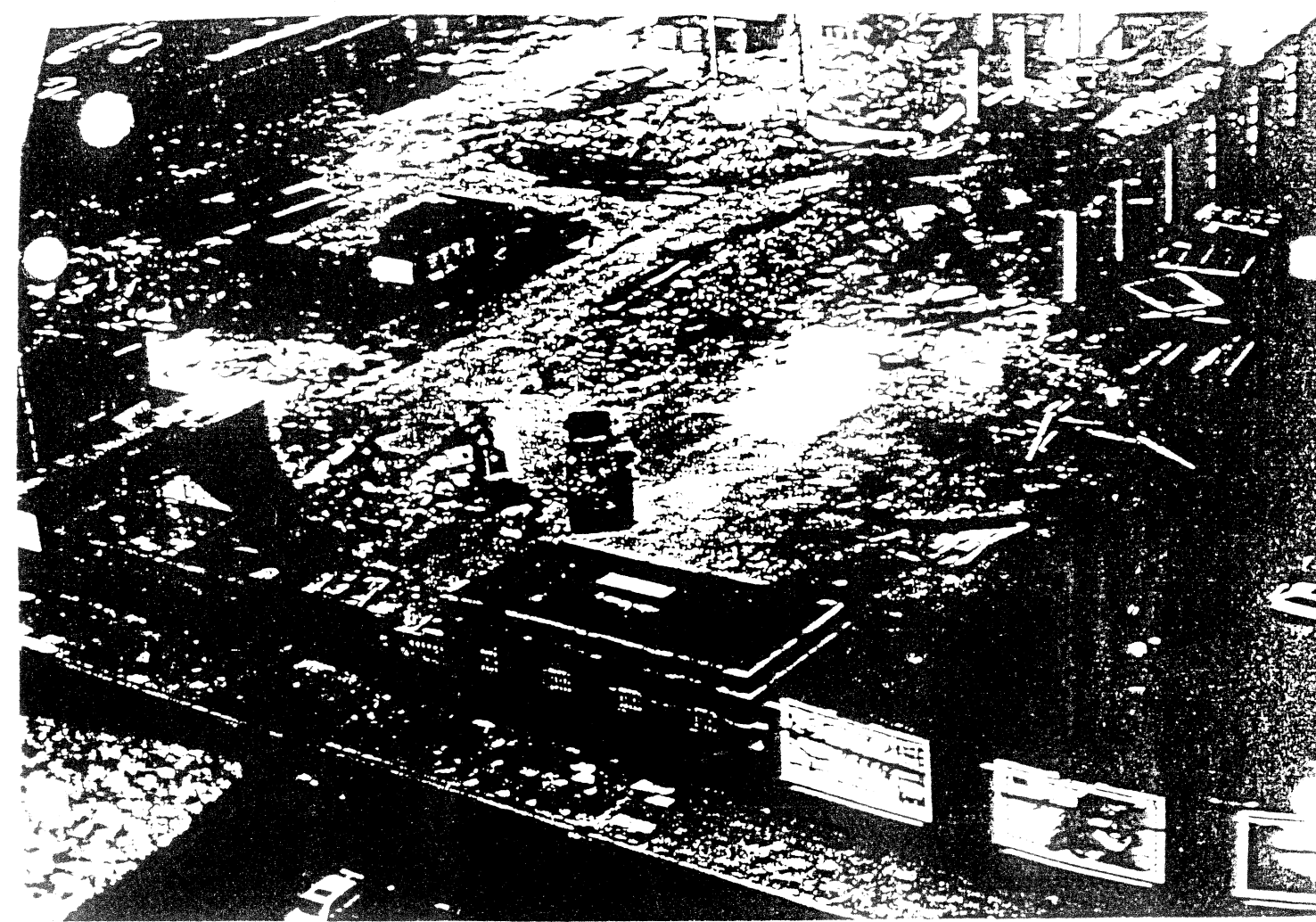
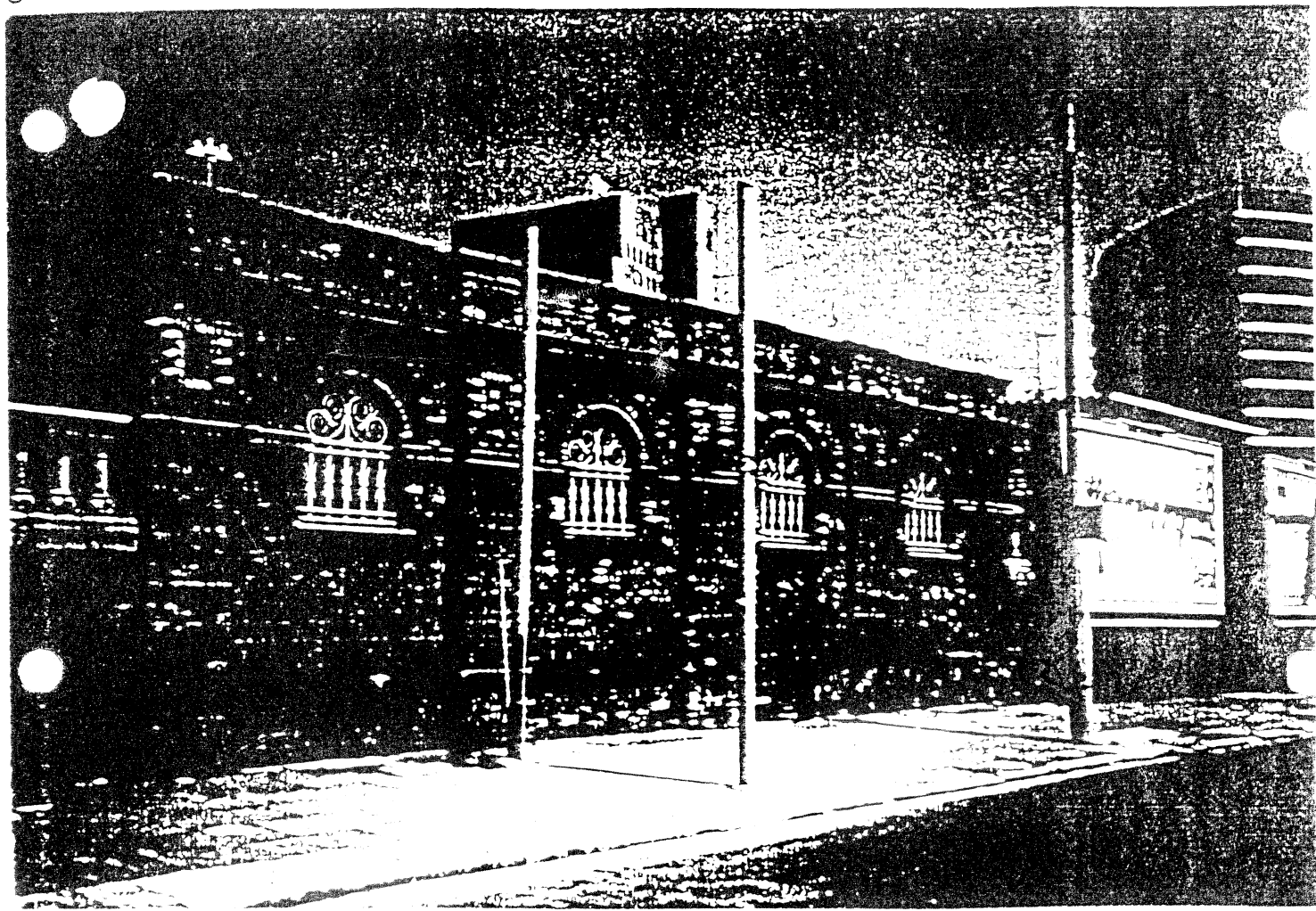


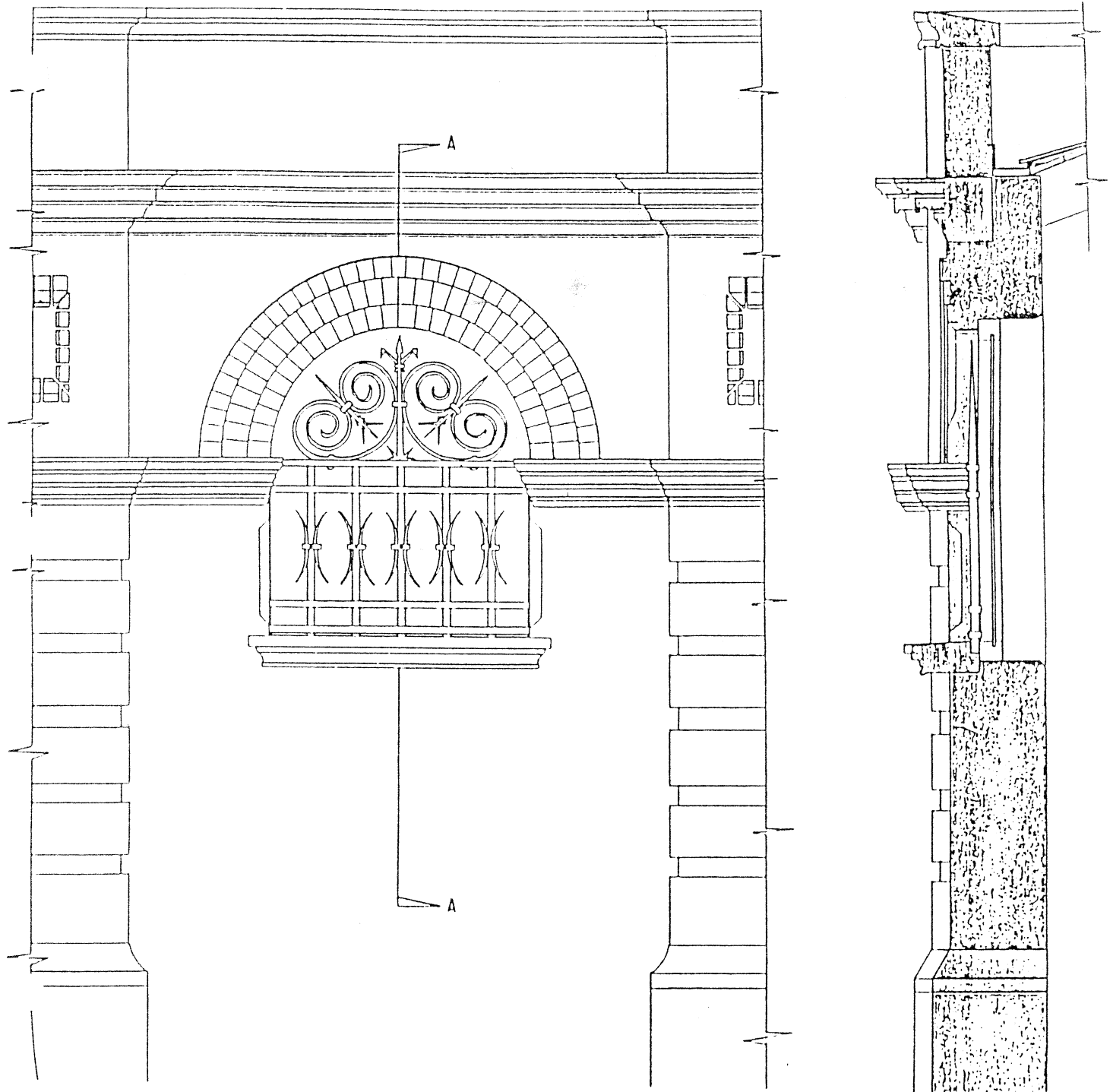
SIDE ELEVATION
(FACING RIVER)



SIDE ELEVATION
(FACING DOCK ROAD)







THE STEAM EXPERIENCE

A joint operation between
Birmingham Railway Museum
Great Central Railway
The Battlefield Line

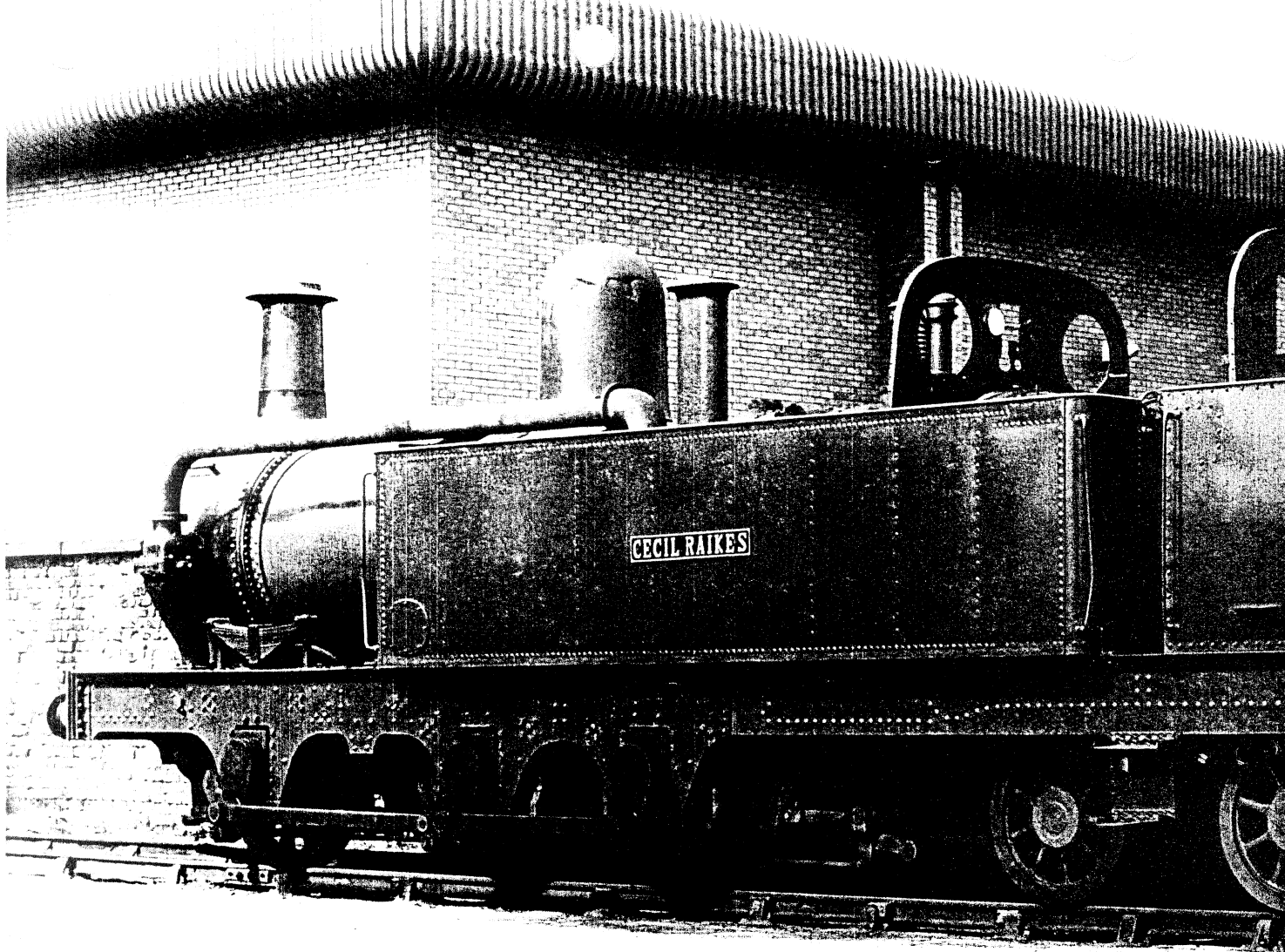
Because of continuing demand for the steam engine driving courses at Tyseley, Birmingham Railway Museum have organised additional courses at the Great Central Railway, Loughborough and the Battlefield Line from Shackerstone. With its main line connection, Tyseley will remain the venue for visiting locomotives, such as Merchant Navy Pacific 35005 'Canadian Pacific' which will arrive in April.

At Shackerstone, Tyseley's GWR pannier tank 7752 will allow drivers to

take a train of empty coaching stock over 4 miles to Shenton, run round and return.

At Loughborough, Tyseley's other pannier, 7760 will be one locomotive used by the courses. The other locomotives will also be from Tyseley's stud; either GWR 7029 'Clun Castle' or LMS 5593 'Kolhapur'.

For further information on the range of courses available, telephone Birmingham Railway Museum on 021-707 4696.



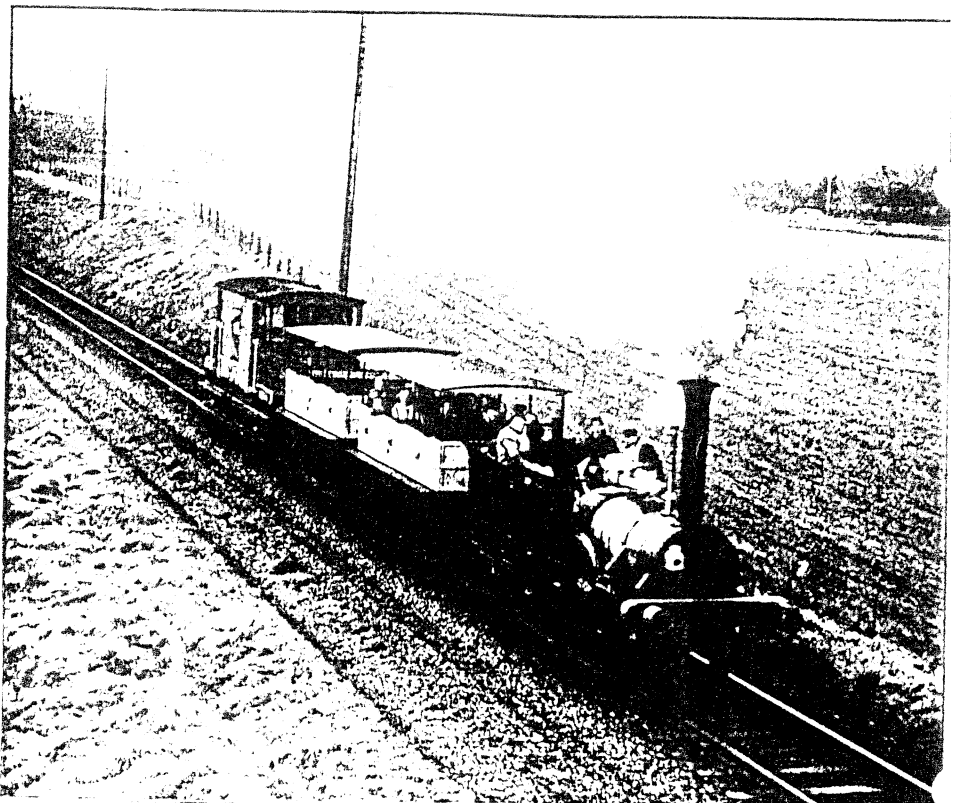
LION is not the only locomotive in the care of National Museums and on Merseyside. The massive 0-6-4 condensing tank 'Cecil Raikes' was Beyer Peacock for the Mersey Railway but displaced by electrification line. When the locomotive was finally withdrawn from service by the Coal Board, she was acquired by Liverpool Museum and may be seen at Steam Centre. Photo courtesy of Southport Steam Centre.

Trials of the 'Planet' replica were held at Loughborough recently and much valuable information was gained by the builders. Unfortunately, 'Planet' did not perform flawlessly. The original 'Planet' was before the era of mineral oil lubrication and would have employed grease lubrication. Grease lubrication was chosen for the axleboxes and other points on the replica, but the way in which this had been implemented resulted in a number of instances of 'hot boxes' during the trials.

In addition, a welded bracket in the motion failed during one trial, leaving

one cylinder completely out of action. A search party set out on foot and eventually recovered the broken part. Then, with a little encouragement from the support staff travelling on the train to get started, 'Planet' was able to roll back to Loughborough so that repairs could be effected.

But, with a 15 m.p.h. speed limit imposed, 'Planet' was able to finish the trials in style with two passenger carrying runs for the sponsor, British Engine, and a further trip for invited guests including OLCO Founding Member E. F. Clark.



This photograph, by D.J. Williams, accompanied the report on the Planet Trials in the May 1993 edition of Railway World. Reports also appeared in Steam Railway News and Steam Railway (and other titles as well, no doubt).

From: John Hawley
 Rock House
 Downside
 Backwell
 Bristol
 BS19 3DH

FEEDBACK

May I, through the pages of LIONSHEART, appeal to members for any photographs of LION that they would be willing to lend to assist in the process of producing drawings of this locomotive and tender.

I am particularly keen to receive details of the right hand side and close ups of detail parts, i.e. valve gear, rivet patterns etc.

During the past two years I have made extensive measurements of LION and am progressing well with the drawings. However, there is always some vital information missing from the rough and

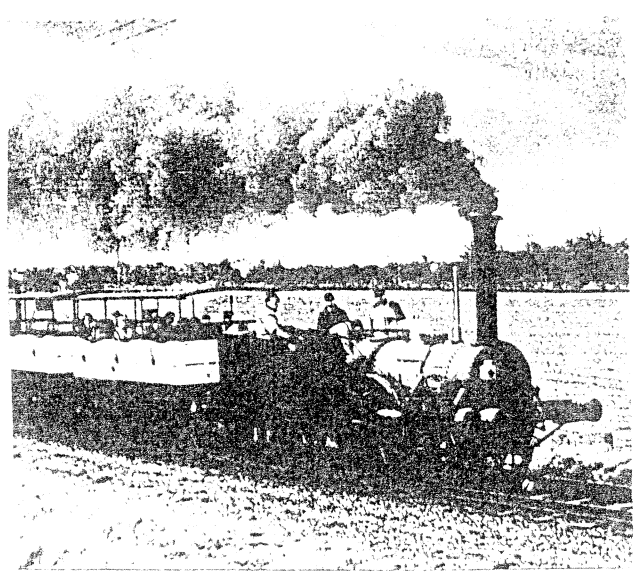
received in order that they may be returned promptly. These copies would not be used for other purposes without written permission of the person sending the originals. Postage costs will, of course, be refunded.

In passing I would like to express my thanks to Charles Taylor-Nobbs for all the data he has sent me in the post.

I look forward to meeting you all at the AGM on 22nd May.

Yours Sincerely,
 John Hawley.

THE EDITOR WRITES . .



The reports on the 'Planet' Trials show how much interest there is in old locomotives (even replicas!). Think of the stir when LION steams again!

The scope of LIONSMEET has been broadened this year, to widen the interest in the event. This edition contains full details of the venue, so please support us. You don't have to be a modeller to get lots of enjoyment from attending LIONSMEET.

What about our full-size railway activities? Would the membership like to see our scope broadened to encompass various elderly prototypes? Or should we remain faithful only to the currently-dismembered LION? The A.G.M. is only a few weeks away, and forms an ideal opportunity for debating the question 'Whither OLCO?'. There's no doubt that, without a sufficiently dedicated group of active members, an organisation is prone to decay. Just to keep LIONSHEART going takes a lot of effort and we need a continuous feed of articles, photographs and letters to retain the interest of existing members, let alone increase the membership.

Please come to the A.G.M. if you can, please play whatever part you can in keeping OLCO vital and worthwhile.

LION on display, 25th April, 1980 at Southport station (from the Railway Magazine).

