

LIONSHEART

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The Editor's Bit.

This issue has been held back for a few days to finalise a couple of items and to confirm news of Lion. These final touches are now in place, so here goes.....

Lion is to move.

It has just been announced that Lion is to be moved from her resting place in the Transport Gallery in Liverpool Museum to the Museum of Science and Technology in Manchester. The move is expected to take place on **Tuesday, 15th June**. The reasons for this are probably well known to readers from other sources, but just in case, the move is necessitated by the work(Project 2001) that is planned for Liverpool Museum as a result of their successful lottery bid. I understand that the sum involved is some £25 million - a fair amount at first sight, but I'm sure that every penny of this will be needed for the extensive works involved. I assume that some of this may have to be spent in preparatory works, such as the emptying of the Transport Gallery, making space in alternative locations, planning and so on.

Due to her position in the Gallery, Lion must be moved out first, but only after a wall has been knocked down. The locomotive beside her(about which, I have to say, I know nothing) must then be moved sideways onto the track vacated by Lion, then she too can be taken away - though I know not where. Lion herself is fairly easy to move and of course, great care will be taken by people well used to this sort of work.

Much of the Liverpool museum exhibits will be placed in store in Juniper Street, where space must be made by 'compressing' what is already there. However, that building I believe, has to be re-roofed first. Quite a lot of the activity associated with the clear out depends on things being done in sequence.

Cecil Raikes has been placed on display outside the Museum of Liverpool Life. She has been painted to improve her appearance, though some concern is felt since she is exposed to the elements, (rather salty in this location). There were thoughts of placing a roof over her, but I understand that this will not now go ahead.

The 3rd class carriage(photo 1) associated with Lion has been undergoing extensive restoration in the Mann Island workshop. This involved lifting the body from the chassis. The resulting accessibility enabled Lionel Waldrige and I, ably assisted by Lionel's wife Ann and Justin Garside-Taylor, Head of Industrial & Land Transport Conservation to carry out extensive measurements of the underframe on the Sunday following the 1998 AGM for record drawing purposes. A part plan view is shown in Fig. 1. Most of the towing and buffing loads are transmitted through the vehicle, rather than by it, hence the very light construction of the frame, which is mainly of wood(I don't know which genus) with steel brackets. Jon Swindlehurst has kindly carried out further measurements and photography to aid my progress. Although the renovations are virtually complete, this vehicle will stay in the workshop, since there is insufficient space at Manchester to re-join the carriage with Lion.

Errata

On looking through issue 45 of Lionsheart, I note that page 2 was printed upside down. Silly me, but how nice of you all not to point it out - or maybe of course, you didn't read it. No, I can't believe that. It contained details of Lionsmeet at Stockport and you all got there.....didn't you? In the very unlikely event that you would like to have a re-print, please let me know.

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The OLCO AGM will take place on **Saturday, 26th June** at 2.00 pm at the **Museum of Science and Technology in Manchester**. Further details and agenda to follow. The venue will allow us to see Lion and arrangements are in place for us to repeat last year's successful exercise of cleaning her in the morning. Since she will only just have arrived on site from Liverpool, she may well need a bit of a dusting down. As last year, we will not be able to climb above the running board. Don't forget though, soft shoes only - we don't want to create scratches and other damage. Cleaning materials will be provided, but **please bring protective overalls**.

Lionsmeet 1999

Lionsmeet 1999 is to be held in **Swansea on Saturday, 14th August**. My thanks to Susy Parrott and sons Edward and David for the suggestion and help in putting me in touch with Alan Murfin, Hon Sec of Swansea Society of Model Engineers. The event will follow our usual format of track familiarisation and practice in the morning - lunch - then the competition, starting at 2 o'clock. Models of up to 1851 prototypes would be welcome as exhibits and may steam in the morning, though the actual competition is open only to Lions. We may follow last year's arrangement and invite non OLCO members to take part, provided there is time. In the event that a non OLCO member wins, he/she will be invited to join OLCO on the spot, since the cup can only be held by a paid up member. To win and hold this cup for a year is an honour indeed, both for its grandness and for the fact that this is known as the Mike Parrott Memorial Trophy in memory of Mike who was such a strong supporter of both OLCO and who was of course, a member and past Chairman of the host club.

Alan Murfin warns that there is no room at the track for caravans (or presumably camping.). He has sent me a very good brochure issued by the City and County of Swansea which contains details of accommodation and so on, from which I can copy a few details if necessary. However, I'm aware that many readers are unable to attend Lionsmeet for a variety of reasons, so to avoid burdening anyone with unwanted post, I have included a request box with the membership renewal form (yes - its due again), enclosed with this newsletter. Just tick the box if you wish me to send you photocopies of the addresses in the brochure. Alternatively, you may obtain the full brochure, maps and other details from **The Tourist Information Centre, Swansea, SA1 3QG**. Tel 01792 468321.

Away from the competition, the Swansea area has many attractions. The Gower - the UK's first Designated Area of Outstanding Natural Beauty; the Victorian seaside resort of Mumbles; various waterfalls in the Vale of Neath; Swansea's Maritime Quarter; Coastal walks; the Oxwich Nature Reserve; the Dylan Thomas Centre; the Dan Yr-ogof caves a bit further away and lots more. The Boathouse at Laugharne, where Dylan Thomas lived for a period is about an hour's drive away.

Details of couplings, track plans, how to get there and so on will be published in the next issue of Lionsheart. Just a couple of points now though. The track is 3 1/2" and 5" gauge, elevated. There is no 7 1/4" track. Rails are of steel. Call me if you need any more details, though as I mentioned above, more in the next issue.

A Gauge One Lion

Lion's fame spreads. She has now come to the notice of the Aster Hobby Co. Inc., of Yokohama, Japan, who have been producing live steam Gauge One models since 1975. Their first model was the Southern Railway 'Schools' class. Since then, they have modelled several prototypes, including Mallard, King George V, the GWR pannier tank as well as various Japanese, German and American locomotives. Some time ago Aster approached OLCO and Liverpool Museum for details of Lion, which were duly passed on. I have just received the following announcement:-

Lion in Gauge One live steam

Aster Hobbies Ltd (the UK agent of Aster Hobby Co. Inc. of Yokohama, Japan) have recently advised that their next British outline locomotive will be the Liverpool & Manchester Railway's locomotive - Lion. This will be manufactured to a scale of 10mm = 1 foot for operation on Gauge One track. The model will probably have one double acting cylinder geared down to give four beats per revolution of the wheels. Slip eccentric valve gear will operate a 'D' slide valve. The boiler will be fired by Methylated spirits contained in a tender fuel tank. A method of refilling the boiler whilst in steam will be provided. Both factory built up ready-to-run and easy assemble kits are anticipated. No costs are available at this time.

Aster's LION will be a less complex model than is usually supplied and the cost is likely to reflect this. It is hoped that the model will encourage novices into the fascination world of live steam model railways. However, considerable efforts have been made to get the model as 'right' as practical so as to satisfy the more discerning. Usually parts become available from small suppliers for owners to 'super detail' their models as they wish. Suitable rolling stock is being researched.

Aster have been the World leader in Gauge One live steam models and kits since 1975. The first model produced was the SR Schools class and the most recent the L&NWR Precedent Class 2-4-0 'Jumbo' which was introduced in November 1998. Over the years models of all nations have been manufactured in strictly limited quantities and are sought after by a world-wide audience of enthusiasts and collectors.

Information on the range of current Aster models is available by writing to:-
Aster Hobbies Ltd. PO Box 61. Abbots Langley. Herts. WD5 0ZJ.
Please mention OLCO when you write."

I'm sure we all look forward to seeing the real thing.



Photo 1. The 3rd class carriage coupled behind Lion at Wroughton in 1988. This was my first face to face meeting with Lion and some of the OLCO personnel. Far right in the topper is Charles Taylor-Nobbs, whilst far left is driver Jan Ford. Note the curved plate half way along the chassis, housing the square section buffer spring, connected to the buffers by the long buffer spindles. Thus all buffing loads are transmitted through the vehicle, rather than by it. Traction loads are treated in a similar fashion. Track is temporary.

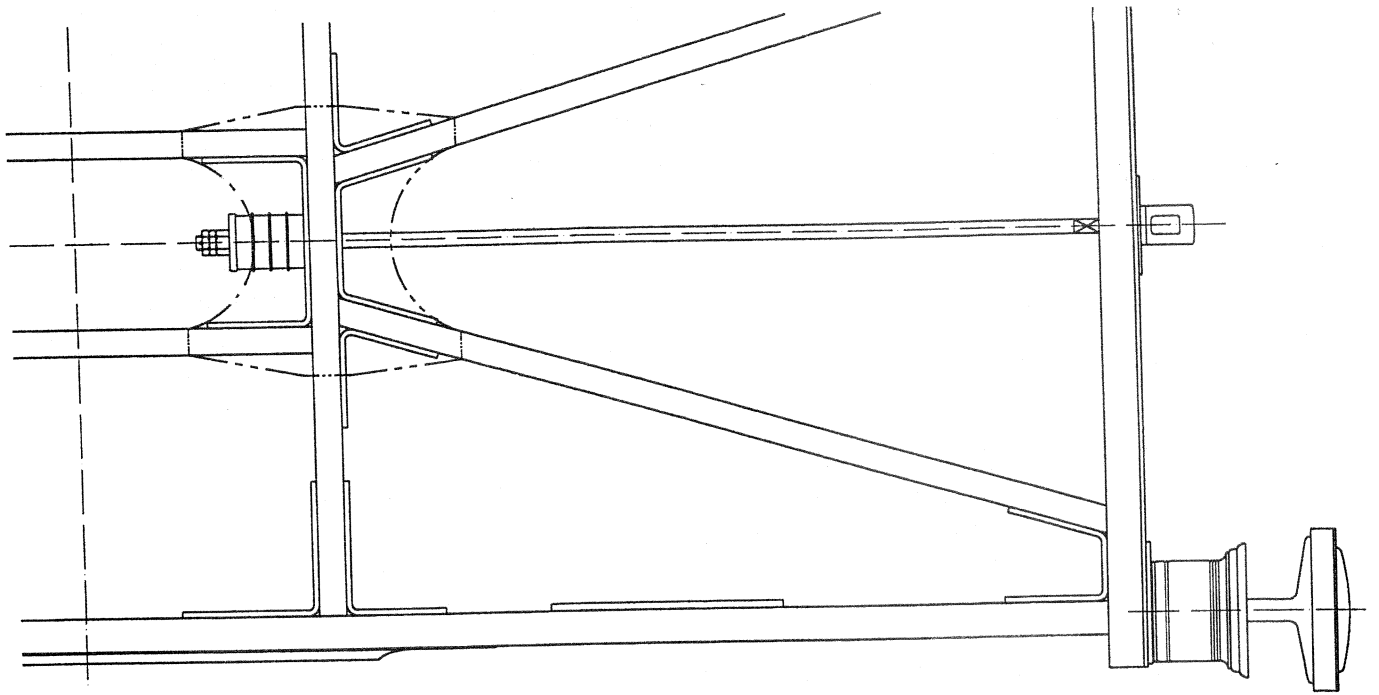


Fig 1. A quarter view of the underframe of the 3rd class carriage shown in photo 1 above. The drawing has still to be completed. Note the slender, almost flimsy, wooden construction.

Lionsmeet '98 - More photographs

My thanks are due to OLCO member Bob Grimshaw for helping to identify most of the people in the following photographs. Photos by the editor unless stated.

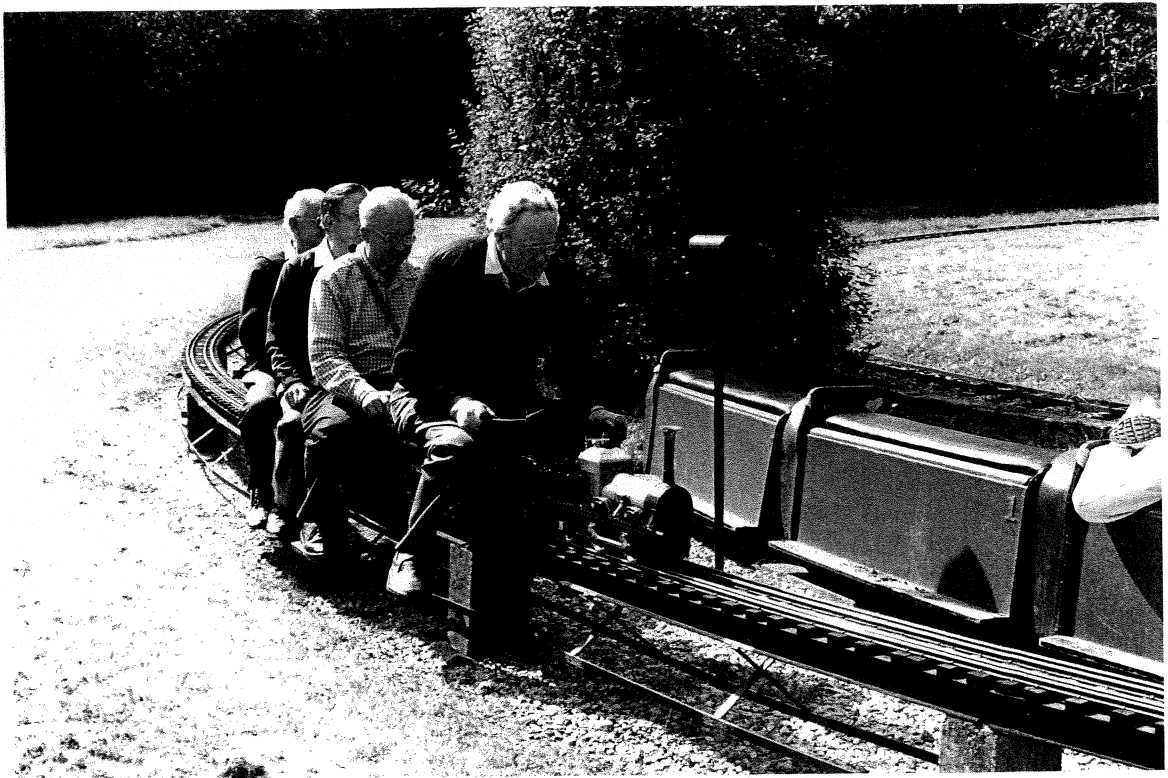


Photo 2. Lionsmeet '98. Eventual winner Peter Bainbridge(SDME) storms through in charge of Denis Gadsby's 5" Lion. Behind him are David Neish(OLCO), observer, Jim Fergusson(SDME) and Norman Pendlebury(SDME).



Photo 3. Denis Gadsby at the regulator of his own engine. I suspect that Denis's lower work done figures than those of Peter Bainbridge were due to a lighter load than to any lack of driving skill or to engine trouble. My apologies to the smiling passengers, but I've been unable to identify them.



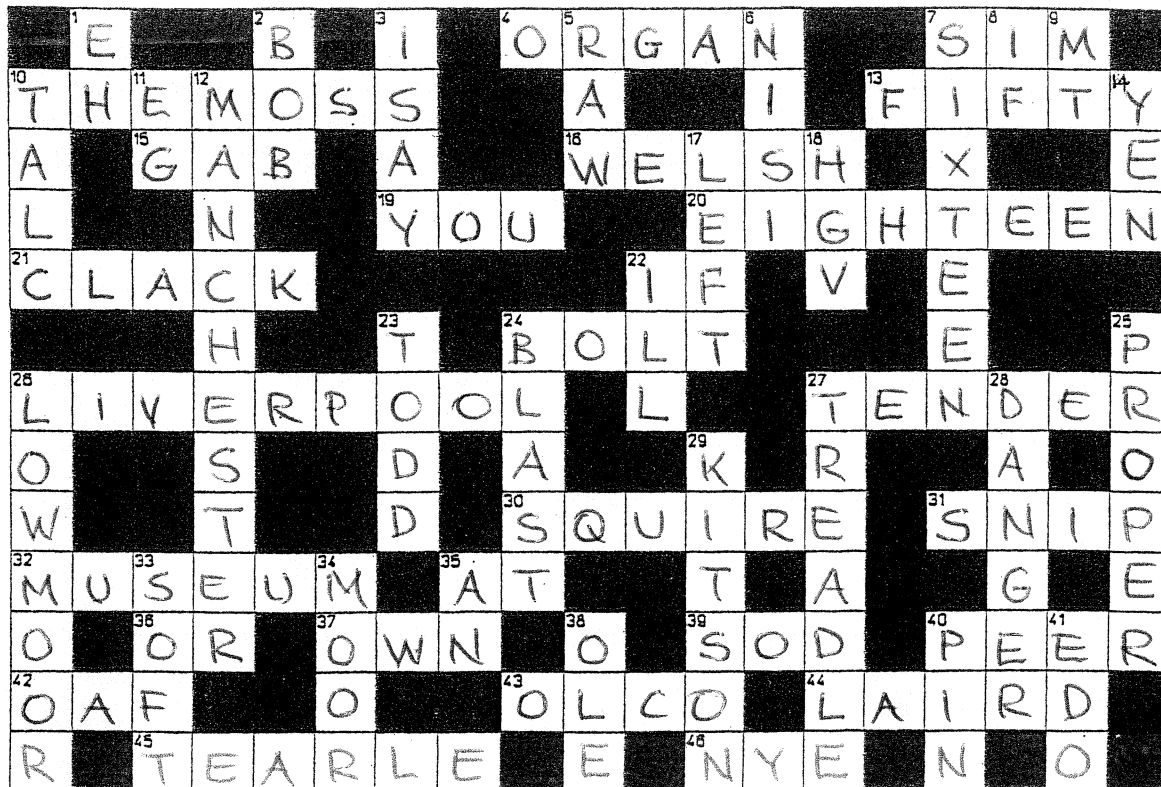
Photo 4. A relaxed Eric Hughes(SDME) came a close second to Peter Bainbridge, despite driving someone else's engine. In this case, Harvey Hurlstone(SDME) at rear, the owner of this engine, had to retire on his run. Edward Parrott waits in the wings with brother David eyeing up the competition.



Photo 5. I hadn't spotted this feature on the back support of a bench seat near the steaming bays. This brass plaque was made by SDME member Doug Turner and was displayed to commemorate Lionsmeet.
Photo Bob Grimshaw(SDME & OLCO)



Photo Six. Bob and Jean Grimshaw behind Bob's 3 1/2" Lion. I will stick my neck out and say that Bob's is the only Lion of this size that has ever taken part in Lionsmeet, but there must be 'hundreds' out there somewhere. Where are they all? I've enclosed an extra application form with this newsletter. Would each member please put one up at their local club. We would benefit much from an influx of new blood.



I hope you enjoyed solving it as much as I enjoyed creating it. Some of the clues were a bit cryptic, but that was to make you think a bit!

Subscriptions

And now for something entirely financial. Subscriptions became due again on 1st April. Once more, we are pleased to announce that there is no increase in the fee - just £5.00 for one year or £20.00 for five years. Those of you who have paid for the five year stint are marked as paid to 200.. whatever, so you need send no money

However, if you would like to receive photocopies of some of the addresses in the 'Swansea' brochure, just tick the box on the form and send it to the address at the bottom. Similarly, if you would like a fresh, correct way up page two(with page one, of course), for Lionsheart No. 45, tick the appropriate box.

I hope you have been happy with your membership of OLCO so far and will continue to support us. We are always on the lookout for new members, so if you know anyone who has even the slightest interest in Lion, be it full size or a model, just give them the spare application form enclosed and point them our way.

Thank you for your support during the past year. I have to bow out at the forthcoming AGM, so hope you will continue with such support to the 'new boy(or girl?)'.

A Science Day

To set up the AGM in Manchester, I talked to Alison Taubman, Curator of Energy and Land Transport at the Museum of Science and Technology. She mentioned in passing that the Saturday preceding the AGM, ie, the 19th June, is Science Day. I did not go into detail, but it sounds interesting and I would recommend a visit. If I were in the area, I would certainly go and see whats on. There is also an exhibition on dinosaurs - I'm not sure when it starts, but it finishes on Sunday, 27th June, the day after the AGM. Lion is to be placed in the Power Hall.

List of OLCO Stock

For the benefit of new members (and those who are unaware), OLCO carries a stock of items which may be of interest to members. I publish this from time to time and have spare space on this page, so here it is. If you would like to order, please write or ring and I can bring it to the AGM or, if you can wait that long, to Lionsmeet. There's always the post of course, but that costs a little more, depending on what you order. Contact me for details.

ITEM	TITLE & DETAILS	AUTHOR etc.	PRICE
1.	LION (The Yellow book, soft cover 28pp).	Jarvis & Morris.	£1.00
2.	Railways in England (Hard cover 89 pp).	Oeynhausén & Dechen	£5.00
3.	Postcard (Lion at Edge Hill circa 1840).	As item 5.	£0.15
4.	Postcard (Lion Restored at Ruston Diesels Ltd - 1980).		£0.15
5.	Poster (14.5" x 19" Scene as item 3) From	JW Petrie Painting.	£1.00
6.	Badges (Lion - rect.).	N/A.	£1.00
7.	Badges (OLCO - round).	N/A.	£1.00
8.	Railways Began Here (Soft cover 17 pp).	Paul Rees.	£0.50
9.	George Parker Bidder (Hard " 518 pp).	E F Clark.	£21.00
10.	Titfield Thunderbolt (Video - Betamax).	Ealing Comedies.	£???.??
11.	A Short Account of George Bidder, the Celebrated Mental Calculator; with a Variety of the most Difficult Questions...		£1.95

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