

LIONSHEART

Number 32

FEBRUARY 1994



STILL WAITING

Readers may remember that our lead story in April 1992 was 'LION'S FUTURE - DECISION SOON'. In the story, we reported on a meeting on 27th March 1992 attended by a number of interested parties, including David Morgan.

Well, you may feel that we misled you with that 'SOON' headline because we've not been able to report much action since. In the meantime, David Morgan has become Chairman of the Association of Railway Preservation Societies and he also has a monthly column in the magazine 'Steam Railway'.

His November 1993 column referred to LION as follows:-

'I was visited a few weeks ago by David Neish, the new chairman of OLCO, the Old Lion Committee. LION, you may recall if you ever saw the film, was the old museum engine hauled out to

become the TITFIELD THUNDERBOLT. It is in fact the oldest operating standard gauge steam locomotive in the world - or was until a few years ago - having been lovingly restored.

It was given some years ago to the National Museums on Merseyside who stuck it on a plinth in one of their museums. Peter Manisty, however,

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interested Malcolm Edwards of British Coal with the story and as a result some sponsorship money was put up by Steam Heritage to examine the feasibility of restoring it to working order.

After lengthy negotiations with the museum, it was moved to Dorothea Restorations at Whaley Bridge where it was dismantled. They then drew up an estimate for restoration to static, operable or working order - at a pretty horrendous price. OLCO questioned not only the prices quoted but also the need for such extensive work. At a meeting I attended at the Maritime Museum in Liverpool last year, it was agreed that a technical committee, with representatives of both museum

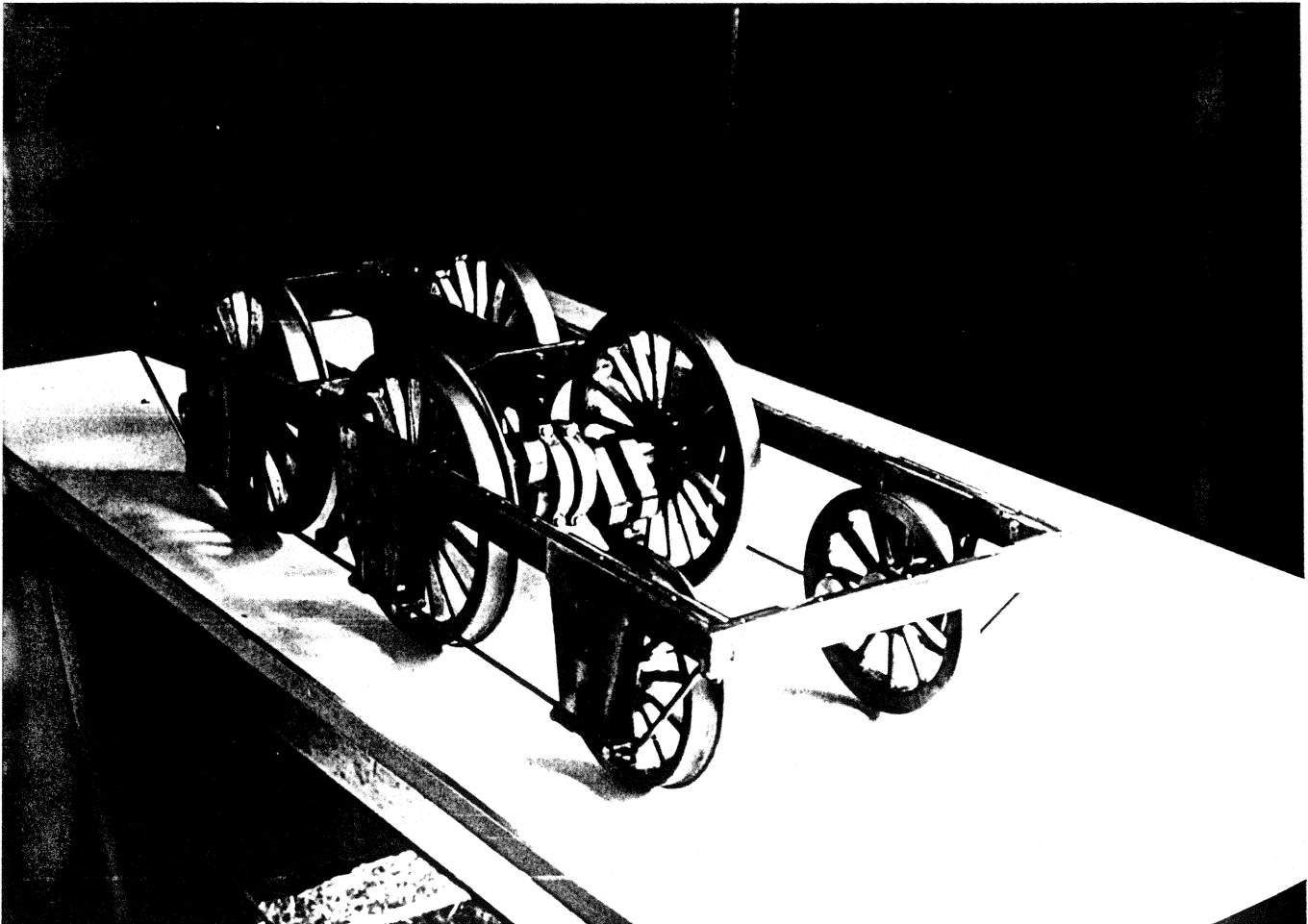
and OLCO, should investigate what restoration work was required and to cost it - and a joint Transport Trust/Museum Appeals Panel would then launch a public appeal for the locomotive's restoration. I am sad to report that 14 months later, the technical committee still has not met. How sad that somnolent museum curators on Merseyside cannot be infected with some of the drive, enterprise and dynamism of their colleagues in places such as Manchester and York. At the moment I am seeking an explanation, but if we don't get one soon, I intend to take it up at the highest level.'

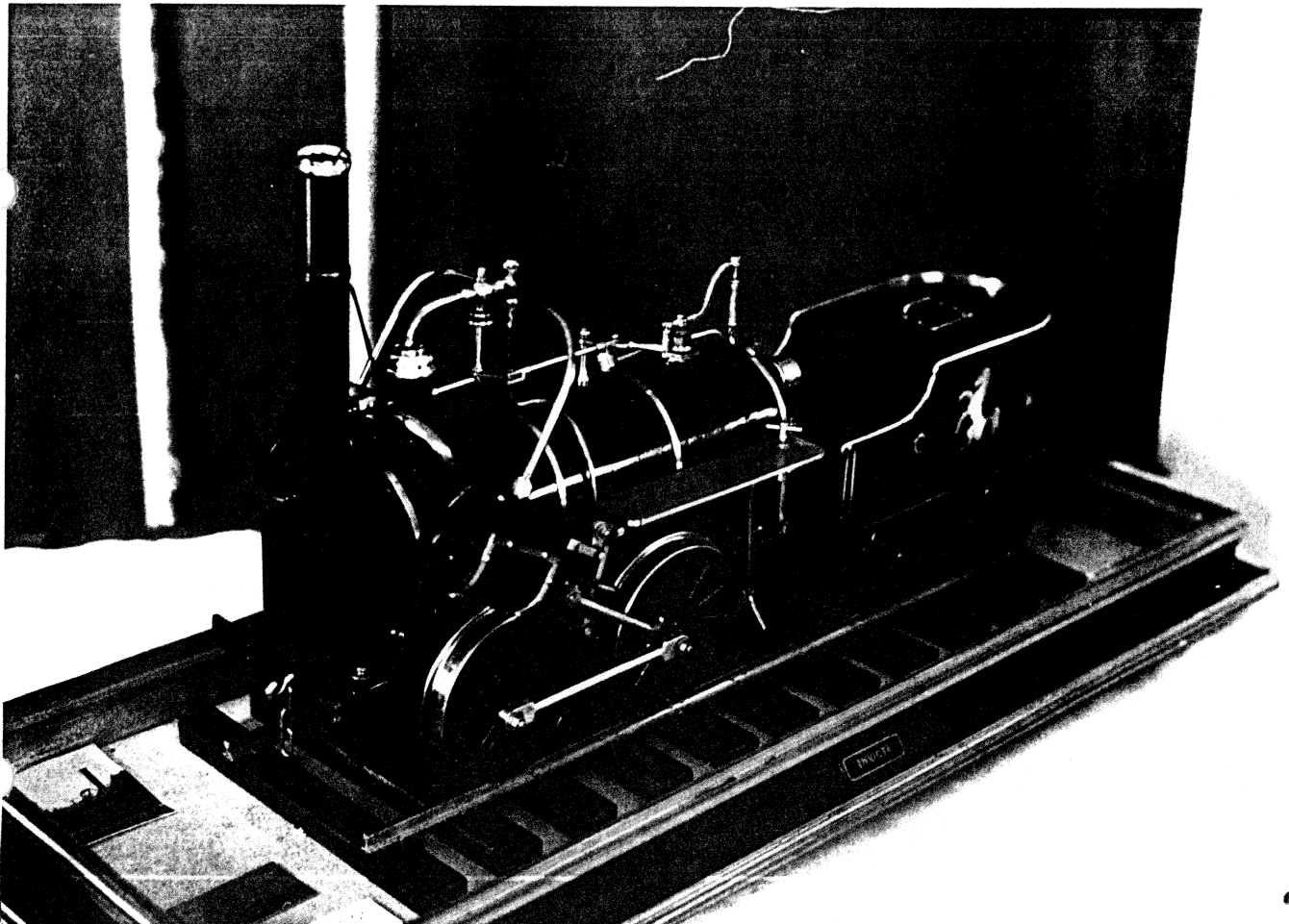
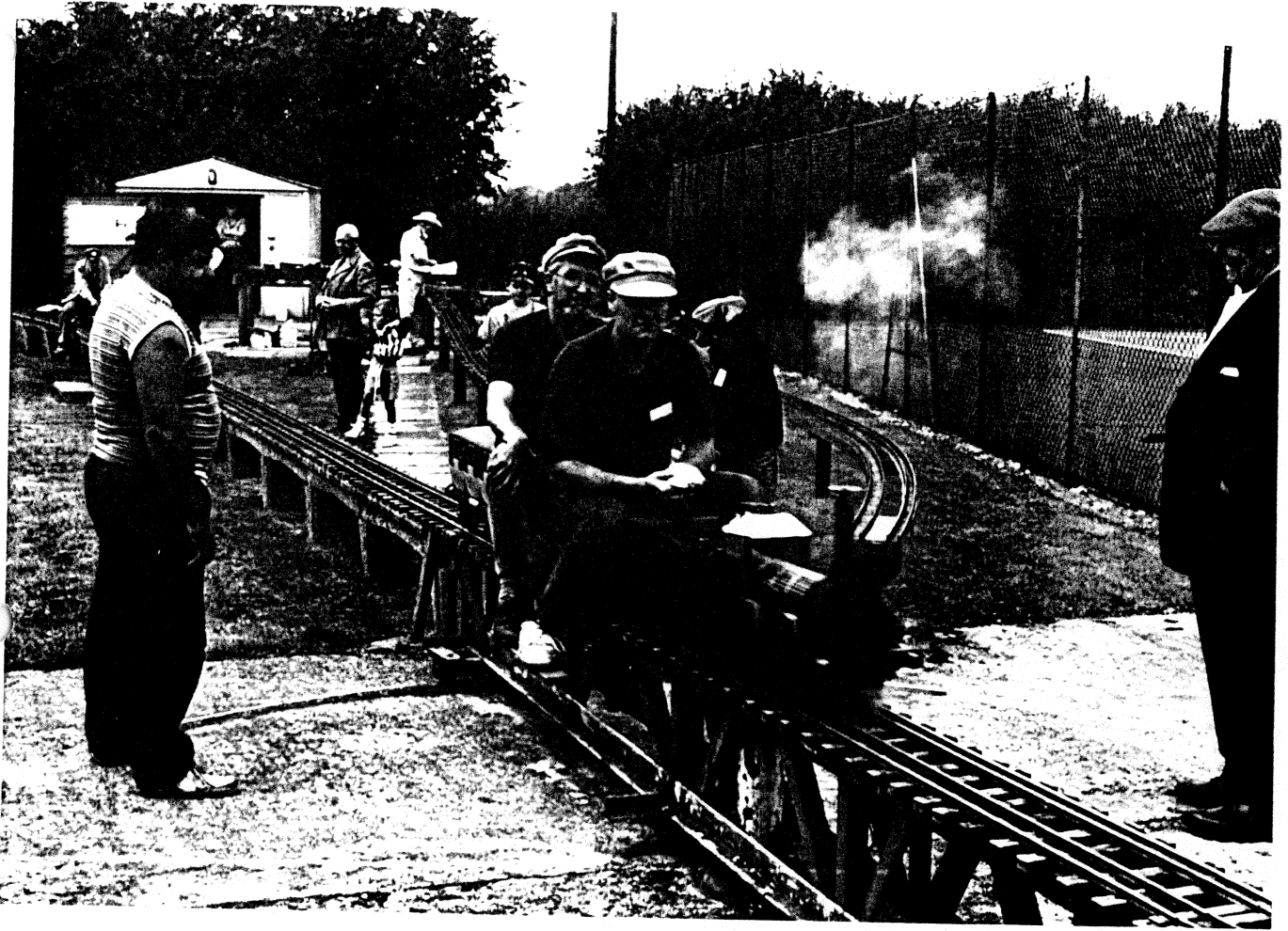
MORE FROM THE 1993 LIONSMEET

Below: John Biss from Poole brought the rolling chassis for his LION. We look forward to seeing this locomotive again as the work progresses.

Opposite page, top: Peter Gardner's 7-1/4 inch LION tackles the bank over the turntable, the 'hazard' referred to in Mike Parrott's report in the last issue.

Opposite page, bottom: The 'Invicta' (Canterbury and Whitstable Railway) on display at LIONSMEET. Remember the reference to the Canterbury and Whitstable in 'The Titfield Thunderbolt'? When the Town Clerk protests that they closed the Canterbury and Whitstable line, George Relph replies with the immortal line "Perhaps there were not men of sufficient faith in Canterbury".





LION AROUND

by Adrian Jarvis

(This article appeared originally in Trains Illustrated)

Around 11.30 on 13 December 1979, 'Fairy Queen' of the Rail Transport Museum in India, was ousted from its title as the oldest working locomotive in the world. LION had completed the first short trip under its own power for 19 years. The trial took place on the 'main line' of the Vulcan Works, Newton-le-Willows where the locomotive had been extensively overhauled by Ruston Diesels Ltd in preparation for its appearance in the Rocket 150 event. The trial was surprisingly successful, with only one blowing joint: everything else was perfect. Those present were delighted with the docility and smoothness of this Liverpool & Manchester Railway locomotive of 1838 vintage, together with the seeming ability to produce large amounts of steam from little or no coal. The operation of LION's mechanical parts was faultless, and its brisk acceleration - and equally brisk retardation by the seemingly brutal method of engaging opposite gear - soon dispelled any fears as to the difficulty of controlling the locomotive. LION duly passed such examinations by BR and by insurers as remained to be made, and was officially handed over to the Merseyside Museum at Vulcan Works on 21 February 1980.

The next stage of the operation was to remove the engine to Steampoint, Southport where we were to TRY to break her. LION duly left Vulcan Works the following day, carried by the same beaver-tail lorry that took her there, arriving in a short time at Wigan, where she was put on the rails and left locked up for the night, ready for a trip down to Southport, the first run after overhaul on a 'real' railway.

The stage was set for LION's first fit of temperament. Those at the Museum had always assumed that because LION's boiler was much like a traction engine, it would be lit up in the same manner: rags and diesel fuel, wait a bit, wood, wait a bit, coal, wait a bit, stir it round and cover the grate. However, when some real footplate staff got aboard and tried to treat the engine in the manner to which they were accustomed, LION would not play, and sat sulkily dribbling thick, yellow stuff down the sides of its chimney in place of the usual 10-ft column of

black nastiness. LION sat thus for a very long time, until there was every chance of missing the 'road', and some of the experts decided that it might be worth listening to the idiots from the Museum, and giving the engine a 'tow-start' to draw up the fire. This proved to be the answer to the question, 'Where's the **** blower?' and persuaded the old lady to go. She steamed sedately out of a crowded yard to her 'secret' water-stop.

At this stage of the game we did not know how far the engine would travel on a tenderful of water, or on a tankful of compressed air (for the new emergency brakes) and had therefore arranged to meet the Merseyside Fire Brigade Museum Society who provided water, and my Land-Rover which provided air at Burscough Bridge. Imagine my surprise, as they say in the 'girlies', when I attempted to drive into the yard at Burscough, only to be confronted with organised school parties and more cameras than Peter Sutcliffe ever managed. The big Dennis pump escape was barely visible behind festoons of gricers. Some secret!

A somewhat troubled stop resulted in no deaths, and I joined the footplate crew for the rest of the way, departing shortly after the diesel multiple-unit which had been catching LION up had passed on its malodorous way. LION ran superbly, though the footplate crew had yet much to learn about its extraordinarily frugal appetite for coal, with the result that the engine was blowing off for much of the way. It became quite clear that the intended speed of 20 mph was well within LION's capabilities and that the scheduled speed for main line movements could be allowed to approach quite closely to it. Along the way, we were able to witness some quite appallingly dangerous driving by those who were following us by road with cameras, to say nothing of the occupation of some mildly hazardous vantage-points. Arriving at Southport, we ran round the triangle in order to have LION facing the right way for the trip to Bold, and we put her to bed.

There followed a period of testing, both of the locomotive and of the two replica coaches which were already waiting at Southport, having arrived by

road. The locomotive gave no cause for concern, though we did discover that it did not like being coasted in mid-gear, expressing displeasure by remaining therein until one had to open the drains, whistle a little tune, and pretend that after all there was no intention of going for another couple of minutes.

The run to Bold Colliery sidings was again achieved without difficulties. The two replica coaches went with LION, carrying a small and elite complement of passengers connected with the operation in one way or another. A stop for water was made at Wigan Wallgate; this, like the stop at Burscough, proved later to be quite unnecessary, as LION's abstemious sippings from its tender never exceeded 15 gallons to the mile, and were usually well below that. But what a strange place at which to arrive! There were, at a rough count, 40 men in orange jackets who could tell us what we should NOT do, but few, if any, who could tell us what we COULD do! It took some time for people to get to know who was whom, and in the meantime all sorts of aggro resulted. One result was that LION spent Thursday evening shunting until it was dark, sorting out stock on behalf of certain vehicles that had better not be named and which were ... indisposed.

Friday morning, 23 May 1980 Press Day dawned with certain organisations comparing the merits of the mammary tissues of prospective cleaners who might be expected to obtain good press coverage for their locomotives. Those with LION were, of course, above such things, and we contented ourselves with getting on with cleaning, which is why we got such perfunctory press coverage. Until, that was, LION was moved over a section of track that later proved to be no less than two and a half inches OVER gauge and so took a short trip up the dirt. At that point, the total undressing of every cleaner on the yard would have made no difference: all eyes were on us. No damage was done, and a very co-operative permanent way gang went down the rest of the road with gauges, tie-rods and a big hammer, ensuring that whatever the future might hold for others, we would henceforth stay on the rails. As other nameless vehicles were indisposed, we did some more shunting, in accordance with revised plans, before putting LION to bed. Then we were off in search of firewood - and beer - before retiring to our living van.

Some wry amusement was gained on Saturday morning. When we emerged - not terribly early - from our van, there was a small circle of worried-looking

people around LION, who plainly had some sort of difficulty. In fact, LION had no steam. These people, like others we had met, failed to appreciate that LION is really a traction engine without a steering wheel, and that raising steam from warm does not take very long. Also, like others we had met, plainly they could not believe that anyone who worked in local government knew what day of the week it was. The 'Daily Mail' has a lot to answer for! There was just time for a nice trundle up and down to warm through, top up, and blow all the 'nasty' out of the tubes (most of which landed on the Advanced Passenger Train, foolishly parked downwind of us) before going to meet the nice young lady who gave us our fancy dress. Her resemblance to Alice was slight, but ours to the Mad Hatter and the Dormouse respectively was unmistakable, though she seemed to take the 10/6d label in the hat brim unnecessarily hard.

On other roads, various others were still indisposed, and as time went on - and starting time was reached and passed - it became clear that LION would take its rightful place at the head of the Cavalcade. The message duly arrived from the Person-in-Charge and we set to collect the BR crew near the neck of the yard. The rest of the happenings at Bold are public knowledge, and LION continued to distinguish itself with customary flawless reliability, as well as exhibiting a talent for pushing and pulling other things around, one of which was, shall we say, 'without equal'?

The next fortnight was spent peacefully. LION remained on static display and we dealt with a month or two's backlog of correspondence before getting organised to take LION to what was to have been the last port of call, Vulcan Works for the annual gala day, held on 5 July. The following Monday LION was on the road again, for the first of its 'extra' visits, once again taking to the rails at Wigan for the trip up to Dinting. It might well have been cheaper to move the engine all the way by road, but one look at Dinting Lane many months before had been sufficient for my innate cowardice to surface and utterly forbid her going in that way.

After an excellent trip to Dinting, LION once again behaved impeccably. This was the first encounter with decent hard coal, the diet so far having come from either St Helens or the Wigan area. While she performed well on this fuel, it was even harder to avoid over-firing for the very

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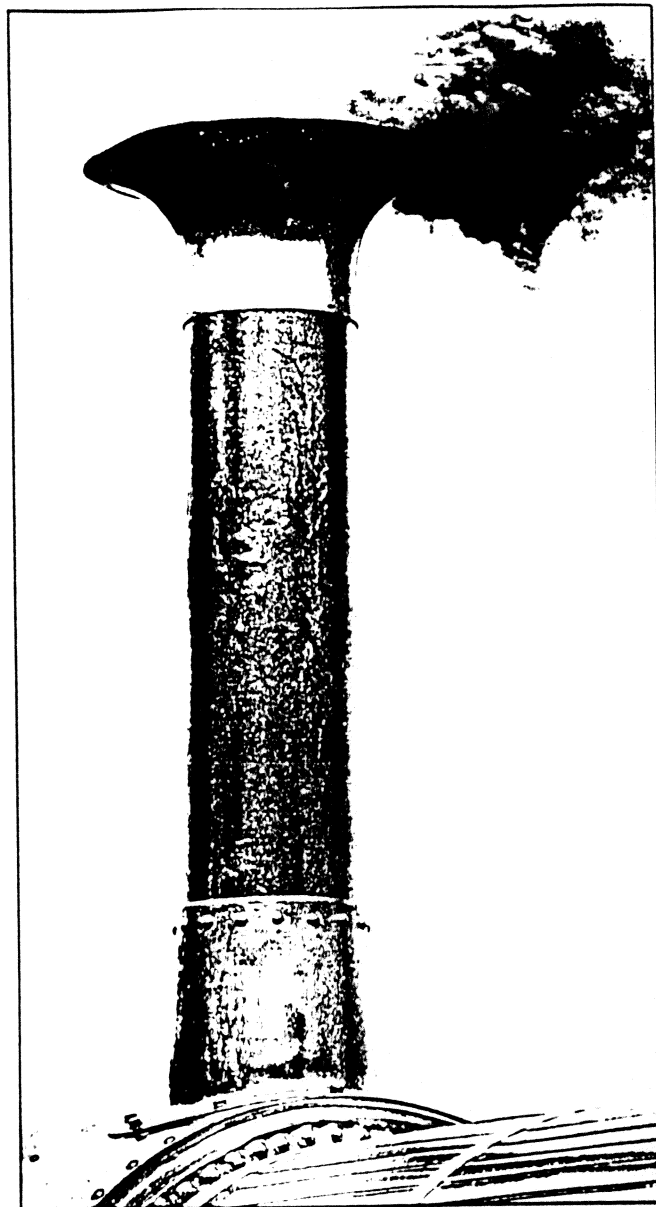
modest demands made on her steam-raising capacity, with corresponding blowing-off. That occurrence we have always regarded as a mark of gross incompetence with the shovel. The scenery around Dinting is, of course, excellent, and was even matched by some decent weather, which made this one of our most enjoyable visits.

Then we went to Manchester. It would be unfair to say much more, except to remark that it was the only place where anyone hijacked our locomotive in the middle of the night, and some of us have not yet received our travelling expenses.

A return to normality resumed with the long road journey to the Birmingham Railway Museum at Tyseley, where we were immediately impressed both with the workshop set-up and with the public relations machine that ensured LION attracted more attention there than at any of the other calls. She ran every day for a week, and hauled vast numbers of passengers with precisely the degree of unflappability we had come to expect. On the other hand, it was also at Birmingham that we first noticed signs of wear and tear, in the shape of some axial play developing on the tender drawbar; due to frequent starting and stopping, and the drawbar was beginning to sink into the framing a little at each end. Minor problems were also encountered in keeping the very awkwardly sited washout plugs watertight, necessitating the application of sundry substances which appalled Dave Tobin, the resident boiler-maker.

So ended a touring season which had held only one or two minor discouragements to balance against enormous success, and the arguments seemed very clearly to favour a repeat performance the following year.

To be concluded.



Our front page illustration of LION next to the short-lived APT and this study of LION's chimney were taken at Bold in 1980. They are taken from 'Liverpool and Manchester - A Photographic Essay' published in 1980 by Avon-Anglia Publications & Services.

MIKE SATOW O.B.E.

More sad news as we report the death of Mike Satow last November at the age of 77. He became managing director of ICI India but is better known for his railway activities after his retirement in 1971. Whilst continuing an association with the Railway Museum in New Delhi (described in the September 1992 edition of LIONSHEART), he was responsible for the 'Locomotion' replica now based at Beamish. Later, he produced replicas of 'Rocket' and

'Novelty' besides acting as a design consultant for the replica 'Sans Pareil' and advisor on the replica 'Iron Duke'. He was involved in the preservation and restoration of a number of narrow gauge locomotives now on the Leighton Buzzard Railway.

We owe Mike Satow a great debt of gratitude for helping to preserve and understand so much of our early railway heritage.

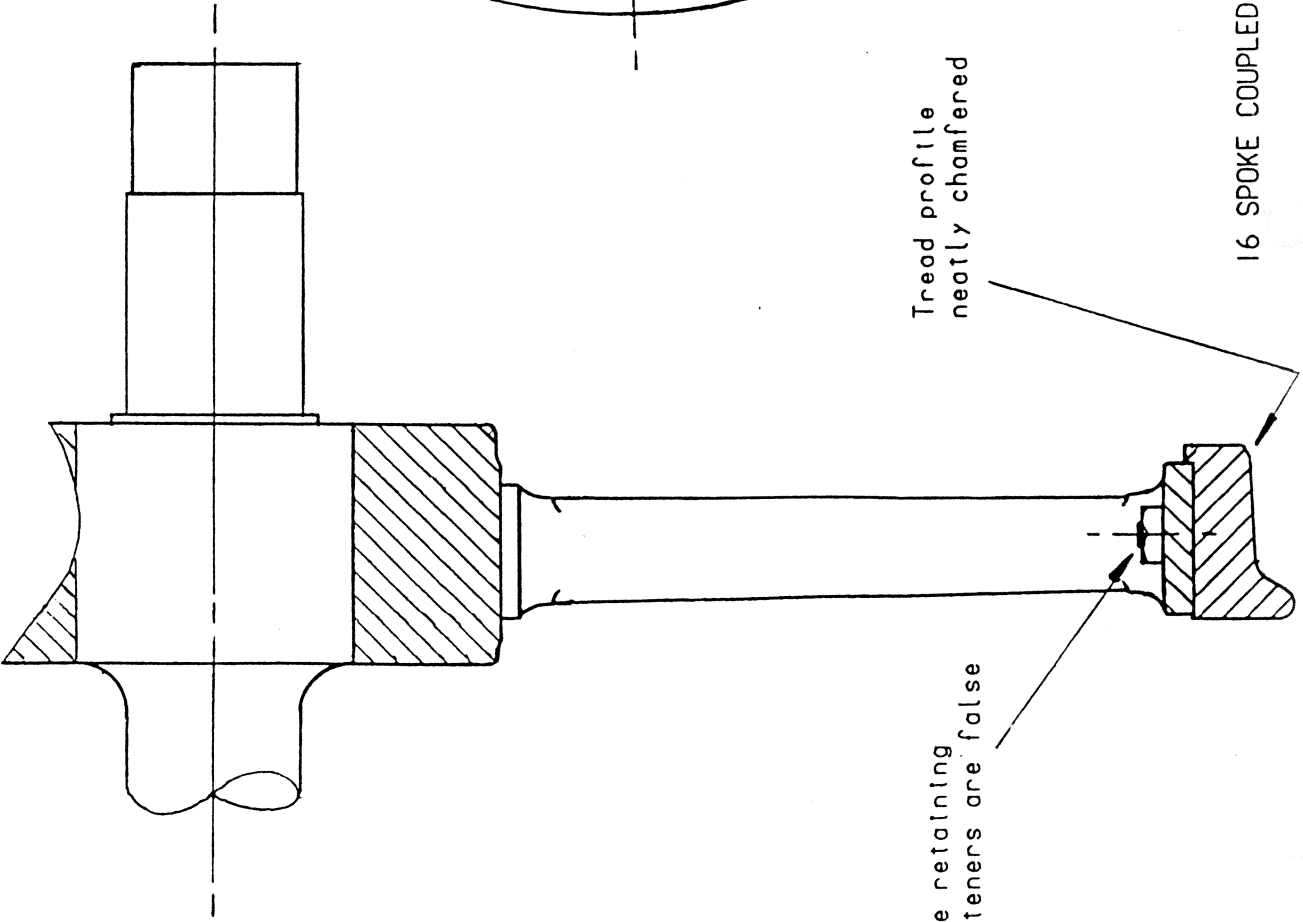
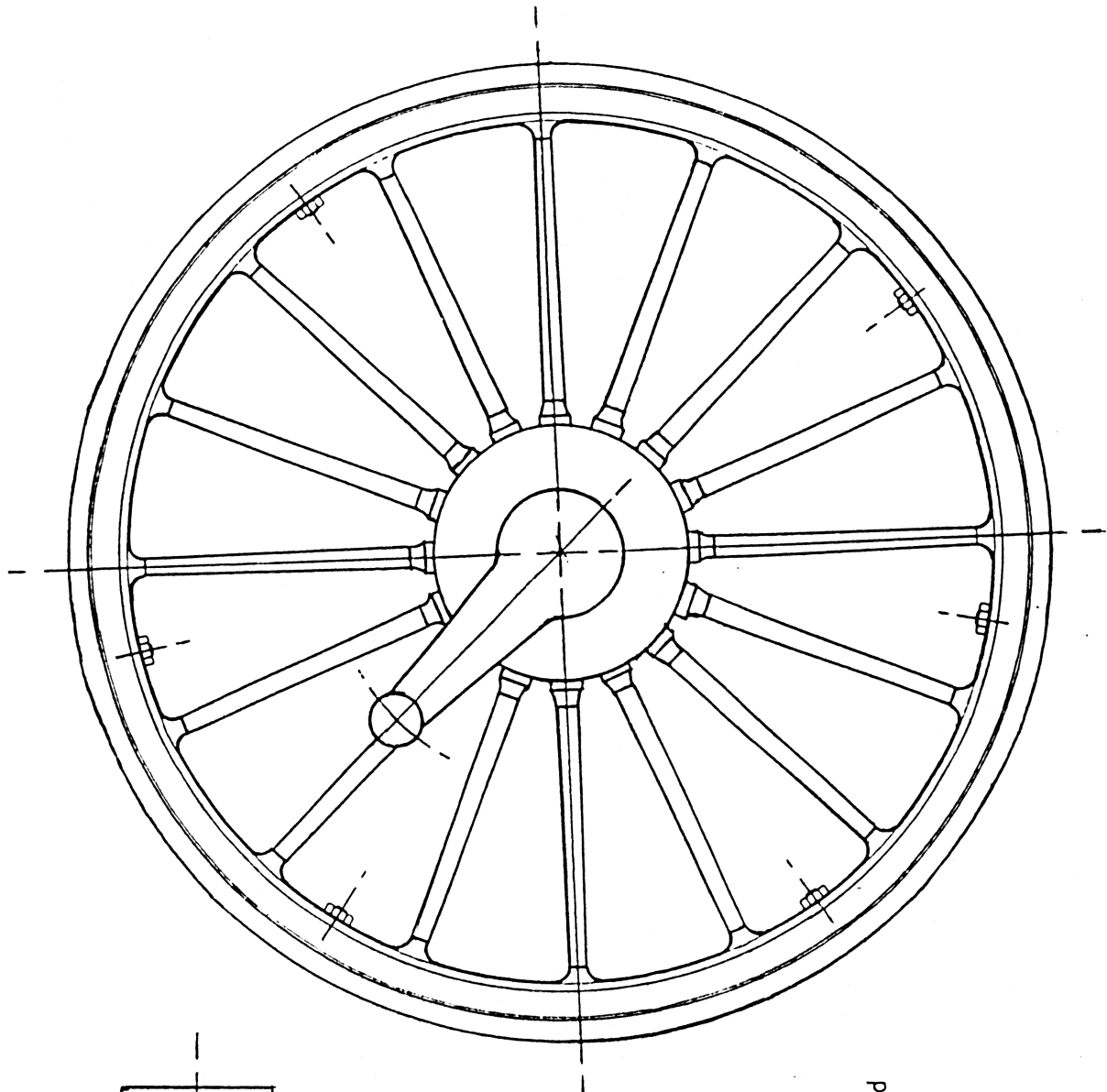
LBSC 'S 'THUNDERBOLT'

LIONSHEART Number 9, published back in the Winter of '86, included a bibliography of references in 'Model Engineer'. For the benefit of newer members, we reprint this below:-

Date	Vol/Issue	Pages	Title
16/04/53	108/2708	469	The Titfield Thunderbolt.
11/06/53	108/2716	698-701	1. Frames
02/07/53	109/2719	2-5,8	2. Motion Plate - Wheels
23/07/53	109/2722	95-99	3. Cranks - Rods - Springs
13/08/53	109/2725	186-190	4. Cylinders
20/08/53	109/2727	224-226,232	5. Slide Valves
10/09/53	109/2729	311-315	6. Cross Heads - Connecting Rods
01/10/53	109/2732	403-405,409	7. Feed Pumps
22/10/53	109/2735	492-495	8. Eccentrics
12/11/53	109/2738	578-582	9. Gub gear
03/12/53	109/2741	656-659,662	10. Reversing Shaft - Links
17/12/53	109/2743	726	Letter from M. H. Cox
24/12/53	109/2744	758-762	11. Gear Lever - Lubricator
14/01/54	110/2747	28-31,34	12. Boiler
04/02/54	110/2750	124-127,131	13. Boiler 5" gauge
11/02/54	110/2751	160	Letter from R. F. J. Pounds
25/02/54	110/2753	214-217	14. Boiler tubes
18/03/54	110/2756	291-293,296	15. Dome - 3.5" Lubricator
08/04/54	110/2759	381-383,392	16. Blower - Boiler stays
29/04/54	110/2762	470-472,474	17. Smokebox - Chimney
20/05/54	110/2765	551-553	18. Regulator - Superheater
10/06/54	110/2768	653-656	19. 5" gauge regulator
01/07/54	111/2771	16-18,20	20. Safety valves
22/07/54	111/2774	98-100	21. Boiler fittings
12/08/54	111/2777	198-200,203	22. Boiler details
02/09/54	111/2780	274-276	23. The Plumbing Job
23/09/54	111/2783	358-360	24. Injector - Handpump - Clack
14/10/54	111/2786	450/452	25. Finishing touches
04/11/54	111/2789	534-536,544	26. Details of the tender
25/11/54	111/2792	630-633	27. Horns - axleboxes - 5" gauge tender
23/12/54	111/2795	744-747	28. Tender brake gear
30/12/54	111/2795	759	L. B. Parkin's "Lion"
15/05/58	118/2973	638-641	"A Lion is born" F. Few
02/10/70	136/3402	948-951,978	"Model Lion" L. A. Saxby
21/12/73	139/3479	1222-1224	"Modifications" L. A. Saxby
06/07/79	145/3612	784-787	"Lubricator" D. A. Neish
01/04/83	150/3702	430	Letter from N. Smith
20/05/83	150/3705	620-621	Letter from C. E. Taylor-Nobbs
17/06/83	150/3707	714-718	"Modifications" K. C. Miller
01/07/83	151/3708	48	Letter from R. F. Austin
05/08/83	151/3710	137-139	"Historical Notes" C. E. Taylor-Nobbs
21/10/83	151/3715	476	Letter from M. Smithers
17/02/84	152/3723	190-193	"Lion's Crown" K. C. Miller
03/08/84	153/3734	130-132	"Boiler Origins" C. E. Taylor-Nobbs
19/04/85	154/3751	439-442	"Tender Origins" C. E. Taylor-Nobbs

THE JOHN HAWLEY SURVEY

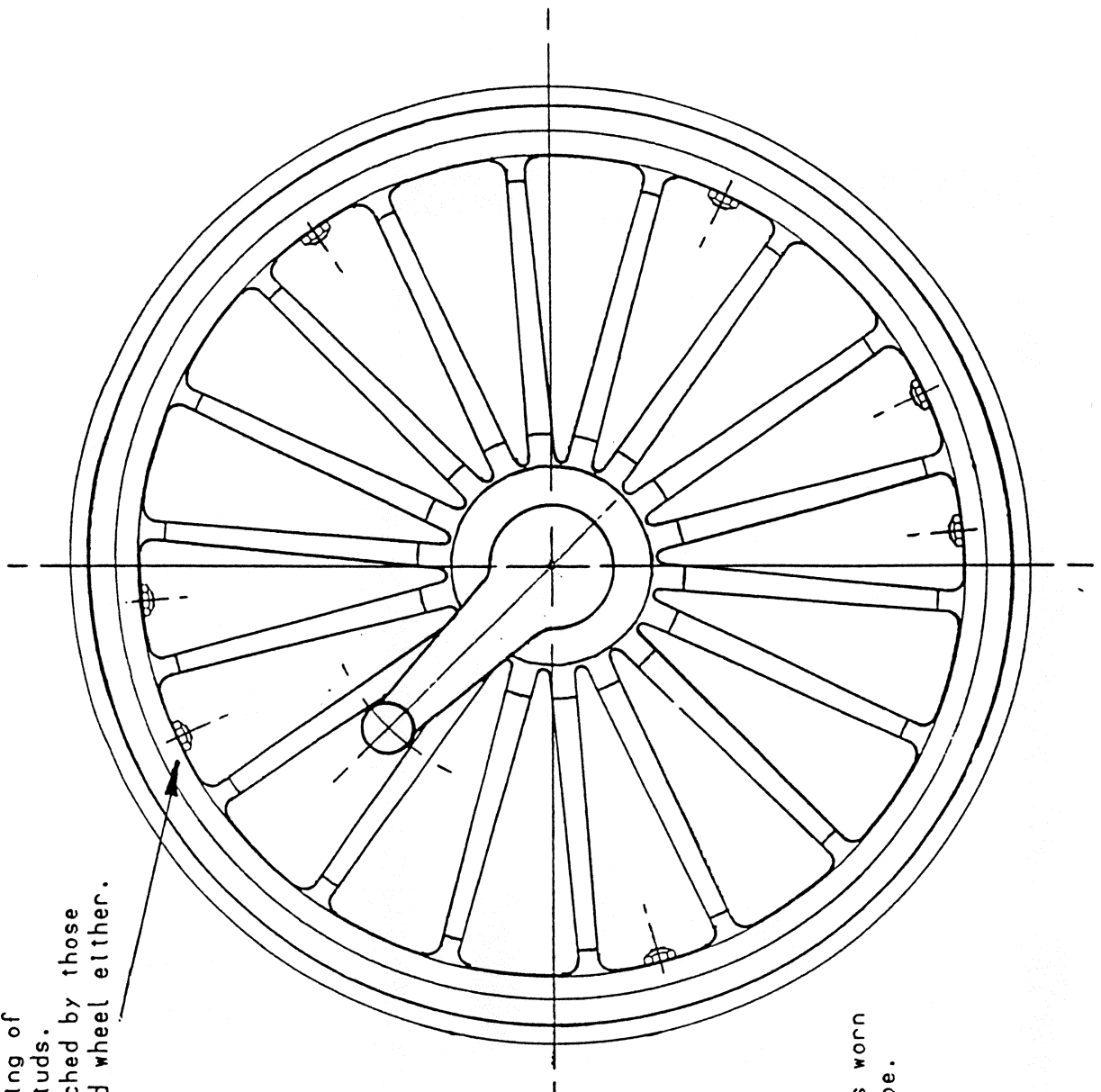
On the next two pages of this issue, we publish John's drawings of LION's driving wheels. Drawings as published here are to no particular scale and some minor details are omitted for clarity. If any errors are found, John will be pleased to correct them.



Tread profile neatly chamfered

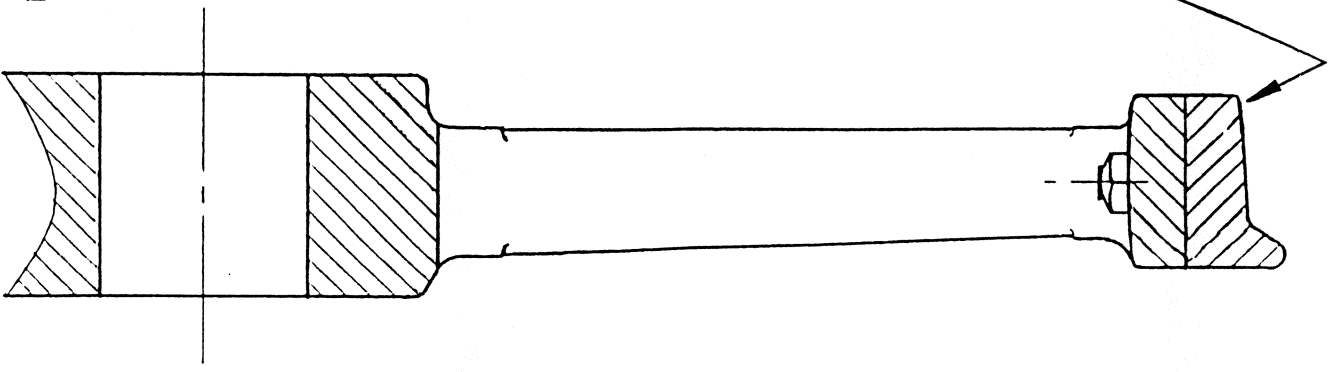
Tyre retaining fasteners are false

16 SPOKE COUPLED WHEEL - LEFT SIDE



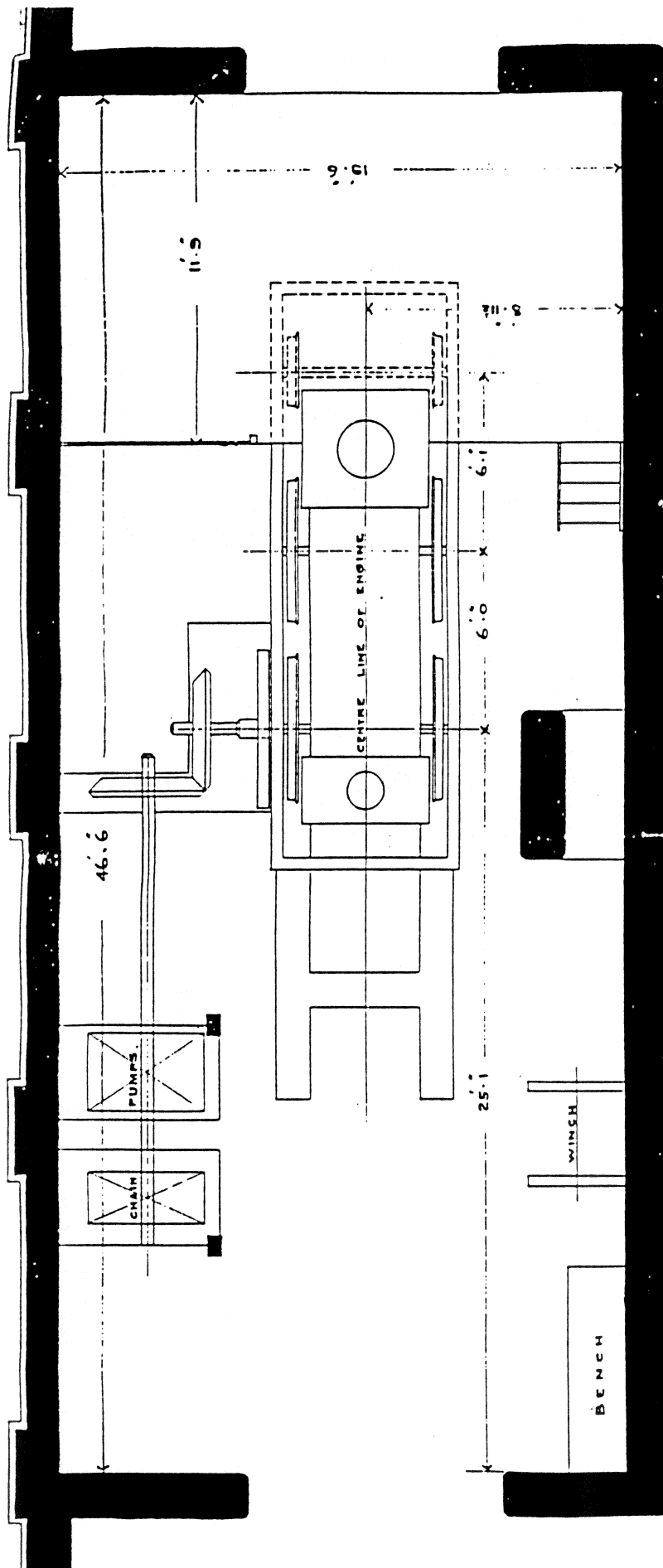
Note uneven spacing of tyre retaining studs. They are not matched by those on the right hand wheel either.

Tread profile is worn to a curved shape.



18 SPOKE DRIVING WHEEL - LEFT SIDE

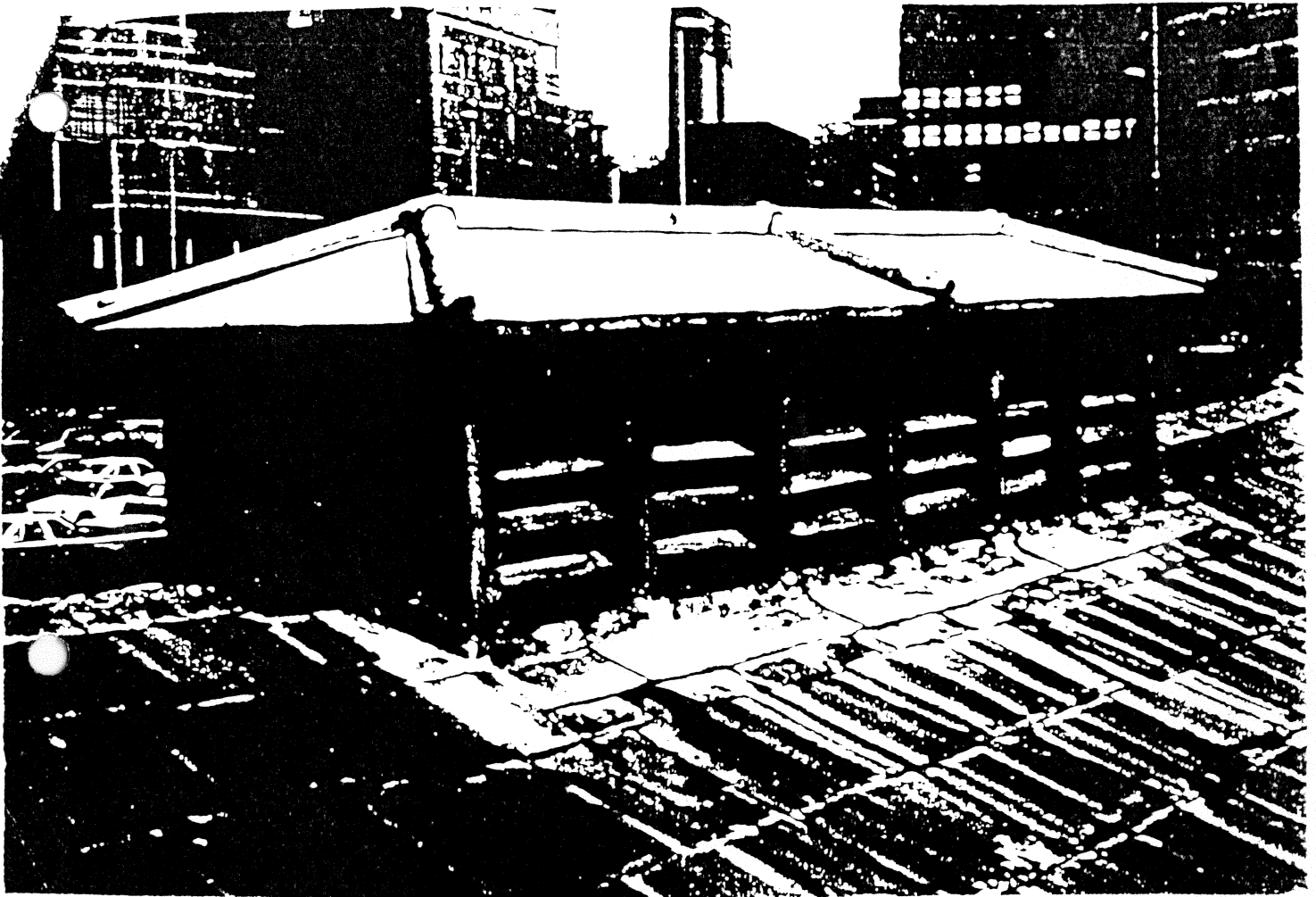
LION PUMPING SHED



Our final 'dip' into the Pumping House Archives (courtesy of National Museums and Galleries on Merseyside) shows this arrangement of LION circa 1880, which may be compared with the drawing on page 18 of the last issue. The raised staging (with access Steps) in place of the tender shows where fuel was stored and how LION was fired through the conventional firehole.

Finally, on the opposite page, we show the roof ventilator and (from inside) the roof trusses, with apologies for the poor reproduction.

Has anybody tackled a model of the Pumping Shed? We've surely published enough information to allow a reasonable impression of this fascinating structure to be produced.





LION AT EUSTON

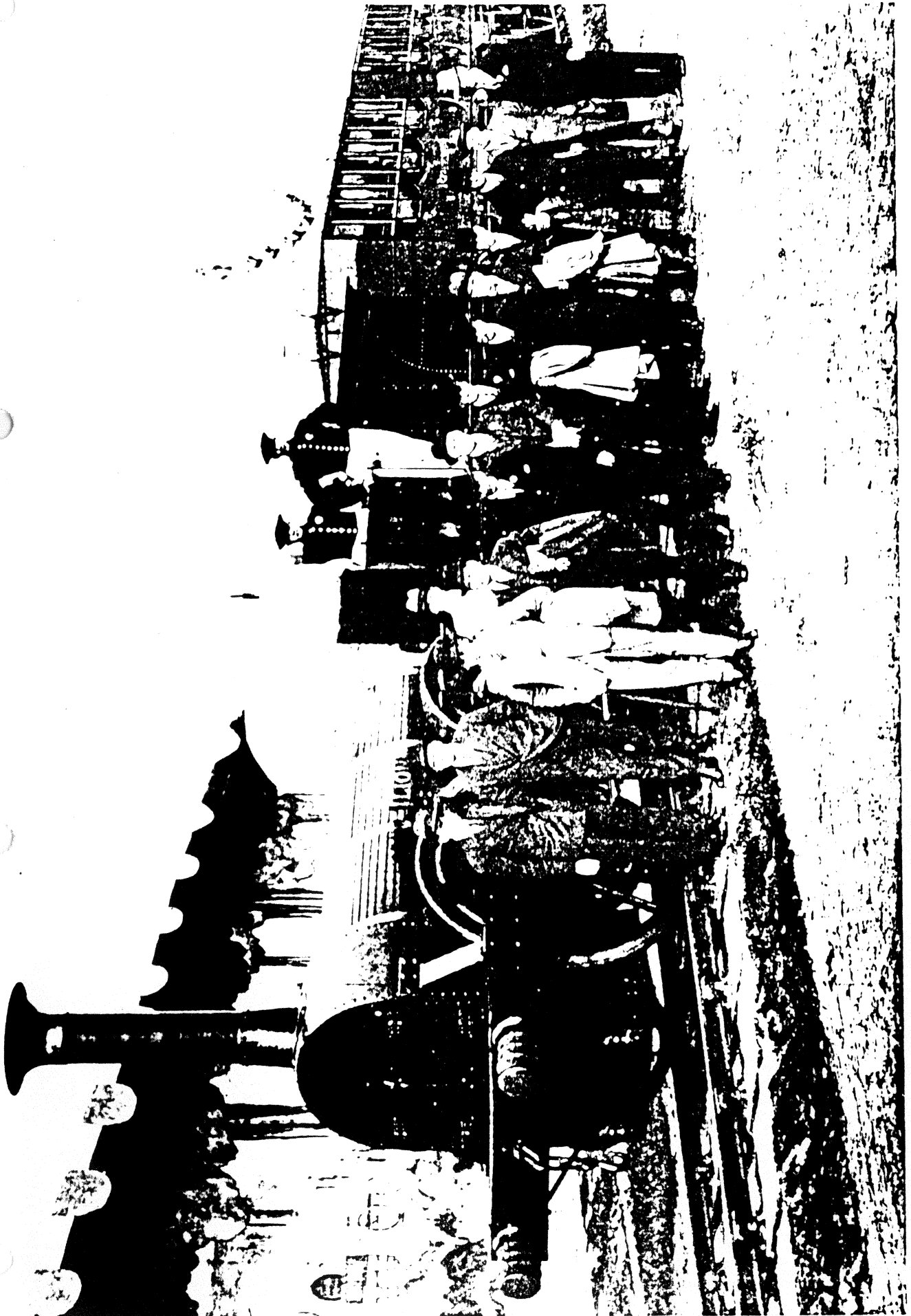
We published this view of LION, unidentified, on the back page of the last issue. Did you identify the occasion and location? It is from a book of railway photographs taken by an amateur photographer Le Manquais and we reproduce the full commentary accompanying the picture:-

19 September 1938: Le Manquais' final LMSR photograph for 1938 recorded yet another facet of surging company pride. This time it involved a visit to Euston Station, where centenary celebrations were being held to commemorate the through opening of the London and Birmingham Railway. Platforms 6 (L&BR's original 'Departure Parade') and 7 were fully occupied by an assembly of locos and rolling stock. 'Rocket', in the shape of a model built by Derby Works, 'Old Coppernob', 'Cornwall', and ex-LNWR 'George V' No. 5348 'Coronation' featured prominently amongst the historic exhibits. Standing separately, both in steam, 'Lion' and 'Duchess of Gloucester', whose namesake opened the Exhibition, offered the ultimate contrast in locomotive development through the ages.

Built for Liverpool & Manchester Railway, at a cost of £1,100 each, in 1838, 0-4-2s No. 57 'Lion' and 58 'Tiger' were the first locomotives to be constructed by Todd, Kitson & Laird of Leeds, later of Kitson & Co fame. Eventually entering LNWR service in 1846, 'Lion' was sold for £400 to Mersey Docks and Harbour Board in 1859, and was used for decades as a stationary pumping engine. In 1928 it was rescued from obscurity, and, restored at Crewe Works, it took a very active part in the Liverpool and Manchester Railway centenary celebrations in 1930. 'Lion's' massive companion in this picture, quite recently shipped from Crewe Works is No 6225 'Duchess of Gloucester', one of Stanier's celebrated streamlined 'Coronation' Class 'Pacifics'.

LION AT WAVERTREE

The historic view on page 13 is taken from Edgar Larkin's book 'An Illustrated History of British Railways' Workshops, published in 1992 and shows LION at Wavertree in 1930, being handed over to the Liverpool Engineering Society following restoration at Crewe Locomotive Works. Edgar Larkin is on the extreme right of the photograph.



THE EDITOR WRITES...

Unfortunately, we're still rather 'in limbo' until decisions on everyone's favourite locomotive are made. If you have a view to express, please drop us a line.

However, the Committee are arranging two events during 1994: the Annual General Meeting and LIONSMEET. Brief details are given below so that you can reserve the dates in your diary. Fuller details will appear in the next edition of LIONSHEART.

The Annual General Meeting will be held in Manchester on Saturday, 14th May 1994, starting at 4.00 p.m. In accordance with tradition, the A.G.M. will be followed by the Annual Dinner, starting at 7.00 p.m. The venue for the A.G.M. and Dinner is to be confirmed, but it will be close to the Museum of Science and Industry in Manchester, which is situated in Liverpool Road, Castlefield, just off Deansgate and within walking distance of British Rail Deansgate Station and Metro-Link G-MEX Station.

The choice of venue will allow members to spend the morning (from 10.00 a.m.) and most of the afternoon at the Museum itself. This is one of the finest industrial museums in Europe and, even if you've been before, is well worth another visit - you may be surprised by the changes!

The Museum's demonstration line (extended since LION's last visit) should be in operation with the replica 'Planet' locomotive. 'Planet' was described in the January 1993 edition of LIONSHEART. Around lunchtime, we hope to arrange an opportunity for close inspection of the 'Planet' and there may be an 'OLCO Members Special'.

LIONSMEET should be on Sunday, 14th August 1994 at Frimley, where there's a ground level track including 7-1/4 inch gauge. We hope that this year there may be a real contest between 7-1/4 inch LIONS and the committee are reviewing the rules which will apply to these larger models.

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