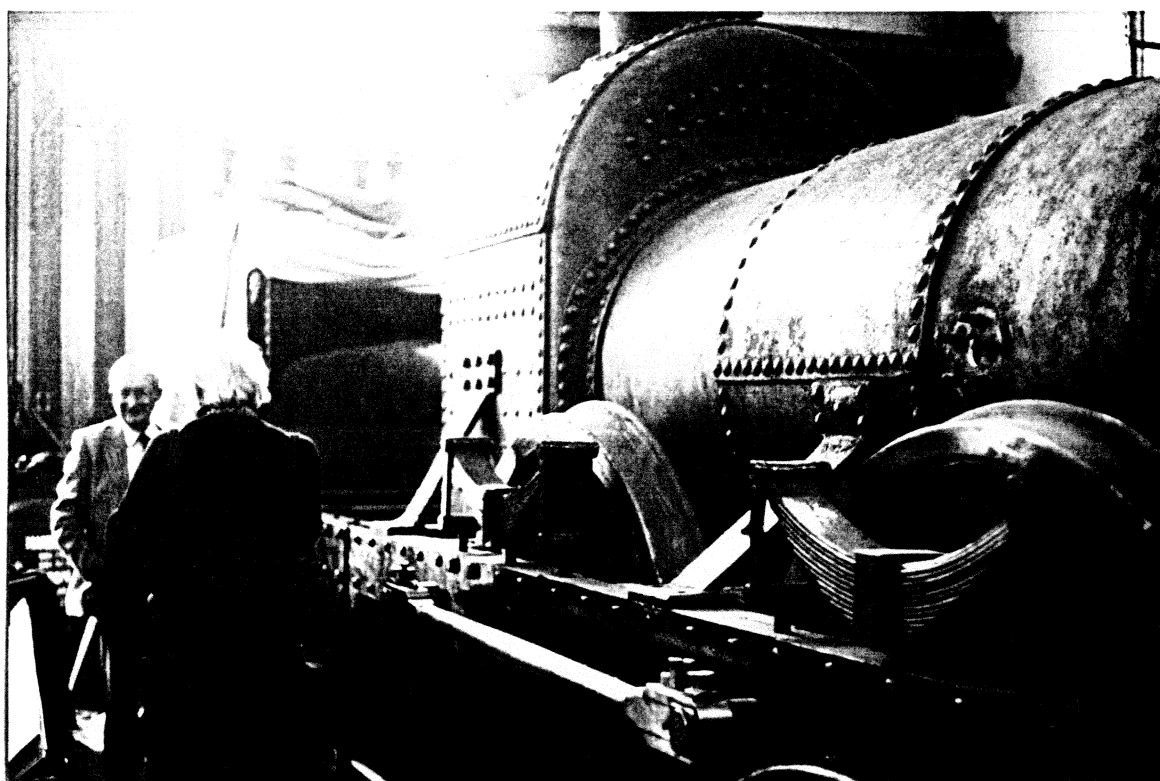


# LIONSHEART

Number 30

June 1993

## OLCO AT WHALEY BRIDGE



The re-elected Chairman, David Neish, talking to former Chairman Alan McKirdy (back to camera) during the visit to LION at Dorothea Restorations. Note the five studs on the boiler barrel for the right-hand clack box, just above the leading driving wheel (All photos: Jan Ford)

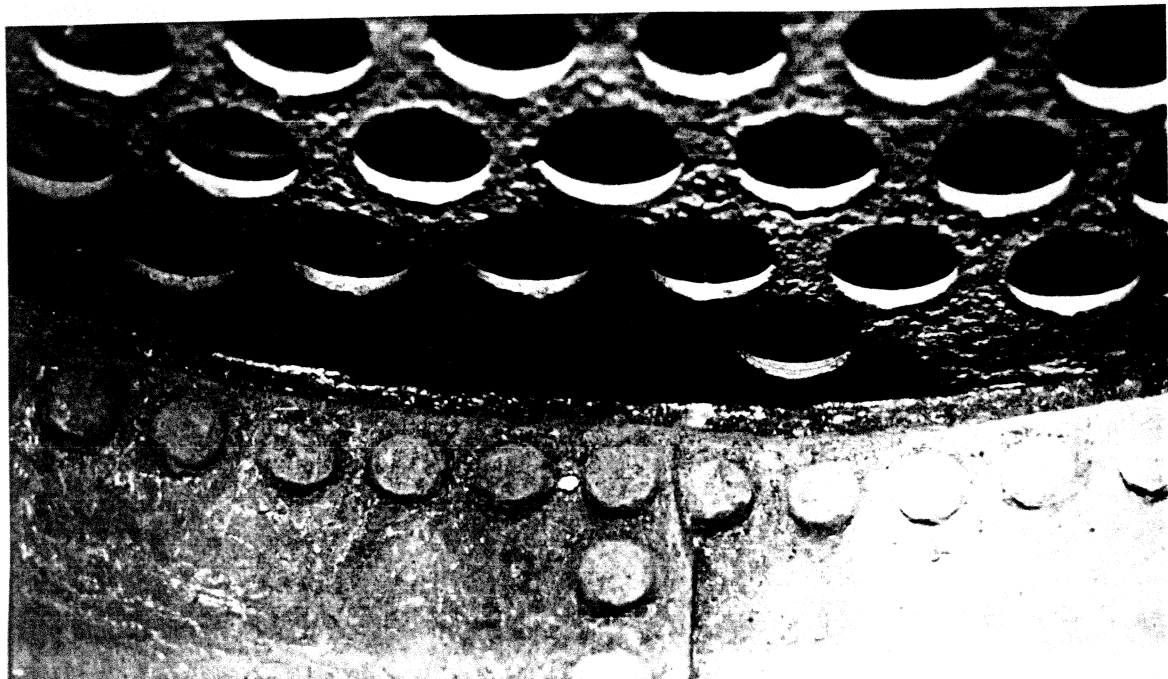
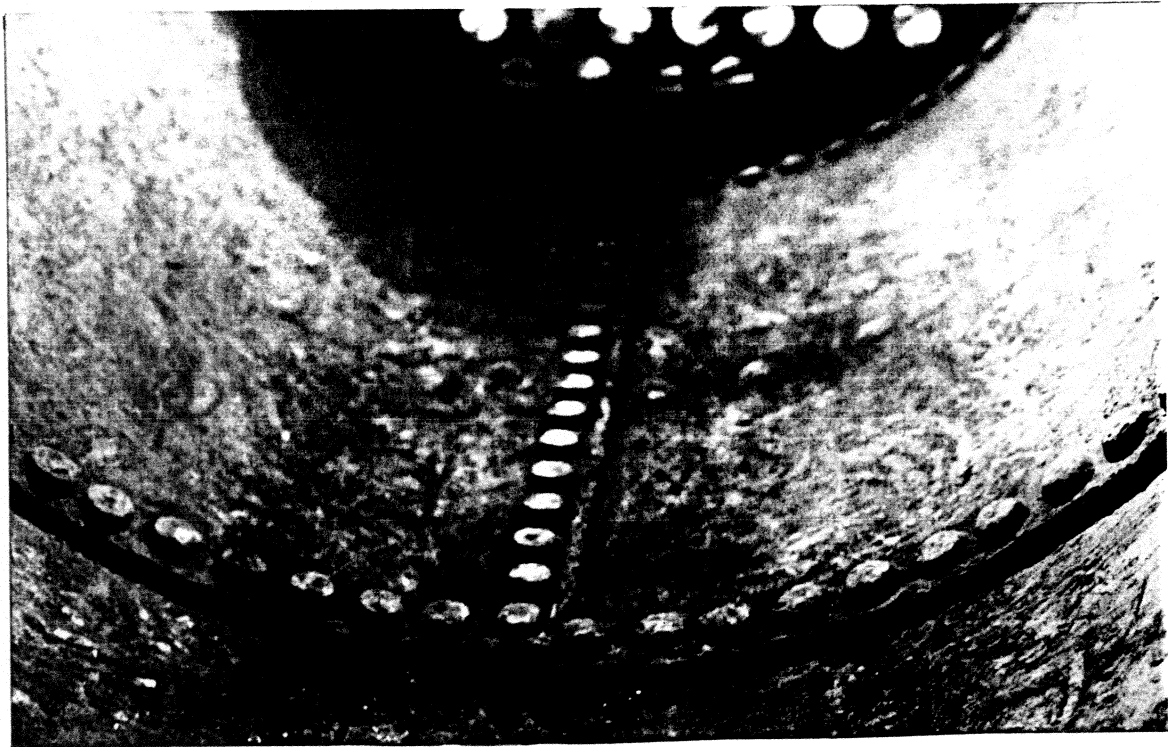
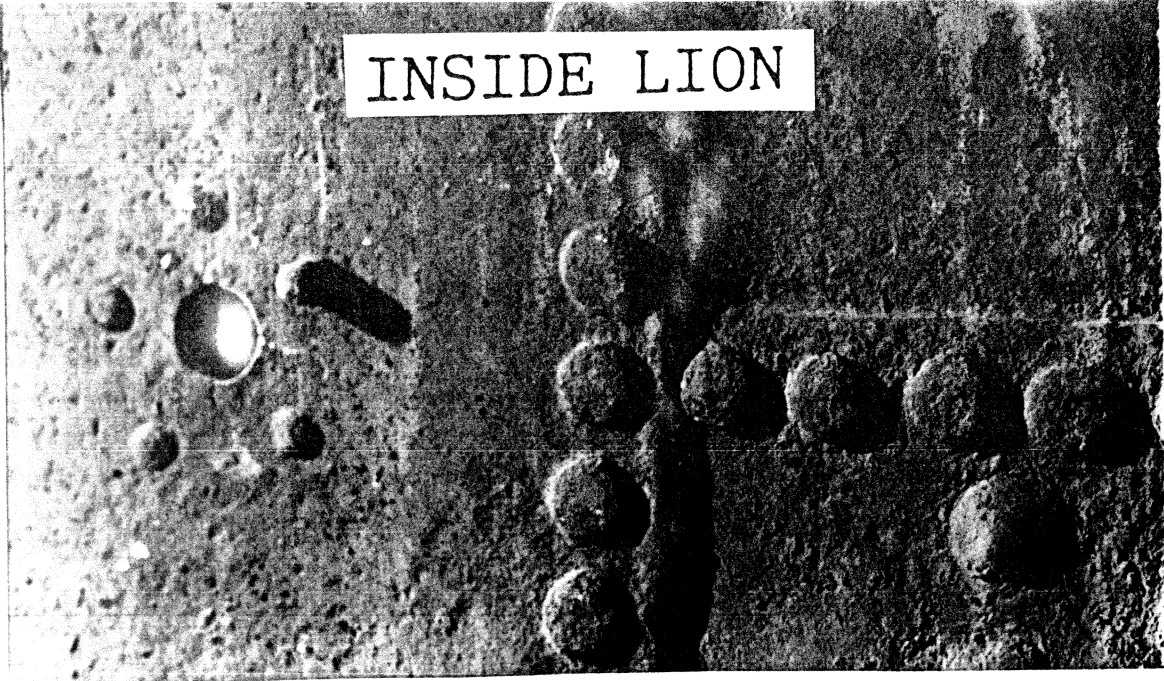
Members attending the A.G.M. were given an opportunity to study LION again at the restoration workshops in Whaley Bridge. Our thanks go to National Museums and Galleries on Merseyside and Dorothea Restorations for making this visit possible. Our last visit was in October 1991 and, since then, the boiler tubes and fittings have been removed to permit an internal inspection. A photo feature starts on page 2 and members may like to compare these current views with those published in the 1991 Issue 4 (October 1991) LIONSHEART.

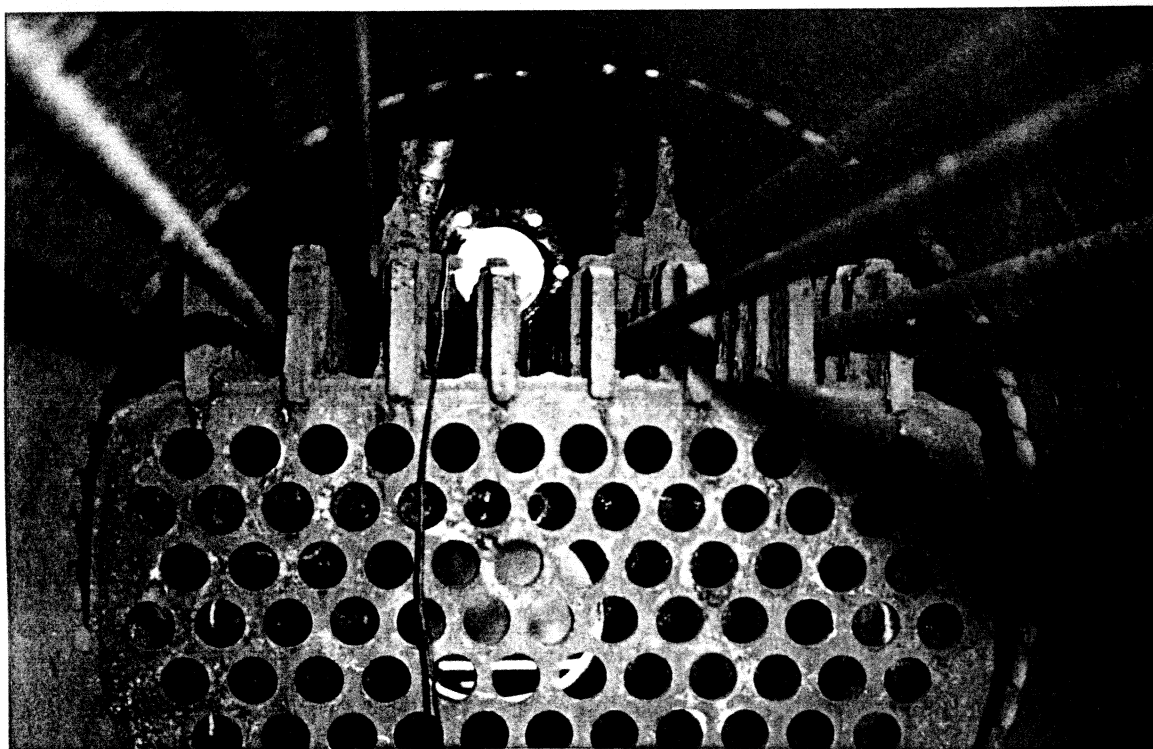
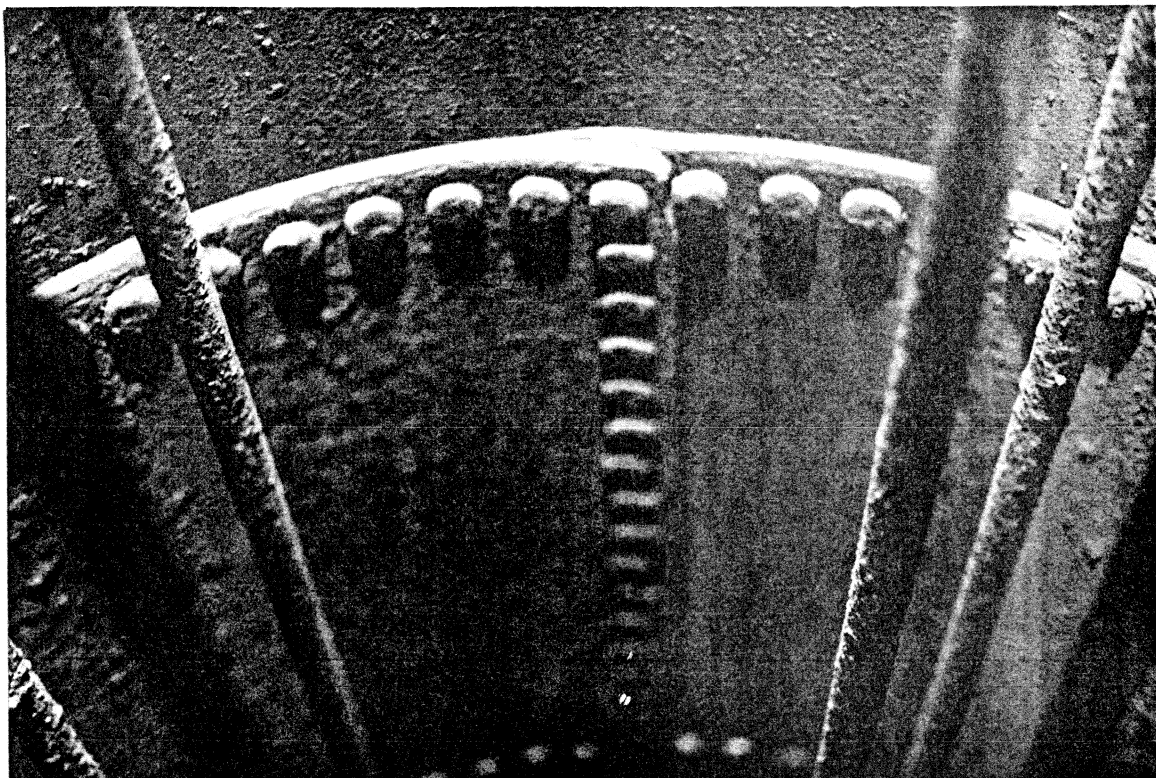
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INSIDE LION





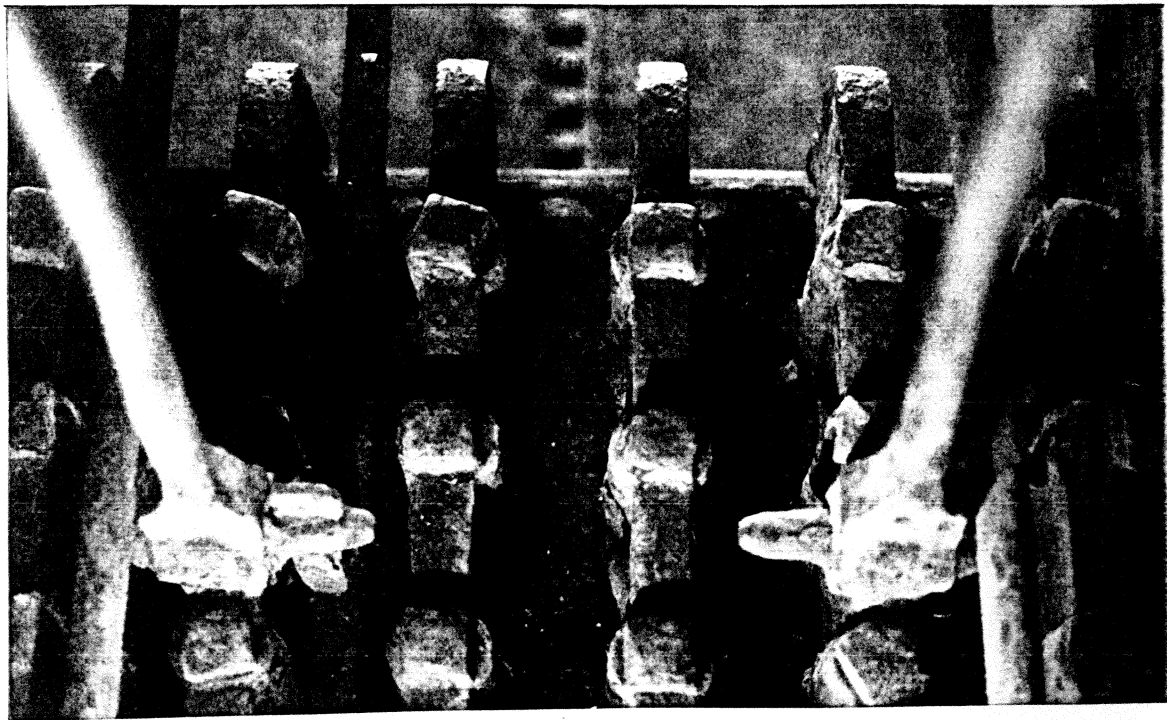
Opposite page, top: Inside LION's boiler. The five studs on the left are for the right-hand clack box. This view may be compared with the outside view of this part of the boiler on the front page of this issue.

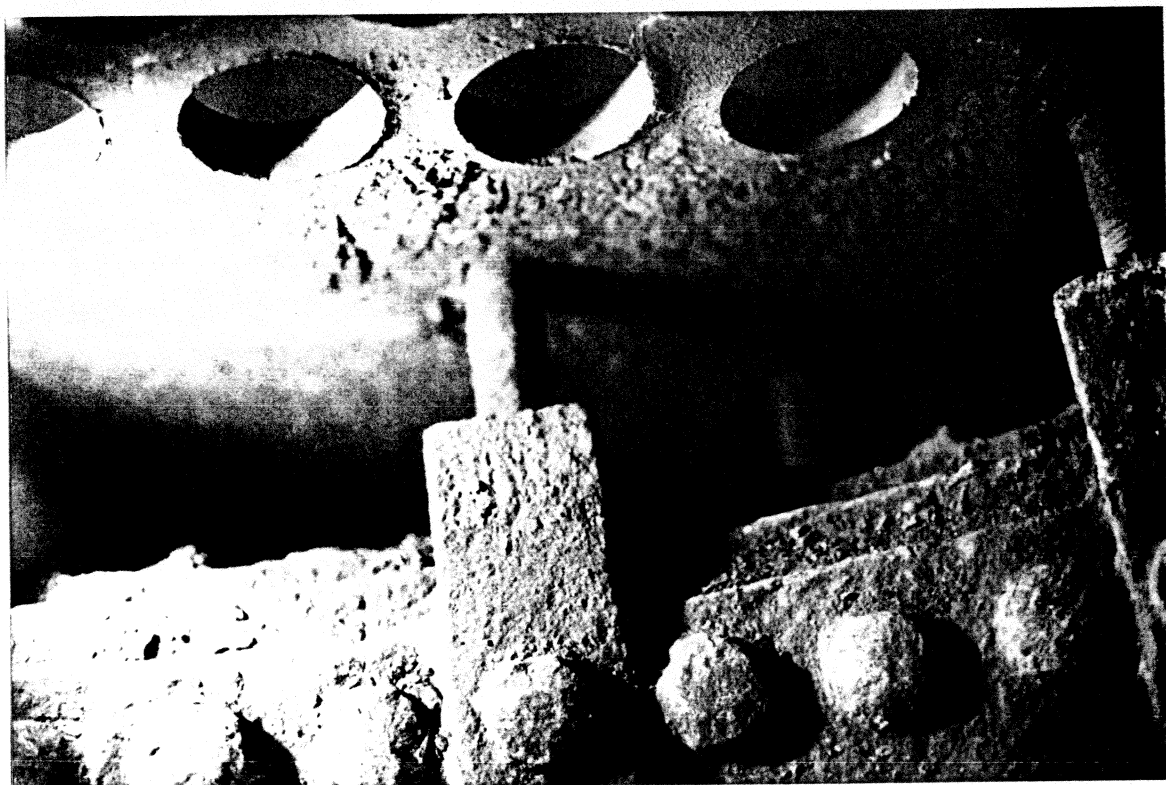
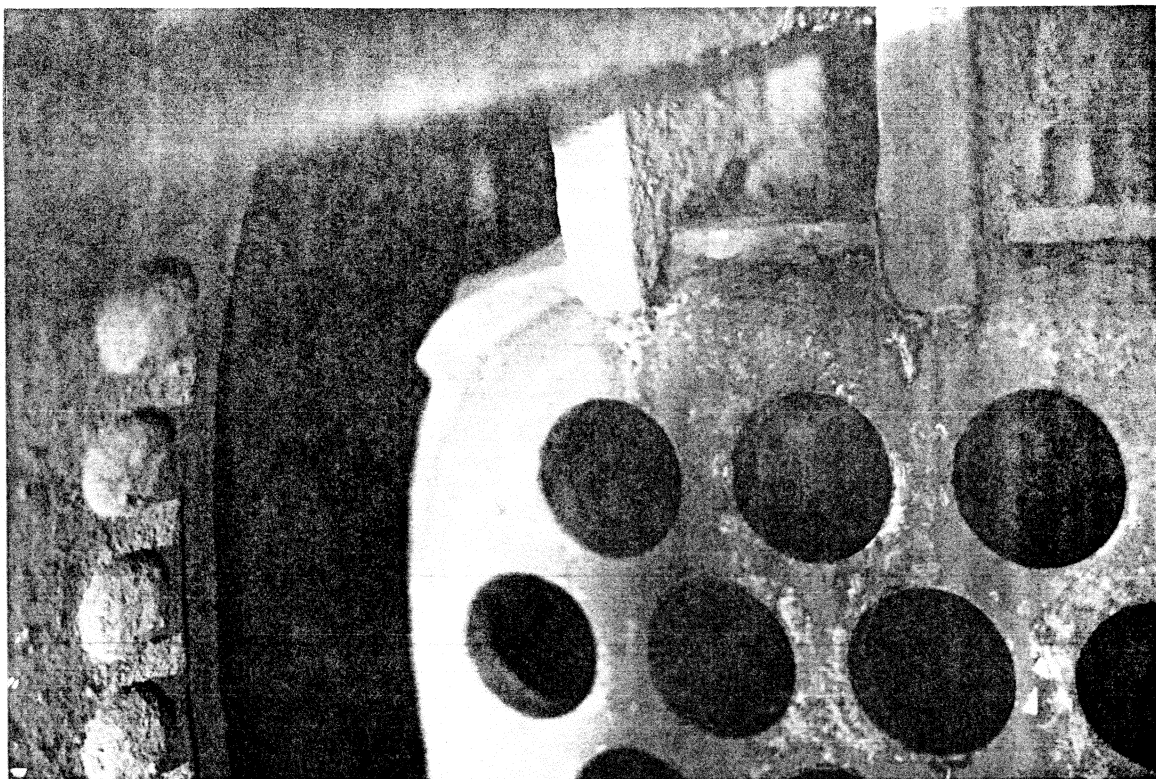
Opposite page, middle: Looking towards the smokebox tubeplate. Note the 'feather-edge' on the plate along the line of rivets.

Opposite page, bottom: Close-up of the join between boiler and smokebox tubeplate. The odd hole at the bottom of the tubeplate is threaded for a washout plug. Note how the corner of the boiler plate is relieved to miss the rivet.

This page, top: Inside LION's boiler, looking towards firebox (All photos: Jan Ford).

This page, bottom: Looking towards the firebox showing the girder stays supporting the firebox roof, longitudinal stays (one removed to allow access to the barrel) and the firebox tubeplate. Two holes are visible in the boiler backhead; the smaller one at the top is in line with the main steampipe and accommodates the regulator, the larger, lower hole is the firehole.





Opposite page, top: Close-up of the girder stays, looking towards the rear of the engine.

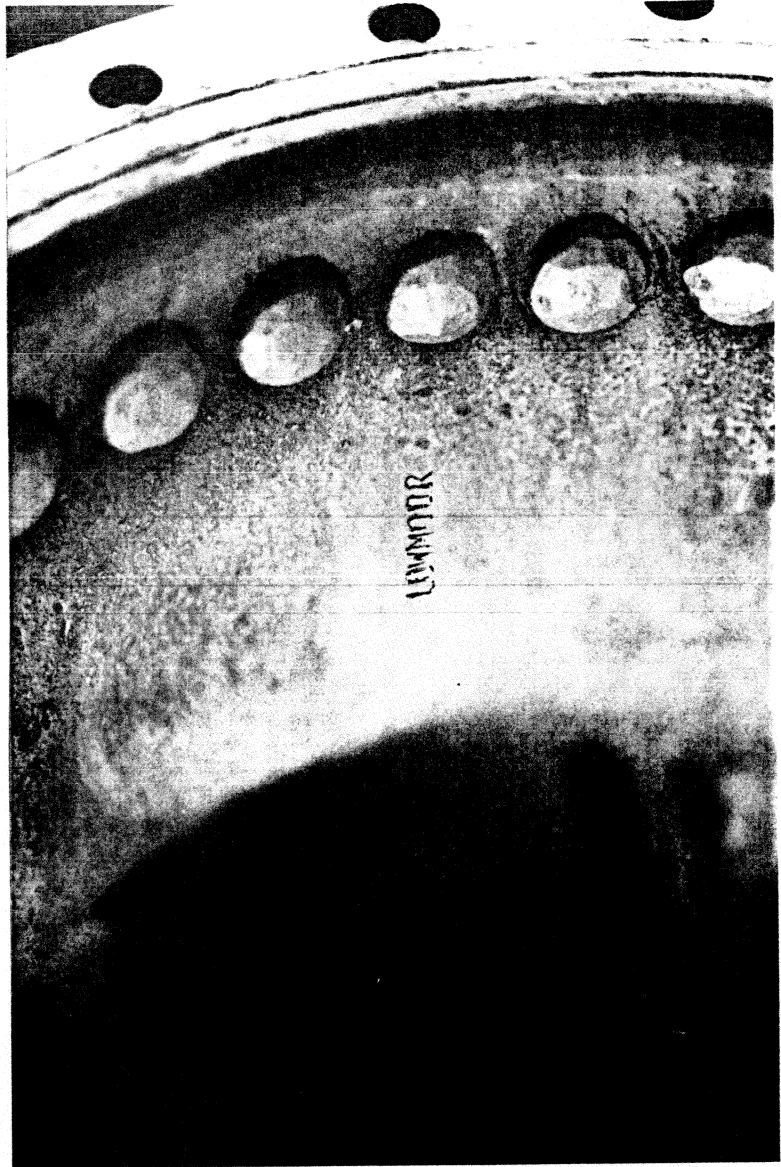
Opposite page, middle: Looking down on the inner firebox roof. Boiler barrel visible at the top of the picture.

Opposite page, bottom: Looking down on the inner forebox roof, showing the horizontal stiffening girder on the outer firebox and, vertically on the photograph, stays between inner and outer firebox.

This page, top: Top right corner of the firebox tubeplate, viewed from inside the boiler (Photos: Jan Ford).

This page, bottom: Palm stays between the boiler and firebox tubeplate.

Access to the boiler is via the 'dome' on the raised top firebox. The name of the wrought iron manufacturer, LOWMOOR, is stamped inside the dome ring as shown in our picture, as well as appearing on the boiler backhead (Photo: Jan Ford)



## NINTH A.G.M.

Whaley Bridge was the venue for the ninth A.G.M. on the 22nd May 1993. The meeting was attended by the following members:-

- C. Ashforth
- E. Ball
- R. Broyd
- J. C. Ford
- J. Hawley
- A. McKirdy
- J. Mercer
- D. Neish
- M. Parrott
- P. D. Servis
- C. Taylor-Nobbs
- G. Wright

The meeting was opened by the retiring Chairman, David Neish and apologies were entered for E. F. Clark who was unable to attend.

Dr. Ken Jump and Mr. John Kearon of

National Museums and Galleries on Merseyside were also present.

The minutes of the previous A.G.M. were unanimously approved (these had been published in the 1992 Issue 3 edition of LIONSHEART, starting on page 10).

The Chairman made his address to the meeting (see separate report) and then invited Mr. John Kearon of the Conservation Department at the Museum to speak to the members.

Mr. Kearon said that he had enjoyed talking to OLCO members during the earlier visit to Dorothea Restorations to inspect LION.

He explained that National Museums and Galleries on Merseyside has a large conservation section which has been in existence for the last 3 years. All areas are combined and his section is the conservation and care of Ships,

Mechanical Engineering and Transport. He stated that he had been involved with LION for the last nine months, during which progress had not been as fast as hoped, but decisions had to wait for the boiler inspector's report.

The boiler inspection had been carried out on the 5th May. Whilst the formal report is awaited, the inspector's reaction was very good and Mr. Kearon stated that they would be able to go ahead with some confidence, adding that it was a foregone conclusion that LION would be restored but not yet decided where and how often she would be steamed.

He reported that the hoped-for sponsorship had evaporated and that, at present, there were no specific sponsors. The project will require in-house funding and National Museums and Galleries on Merseyside have a strong commitment to restore notwithstanding the lack of a sponsor. It is possible that the cost of restoration will be met in-house, with a future sponsor meeting future running costs. The previous day, Jim France had re-iterated the Museum's commitment to restoration. Mr. Kearon stated that the boiler inspector's report would be discussed with Dorothea Restorations with the hope that work could then go ahead, based on an itemised breakdown of costs awaited from Dorothea.

John Kearon said that all the work would be overlooked by Museum staff Arthur Davies and Justin Garside. Hardly anything had to be destroyed and the work would support long-term usage of LION at a rate of around 12 steamings per year with regular reviews of condition. He concluded by thanking OLCO for inviting Dr. Ken Jump and himself to attend and inviting questions from members.

Jan Ford asked whether the lack of a sponsor would delay the project and whether the Technical Committee would be meeting. Mr. Kearon confirmed that the Museum was restricted fund-wise but, having made a commitment, hoped to proceed without delay. He added that the Museum were in correspondence with Mr. E. F. Clark and Fred West on technical matters and explained that delays in carrying out the boiler survey had slowed matters. Dr. Jump added that it had been hoped that things would go faster. There were failures in communication and, until the boiler report was available, there was no point in having technical meetings.

Charles Taylor-Nobbs asked if the Museum had the Len Morris Files and after Dr. Jump confirmed that they did

spoke of a sponsorship 'plot' hatched during the 150th year, asking if OLCO should be looking for sponsors. Mr. Kearon said that anything helps, but that the Museum need to be aware of anything that OLCO are doing; the Museum director is anxious to be aware of what's happening.

David Neish reported that OLCO have written to the Museum offering funds towards pump priming and corresponded with David Morgan of Steam Heritage. John Kearon confirmed that LION could not be left in her present condition. Charles Taylor-Nobbs stated that the problem was when LION was left through the winter at Tyseley.

John Kearon said that the Museum already uses volunteers and he saw no reason why OLCO should not be used in Liverpool, adding that volunteers are essential where there are working artefacts.

Charles Ashforth stated that at Manchester Museum, a £30,000 grant was originally obtained to start the 'Planet' project and the commitment of volunteers had been acknowledged at the recent A.G.M. Mr. Kearon re-iterated that his director must be aware of who is being approached for sponsorship, concluding that commitment was needed.

Alan McKirdy asked about timescales and the position with the Transport Gallery in William Brown Street. Mr. Kearon replied that Dorothea themselves are busy but that, once they start, work will go ahead quite quickly; the Transport Gallery, however, is perhaps closing. Dr. Jump stated that, in the long term, there will be a new build down by the docks as Phase 4 of the recently-opened 'Liverpool Life' museum. This will occupy part of the existing car park and accommodate LION with easy means of entrance and exit. The G.W.R. building will probably be used for small boats. Mr. Kearon added that Phase 4 will cover Large Objects, at present in store and that wherever LION is stored should be linked to where she's used. Ron Broyd asked if there would be a running track for LION and Mr. Kearon added that not much thought had been given to this yet but the Museum was growing committed to displaying different material.

Charles Taylor-Nobbs asked what had happened to the Pumping House. Dr. Jump stated that it was still there, impractical to be moved but capable of recreation. Before 1938, the building had an arched door which was suitable for locomotives but development left only low doors.

Ron Broyd asked if LION would be on public view, suggesting that this would

aid getting sponsorship. John Kearon said that this was not determined, but desirable. Dr. Jump said that Liverpool Museum would like an engine back and a new build would make that easier, adding that, in his view, LION was the most important specimen in National Museums and Galleries in Merseyside, because land transport has influenced our life and LION is a rare survivor which we are lucky to have.

Mike Parrott commented that we should stress LION's originality - it's not a replica. Dr. Jump said that the Museum's publicity department should be involved and Mr. Kearon added that we should not be complacent - we should push and shove.

Ron Broyd asked what was needed apart from the boiler. John Kearon replied that the boiler was structurally sound but the nominal one inch wall of one cylinder was reduced to a quarter of an inch. Long-term surface corrosion has affected both cylinders through contact with ash in the bottom of the smokebox. Lance had suggested adding an external strap or sleeve. In the area of corrosion to the frames, it is hoped to insert 'fishplates' in place of the failed material so as to introduce strength without removing material. The through bolts make it easy to deal with using skilled staff. The timber is badly degraded but reversible from the conservation point of view and thus ethical.

John Hawley asked if the smokebox would be made easier to clean. John Kearon replied that a rectangular plate 12 inches square will be provided to cover a hole that's already been cut for that purpose. Our dilemma, he continued, is that locos weren't intended to have other than a limited life. Work is needed on the cylinder, the corroded frame plate and the boiler. The copper main steam pipe was cut to remove it last time - this was a mistake. When they brazed it and tested it, it failed, so a steel steam pipe was substituted. The museum will consider refitting the original rolled, lapped copper steam pipe, sleeved and riveted, but no decision has been made as yet.

In reply to a question from Geoff Wright, John Kearon confirmed that all boiler tubes would be replaced. The boiler insulation was felt, but the Museum will discuss what will be used this time. The timber cladding will be retained.

Dr. Ken Jump said that there had been some discussion of the method of insulation to avoid overheating during

LION's previous trip to the Keighley and Worth Valley Railway, but that now the locomotive would be treated gently, as an OAP.

Charles Taylor-Nobbs suggested that the locomotive should not go south, but that Crewe would have her. Ron Broyd commented that there should be rigid conditions of use. John Kearon confirmed that the Museum would draw up criteria, particularly for disposal, and that OLCO would be involved.

Dr. Jump said that there were previously rules but sometimes they were overlooked. The locomotive should only have been moved with a museum representative present, but she was moved at Tyseley.

The Chairman thanked John Kearon for his remarks and wished him more power to his elbow. Dr. Jump commented that it was encouraging that John is channelling all matters concerned with LION. John Kearon concluded by confirming that the long-term care of LION will be linked to voluntary help and that that would 'put the onus on us to make use of the engine'.

Passing onto formal matters of the A.G.M., the minutes of the previous A.G.M. were adopted and signed. The Treasurer, Geoff Wright described the accounts which were adopted unanimously. The proposed rates for the 94/95 membership year (£4 junior, £8 individual, £10 family, £15 institutional) were adopted unanimously.

Chairmanship of the meeting was briefly handed to the secretary whilst the Chairman was elected. David Neish was proposed by Geoff Wright, seconded by Alan McKirdy and, being willing to stand, was declared elected unopposed.

Jan Ford was proposed for secretary by David Neish, seconded by everybody and elected unopposed.

Geoff Wright was proposed for Treasurer by David Neish, seconded by Mike Parrott and elected unopposed.

Other members of the committee were returned unopposed as follows:-

Mike Parrott (proposed David Neish, seconded Alan McKirdy).

Vernon Smallwood (in absentia: proposed Charles Taylor-Nobbs, seconded Alan McKirdy).

Charles Ashforth (proposed Geoff Wright, seconded Mike Parrott).

John Hawley (new committee member: proposed Charles Taylor-Nobbs, seconded Alan McKirdy).

There were no other nominations, although Charles Taylor-Nobbs said that he would maybe offer to stand next year.





OLCO member Ron Broyd painted this conjectural view of LION taking a 'luggage train' across Chat Moss on the Liverpool and Manchester line. As mentioned on this page, the original was on display at the A.G.M. We are grateful to Eddie Ball for the photograph. Ron Broyd will consider commissions for other studies of LION or railway subjects.

Turning to Any Other Business, Mike Parrott reported that nine of the people at the A.G.M. would be at the forthcoming LIONSMEET. There will be at least three 5" LIONS. Charles Taylor-Nobbs commented that he will be addressing our hosts on the 12th August. Mike Parrott continued that this time prototypes up to 1851 will be allowed, so you may see 'Coppernob', 'Aerolite', 'Rainhill'. There has already been publicity in the Model Engineer and Engineering in Miniature. The Chairman appealed to members to come to LIONSMEET as the other major event in the OLCO calendar.

John Hawley stated that he had brought a 7.25" boiler for LION, made by Pete Carr of Kingswood Boilers, Bristol, together with some new drawings of LION.

Geoff Wright commented that there is a 7.25" LION in Belgium, where the driver sits on the tender, adding that he had built a separate driving trailer in the form of a coal wagon.

Mike Parrott agreed that the Chairman's Trophy at LIONSMEET is traditionally awarded for maximum work done, not for efficiency.

Peter Servis (editor, LIONSHEART) commented that it is difficult to

extract contributions for the magazine. Reporting on other old locomotives helped to avoid running out of ideas. Charles Taylor-Nobbs agreed that any old loco. comes under our ambit, but we cannot trespass on other societies, for instance 'Bellerophon', 'Planet'. The Chairman concurred.

Alan McKirdy suggested that, if the Chairman could find time, an article comparing the problems of building 5" and 7.25" LIONS could be of great interest.

Mike Parrott offered to produce an article or two, mentioning the use of ball-bearing eccentrics.

John Hawley suggested that Geoff Wright might describe his progress with his 7.25" LION.

The Chairman brought the discussions to a close by stating that, when LION herself is not around, two good weekends a year is enough. Charles Taylor-Nobbs added that, when LION is in steam, people will be available. David Neish concluded by directing Members' attention to two original paintings by Ron Broyd which were on display. Charles Taylor-Nobbs commented that the Chat Moss scene would make a good print. The meeting closed at 5.05 p.m.

# CHAIRMAN'S ADDRESS - MAY 1993

We are now in a phase when LION is not available to be seen by the public, or to be demonstrated. As I see it, OLCO has two main tasks in this phase:-

- To keep interest in LION active
- To remind the owners of their responsibilities as curators

As to reminding Merseyside Museums of their responsibilities to this unique artifact, I can tell you that your committee has kept frequent contact with several members of the Museum staff. I hope that the representative with us today will, later in this meeting, be able to tell us what the latest position is in relation to the examination, repair and restoration of LION, and of any plans there may be for a controlled return to steam operation.

To encourage interest there have been two main events,

- LIONSMEET at Chesterfield
- The AGM and Dinners, at Tyseley last year, and now here at Whaley Bridge.

Members also join in other events related to the operation of old locomotives to which they get invited;

the replica 'Planet' at Manchester, for example.

The main instrument for maintaining the interest of all members is, of course, LIONSHEART. I think you will agree that the standard of this excellent publication provides value-for-money to all those of our members who cannot travel to meetings, but who retain their interest in LION. It acts not only to give the latest news of LION, but it has included papers of some considerable historical and engineering interest.

Among the modelling section there is now a growing interest in the 7-1/4 inch gauge; the number of club tracks in this gauge is increasing. LION is a very suitable prototype for this gauge, being small and an excellent performer. I know of at least four 7-1/4 inch LIONS in various stages of construction. Perhaps we will be seeing some of them soon.

Finally, I must thank the Museum and the owners of Dorothea Restorations for allowing us access to LION this afternoon. Its present dismantled state is in fact rather helpful to the modeller, but it sharpens the dream that we all share of seeing LION on a track in steam again!

## FEEDBACK

From: John D. Blyth  
London

Many thanks for the latest issue of LIONSHEART. As it just happens that I am about to quit the U.K., on what I hope will be a permanent basis, to go and live in Thailand (but NOT Bangkok!), I cannot see my way to continuing as a member under present circumstances, although if and when LION becomes available once more for occasional steaming, I would gladly reconsider this question. I feel that a live LION is a very fine thing, even if only sometimes alive, but a 'stuffed' one is just another museum exhibit and as such ought to have most of its wants seen to by the museum that holds it.

That is not to say that, even stuffed, it is not a very fine relic indeed!

I know that the OLCO secretary has been to Thailand, not very long ago. The President of the Thai Rail Fan Club kindly sent me some photographs of her in their museum, and we published in the S.L.S. 'Journal' a photograph of

her in front of the magnificent painting that she did for them of the front-end of a 'Jinty'.

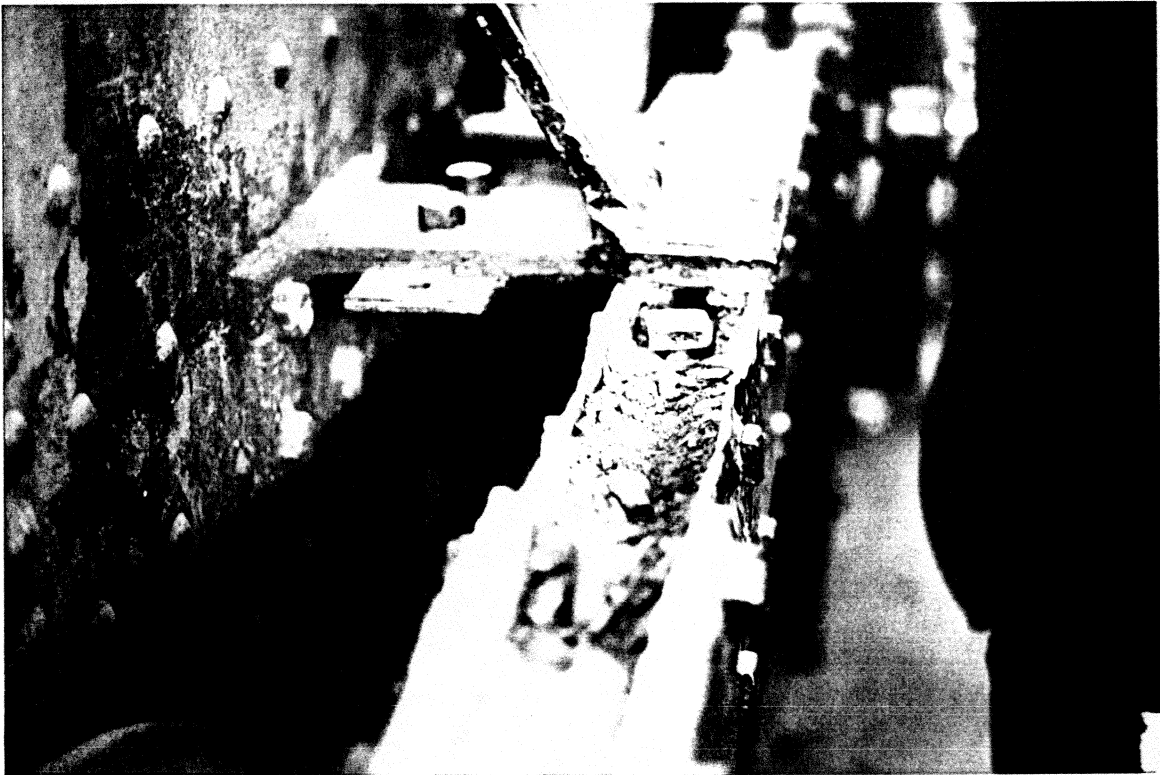
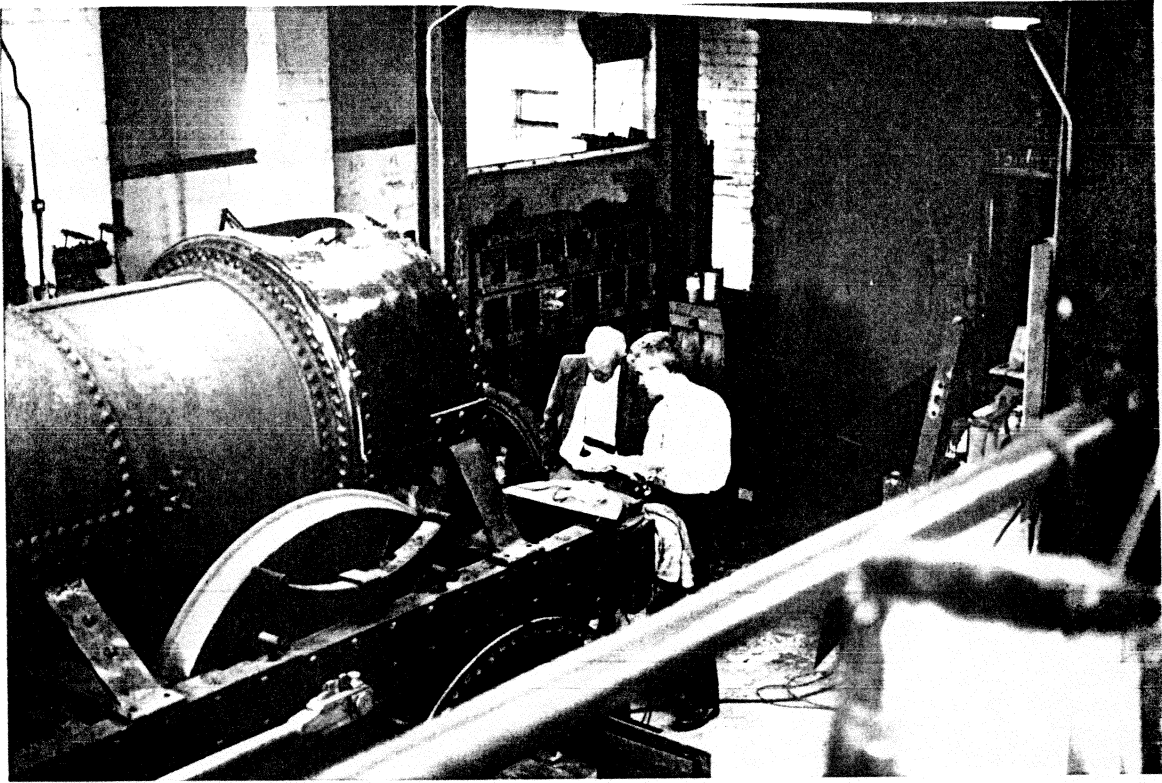
I was pleased to see the photograph of 'Cecil Raikes' in the new LIONSHEART. I saw this old engine at Shipley Colliery very many years ago, and it was just withdrawn even then. It is fortunate that it has been preserved, and someone ought to have a medal for ensuring that it was not scrapped. It lay around for so long that it really seemed that no one was prepared to put up the money to restore it, but it has now been well done indeed.

This letter does not, of course, call for a reply - and, indeed, this would not reach me as I am due to fly out to the Far East as soon as Tuesday next! I hope I shall be able to hear something of the news of LION even out there, and even one day to learn of it being steamed again.

With every good wish.

Yours sincerely,

John D. Blyth.

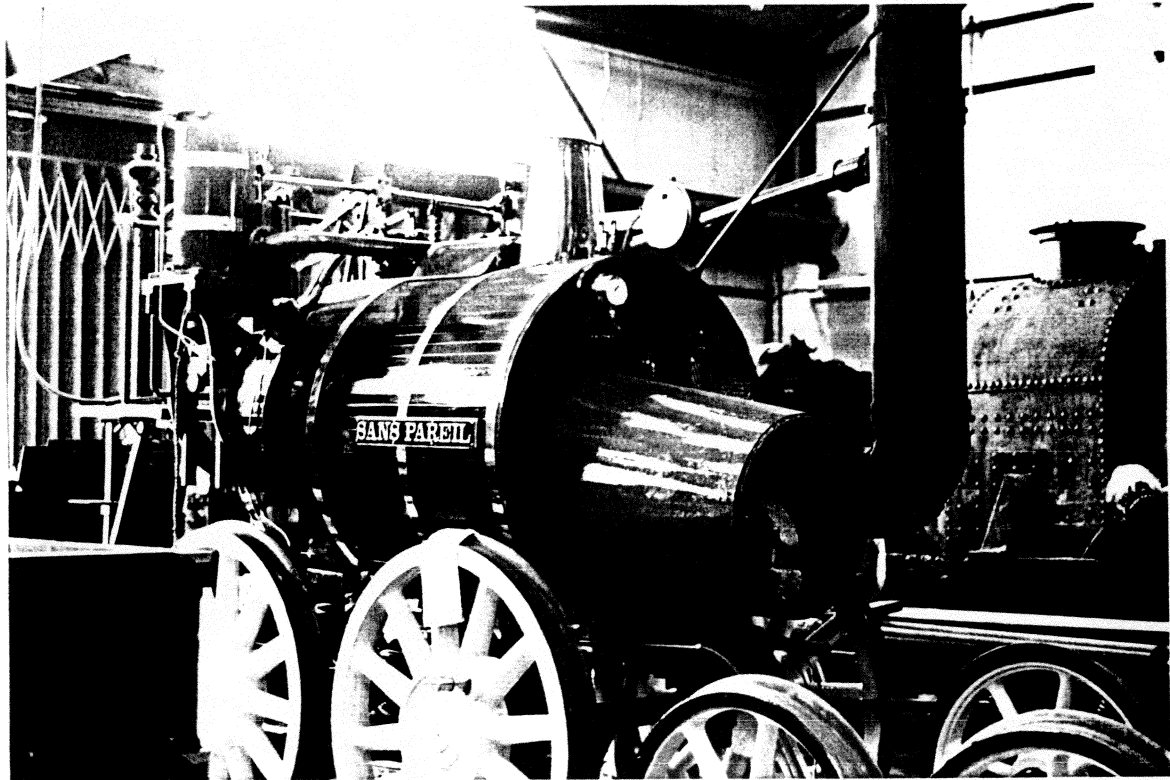
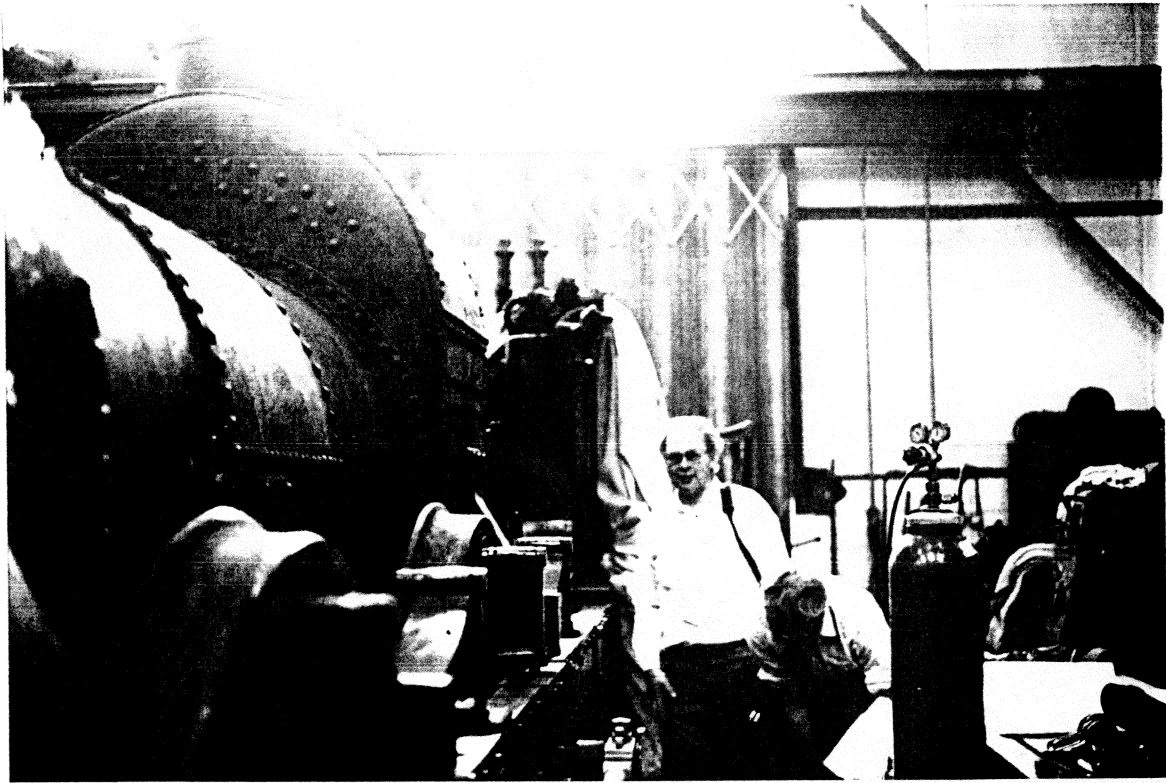


Upper picture: OLCO member Ron Broyd (left) talks to John Kearon from the Conservation Department at Liverpool Museum (photos: Jan Ford)

Lower picture: Right-hand sandwich frame adjacent to the firebox, looking forward, showing the wastage in the frame plates and the deterioration in the timber.

## LIONSMEET 1993

Just a reminder that this year's LIONSMEET will be on Sunday, 15th August at the track of the High Wycombe Model Engineering Club. Full details were published in the last issue of LIONSHEART (April 1993). This year's LIONSMEET should be a gala event, so don't miss it!



This page, upper: OLCO member David Royle (who produced the original series of drawings of LION) looks on while member John Hawley (bending) gathers more information for his new survey of LION (Photos: Jan Ford).

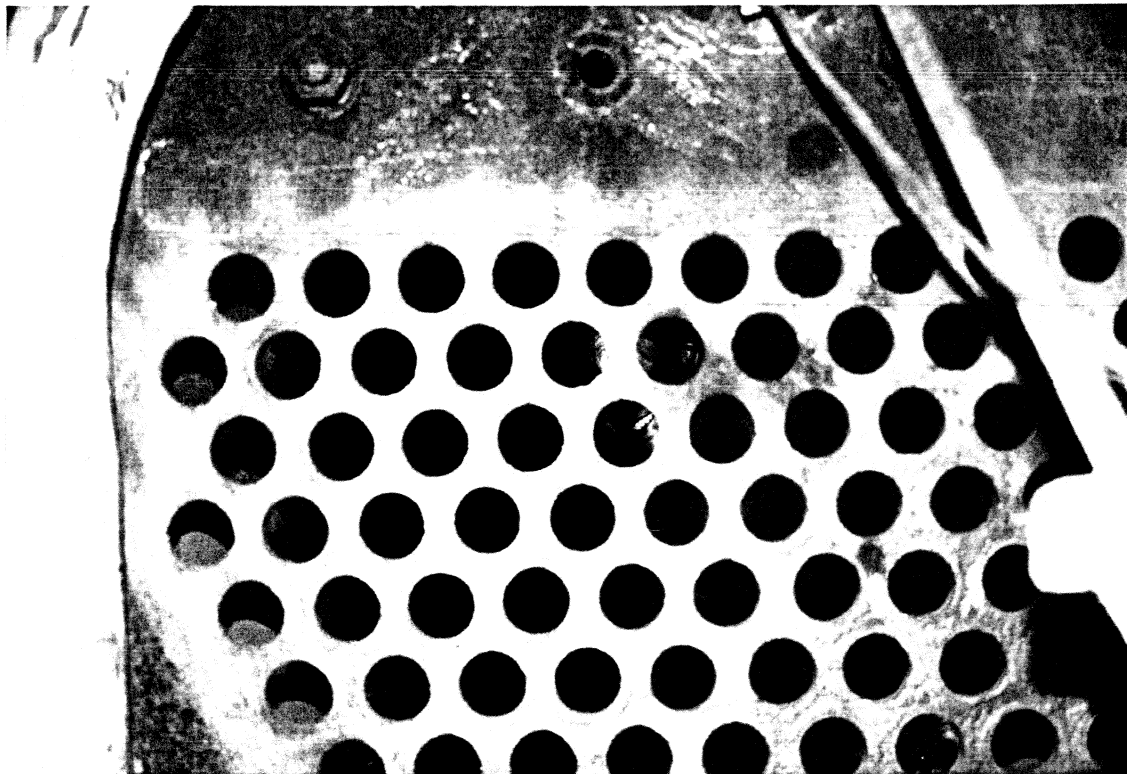
This page, lower: Strange bedfellows! The replica 'Sans Pareil', at Dorothea Restorations for repairs following an unfortunate accident, stands in front of the real LION. The original 'Sans Pareil' was one of the contestants at the Rainhill Trials and, although quite successful, had a number of features (like the return flue boiler and vertical cylinders) which did not become standard.

## LION PUMPING SHED

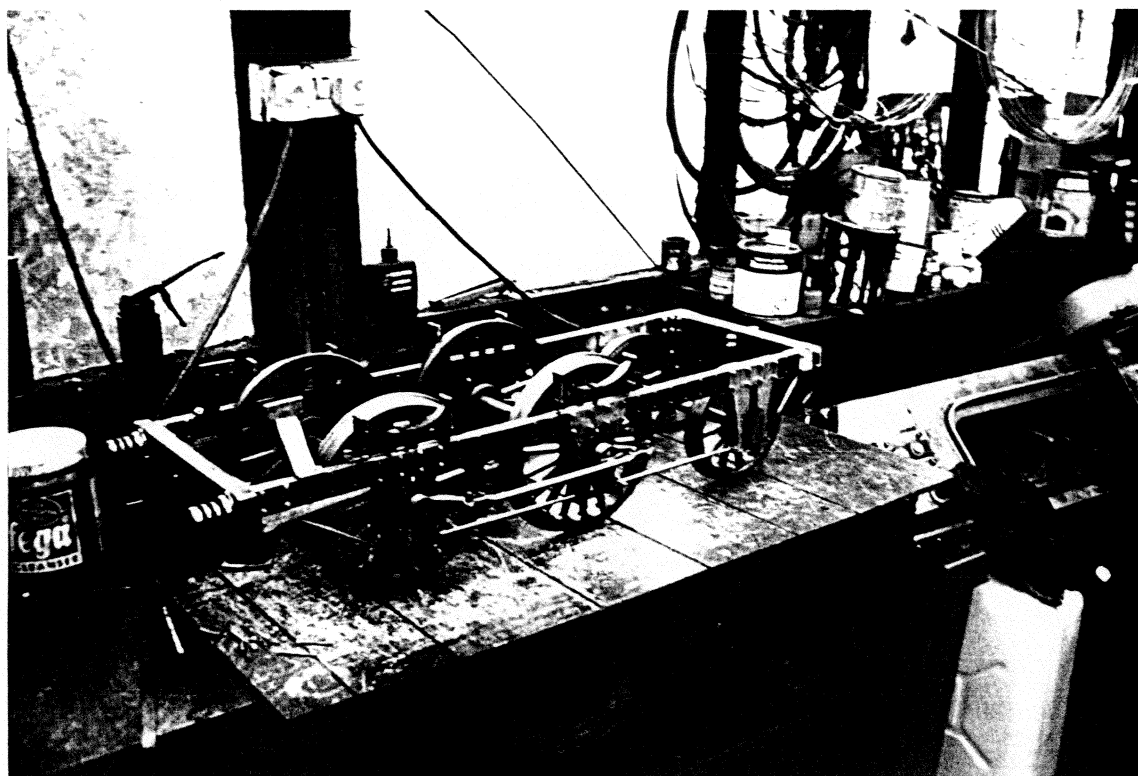
In the last issue, we published some of the archive material on the Lion Pumping Shed. We still have other plans to publish, but these have been held over to the next issue.

# TRAGEDY AT WHALEY BRIDGE

## OLCO SECRETARY JAN FORD EATEN BY LION



Whilst Jan Ford was taking her photographs inside LION's boiler, Geoff Wright took this view from outside. He also suggested and produced the headline. I'm afraid our method of reproduction doesn't show Jan very clearly, but the joke was irresistible. The picture below shows Geoff's own 7.25 inch LION coming on apace in his workshop - Ed.



## THE TREASURER'S

## ANNUAL MOAN

Once again I would like to remind Members that subs are overdue. Many Members paid their subs very promptly this year, but there are still some seventeen outstanding for the current year, and sixteen for last year!

As Members will see from the Financial Statement handed out at the A.G.M., we made a loss of some £40, but this would have turned into a profit if all members had coughed up.

So do please pop your sub in the post to me if you have not already done so. The amount is very modest, and will still be so at the new rates for next year agreed at the A.G.M., namely Juniors £4, Individuals £8, Family £10, and Institutions £15.

Geoff Wright  
Broad Oak  
Orchard End  
Weybridge  
Surrey KT13 9LS

## THE EDITOR WRITES...

First, an apology to John Hawley. His letter arrived just as we were going to press with the last edition, so we rushed to include it but in the process lost a couple of lines of text. We hope that, nonetheless, his appeal for the loan of photographs to assist his survey was clear.

Kind words from the Chairman regarding LIONSHEART at this year's A.G.M. but we still need your help in collecting material for publication. We will now accept cassette tapes with spoken letters, anecdotes or articles, to assist those who are reluctant to commit to paper. Our long-suffering Production Assistant will transcribe your tape into our word-processing computer, and the tape will be returned to you. Why not give it a try?

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LIONSHEART is published by OLCO

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Production Assistant: Jan Ford

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Stafford ST19 9DB.

The 'Planet' replica on a photocall during public operation at the Museum of Science and Industry in Manchester. OLCO members Charles Ashforth (right) and Jan Ford (on the footplate) are also Friends of the Museum at Manchester.

