

# LIONSHEART

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Number 37

JULY 1995

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## The Editor's Bit

Don't get me wrong, but I'm rather glad it is raining. At last I am able to ignore all the outside tasks that are waiting to be done without feeling too guilty. At last I can concentrate on getting to grips with this rather belated newsletter. At last I can do a bit more to the ongoing task of producing a set of Lion drawings. In this issue there is a final notice of Lionsmeet at Sutton Coldfield and a report on the AGM, held in Liverpool in May.

## Lionsmeet 1995.

This event has been mentioned in previous Lionsheart Nos. 35 & 36 and also in the current issue (No. 3996) of Model Engineer, so I hope that has been enough notice to enable all Lion owners to get their charges prepared. We are expecting a good turnout this year.

The date.. Sunday 13th August.

The location.. Sutton Coldfield MES track "Balleny Green" in the village of Little Hay. This lies almost exactly half way between Litchfield and Sutton Coldfield in a North-South sense and between the A512 and A38 East-West. Access to the area is good, via the M5/M42 from the South West, the M6 from the North West, M40/M42 or M1/M6/M42 from the South or South East and finally, M1/M42 from the North East. After all that, there is a map on page three showing roads in the vicinity of Little Hay. Page four gives details of the track layout, including maximum gradients and minimum curve radii.

It is advisable to arrive during mid-morning to settle in, try out the track and get everything in order before lunch. The competition proper can start at 2.30pm, giving time for several runs, complex(?) calculations, presentations and tidying up before departure.

Just a few small details which may set minds at rest... There are ground level (steel) and elevated (aluminium) tracks for the 5" boys. Either will be available for use. On the ground level track, points are left in the trailing position, so this might present some problems for lightly loaded pony wheels, but for Lions there should be no problem. Extra fine flanges may drop a bit at the frogs, but - well, come early and try it! One word of warning - the host club is a bit short of ground level driving trucks, so try to bring your own.

All ground level tracks have access to the covered steaming bays. There are toilets, parking areas and refreshments (free for participants). Coal is available as lumps, nuts and peas, so take your pick(sorry). Mains water is a bit on the hard side, but soft rainwater is also available. Power at 12v DC is laid on. Obviously, current boiler certificates must be brought for all running locomotives.

As for accomodation, Peter suggested in the last Lionsheart that there is not much around locally, except for the usual hotels and motels(see Yellow Pages at your local library). However, up to 5 caravans can be accomodated on site, by prior arrangement. For this and any other last minute details, ring Mark Bradley on 0121-353-4673(home) or 01922-706137(work). if unable to raise Mark, try Vice Chairman Mick McKie on 01922-648780 anytime. Both are members of Sutton Coldfield MES.

As has been the norm during recent years, we would welcome the appearance and running of any models whose prototypes pre-date 1851, including Lion. However, the competition (& trophy) will be awarded only to those models of Lion whose owners are paid up members of OLCO. Talking of trophies, there is now a separate trophy for 7 1/4" gauge models. This has been acquired by Geoff. Wright, our Treasurer and paid for by himself and Chairman David Neish. So, go for it chaps, you've everything to play for, with an award for each of the two sizes. If you know anyone else with a Lion who feels like having a go, bring him along, though be aware of the rules concerning eligibility for the trophy. Better still, persuade him to let you drive - it could be you!

#### ELEVENTH ANNUAL GENERAL MEETING

The eleventh AGM was held in the Lecture Room, Liverpool Museum, William Brown Street, on Saturday, 13th May, 1995.

Present:

OLCO:-

Jan Ford;  
Peter Gardner;  
John Hawley;  
David Neish;  
Charles Taylor-Nobbs;  
Geoffrey Wright.

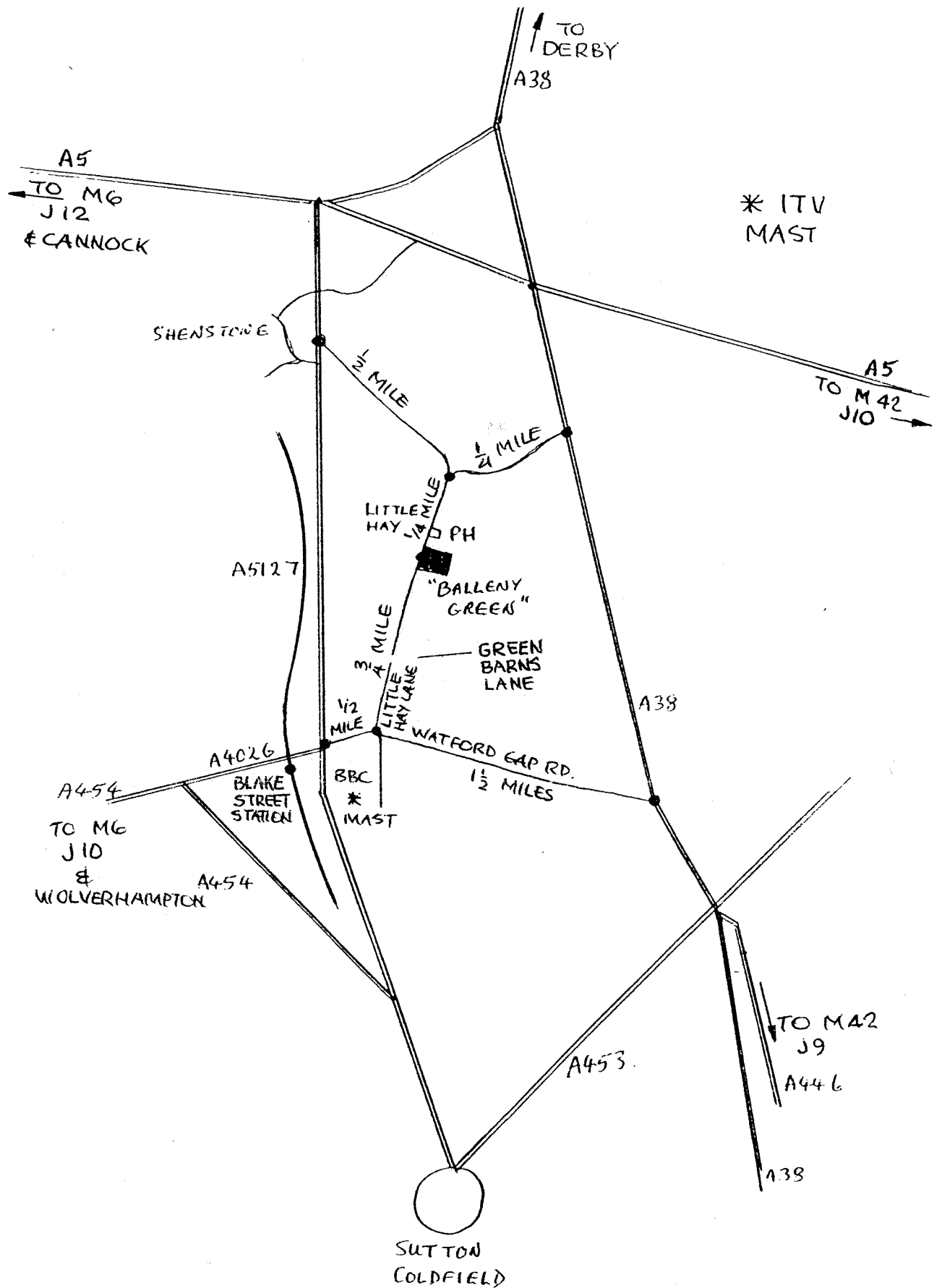
National Museums & Galleries on Merseyside:-

Justin Garside-Taylor;  
Lorraine Knowles.

Apologies were received from:-

E F Clark;  
David Hill;  
Alan McKirdy;  
Peter Servis;  
Vernon Smallwood.

The retiring Chairman David Neish opened the meeting by welcoming the NMGM representatives.



LOCATION OF SUTTON COLDFIELD MES TRACK "BALLENY GREEN"  
LITTLE HAY

BALLENY GREEN

7 1/4" 5" GROUND LEVEL

LENGTH 1900 FT  
CURVES 55' RAD MIN.  
GRADIENT 1:80 MAX.

5" 3 1/2" 2 1/2" RAISED

LENGTH 460 FT.  
CURVES 42' MIN.  
GRADIENT 1:370 MAX

NEW LAND RECOVERED

substation

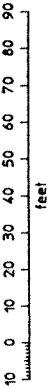
TRACTION ENGINE ROAD.

THE MAC

GRASS

GRASS

LITTLE HAY LANE.



Scale: 1:400  
pne Dec 90

### Minutes of Last AGM

It was proposed by Charles Taylor-Nobbs that the minutes of the Tenth OLCO AGM (Published in Lionsheart No 34.) be accepted as read. This was seconded by Treasurer Geoff. Wright. The proposal was accepted and the minutes were signed by the Chairman.

### O.L.C.O. CHAIRMAN'S REPORT - 1995

The Executive Committee of OLCO had planned to hold this 1995 AGM in Leeds. The rapid sequence of events leading to LION's limited restoration to showable condition and subsequent move to the Museum here in Liverpool, coupled with the NMG's encouragement to do so, led to the decision to hold the AGM here.

It is well known that OLCO did not agree with the decision not to restore LION to a full steamable condition, although we can understand some of the factors which led to it. It remains our hope that the opportunity will be taken to carry out a full restoration when the appropriate time comes.

We thank the Museum for permission to allow the AGM to be held in this room, and we also thank the staff for their consideration to us in inviting us to see the test of LION running on compressed air at Whaley Bridge in January. I hope that a representative of the Museum will be able to tell us later on in this meeting more details of what has been done, and particularly of the plans for LION's future, so that we may see what part OLCO can play in that future. (See Any Other Business.. Ed)

With LION static, it is inevitable that the modelling activities of OLCO members should now become of greater prominence. At least one 7½" LION has been completed during the year, and several more are planned. We had an interesting LIONSMEET on the ground-level track at Frimley last year, and we will hear later of the plans for the 1996 LIONSMEET at Sutton Coldfield in August.

Finally I would pay tribute to Committee member Charlie Ashforth, who died recently. OLCO derived much benefit from his many years of railway experience.

David Neish

### Accounts

The retiring Treasurer presented his report. Subscriptions paid are £24 up on last year. Since the financial position is quite sound, he recommended that subscription rates be retained at their present level (£4 junior, £8 adult, £10 family and £15 institutional). He suggested that the value of stock in hand be written down for future accounting exercises. SOME SUBscriptuions for 1995 were still to be paid.

The Treasurer stated in reply to a question that the stock does not include regalia, currently held by Vernon Smallwood, but soon to be transferred to John Hawley.

The adoption of the Treasurer's report was proposed by John Hawley, seconded by Jan Ford and accepted by members present.

### Election of Officers

There being no alternative nominations for the posts of the retiring committee, those present were re-elected unopposed. Jan Ford declined an invitation to become a member of the Executive Committee at this stage. The meeting felt that there was no requirement to elect further committee members at present.

The present Executive Committee thus comprises:-

David Neish - Chairman;  
Geoffrey Wright - Treasurer;  
Peter Gardner - Modelling Representative;  
John Hawley - Secretary;  
Charles Taylor-Nobbs - Co-opted Member.

### Any other Business.

Lorraine Knowles, Head of Regional History Department at National Museums & Galleries on Merseyside, stated that for the immediate future, resources were being directed towards the completion of the Museum of Liverpool Life on Mann-Island. Building work is in hand and is scheduled for completion in Autumn 1995.

Meanwhile, in Liverpool Museum, in William Brown Street, where Lion is housed, space is becoming very restricted. Staff numbers have been cut and the National Heritage grant has been reduced by £1/2M. This museum is rare in that it does not level admission charges, a condition laid down many years ago when it was bequeathed to the public. So far that condition has been adhered to, although the trustees do, from time to time, reassess the situation.

It is in this rather restricted environment that the museum plans to press ahead with conservation, itself a multi-million pound task, leaving actual restoration to take a back seat. However, on the positive side, fund raising is under way and NMGM hope to receive a £3/4M grant from the European Development Council. It is possible too, that funds may be available from the National Lottery.

An archivist has been employed to collect all documents, etc. relating to Lion. To these can be added various papers from David Hodgson of Dorothea Restorations, who completed the restoration to display condition of Lion last December. The archives will be available for reference to those who require access as soon as they can be assembled together, but prior arrangements to view must be made with Loraine.

Charles Taylor-Nobbs commented at this point that data relating to Lion's restoration to steam by Ruston Diesels Ltd. of Newton-le-Willows, in 1980 was currently held by Barry Smith. Charles will contact Barry with a view to recovering this information.

Justin Garside-Taylor of the Conservation Division reminded those present of the work involved in bringing Lion up to her current state of conservation. She was stripped down fairly extensively. Cleaning was a big task. During examination, one cylinder casting was found to be pitted by about 75% of its wall thickness. Various methods of treatment were considered - Straps, welding, brazing, polymeric resins, etc. Although it was decided to leave "as is", it is probable that the last method would be used if and when a repair is eventually carried out.

The boiler was found to be in excellent condition. It has been left tubeless and has no main steam pipe. (The last used pipe was of steel, but the original copper one still survives in store, albeit a little damaged). New gland packings have been added to piston and valve rods. The rolling road test under compressed air was a complete success. After cleaning, all unprotected steelwork was treated with a preservative manufactured by Castrol.

David Neish asked if OLCO could be of any help to the museum. Loraine said help would be welcomed when it came to planning the new gallery. OLCO's views would be sought and it would be helpful to have models, cut away views, etc., since although the site was large, there would be no space for a track upon which any full sized locomotive could be run.

Peter Gardner stated that Sutton Coldfield MES were ready to receive OLCO members at Lionsmeet on 13th August at their track at Little Hay. Perhaps we should increase our sphere of activity to include other old locomotives. (see notes above on Lionsmeet..Ed.). Peter also confirmed that the Gorse Blossom Railway, near Newton Abbot in Devon was unsuitable for our fine gauge Lions to run on (see also the report in Lionsheart No. 36, March, 1995).

John Hawley agreed to contact Mike Parrott with a view to retrieving the 5" gauge trophy for Lionsmeet.

Charles Taylor-Nobbs handed over to John Hawley letters and photographs from John Hudell, of Southampton, who has built a Lion and was enquiring about contacting the OLCO Secretary. JPH will make contact with him, (though his letters contain two different addresses!) It is thought that this particular Lion is of 10 1/4" gauge.

(Continued on page 8).

Skip this page until you've read pages 8 & 9.

Due to a rather silly mistake I made on the photocopier, this (originally blank) page has crept in. I make no apologies therefore in making use of it by the inclusion of a photograph of that other historical (but sadly neglected on the modelling scene) locomotive BELLEROPHON. Historical? Well, she is the oldest surviving locomotive in the world to be fitted with piston valves as original equipment, the third of a class of six. (From the Guinness Railway Book) She is part of the Keighley & Worth Valley fleet. Always to be associated with the rescue and return to working order of Bellerophon is our own member Vernon Smallwood, who is the author of "Bellerophon - Haydock to Haworth" the definitive history of the locomotive and her stablemates.



David Neish informs me of a good-turn out and an interesting day at IMLEC, held this year at Leyland. Among the competing locomotives was the 5" gauge Lion of Alan Bibby. This little engine did 142636 ft/lbs of work and achieved an overall efficiency of 1.17%. It would be interesting to see what a 7 1/4" Lion would do - not an award winner perhaps, but I look forward to the day when we get some big Lions on to the more popular events.

David had hoped to talk to Mr Bibby, but he disappeared fairly quickly after the meeting. This raises the question. How do we bring OLCO to the attention of more people? Should we advertise? Should we place discreet notes on Lions at meetings and exhibitions? What do you think? Drop me a line or give me a call.



There being no other points for discussion, the Chairman thanked all present for attending and brought the meeting to a close. There was one final treat though.....

During the initial tests on the rolling road at Dorothea, John Kearon had taken a good long look at Lion through the lens of a video camera and had recorded quite a few minutes of action, with Ross Chappel, Dorothea's engineer, (who has spent so much time doing the actual work on Lion's restoration), operating the air valve. The video was taken at various distances and from several vantage points. The result is a very interesting study of Lion in motion without the distraction of a moving background. Also on the film is a record of the loading of Lion and tender onto the road trailers which were to transport them to Liverpool Museum. Some idea of the skills of the transport team are evident on the film. We hope to put a commentary onto the tape, after which copies could be made available to members. We watched the video with great interest, though missed the last few minutes, since it was high time we vacated the premises. The tape runs for about 45 minutes.



LION ON HER ARRIVAL BACK AT LIVERPOOL MUSEUM  
Loraine Knowles with cap waving transport personnel

#### OLCO Annual Dinner

Those present at the AGM attended the OLCO Annual dinner later that evening, though the venue chosen was the Cosa Bella, in Victoria Street, not the Legs of Man, as proposed in the Notice of the AGM. Guests were Loraine and Justin. A very pleasant and interesting evening was had by all.

The following morning, David, Geoff. and I visited the Museum of Liverpool Life on Mann Island, followed by the Maritime Museum at Albert Dock, taking a quick look at the Midland Railway Goods Offices building on the way (This I understand is currently being extensively refurbished and will house the NMGM Conservation Division on completion, planned for late 1995).

The two museums provide a breathtaking example of what can be done for the display of artifacts, old ways of life and history by the use of lighting, sound and visual effects. There is so much to see, the riots, dockside life, the overhead railway, Liverpool at war, Meccano and a great deal more. There is a preserved Ford Anglia with the sloping back window (remember?), a very atmospheric walk-through of the period of the Irish emigration and a moving display of the Slave Trade.

There was also an exemplary model of a locomotive from the 1830s of about 7 1/4" gauge (difficult to judge when it's in a glass case). The model itself was built (as far as I can remember) about 1840. The detail was very well executed and the similarity of some items to those on Lion was uncanny. I don't have the details now, but will report in the next Lionsheart if I can find out any more about it. In the meantime do any of our readers know of this model, its history, prototype details and so on? Perhaps they could drop me a line, or ring, so that I can publish the story in a future issue.

Outside the Maritime Museum there is a length of standard gauge track that at first sight would be so suitable for Lion to run on, with a spur running into the building for security. However it is far too short and is situated too close to the main entrance for safety or convenience. I look forward to further visits to this very spacious and interesting part of the city. I am sure I speak for all when I wish NMGM well in its development work for the future.

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LIONSHEART is published by The Old Locomotive Committee.

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PS. I am pleased to have received at least three phone calls recently from people enquiring about Lion drawings. Thanks - NMGM, who pointed these people in my direction. Naturally, I am telling them about OLCO membership....