

LIONSHEART

Number 40

JULY 1996

The Editor's bit

Glorious summer is here at last. After a pretty wet (though successful) AGM at Waters Upton in Shropshire, we now turn our attention to Lionsmeet 1996 at the track of the Bristol Society of Model and Experimental Engineers in Ashton Park, Bristol, on Saturday, August 17th. Further details inside include a map, track plan and other information.

I am pleased to report an encouraging increase in readers' letters for this issue, including a very useful suggestion from Desmond Hill regarding a proposal for removing Lion's front axle (The model, I hasten to add) without stripping the valve gear. Jon Swindlehurst sends details of his flared chimney cap, regular contributor Mike Parrott answers a query and imparts more useful information and Tony Brown sets me a challenge on the quality of notices of future events!

David Hodgson, of Dorothea Restorations, responsible for Lion's latest refurbishment to display standard, sends a press release regarding the Locomotion replica which entered their works in Whaley Bridge during the latter part of Lion's stay. Though not strictly of concern to OLCO, I know that Locomotion is of great interest to many of our members(I also have 5" drawings).

Congratulations are due to National Museums & Galleries on Merseyside on gaining a Special Commendation in the European Museum of the Year awards. See letter from Loraine Knowles, Head of Regional History Department at NMGM, on page 15.

Letters and other contributions are a great help to any editor, especially this one, who has difficulty with words at the best of times!

A warm welcome is extended to new member Mr R J Wiggin, of West Sussex, who has a 5" Lion under construction. His request for photographs has set me thinking... but more of that in a later issue if I get any further.

Obituary.

It is with sadness that we record the death of the 4th Lord Airedale, a cousin of E F Clark, past OLCO Chairman and founder member. Lord Airedale was the great great grandson of James Kitson, of the Leeds company Todd, Kitson & Laird, builders of Lion and sister engine Tiger in 1838. See page 16.

In this issue...

AGM '96.....	Page 2
Lionsmeet '96.....	Page 6
Letters.....	Page 10
Subscriptions Appeal.....	Page 15
The Planet Replica.....	Page 15
Obituary - Lord Airedale.....	Page 16

AGM 1996

The 1996 OLCO AGM was held in the Lion Inn & Stores at Waters Upton, near Telford in Shropshire, on Saturday, 18th May.

Present: David Neish - Chairman;
Geoffrey Wright - Treasurer;
Peter Gardner - Modellers' Representative;
John Hawley - Secretary.
Charles Taylor-Nobbs - Co-opted.
E F Clark;
Alan McKirdy;
Mike Parrott;
Lionel Waldridge.

Apologies were received from Tony Brown, Desmond Hill, Keith Taylor-Nobbs and Vernon Smallwood.

An invitation had been extended to John Kearon and Loraine Knowles of NMGM, but due to prior commitments, they were unable to attend and also sent apologies.

Minutes of AGM 1995.

The Minutes of the 1995 AGM, reported in Lionsheart No. 37, were accepted "as read" by the meeting. Proposer was E F Clark, seconder, Charles Taylor-Nobbs. The minutes were then signed by the Chairman.

Chairman's Report

"I hope that you like this new venue for the OLCO AGM at the Lion Inn. It certainly has the right decorations on the walls! I had hoped that it would prove to be close enough to Liverpool for our friends from the Museum to join us, but it has turned out that they are not able to be here today.

The modelling side of OLCO is very active. We had an excellent Lionsmeet at Sutton Coldfield last August, where we had the use of their long 5" & 7 1/4" ground level track for general running, and also a 5" raised track for the competition, which was won again by the excellent performance by Mike Parrott.

The decision to enter an OLCO club exhibit at the Model Engineering Show at Olympia in January led to a very busy week, especially for our Modellers' Representative, but it was very worthwhile. We showed Lions in 7 1/4", 5" & 3 1/2" gauges, together with parts and a huge drawing. The exhibit attracted attention, and got a mention in the Model Engineer report. Indeed, our profile in Model Engineer is quite high, and we thank the editor for that.

As you know, the AGM and Dinner is often taken as an opportunity to see an area of industrial archaeology interest. I hope you have been able to enjoy something of the rich heritage of the Ironbridge area this weekend.

Finally, I feel I must add a special note of thanks to John Hawley, not only for his work as our Secretary, but particularly for the excellent series of Lionsheart issues, keeping us all informed of OLCO activities and of the news of Lion."

David Neish

Charles Taylor-Nobbs agreed that the location was eminently suitable for the AGM, being reasonably central and within striking distance of Liverpool. It was indeed a fortunate accident that the Inn was "discovered" last year.

Treasurer's Report

The Treasurer reported that membership was falling, due no doubt to Lion no longer being steamable. The cost of advertising Lionsmeet in Model Engineer last year was well worth it in view of the publicity it gave us.

OLCO FINANCIAL STATEMENT for the year ending 31/3/96

PROFIT AND LOSS ACCOUNT 1/4/95 to 31/3/96

<u>INCOME</u>	<u>1996</u>	<u>1995</u>
Subscriptions	£228.00	£280.00
Deposit Account Interest	65.19	62.50
Donations	9.00	2.00
A. G. M. Dinner	-----	80.00
A. G. M. Museum ticket monies	-----	22.50
Sales receipts	37.35	-----
	<u>£339.54</u>	<u>£447.00</u>
 <u>EXPENDITURE</u>		
Advert in M. E. re: Lionsheart Meeting	£41.13	-----
A. G. M. Dinner	-----	100.00
Museum tickets	-----	30.00
Museum guests lunches	-----	17.25
Expenses re: OLCO stand at M. E. Exhibition	20.00	-----
Costs of producing "Lionsheart"	57.05	25.88
	<u>£118.18</u>	<u>£173.13</u>
 <u>NET PROFIT</u>	 <u>£221.36</u>	 <u>£273.87</u>

ASSETS and LIABILITIES

CURRENT ASSETS

Cash at Bank - Current A/C	£770.01	£552.79
Cash at Bank - Deposit A/C	1799.03	1733.84
Stock in hand	227.30	264.65
	<u>£2796.34</u>	<u>£2551.28</u>

The Treasurer proposed no increase in subscriptions for 1997.

The adoption of the Treasurer's Report was proposed by Alan McKirdy and seconded by Mike Parrott.

Note - Lion Inn landlord Chris Arnold paid over £20.00 collected from the sale of stock at the Lion Inn. This will be included in a future Financial Statement.

Election of Officers

The retiring Chairman reminded the meeting of the present list of Executive Officers, commenting that the currently serving Chairman and Treasurer were eligible to serve for one more year only.

E F Clark proposed a vote of thanks to the retiring Committee which was seconded by Mike Parrott.

Charles Taylor-Nobbs made the point that with falling membership and the need to appoint at least two committee members next year (Chairman and Treasurer), OLCO is at risk of becoming a "One Man Club", with officers being selected from a small core of people, most of whom have served before. However, he proposed that the retiring committee be re-elected as is. This was seconded by Alan McKirdy and accepted by the meeting.

Any Other Business

In view of the absence of any representative from NMGM, John Hawley gave a brief resume of a recent discussion with John Kearon. The Transport Gallery of the Liverpool Museum, where Lion is housed, has been extensively modified during the past few months, with the addition of toilet facilities in the area where there had been various articles of horse drawn transport. While the work was in progress, Lion had been kept under wraps. The work was now complete and Lion had been uncovered and given a thorough clean.

During a brief discussion it was mentioned that Lion may be moved, perhaps to the GWR Building in Liverpool. The meeting expressed interest in hearing of a date, so that the move could be witnessed. Perhaps we could offer help? No definite news was available (However, see letter from Loraine Knowles on page 15, which gives the latest information as far as is available).

E F Clark said that evidence was coming to light that a new boiler was made for Lion in the 1880s. (This would make a good article for Lionsheart..Ed.).

Peter Gardner passed over to the Secretary the Certificate of Acceptance for Display at the 65th ME Exhibition at Olympia in January this year of work done by OLCO. See page 5. He recalled that Nexus organisation had been somewhat chaotic and that he had had to return the certificate to get the wording corrected. He reminded the meeting that Lionsmeet 1997 would be in Peterborough, probably late August/early September. The venue has raised 3 1/2", 5" & 7 1/4" gauge tracks. Charles Taylor-Nobbs has visited the site. It lies within a walled garden in which are to be found rare apple trees. The site belongs to the Sue Ryder Foundation and the date must fit in with their plans.

There being no further business, the Chairman closed the meeting at 5.00pm.

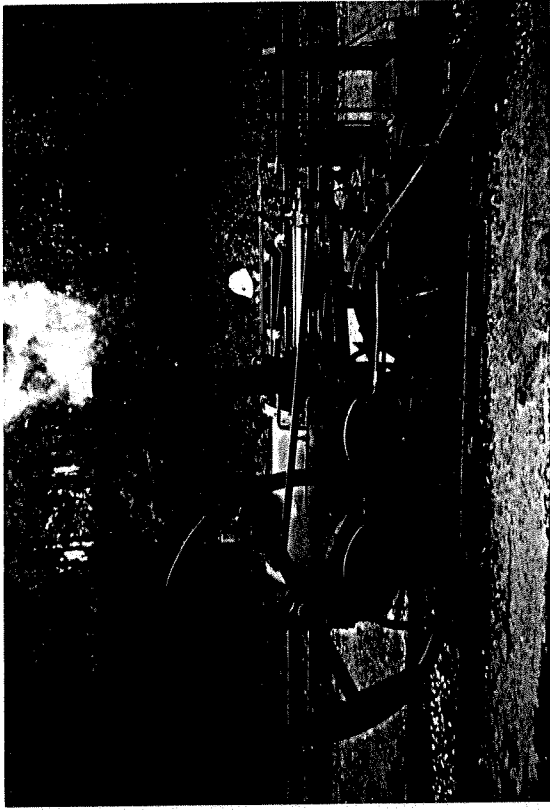
During the following OLCO Annual Dinner, which was joined by some members' families, it was agreed that the facilities, hospitality and catering were of a very acceptable standard. Thanks are due to landlord Chris Arnold - himself a dedicated steam fan - and his family for providing us with everything we needed for our comfort.

As a footnote, I would recommend that anyone passing nearby should stop and spend some time in the Lion Inn. There are some interesting relics and pictures on display.

On the Sunday, those who stayed in the area overnight visited Ironbridge, Coalbrookdale, etc. One or two came across a replica of Richard Trevithick's first railway engine, actually in steam at Ironbridge Power Station.

Briefly, the prototype of this locomotive was built by the Coalbrookdale Company during the winter of 1802/3 to Richard Trevithick's design. He was confident that this company could build him the boiler he wanted. At a time when the highest steam pressures were about 14psi, Trevithick's 1 1/4" thick boiler could operate at 45psi. The locomotive ran on 3ft gauge track. See photo, page 5.

The working replica, which weighs 4 1/2 tonnes was built by GKN Sankey in Telford, using an 1803 drawing from the Science Museum. The boiler was built to current British Standards by C H Thompson, of Oldham.



The Trevithick replica at Ironbridge Power Station.

(Photo: David Neish)



OLCO stand at Olympia, January, 1996. (Photo David Neish).

*Certificate
of
Acceptance*

THIS CERTIFIES THAT WORK BY

OLCO

WAS ACCEPTED FOR DISPLAY AT THE

THE INTERNATIONAL SHOW

model

(ENGINEER EXHIBITION)

THE BEST

model

(ENGINEER EXHIBITION)

OLYMPIA, LONDON - JANUARY 1996

The Certificate of Acceptance

Lionsmeet 1996

Date: Saturday, 17th August.

Venue: Ashton Court Estate, Bristol, the home track of the Bristol Society of Model & Experimental Engineers.

Facilities: Raised 3 1/2" & 5" steel track. Ground level 7 1/4" steel track. There is 5" and 7 1/4" Welsh steam coal, steam oil, water, power for blowers, etc. For track plan, loading gauge, etc., see pages 7 & 8. There are toilets and refreshments available. There will also be a couple of tables set out upon which may be mounted display items, ie, part completed models, so if you have it, show it! I shall bring my boiler and castings.

Who can Take Part: Anyone who has a model of a pre-1851 prototype can join in the day's running and would indeed be welcome. Some of these "older" locomotives are fascinating to watch and are of considerable historical interest, so if you have one, do please come along. However, the competition proper is open only to OLCO members and their Lions.

Rules: There are few rules for Lionsmeet. It goes without saying that competitors must be competent drivers. Generally, its a 20 minute run with the winner being that which results in most work done, as measured by the dynamometer car. Last year, passengers were weighed on Peter Gardner's bathroom scales, though since they were left in Sutton Coldfield we may have to forego that interesting diversion unless, of course, you are coming from that area....

Boiler certificates must be presented on demand to the BSMEE person in charge.

How to Get There: Ashton Court Estate is located on the A369 Portishead to Bristol road. Assuming all of you will be coming on the M5, leave at junction 19 and follow signs to Bristol. The first village of relevance is Abbots Leigh, about 2 3/4 miles from the motorway exit. Stay on the main road, through the traffic lights about a mile beyond Abbots Leigh, but as you go down into the dip from the lights, you will be warned to "Get in Lane". Take the right hand lane towards Bristol. (The left lane leads to Clifton suspension bridge - see that later - its by Brunel and well worth a visit, though you need a head for heights). Over the brow you begin to get a vista of Bristol but slow down now, since you must prepare to turn right into the estate, directly opposite the turning to the suspension bridge. Go through the large gatehouse archway past the notice "Welcome to Ashton Court" and continue for 300 yards to a right hand turning, up the hill, then as you approach the fence bordering the golf course car park, take the track on the right. Down the slight slope and park where you like or, if we have a good turn out, where you can. I will be there to meet you and direct you to the person in charge for signing in. From then on, its up to you (Or down, as in modern parlance).

There will be a 5" dynamometer car, kindly provided by BSMEE. There will not be a 7 1/4" dynamometer car, but neither was there last year. Sadly though, we may not need one, since I have to report that OLCO Treasurer Geoff Wright is to go into hospital for a hip operation on 11th August, so there will be only one Lion of this size running, unless by a miracle someone can build another in a few weeks. Come on Geoff., you have six days to recover! Seriously, though, we all wish you a successful visit and a speedy recovery.

By the way, if you wish, I can offer secure storage for your locos, etc.

Lionsmeet is advertised in the July issue of Model Engineer.

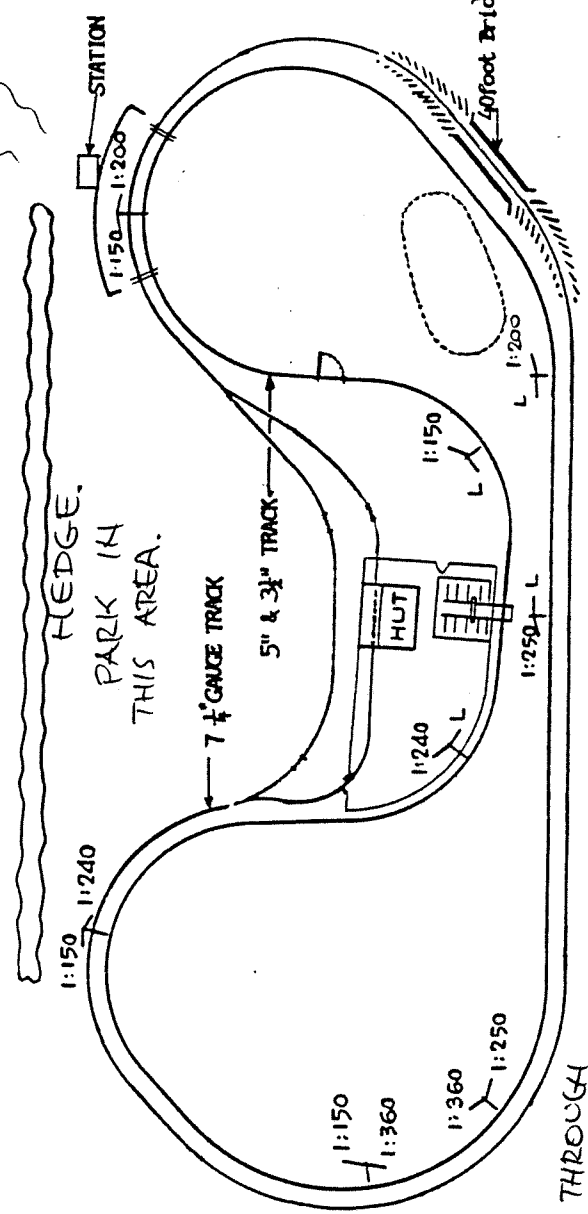
GOLF CAR PARK
TOILETS

FENCE

TRACK

ASHTON PARK RAILWAY TRACK

The raised 3 1/2" and 5" track = 1644ft in length Min Rad 78ft
 The ground level 7 1/4" track = 1543ft in length Min Rad 68ft



HEDGE.
 PARK IN THIS AREA.

TURN THROUGH ARCH

TO BRISTOL
 TO CLIFTON (TOLL)

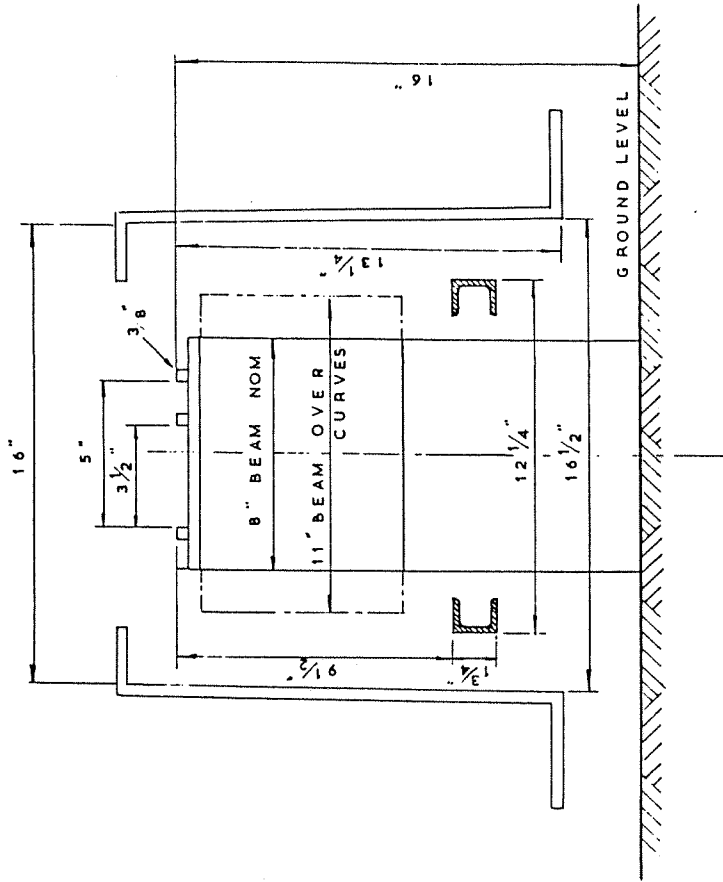
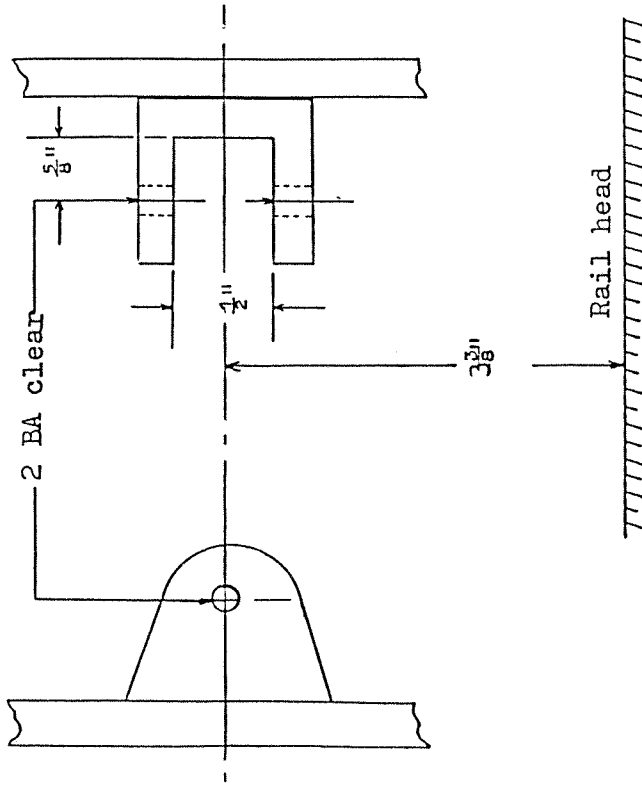
A369

M5

LIGHTS

RAISED TRACK.

Dimensions of Carriage Couplings.
 The preferred coupling at Ashton Park Railway is a solid bar for passenger carrying. A chain can lead to snatching and trapped fingers.



NOTE OFFSET OF $3\frac{1}{2}$ " TRACK CENTRE LINE.
 BOTH THE 11" & 12 $\frac{1}{4}$ " DIMENSIONS NEED GREATER
 CLEARANCE DEPENDANT ON RADIUS OF CURVE
 AND LENGTH OF TRUCK

TRACK LOADING GAUGE

PASSENGER CAR CLEARANCES

RAISED TRACK

What's on in and around Bristol.

Clifton Suspension Bridge. One of Brunel's farsighted gifts to the modern world, though completed after his death. Span - 702 ft; Height above water level - 245 ft; Weight - 1500 tons! A 3/4 mile walk from the track, leading to Clifton village, a matter of yards, the zoo, another 3/4 mile and the rest of Bristol. The bridge is free to walk over or 20p in silver to drive.

The Zoo. An "all around" aquarium and recently opened invertebrate and nocturnal houses. Tel. 0117 9738951. Entry £5.90 adults, £4.70 senior citizens. Open 9.00 'til 5.00.

Goldney House. Half a mile from the bridge. Famed for its shell lined grotto, it also has a connection with Abraham Darby, about whom we learned at Coalbrookdale after the recent AGM. Tel: 0117 9265698.

The Great Britain, Brunel's first iron ship and several other firsts as well. Tel. 0117 9260680. Entry £3.70 adults, £2.50 senior citizens. Open 10 - 5.30.

Clevedon Court Manor House, dating from the 12th Century. Home of the Elton family since 1709, still in residence, but now owned by the National Trust. Elton ware pottery, Nailsea glass and a collection of railway prints. Also terraced gardens. Tel: 01275 872257. Open Sunday, 2.00 - 5.00.

There are of course, so many other items of interest in a city the size of Bristol. Art Galleries, museums, music, shops, two cathedrals, the docks, Brunel's train shed at Temple Meads, the Bristol blue glass works and shops, antiques, bookshops, Clifton village, etc. Ashton Park itself has a deer enclosure and approach and putt golf. If you want details of anything in particular, give me a ring and I'll try to find out.

Where to stay. I must admit to being rather dismayed at the lack of "local" accommodation in this area. I've just returned from a drive of several miles and found nothing, except for one, which appears to be well worth a try. The Manor Farm follows traditional methods and has a herd of red deer, a flock of hebridean sheep, suckler cows and a small herd of pedigree Dexters. Accommodation is self catering or B & B in a large family room with double bed and space for a single. There is a private shower room, toilet and basin. Downstairs is a large sitting room with kitchenette and room for a double studio couch. Car parking space is ample and the farm is located along a quiet lane. Address:- Mr & Mrs Ridge, The Manor Farm, Brockley, Backwell, Bristol, BS19 3AQ. Tel: 01275 462313. It may also be ideal for other occasions. The rates are - B & B - £17.50 per person per night. Self catering - £150 per week for one or two people. Deposit of £25 payable one week in advance. Book early.

There is also the Travelodge at Gordano services(Junction 19). A room here costs £36.50 per night for anything up to four people, but does not include food. Ring 0800 850950.

My attention has been drawn recently to various articles in the magazine world on the subject of the filming of Titfield Thunderbolt. This is of course an opportune time since the majority of the film was shot just to the South West of Bath, itself only 12 miles from Bristol and Lionsmeet. Should we perhaps visit the area on the Sunday? A few of the landmarks are still visible today. I spent an interesting evening last week exploring the route and came across one or two relics. I think I have enough for a brief article in a future issue. If you would like to explore a little, give me a ring. Watch the film before you come. There are some interesting pubs on the route of the old line(A GWR branch from Limpley Stoke, serving the Dunkerton Colliery).

If we make this pilgrimage, then I would suggest that we meet at the Titfield Thunderbolt pub for an early lunch (Salad, ham or bacon rolls) at, say, 11.00. The pub lies in the apex of the junction of the B3115 Bath - Timsbury and A367 Bath - Radstock roads. Narrow lanes take us through to Combe Hay and then to Midford, scene of the opening shots of the film, where the Bullied Pacific thunders across the viaduct, with the local train passing underneath. Further on we see Beale's farm and the village of "Titfield" - Monkton Combe in fact, though there is precious little to see here now! Limpley Stoke is where the cricket match was being played (It's still used as such, by the same school!). This is where the branch joins the Bath - Salisbury line, still, mercifully, in regular use. The road viaduct over the branch line is still a prominent feature here. We could travel just a few more yards to the old Limpley Stoke station, being extensively restored by Simon Castens, who runs "The Titfield Thunderbolt Bookshop" there. He issues an extensive booklist, is able to obtain any book still in print and sells cards, posters and Garnier enamels. He is open every Sunday, from 11.00 to 5.30. Tel: 01225 723039.

Questions. Where exactly did the "fight" between 0-4-2T 1401 and Sid James' steamroller take place? Ted Ashworth, in his article "In Search of Titfield" (Steam World, iss. 107) states that this happened at a level crossing, created for the film, at Dunkerton colliery, but I can find no trace of it. Also where did the Pearce & Crump coach crash into the police vehicle?

Readers' Letters

From Tony Brown,

Chippenham

"I am in receipt of the March '96 "Lionsheart" and would like to comment as follows:

- 1) This is the best issue we have had for some time and the content first class.
- 2) The information regarding the AGM location is the most comprehensive I have ever seen from any society to which I belong and I would like to thank whoever was responsible." (It's a team effort..Ed).

Tony goes on to say that he will be attending Lionsmeet in Bristol but has not said whether he will bring any motive power. He also asks about the progress of the yearly quality publication, mooted in Lionsheart No. 35. Well, the original plan was to issue Lionsheart as a single sheet, to be complemented by a "glossy". However, against all odds, the newsletter has continued to run to several pages, thanks to help from contributors. Added to that, Charles Taylor-Nobbs, the intending editor of the glossy has recently moved house. That is a tremendous upheaval which can lay waste to most plans. Nevertheless, its not been forgotten....

From Desmond Hill.

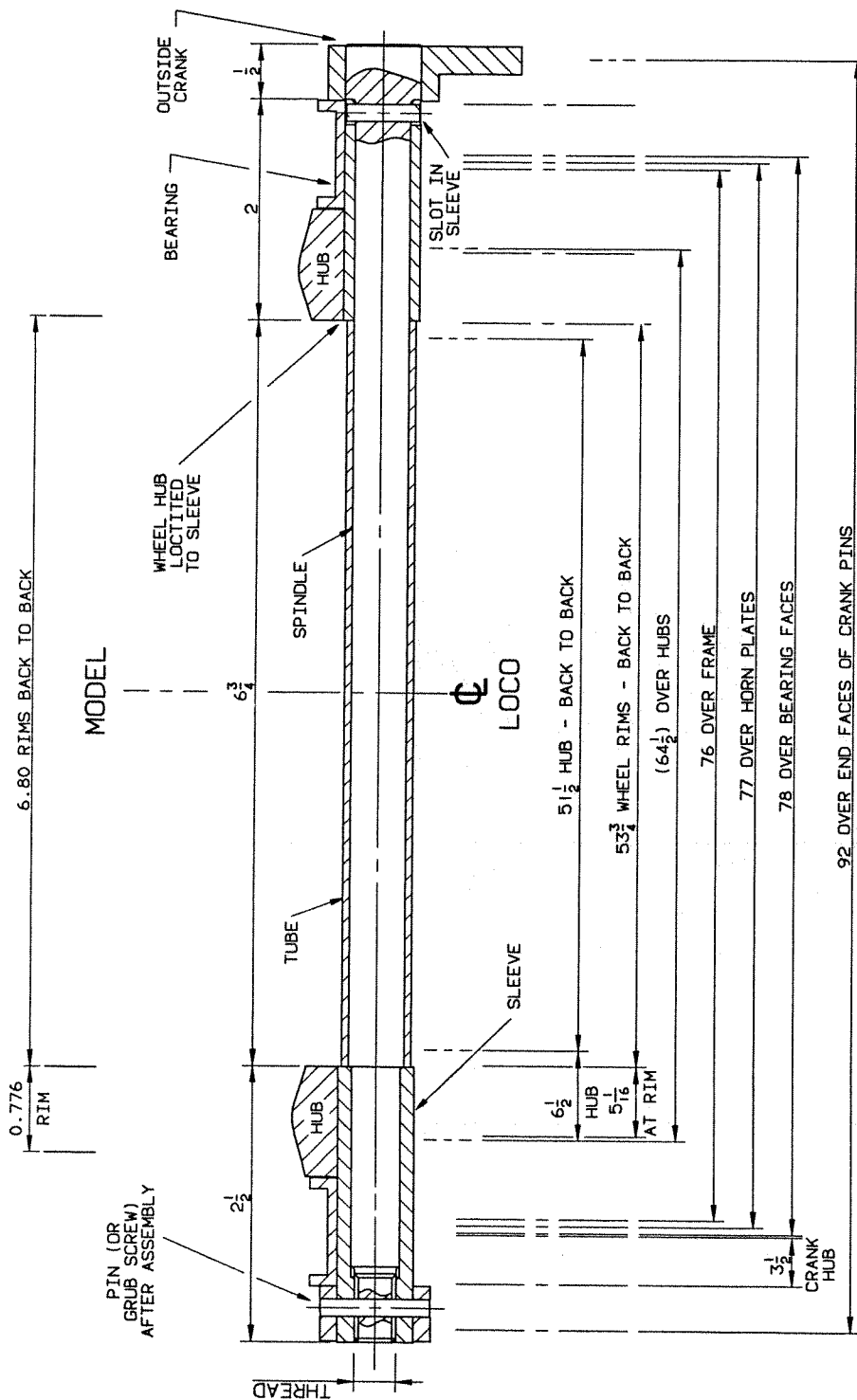
Beaconsfield

"Many thanks for the March issue of the Newsletter which is most interesting - your request for items to include in the Newsletter prompts me to offer the enclosed.

When I first looked at the Lion drawings I decided to build only if I could find a way of removing the front axle, in order to make the various bits more accessible in case of need.

The idea is adaptable for all three scales. I have drawn it as I made it but the longer stub axle could be the same diameter as the wheel seat. The wheels are securely Loctited to the stub axles."

In a further letter, Desmond tells me that he has scaled the LBSC drawings times two. This may account for the overall width being greater than the prototype scaled by 1/8. I have taken his original sketch and modified it slightly in line with his later comments. Obviously, the sizes are to suit his locomotive. Those wishing to follow the idea may need to make slight variations. From what I have heard among Lion owners, something like this solution to the problem of access is long overdue. Desmond is making good progress with his Lion, but gardening takes priority during the summer months, so we will not see it at Lionsmeet this year.



DESMOND HILL'S PROPOSAL FOR LION'S FRONT AXLE

Full size dimensions added for interest

To Remove Wheels and Axle:-

1. Remove Coupling Rods.
2. Remove Pin (or Grub Screw) at Left End. Slide off Crank.
3. Hold RH Wheel Firm. Unscrew Left Sleeve from Spindle. (Wheel Loctited on).
4. As Sleeve Unscrews, Spindle Slides to Right. Since Wheel Cannot Move Sideways.
5. When Sleeve Becomes Unscrewed, Slide Spindle Out to Right.
6. Dismantle Bearings (Presumably Split?).
7. Drop Wheels and Tube.

DESMOND HILL'S PROPOSAL FOR LION'S FRONT AXLE

Full size dimensions added for interest

(In reply to a query I raised in Lionsheart No. 39, page 9).

Regarding your query as to why the Chairmans Trophy was not competed for in 1988, the answer is that Lionsmeet was held at Wroughton that year, and we had a portable track laid alongside the standard gauge track on which Big Sister was running, as shown on the enclosed photo. Consequently it was impossible to conduct the trial on the usual basis.

I was interested in your comments on the nameplates for Lion, which reminded me that I haven't described how I made the ones for my model. On one of my visits to see Big Sister in Liverpool museum, I took a rubbing of the full size name plate. A friend had an engraving machine capable of 6:1 reduction, so the nameplate was redrawn to half size. I then made a template out of thin formica letters stuck down onto a plywood backing sheet. The smallest cutter available was selected, and a follower made six times bigger than the cutter. By tracing the cutter round the outside of the letters, the nameplate was produced in a sheet of brass. Lowering the cutter further, and going round the outside of the template base cut the completed nameplate from the sheet. The only drawback with this method was that in the angles of the N, a small radius was left. None of you have commented on this in the past 11 years, so I assume that it is not too noticeable if you don't know it is there! The wooden backing pieces were machined with a tiny router type of cutter to make the moulding on the outside, and a recess milled in the front to take the plate. I think the resulting plates are far more satisfactory than the castings produced by Reeves. Incidentally, why do the cast plates have a brass beading round the edge?



"This is mine, the small one's Dad's," says Edward Parrott, as he prepares to push big Lion home, while Barry Smith looks for the starting handle.

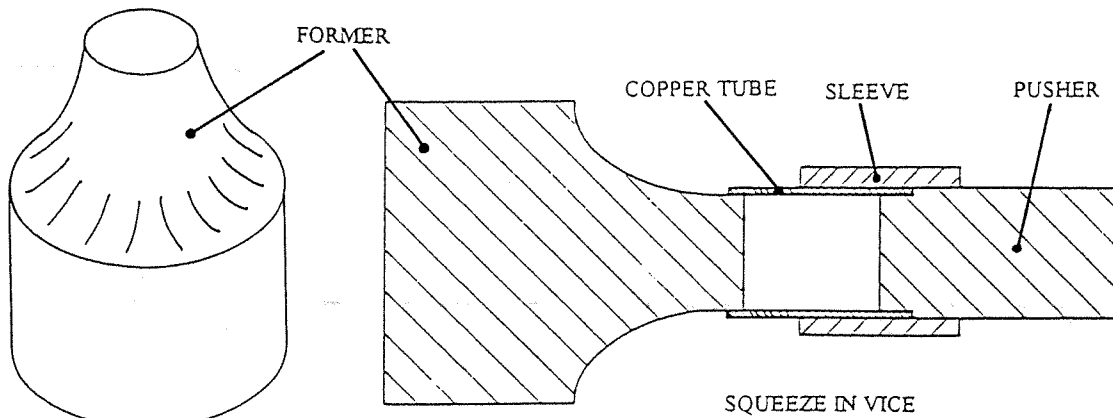
Readers - Please note that this is a view of the right side of Lion, rarely seen in photos.

In response to the Editor's request in Lionsheart No 39 here's an account of how I achieved the blue/grey finish on the inside top surface of my Lion's chimney.

Many years ago I raced motorcycles and needed some black heat resistant paint to aid cooling on the air cooled engine. A friend suggested some paint that was used at his place of work and in due course arrived with a strange smelling thin black liquid in a coffee jar. It worked well and it was the remains of this liquid that I used on the chimney. Unfortunately I cannot recall any details about the paint and the friend now lives in Hong Kong.

As the above is only of passing interest at most and no real use, perhaps some information on how I made the chimney may be of some interest.

Most Lion builders seem to use a bronze casting for the chimney cap. As the prototype is formed from copper sheet (and also, I don't like paying for castings) I decided to form my own. I considered "spinning" but rejected that idea because I'd never done any (Coward!!). Instead I decided to make a former to the correct profile and then press a piece of copper tube onto it using the vice. The dimensions and shape were estimated from photographs and the profile turned in the lathe using a card template to check the shape.(see diags.).



The copper tube was annealed and the former greased. The "pusher" was made a snug fit inside the tube and the sleeve a snug fit on the outside. The idea of the sleeve was to prevent the tube from bulging out under the pressure of the vice.(possibly the sleeve could be omitted?).

After about 1/8" of movement the copper quickly workhardened and needed reannealing. This was necessary a total of ten times before the full shape of the chimney cap was achieved. The copper cap was then soft soldered onto the former and set to run true in the 4 jaw chuck. This enabled the cap to be cut to length, the outside polished and a recess bored in the end to locate on the chimney tube. When complete the assembly was reheated to melt the solder and the cap removed. Whilst still hot, as much solder as possible was wiped off using a cloth.

A mandrel was then turned to a push fit in the recess previously made in the cap. This enabled the remaining solder to be removed in the lathe using emery, then the cap was finished using metal polish and finally after cleaning, the black paint, mentioned earlier, was applied.

Although the above method probably takes longer than using a casting, it is cheaper and the result looks more authentic.

Now then, I wonder what the dialling code for Hong Kong is.....?

Jon Swindlehurst

David Hodgson of Dorothea Restorations, Whaley Bridge sends a Press Release regarding Locomotion.

"KEEPING 'LOCOMOTION' IN MOTION

Stockport based Dorothea Restorations, specialists in restoring engineering and architectural metalwork have completely overhauled and rebuilt the splendid working replica of George Stephenson's steam locomotive, 'Locomotion'.

The original, of monumental importance, having hauled the world's first ever steam passenger train, was built in 1825 for the Stockton and Darlington Railway and was the first locomotive to have its wheels coupled by rods, with two vertical cylinders positioned on the boiler centre-line, each driving one of the two axles through an arrangement of rods and crank pins.

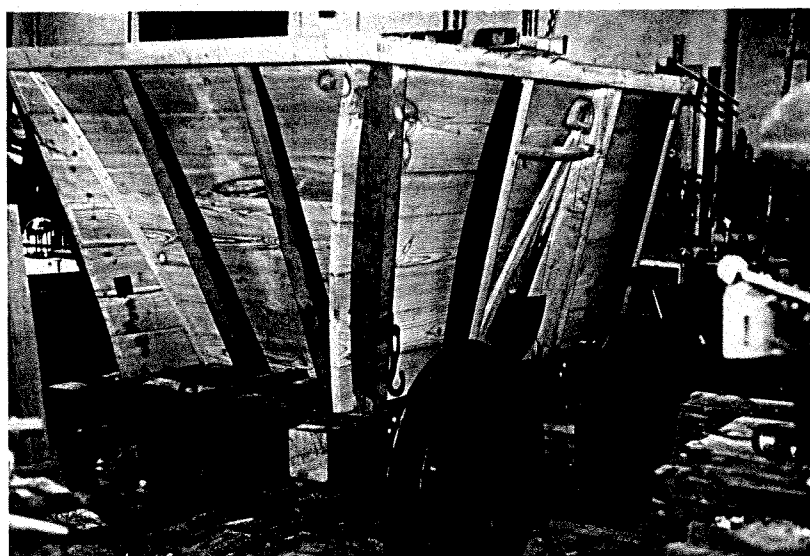
Owned by the 'Locomotion' Trust and stabled at Beamish, the North of England Open Air Museum in County Durham, the replica forms part of a scheme to show the early development of railways and will allow people to experience a train ride of the 1820's.

Dorothea Restoration's work included the reconstruction of the boiler with new firebox and a new rivetted chimney, rebuilding the complex motion, and the design and manufacture of a pneumatic disc braking system for the engine. Air brakes are also fitted to the train of wagons, to complement the original handbrake mechanism. Two wagons and two simple passenger carriages were built from scratch by the company, fashioning metal and timber using traditional skills, including pattern-making for casting steel wheelsets to match original spoke and hub arrangements.

All the work complied with the requirements of the HSE, and the project was one of the first to be submitted under the Railways Plant & Works Act of 1994.

In appearance the complete train is a tribute to Dorothea Restoration's abilities in restoration and authentic replication of historic items. After completion the whole train was taken to the privately-owned Nene Valley Railway where successful testing was concluded with a celebratory 'run' for local MP's and dignitaries during which the then Minister of Transport, Brian Mawhinney, tried his hand at firing.

Dorothea Restorations is listed with the Museums and Galleries Commissions Conservation Unit."



Shown under construction is one of several chaldron wagons supplied to the Open Air Museum at Beamish by Dorothea Restorations. Note the tool stowage!

From Loraine Knowles, Head of Regional History Department, National Museums & Galleries on Merseyside, to David Neish, Chairman - OLCO.

"....I am glad that you had a good AGM and sorry that John Kearon wasn't able to join you. My trip to Barcelona was worthwhile in that we received a Special Commendation in the European Museum of the Year Awards, the only UK Museum to do so this year.

As regards Lion, for the foreseeable future Lion will remain in the Transport gallery at the Liverpool Museum until such time as the Development Plan for the total refurbishment of the Liverpool Museum comes into effect. The refurbishment of the Liverpool Museum, completion of the galleries at the Walker Art Gallery and the completion of the Museum of Liverpool Life will be the subject of a bid to the Heritage Lottery Fund. However, this bid will not be submitted until this time next year, so I do not envisage work at the Liverpool Museum beginning in earnest until 1998 at the earliest. This work will then be phased because of the scale of the refurbishment and at the moment I cannot give you any firm dates. I realise that this is frustrating for OLCO and longer term I hope that we shall have a building on the MLL site which will accommodate Lion and all the other transport collections but this is still very much in the future.

Subscriptions Appeal

I understand from our Treasurer that there are still a few subscriptions outstanding. We do not want to lose any members if we can help it and hope that this plea will jog some memories. Would those who have still to renew please forward their remittance to Geof. as soon as possible. Membership of OLCO is good value for money but if you feel that something is lacking (Other than steam in Lion, with which I sympathise) then let us know. Perhaps we can help. On the other hand, if you feel that OLCO is no longer for you, we will understand, but would appreciate a call, just to confirm and to keep our lists tidy.

The Planet Replica

Just as I "go to press", I read in Railway Magazine that Planet, the replica of an 1830 2-2-0 Liverpool & Manchester locomotive, ran away on the short track along which it does passenger hauling. Catch points derailed Planet, thus avoiding a potentially dangerous situation had she reached the Manchester - Bolton main line. Damage sustained amounts to at least a broken front axle. This is not the crank axle of course, but nevertheless will be an expensive repair job.

In the next issue of Lionsheart:

A report on Lionsmeet 1996 at Bristol.

Titfield Treasure Hunt. A report on what remains we found of the railway upon which the film Titfield Thunderbolt was made. I have already set readers two questions (Page 10). Do you have any? Let me know by the date of Lionsmeet at the latest, so that I can ask those who may know or seek the answer on the Sunday.

Lord Airedale

This extract from the Daily Telegraph was sent to me recently and I thought it best to present it as received. Until a short time ago I sent Lord Airedale regular issues of Lionsheart, though I never did learn what he thought of the decision not to restore Lion to a steamable condition!

THE 4th LORD AIREDALE, who has died aged 80, was Deputy Speaker of the House of Lords for more than 30 years, the longest period on record.

Both in this office and as a Liberal (later a Liberal Democrat) peer he combined an engaging eccentricity with immense diligence.

A most genial man, Airedale was often to be seen wandering around the House in broken-down desert boots and clothes of conspicuous antiquity. With his mop of unruly hair, he looked — and sounded — like the archetypal benign elderly bachelor.

But the shambling manner concealed an inner seriousness and intensity of purpose. He served on innumerable House of Lords and Liberal Party committees, and his contributions always demonstrated common sense and independence of mind.

Airedale was an assistant Liberal Whip in the Lords for several years before being appointed Deputy Chairman of Committees in 1961 and a Deputy Speaker in 1962.

Even in his seventies he had a better than 90 per cent attendance record during each Parliamentary session. In truth, the Lords was his home from home during the week.

When not in London Airedale lived in what he called "my crumbling old mansion", Ufford Hall, near Stamford. He was a most agreeable host, liberally dispensing his home-brewed elderberry champagne.

He was born Oliver James Vandeleur Kitson in London on April 22 1915, the eldest son of the 3rd Lord Airedale and of Sheila Grace Vande-



Airedale: stubborn

leur. His grandfather, created Lord Airedale in 1907, had been MP for Colne Valley and Lord Mayor of Leeds.

Oliver Kitson was educated at Eton and Trinity College, Cambridge, and called to the Bar by the Inner Temple in 1941. He then joined the Green Howards and had been promoted major by the end of the Second World War. He succeeded to the title on the death of his father in 1958.

Airedale had a distinctly stubborn streak, particularly when provoked over what he saw as injustice or bureaucratic absurdity.

In the 1960s he fought a two-year battle with his rural council over a bill for £61 legal expenses arising from a planning application. The council obtained a distraint order to seize his possessions in lieu of payment.

The police called on him 15 times over those two years in an attempt to enforce the court order but were compelled to retreat empty-handed each time, having

heard a polite lecture on their legal powers.

Eventually a weary clerk to the rural council observed: "Apparently the police have no power to break in and seize his goods, so there is nothing we can do. He is being obstinate and rather ridiculous over this whole wretched business. We have tried to be reasonable but can't seem able to get anywhere with the man." Eventually the row was settled, on Airedale's terms.

Notwithstanding these comments, Airedale was not simply being bloody-minded. The issue went to the heart of his concern with the rights of the citizen.

He was his party's spokesman in the Lords on consumer affairs and played a part in getting consumerism onto the political agenda. He was also a great animal lover and ran constant campaigns for their protection against exploitation or cruelty.

Among Airedale's many concerns was opposition to decimalisation based on the pound sterling rather than on 10 shillings. He argued that the 20-shilling pound would encourage inflation. But he upset their Lordships' patriotic susceptibilities by suggesting that the new 10-shilling unit should be called the British Dollar.

When the government introduced the Consumer Protection Bill in 1968 Airedale succeeded both in strengthening the rights of consumers and having the Bill's title changed to the Trades Description Act. This was in order to establish in law that the responsibility for misleading advertising and below standard work rested with the suppliers.

During the 1960s Airedale

spearheaded a campaign to persuade the High Street banks to accept weekly-paid wage earners as customers, and to extend their opening hours so that customers did not have to, as he put it, "bolt their lunches to get to their bank and then have hiccups all afternoon".

A staunch libertarian, Airedale was always wary of giving too much power to officials, however worthy the cause.

In 1979 he moved an amendment which limited the powers of Trading Standards Officers to break into premises unless they had reasonable cause to believe that an offence had been committed.

He also secured an amendment to the Protection of Birds Bill which limited police powers to search the premises of suspected egg thieves without a magistrate's warrant.

Airedale was an early advocate of health warnings on cigarette packets and advertising. To discourage smoking he sought to compel publicans to sell cigarettes only in packets of 10.

Always careful in his use of words, he devoted part of his maiden speech in the Lords to condemning the use of the word conurbation — "a hideous word for a still more hideous reality".

He claimed it was not in the *Oxford English Dictionary*; in fact his edition was out of date, and the word had become established. If English was to become the world's language, he declared, it should be "English English" rather than "American English".

Airedale never married, and there is no heir to the barony.

LIONSHEART is published by The Old Locomotive Committee.

Address for correspondence:

Mr J P Hawley,
Secretary - OLCO,
Rock House,
Downside,
Backwell,
Bristol,
BS19 3DH.

Tel: 01275 472023.