

# LIONSHEART

Number 60

April 2005

## ANNUAL GENERAL MEETING NEARS

The Annual General Meeting will again be held in the Museum of Science and Industry in Manchester, Liverpool Road, Manchester on Saturday, 21<sup>st</sup> May 2005.

The Museum opens at 10.00 a.m. and OLCO members usually form a 'cleaning gang' to spruce up 'Lion', using methods approved by Liverpool Museum. It's a rare opportunity to get 'Up Close and Personal' with 'Lion' and this edition features a series of photographs obtained at last year's A.G.M.

The Museum has one of the finest industrial collections in the country, with many fascinating exhibits in all fields of technology, so the effort in travelling to Manchester will be well-rewarded.

All being well, the 'Planet' replica will be giving rides to the public, offering a chance to assess the differences and similarities between designs originating in 1830 and 1838. The Museum's Railway Officer, David Boydell, has confirmed that OLCO Members will be given an opportunity to travel on the footplate of 'Planet', subject to the usual safety restrictions.

The A.G.M. includes the election of officers for the next year. The Secretary welcomes expressions of willingness to serve in advance of the meeting. Alternately, you may offer yourself in person at the A.G.M.

In September, the Museum celebrates the 175<sup>th</sup> Anniversary of the opening of the Liverpool and Manchester Railway. The A.G.M. provides an opportunity for OLCO Members to develop ideas for possible involvement in the festivities.

(continued on page 2)



The 'usual suspects' gather around 'Lion' at last year's A.G.M. (photo: John Archer)

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The Museum is on Liverpool Road in Castlefield, minutes from the City Centre (see map below) It is clearly signposted from all main routes to the City Centre. Simply follow the rather strange symbol on the brown tourist signs (a capital M for Museum beneath a stylised gear wheel. The gear wheel echoes the device at the top of the curious 'Ferranti Tower' just outside the museum.)

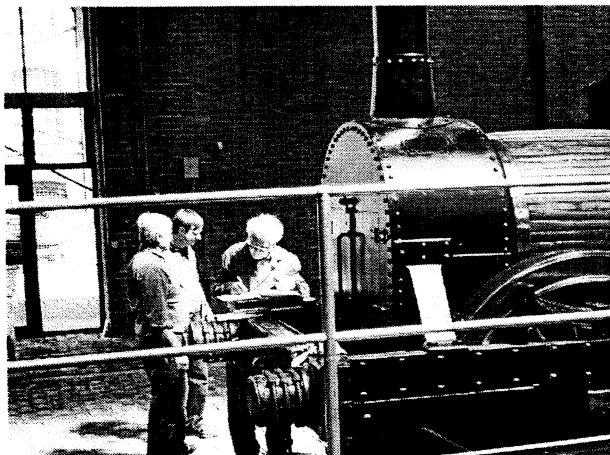
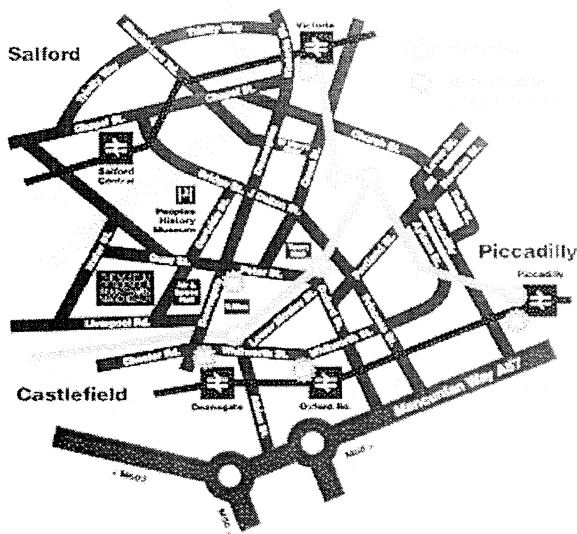
Car parking is available within the museum. The standard charge is £4.00 but explain that you are attending the OLCO Meeting and this may be waived.

**By Train :** Nearest railway station - Deansgate.

**By Tram:** Nearest Metrolink (tram) station - G-Mex.

**By Bus:** Bus No 33 from Piccadilly Gardens stops outside the Museum on Liverpool Road.

The museum has its own website at:-  
[www.msim.org.uk](http://www.msim.org.uk)



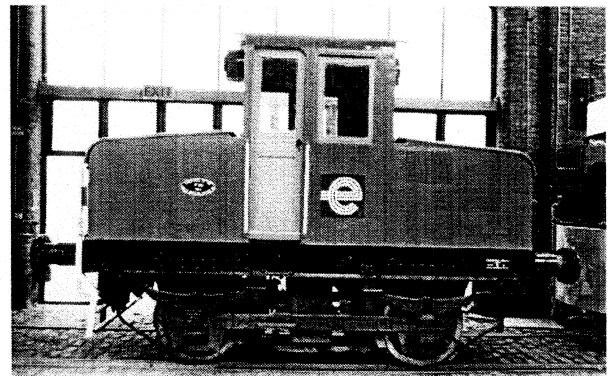
The Chairman, John Hawley, engaged in his customary task of measuring 'Lion' prior to last year's AGM. (photo: John Archer)

The 'Planet' crew are rostered to start at 9.00 am. 'Planet' and its train are normally stabled in the Power Hall, so the first task is to drag everything outside with the museum's historic battery electric locomotive.

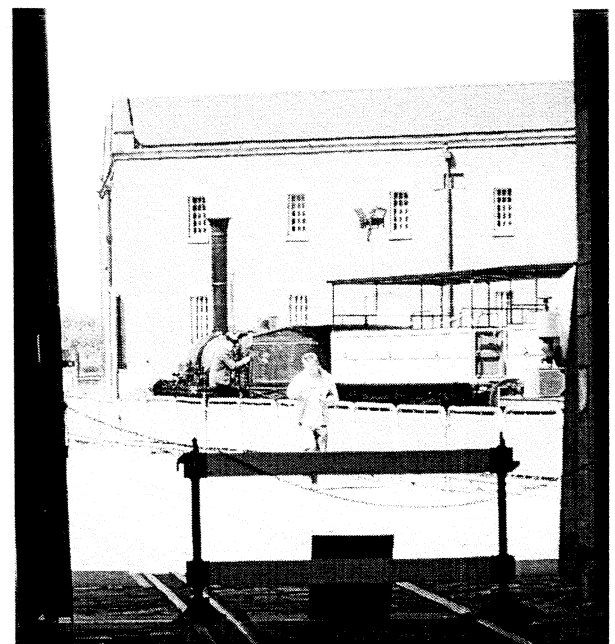
Three hours are allowed for "brewing up" (the locomotive, not the refreshments) and preparation. Public rides take place between noon and around 4.00 pm.



Taking photographs of 'Lion' is not always a comfortable pastime!



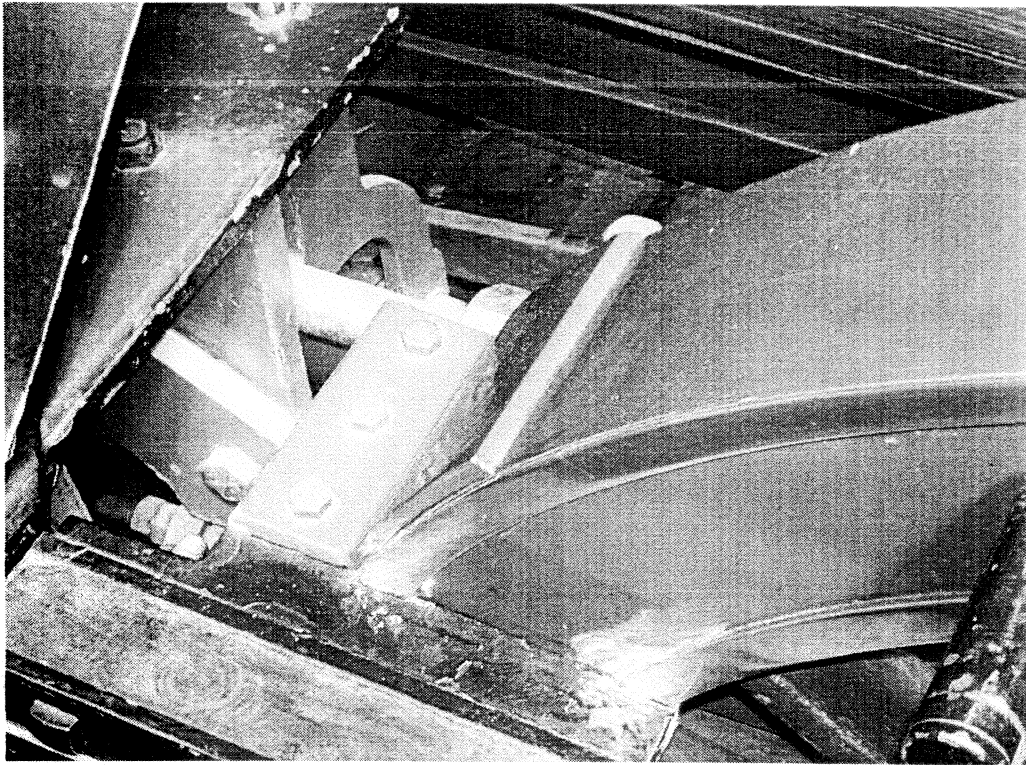
The battery electric locomotive poses in the Power Hall at the museum.



Glimpsed from within the gloom of the Power Hall, 'Planet' is prepared for traffic. The 1830 Warehouse is in the background.

## Lion – Up Close and Personal!

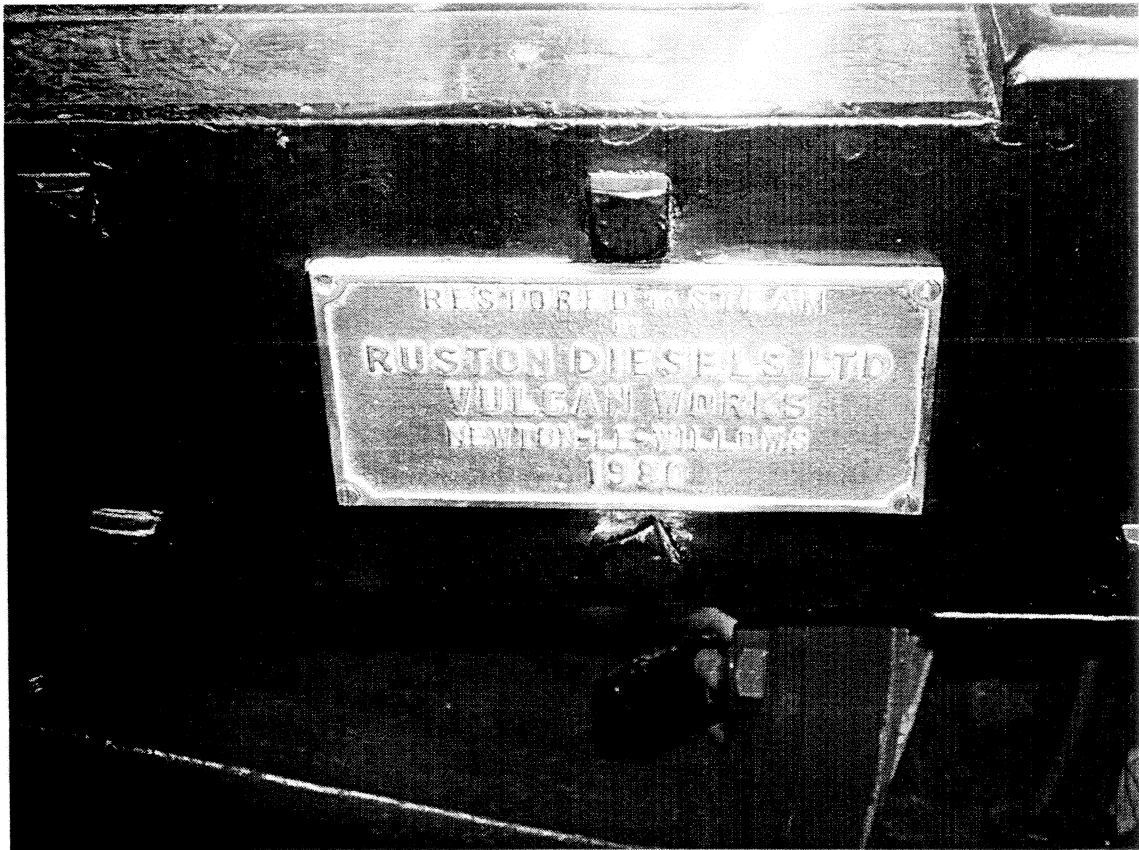
Last year, Jan Ford took a number of photographs underneath and around 'Lion'. These are reproduced below. Member's attending this year's A.G.M. on 21<sup>st</sup> May will have an opportunity of making their own studies. Some of the restricted clearances visible between moving and fixed parts illustrate the problems of producing a faithful model which have been discussed by John Hawley and Harrye Frowen in earlier issues of 'Lionsheart'.



**View from above the frames, showing the present method of attachment of the splashers. On the left is one of the boiler supporting brackets. The foreground shows the sandwich construction of the outside frames.**



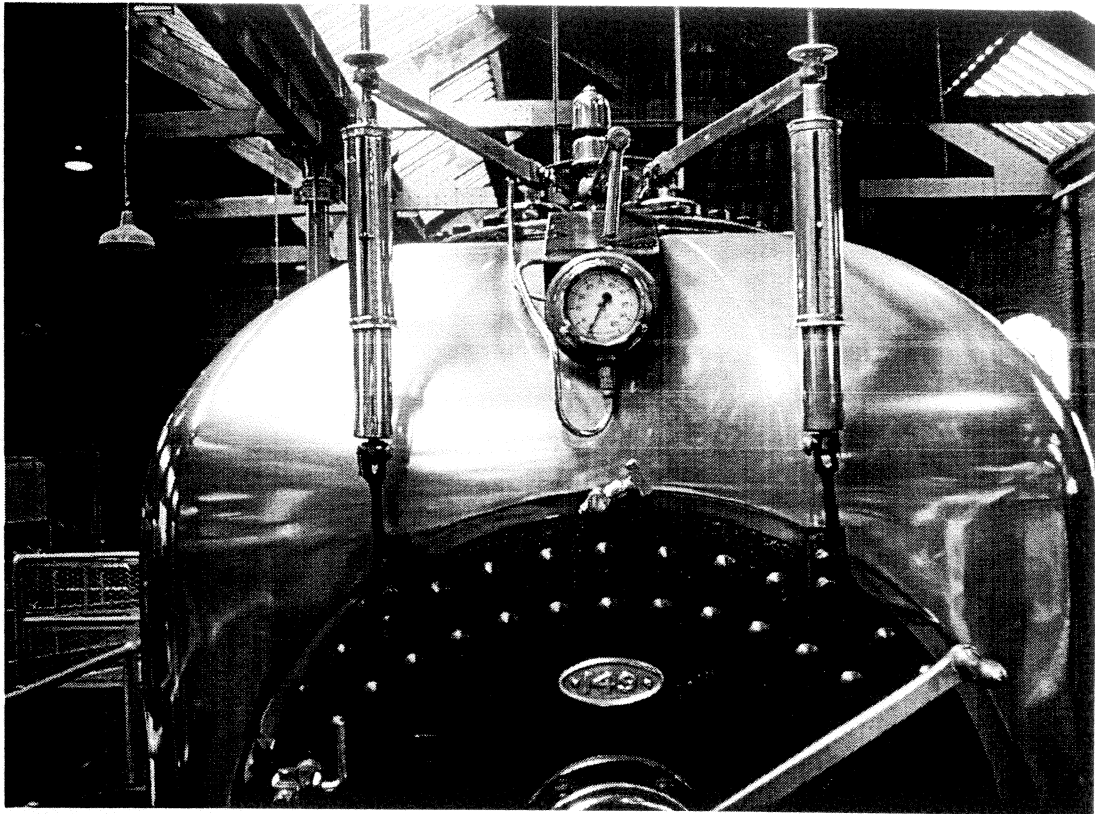
**Detail of the boiler cladding and brass nameplate. Note the warping in the cladding to the left of the nameplate.**



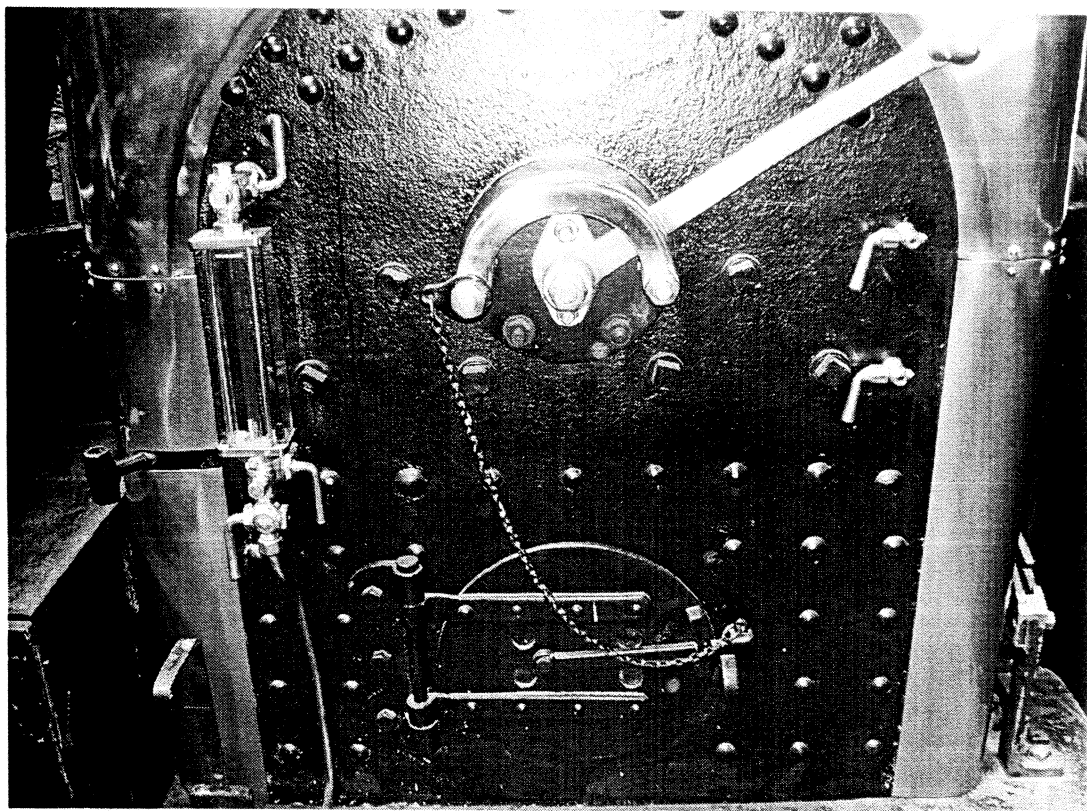
The brass plate mounted on the frames in witness to the 1980 restoration.



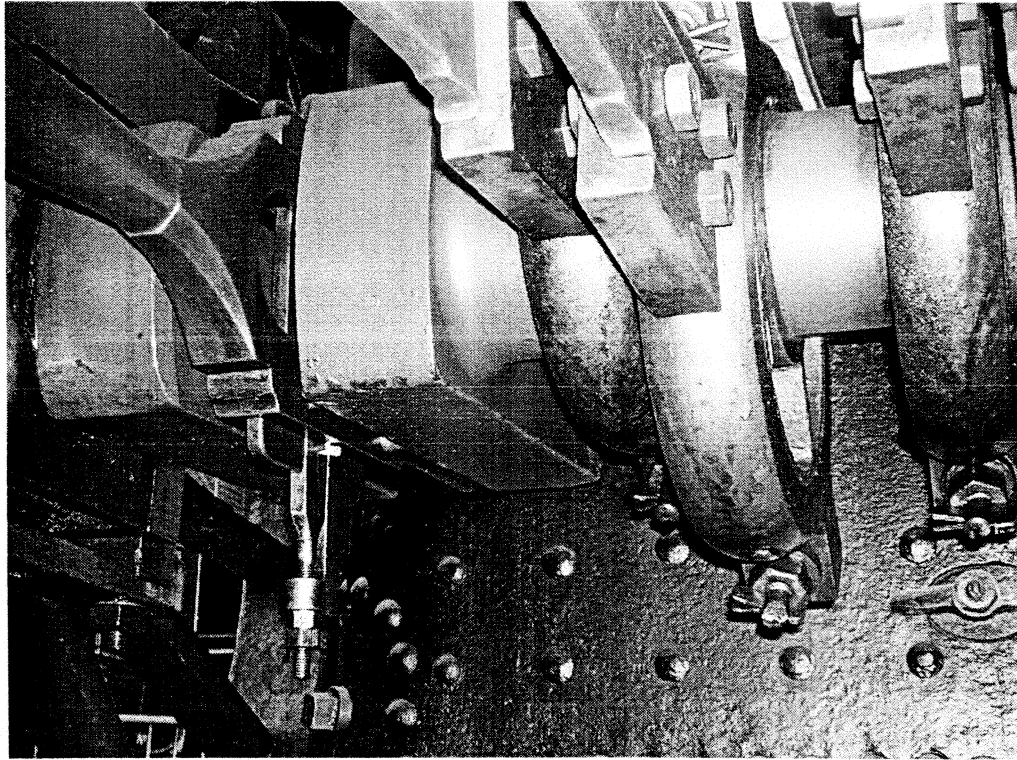
The maker's plate mounted on the frames. Is this from the 1929 restoration?



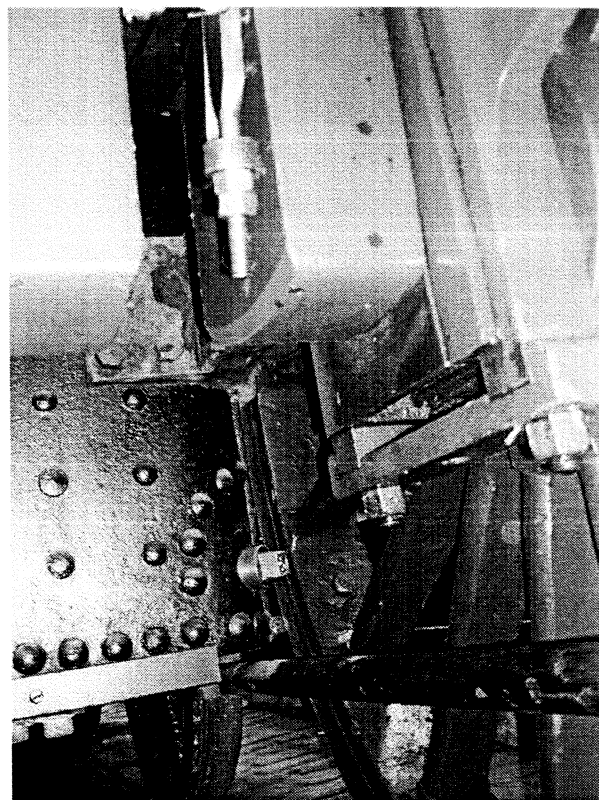
Footplate view showing the splendid, but historically inaccurate, brass cover over the firebox. In the centre, the whistle, whistle valve and Bourdon pressure gauge are modern. The splendid Salter spring safety valves are of an earlier pattern.



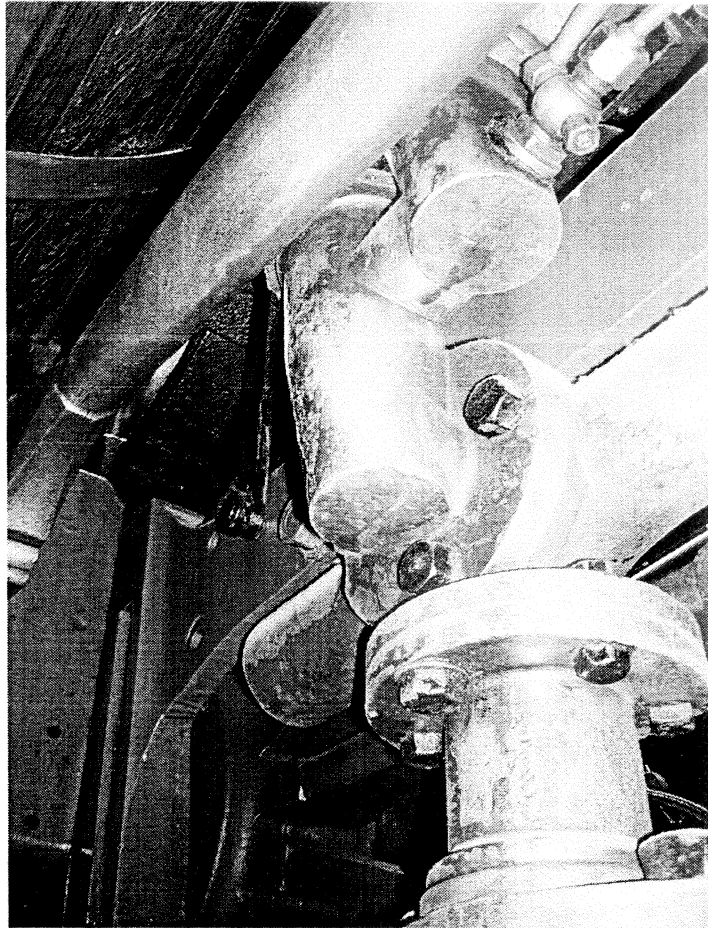
Footplate view, showing the boiler backhead. Single gauge frame on the left (with gauge lamp bracket far left), try cocks on the right. Bottom left, the damper control (a modern innovation). Bottom right, the rather lightweight quadrant supporting the reversing lever.



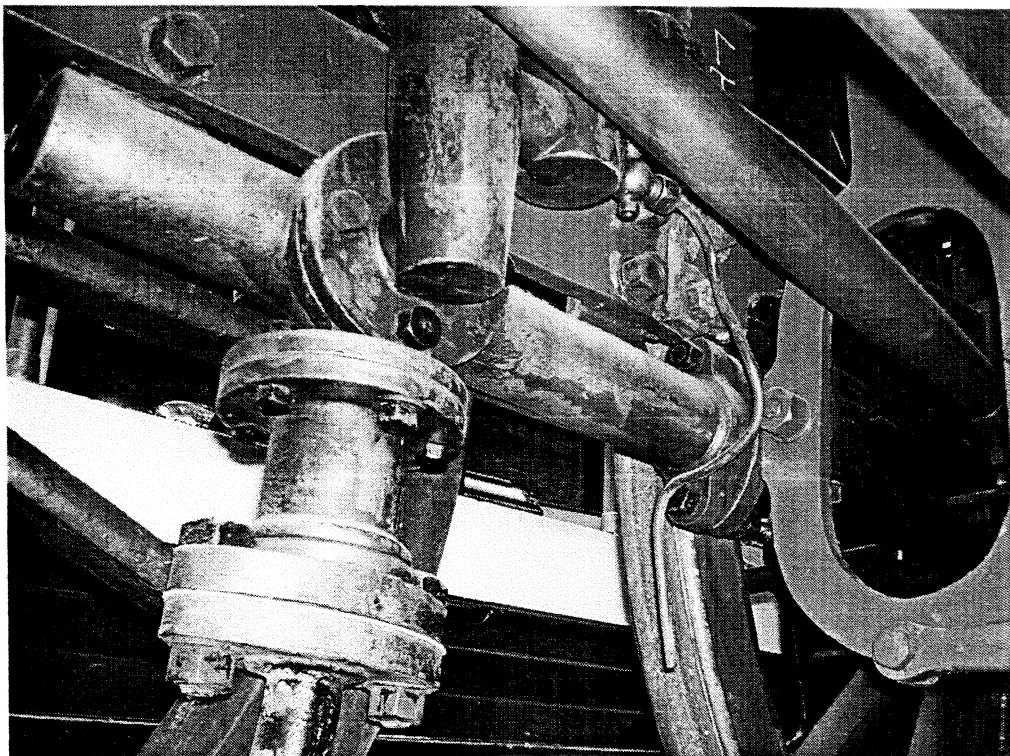
A view from underneath 'Lion' showing the driving axle. The view is looking towards the rear of the locomotive. From left to right: RH driving wheel, RH crank, both eccentrics for the RH cylinder, one eccentric for the LH cylinder. In the background, the front of the outer firebox, showing a washout plug on the left and a mudhole door (on the centreline of the firebox) on the right of our view. Page 11 has a drawing of 'Lion's' motion which may help to identify parts visible on this series of photographs.



Looking towards the rear showing, from left to right, the LH crank, inside axlebox working in hornguides on the inside framing and the LH driving wheel. The rear attachment of the inside framing to the front of the firebox can be seen in between the crank webs. The horizontal pipe running inside the driving wheel is the cold water supply from the tender to the crosshead pump



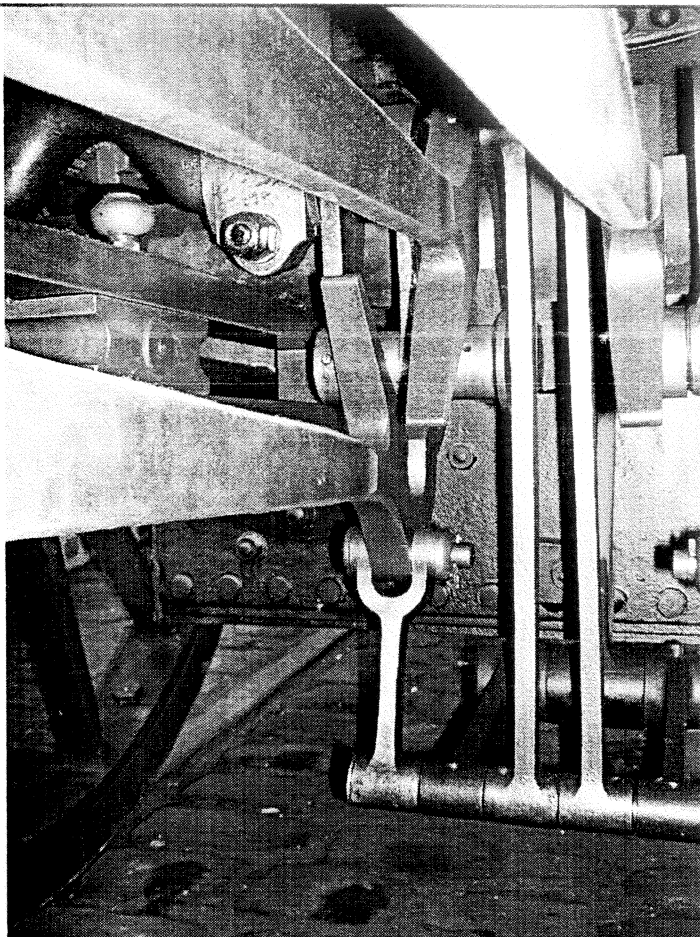
Looking towards the rear showing the LH pump with the boiler cladding and the LH connecting rod towards the top. Towards the bottom, from left to right, can be seen the LH crank web, inside framing and LH driving wheel.



Another view of the LH crosshead-driven pump. The cold supply pipe from the tender enters at the lowest point of the pump. The LH connecting rod can be seen, passing through the oval hole in the motion plate which supports the rear of the slidebars.

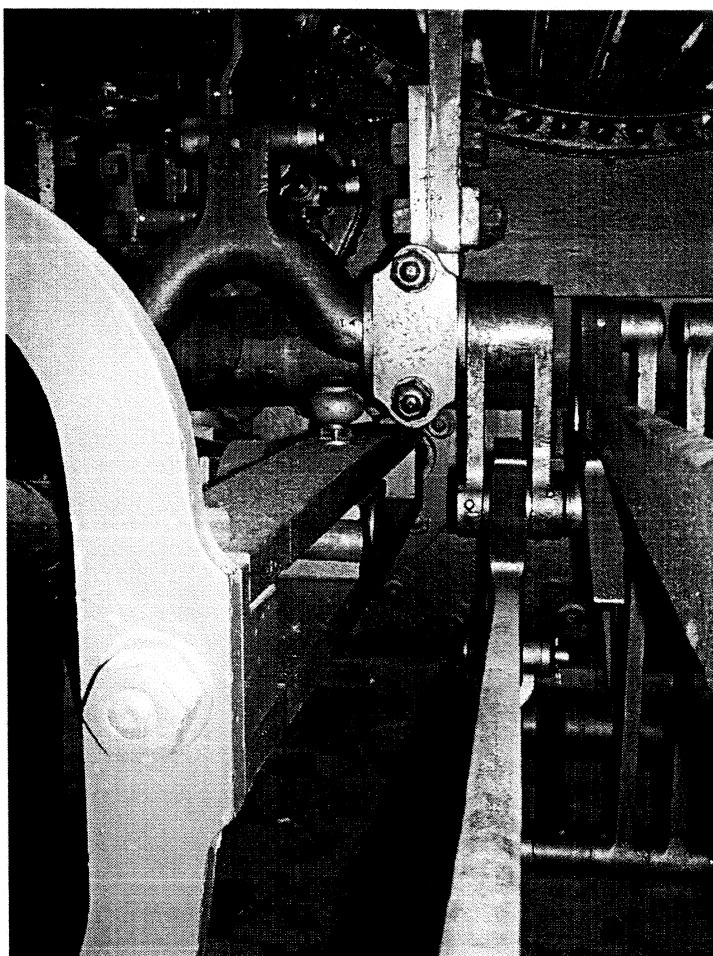
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Looking forward showing, from left to right, LH slidebars and crosshead (note the brass oiler on the upper slidebar), eccentric rod with 'V' shaped gab, operated from the short lifting link, eccentric rod with inverted 'V' shaped gab operated from the long lifting link alongside. The long lifting link and one eccentric rod and gab associated with the RH valve gear can also be seen. The reverser is in mid gear.

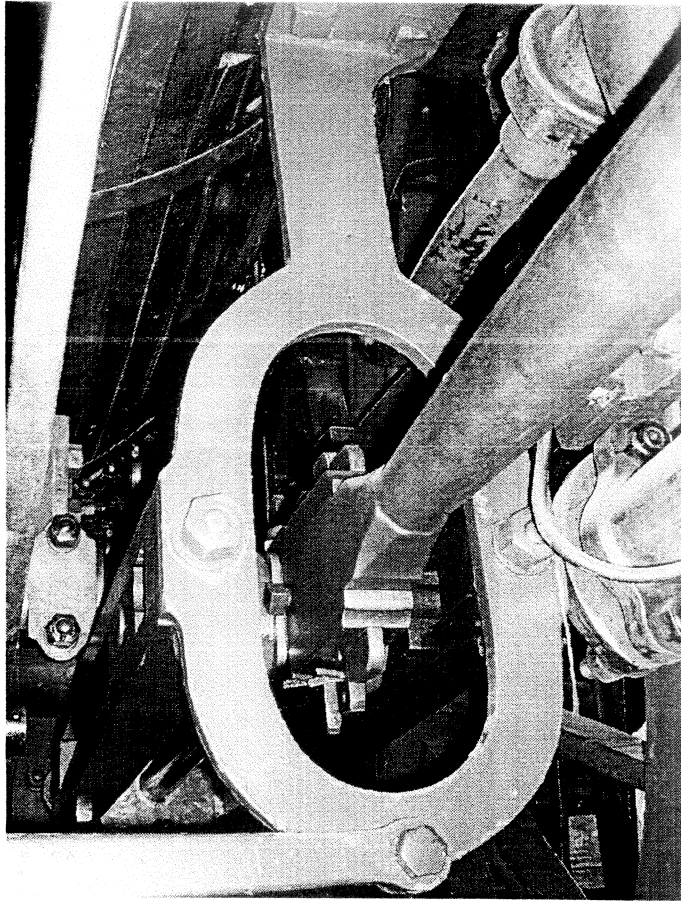


Again looking forward showing, from left to right, LH motion plate, slidebars, crosshead and eccentric rods. The valve rod is top left, connected to an inverted 'Y' shaped rocking shaft, usually called the "rocking banana". The two forks extending downwards from the right end of the rocking shaft carry the rollers which can be engaged with either the forward or reverse gab.

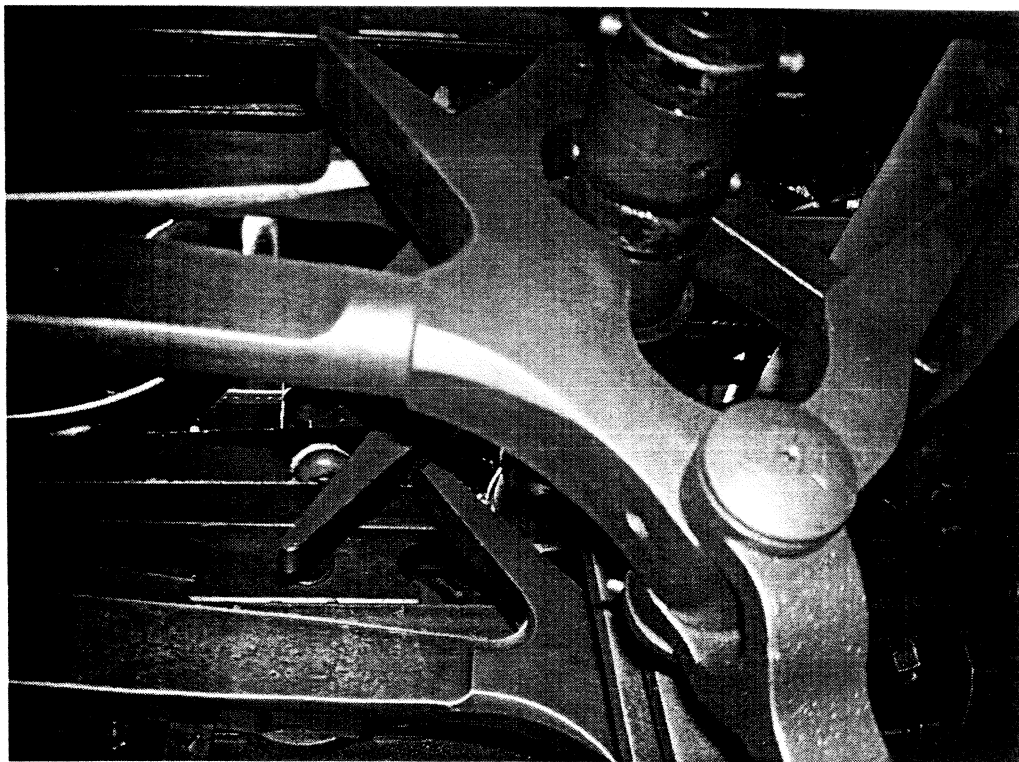
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Looking forward, showing the RH connecting rod with the little end visible through the oval aperture in the RH motion plate. The attachment of the rear of the slidebars to the motion plate can be clearly seen.

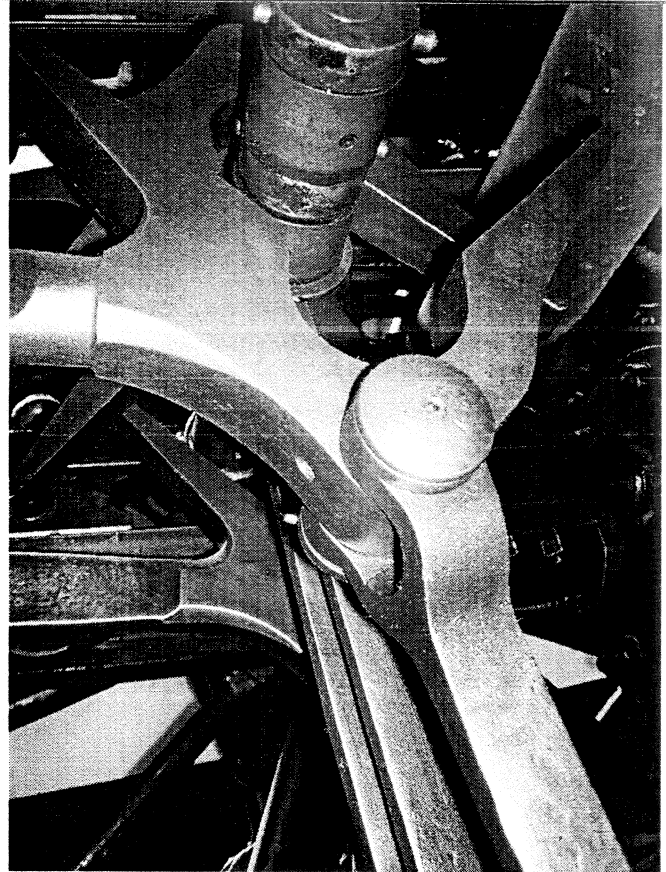


The gabs associated with the RH valve. The front 'V' shaped gab is disengaged. Behind, the inverted 'V' gab is engaging with the roller to impart the motion of the eccentric rod to the valve.

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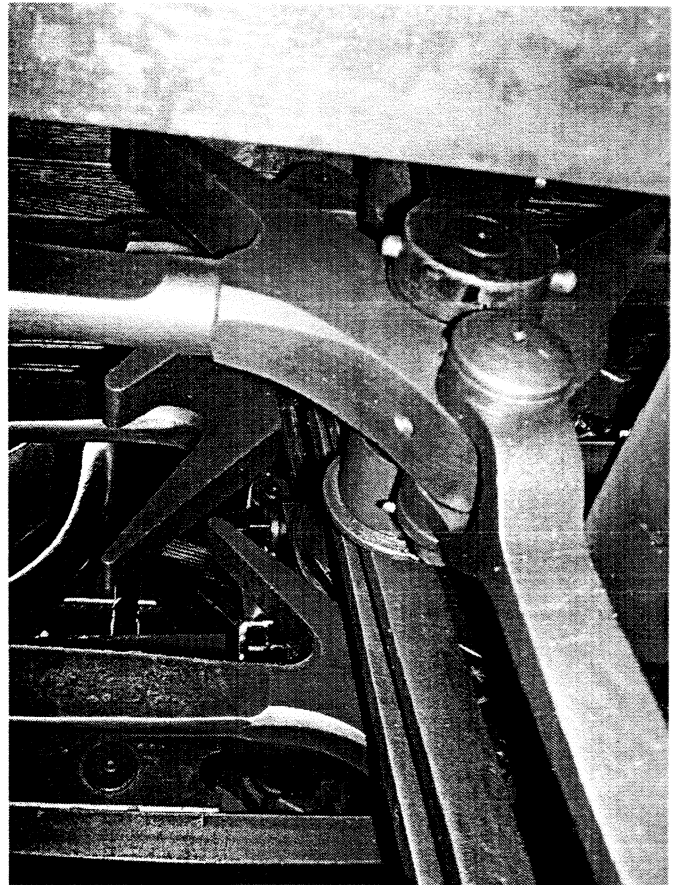
Looking forward, with the short lifting link operating the 'V' shaped gab for the RH side in the foreground. The lifting link has lowered the gab, disengaging the gab from the roller on the rocking shaft

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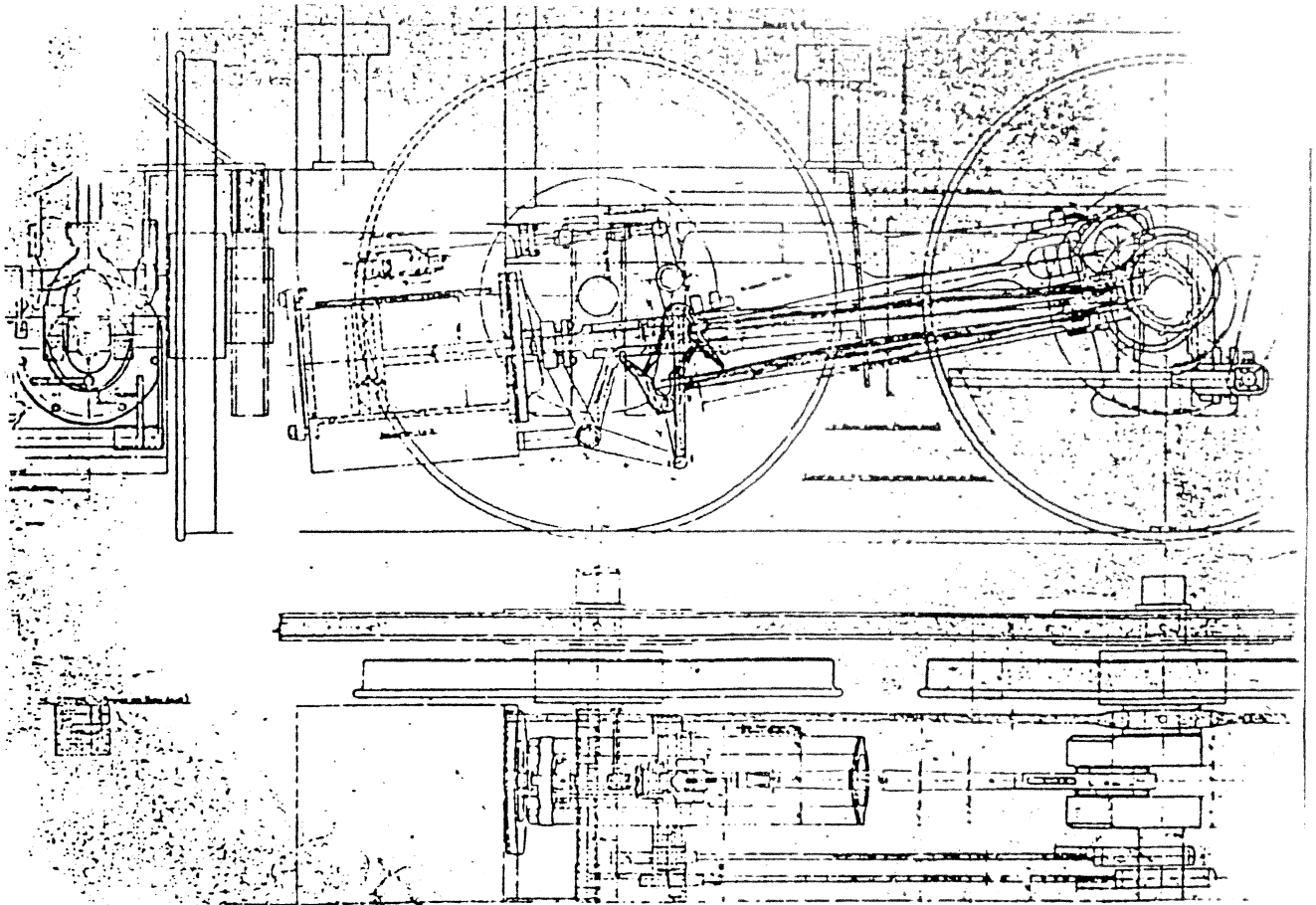


A similar view but now the lifting link has raised the gab, engaging the gab with the roller on the rocking shaft

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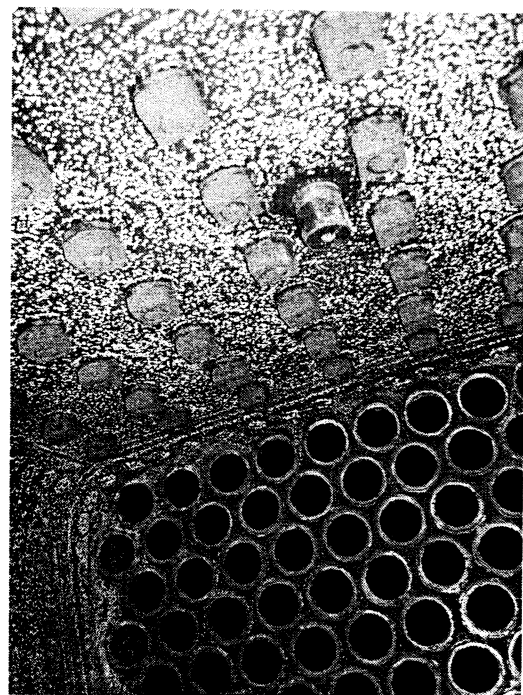
## Layout of Lion's Valve Gear



This drawing, supplied by Charles Taylor-Nobbs, was found in the British Rail Archives. It is similar to, and may have inspired, the diagram published in 'The Engineer' in 1930 which was reproduced in 'Lionsheart' some time ago (1991, issue 3, page 12). It may help to clarify the photographs on the previous pages.

## Lion's Firebox

An unusual view of the inside of 'Lion's' firebox. The square nuts hold the crown sheet to the girder stays above. The fusible plug is clearly visible. In the background, the perforated firebox tube plate can be seen (the boiler is currently untubed).



## Editor's Piece by Jan Ford



### Annual General Meeting

Well, for some of us, this is a "Whither OLCO?" moment. We gave the project to steam 'Lion' our best shot which was unequivocally rejected by Liverpool Museum. As we report elsewhere, there has been some correspondence in the general preserved railway press about the situation. So what roles are left for OLCO?

There's still work to do in documenting and researching the artefact and, as you know, John Hawley has been tireless in the pursuit of accurately documenting 'Lion'. If anybody did want to build a replica, the existence of the John Hawley Drawings would be vital.

Of course, there's the modeller's side, which has been so enthusiastically supported by Alan Bibby who has organised a succession of very successful 'Lionsmeets'.

And Liverpool Museum have invited OLCO to assist them in the interpretation of 'Lion' when the artefact is finally placed on display in Liverpool.

Is it enough to sustain our society? Only you, the members, can determine that.

Some years ago, there was an initiative to extend the scope of OLCO to embrace other elderly locomotives. 'Bellerophon' received a fair bit of interest, although, with an 1874 build date, she's a bit of a youngster. As reported elsewhere, 'Bellerophon' is currently nearing 'outshopping' at Foxfield. Some OLCO members were adamant that the aims in OLCO's Constitution should

not be diluted by dealing with other locomotives. Does that view still prevail?

When 'Lion' was steaming, OLCO had an active Costume Group, which provided appropriately dressed members to provide explanations or atmosphere around 'Lion'. Are any members still interested in this type of activity? As noted elsewhere, Manchester Museum marks the 175<sup>th</sup> Anniversary of the opening of the L&M later this year. Should OLCO offer to support this initiative and, if so, how?

At a time when it proved difficult to introduce new blood to 'Lionsmeet', it was agreed that locomotives based on other historic prototypes could be displayed and demonstrated, but not take part in the competition. Should this idea be developed?

Personally, I have been very discouraged by the decision on the future of 'Lion'. My own interest is mainly in operating prototypes and learning about the practicalities of operating a railway, particularly with early locomotives. 'Lion' has no blower, no means of putting water in the boiler when stationary and presents something of a challenge to the fireman. The driver has fixed cut-off and a reversing gear which is susceptible to becoming 'steam locked'. This is not to mention a service brake comprising wooden brake blocks on the tender only (the use of the emergency air brake was regarded as a 'poor show' although judicious use of compression in the cylinders by reversing the gear was accepted).

At least 'Lion', with a coupled wheelbase and moderate-sized driving wheels, is sure-footed. The 'Planet' replica, a 'single-wheeler' with a large driving wheel, is notoriously 'twitchy' on a wet rail. In addition, the temperamental slip eccentric reversing gear on 'Planet' is a constant threat to a quiet life.

### Holiday

Your editor recently escaped the indifferent British winter by an overseas holiday. There were many memorable experiences, but an especial pleasure was being invited to drive an 1896 Sharp Stewart 'Kaitangata' on the passenger line at the Shantytown Museum in New Zealand. The heading photograph shows the editor looking reasonably pleased.

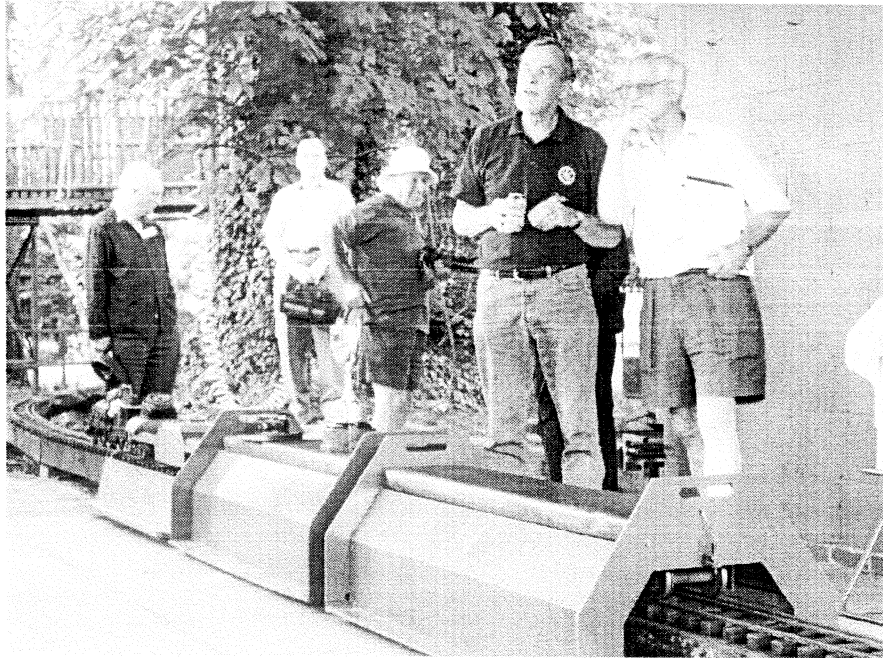
### Caption competition

The Editor was intrigued with the photograph printed in our last edition but our members remained singularly unimpressed or unimaginative since no formal entries have been received. Accordingly, no prize will be awarded.

Just to remind you, we reprint the picture on the next page, together with a new 'Puzzle Picture'.

-oOOOo-

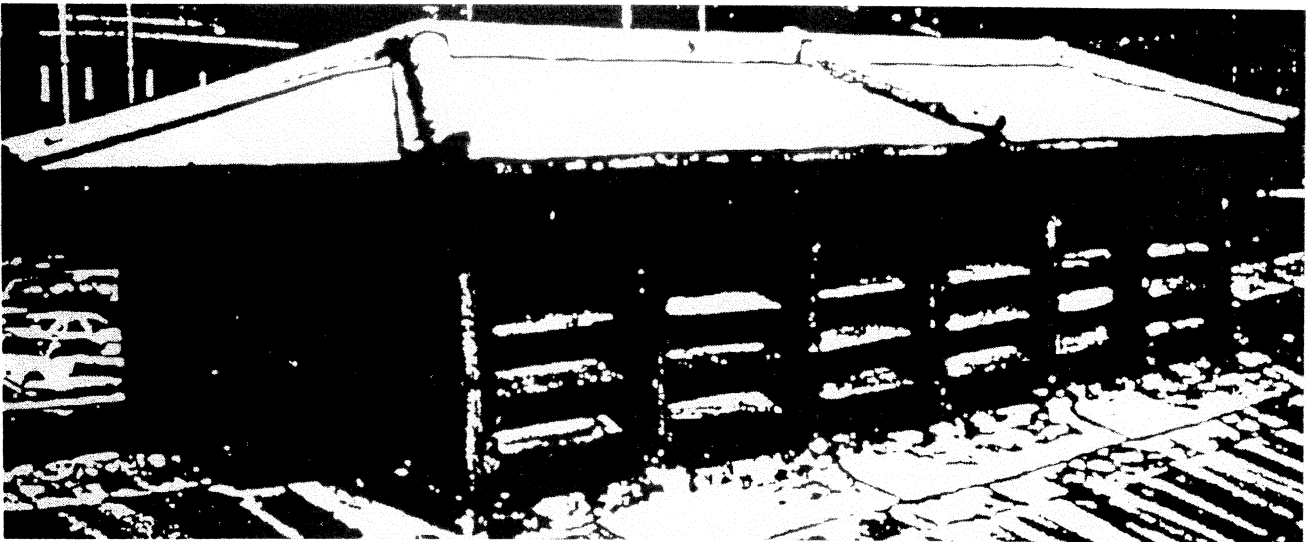
## Caption competition



“I see no competition entries”

## Puzzle Picture

One, final, attempt. Can you identify this object, and what is its relevance to ‘Lion’?

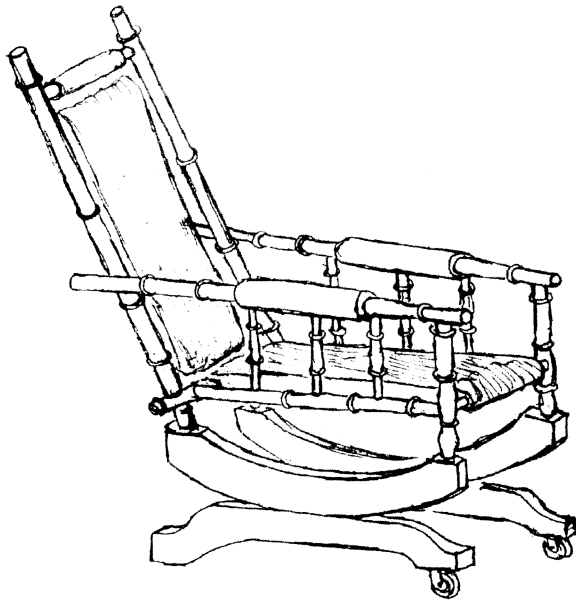


## Dates for Your Diary

This year’s ‘Lionsmeet’ is confirmed for Sunday, 7th August. Full details will be published in the next edition of ‘Lionsheart’.

The Liverpool and Manchester Railway opened on 15<sup>th</sup> September, 1830. The Museum of Science and Industry in Manchester intend special celebrations to commemorate the 175<sup>th</sup> Anniversary this year. Details are not yet finalised but it is anticipated that there will be special events at the Museum on 15<sup>th</sup>, 16<sup>th</sup>, 17<sup>th</sup> and 18<sup>th</sup> September this year. Look out for further information!

## View from the Chair by John Hawley



### Lionsteam – a bit more

There has been a fair bit of comment regarding the non-steaming of Lion in the Editorial and Letters columns in recent issues of Steam Railway. We may consider printing a few extracts in future issues of Lionsheart.

### Officers Wanted

As noted elsewhere in this issue, we are fast approaching the AGM. From the Agenda it will be seen that some changes of Officer are due. With no plans for the steaming of Lion within the foreseeable future, modelling may well become the only visible activity within OLCO for a while. Since those who are retiring in May are not actively engaged in model construction, this may be an ideal opportunity for those of you of a modelling bent to step forward and take OLCO forward into the future.

We have a powerful 'LBSC' representation in our 5" gauge models, but we should not forget the 7 1/4" brigade, who, though few in number, may well come to represent a significant proportion of our future modelling work. I just wonder how many 7 1/4" gauge Lions are out there? I know definitely of three completed models, owned respectively by Geoff Wright, Peter Gardner and John & Les Dalton. Furthermore, I believe there is one in Holland and one in America. There must be several under construction, but I suspect that all but one (see below), are based on LBSC's design. To those of you who possess or are constructing Lion to this gauge – Who are you? How are you getting on? Is your Lion to the LBSC or your own design? When will we see your work? Do we have enough to run Lionsmeet in 7 1/4" as well as 5" gauges?

### More Nanny State

In Lionsheart 59 I had a moan about the new law limiting the amount of electrical work that can be carried out in the home by people who are not NICIEC certified. It gets worse – certain gardeners in Yatton, a village local to me, have been requested by their local Parish Council to fill in Risk Assessment forms – on their allotments!

### Those Fractions again

I had a very interesting letter from John Fraser, of Liverpool on my vexed question regarding fractions. He gives two possible ways to print fractions to appear with smaller characters than the rest of the text. Just to recap, I moaned in Lionsheart 57 that some of my fractions (in Office 2000) came out as, say, 1/4, while others appeared as 7/8. Why, I asked, were the character sizes different in the two examples. John suggests that:

a) Word in Office 2000 comes equipped with certain character sets, of which 1/4 is one, while 7/8 is not. Certainly, although typed through the keyboard in exactly the same way, the 1/4 is treated as a single character, while the 7/8 just remains as three characters.

b) The fraction may be composed using smaller font for the digits, which may then be modified to super- and sub-script, (thus - 7/8), while the oblique remains unchanged. That seems fine – the '7' and '8' are 10 point, while the slash stays at 12 point. The subscript has to be cancelled after the '8', or all following text is thus treated. What a shame this can't be put into AutoCorrect (or is someone going to put me right on that too!).

Thank you, John. I don't think we've met, but I hope you will be able to attend one of our events at some time in the future.

### New Lion Design

I have twice been privileged to view the 7 1/4" Lion under construction by Harrye Frowen. So far there is not a trace of LBSC in Harrye's model, it all being his own interpretation of the prototype. To date he is well on with the tender and loco chassis and his standard of workmanship is of the highest order. This is ground breaking work, since Harrye is having to scale the prototype to fit 7 1/4" gauge wheel standards, no easy task. He intends to bring it along to the AGM, so do come along and take a look. I think you will not be disappointed.

### Traffic Czar Wants Cars off Motorways

Yes, that was the heading of an article on page 10 of the Sunday Times News section on 13<sup>th</sup> March this

year. Derek Turner will take over as the Highways Agency's national traffic director in April. He is charged with preventing the nation's motorways from becoming grid locked. "Highways should be the preserve of traffic of 'economic importance', such as lorries", he is quoted as saying.

Mr Turner's particular targets will be those motorists who use motorways for short trips, (presumably to avoid town centres). He is considering the use of traffic lights on slip roads leading onto these strategic highways, thereby encouraging those who suffer delay to choose alternative routes.

Other jam-busting measures planned by Turner include charging (up to £1.50 per car per mile), turning the motorway hard shoulder into a traffic lane at peak times, imposing variable speed limits and using improved signs and information. Trials of these measures are due to begin on a stretch of the M42 near Birmingham this summer.

At last it seems that the government is taking on board the fact that we cannot go on building our way out of trouble. More resources must be directed at traffic management, road charging and of course, the use of public transport. On motorways one of my particular bêtes noires is the motorist who hogs the middle lane, even when lane one is substantially empty. It is said that this habit alone 'wastes' the equivalent of 20% of available motorway mileage. But that's enough from me!

A separate article on proposals to tackle motorway congestion takes Mr Turner's ideas further. With the reduced number of cars on the motorway, the third lane will become redundant, since lorries are restricted to lanes one and two. In a bold new move, plans are well in hand to make exclusive use of the third lane by a rapid transit system running between major junctions, or 'transit interchanges'.

Most motorway junctions comprise a large roundabout, either under or over the motorway, with slip roads leading to the motorway itself. The area bounded by a ground level roundabout is to be paved over to provide large car parking areas. On elevated roundabouts, the bounded space will be bridged over to create the parking space, with the motorway effectively running in a short tunnel below. Each parking area is to be provided with covered waiting and refreshment facilities.

The rapid transit vehicle, on approaching the interchange, would reach the level of the parking area via a ramp, pick up passengers and rejoin the third lane via a further ramp. In locations where the interchange

is close to high density urban areas, bus (or, if suitable, rail) connection between that area and the interchange will be constructed.

The type of rapid transit vehicle chosen would depend on the forecast use and journey length. The ring of motorways around Manchester for instance, would be served mainly by bus or tram, since most journeys are local, between major dormitory and working areas. (Work is already well advanced along the M60, between J5 at Wythenshawe and J7 at Stretford). However, for long stretches, such as between Manchester and Glasgow/Edinburgh, rail is the desired choice, offering higher speeds and greater comfort.

Because of its strategic importance and overall length, the A30/A38 (Penzance-Exeter) and M5 (Exeter-Birmingham) trunk route is currently being prepared for a ten year trial of a rail system, starting in time for the 2009 summer holiday rush. Interchanges are currently under construction at each end and at important junctions (interchanges) along the way: M5 J6 (Worcester), J11 (Gloucester & Cheltenham), J19 (Bristol), J24 (Bridgwater), J25 (Taunton), J31 (Exeter) and then near Bovey Tracey, Plymouth, Liskeard, Indian Queens, (missing out Bodmin?) and Redruth.

The trial is being set up as a direct comparison with the parallel rail system, which is old, tortuous and slow. The plan is that, if successful, the new system will render much of the old Great Western Railway route redundant and up for closure, saving untold millions. Such are the hopes for the scheme that First Great Western (who run the trains over this route and have options for franchising the system after the trial), has invested heavily, especially in car hire facilities at the interchanges, though with a clause that limits their liabilities should it all end in tears.

Mind you, congestion on the road route will be horrendous during the construction period, since those displaced from the third lane will have no alternative but to use the two inside lanes. However, First Great Western should see some benefit during this time, since presumably many of those displaced will use the existing rail infrastructure.

Since this considerably affects the area in which I live, I am keeping a very close eye on progress and will keep you informed.

See you at the AGM!

John Hawley



# A Locomotive Built 92 Years Ago

## The "Lion's" Wonderful Career

THE centenaries of the opening of the Stockton and Darlington Railway and of the famous Rainhill locomotive trials, which were celebrated in 1925 and last year respectively, have aroused new and widespread interest in the history of the railway. This interest has produced many interesting results, among them being the realisation of the importance of preserving with the utmost care the few relics that still remain to us of early railway days, and of late much has been done in this respect.

Among the relics that recently have been taken in hand for preservation an honoured place must be assigned to the old locomotive "Lion," which was built 92 years ago by the firm of Todd, Kitson & Laird to the order of the Liverpool and Manchester Railway. Notwithstanding the crudeness of her design and structure, this veteran only ceased active work in 1928 at the conclusion of a period of 70 years' work in driving the chain pumps at the Prince's Graving Dock, Liverpool. Previous to this the "Lion" had successfully completed over 20 years of strenuous work with the Liverpool and Manchester Railway and its successor, the London and North Western Railway.

The story of this locomotive is extremely interesting, and to tell it properly it is necessary to go back to the days when the steam locomotive in its crudest form was just beginning to make its appearance.

In those days the empty trucks of the Middleton coal mine at Leeds were hauled up to the pit-head by means of horses and were then filled with coal and allowed to run down to the staithes. For years this arrangement worked satisfactorily and no better scheme seemed likely to develop. Presently, however, rumours began to arrive of wonderful results achieved by an iron monster propelled by steam. This new-fangled notion met with ridicule and bitter opposition, but the facts were there, and presently people who were interested in haulage problems began to realise that here was something they could not ignore. This was the case with the owners of the Middleton colliery. They investigated the matter thoroughly, and having satisfied themselves with the possibilities of the steam locomotive they introduced it as a substitute for horse-power. This change took place in 1812, and the locomotive used was built by Matthew Murray, who was assisted in his work by a man named Blenkinsop. Murray's efforts were successful and he may be regarded as the man who built the first commercially-successful locomotive.

About this time a Leeds youth named James Kitson was enthusiastically devoting himself to the study of music. In 1815 he became a choir boy in the parish church of Leeds, and his enthusiasm was so great that he set to work to build an organ in an outhouse belonging to his father. The erection of this organ brought him into contact with various mechanics, and eventually he became so interested in engineering matters generally that he entered into partnership with a man named Todd. This man Todd is supposed to have studied under

Matthew Murray, and if this is so it is probable that the "Lion" is the original No. 1 engine of the firm of Todd and Kitson, and therefore one of the most interesting relics in locomotive history.

This veteran of the line is of the front coupled, or 0-4-2 type, and has "sandwich" outside frames and bearings. The cylinders are 11 in. diameter inside and have a stroke of 20 in. The valve motion is interesting as it is of the gab type, while the flat slide valves have a travel of 2½ in. and work on top of the cylinders. The diameter of the coupled wheels is 5 ft. and that of the trailing pair 3 ft. 7 in. There are 97 tubes in the boiler, which is 8 ft. 6 in. in length between the tube plates and has an inside diameter of 3 ft. 9 in. The firebox is of the "haystack" type, which is now supposed to be out of date but which has properties that make it specially suitable for service when steam is to be raised very quickly.

While at work on the chain pumps at the Prince's Graving Dock, Liverpool, the locomotive was fixed on trestles and the driving wheels were used as flywheels. She was shorn of her coupling rods for reasons of space economy, and the trailing axle and wheels also were removed. These are still in existence, but unfortunately the tender has vanished and no trace of it can be found. The original boiler, together with the haystack firebox, were in operation

to the last, and it speaks well for the care and skill of the builders of the locomotive that the original Trevithick pattern regulator and gab reversing gear were still efficient after 90 years of service.

In 1928 the pumps driven by the "Lion" were replaced by others of modern electric type, with the result that the "Lion" was at last pensioned off to pass into a well-earned retirement. She was presented by the Mersey Docks and Harbour Board to the Liverpool Engineering Society, and after reconditioning at

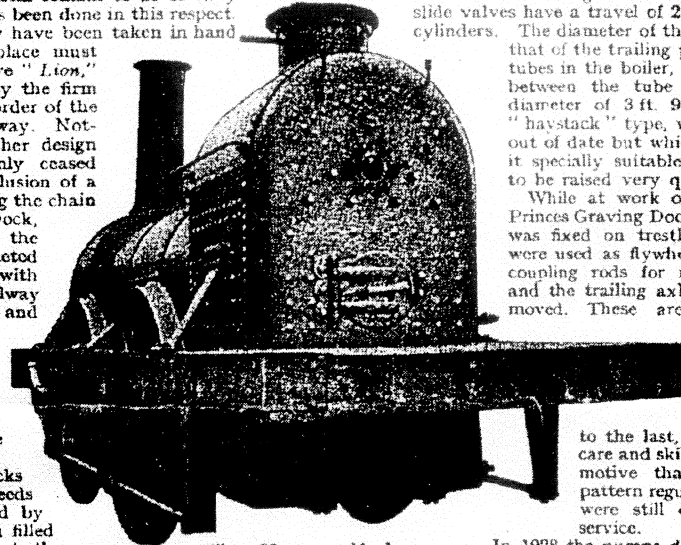
Crewe she will be housed at Lime Street Station, Liverpool, the terminus of the line over which she hauled trains during the first 20 years of her existence.

When in use on the old Liverpool and Manchester line, the "Lion" carried the running number 57. The amalgamation of 1846, which resulted in the formation of the London and North Western Railway, gave rise to a change in number, and the "Lion"

became No. 116 of the Northern Division of the railway. This alteration has caused some confusion, for two locomotives of the Southern Division also had this number. These were of totally different design to the "Lion" however, and were not

built by the firm of Todd, Kitson and Laird.

It is interesting to note that one of three locomotives built in 1838 for the Great Western Railway was given the same name as this veteran that has survived 90 years of constant service. The Great Western "Lion" was built to run on Brunel's broad gauge line from Paddington to Bristol, and has long since disappeared.



The 92-year old locomotive "Lion," which has ceased active work and is to be housed permanently in Lime Street Station, Liverpool.



Another view of the "Lion," showing the "haystack" type firebox and the built-up plate frame.

This article has been reproduced in 'Lionsheart' before, some years ago. The Chairman recently obtained a new copy and we print it above, for the benefit of newer members.



## Letters to the Editor

**Chris Smyth of Vintage Carriages Trust writes:**

With "Lion" still sadly grounded you may be interested to hear more positive news of "Bellerophon".

As you probably know 'Old Bel' is currently on the Foxfield Railway. The engine has been completely stripped down.

This has enabled the work to be carried out to be fully assessed. The good news is that this work is essentially as planned - no significant hidden problems have been uncovered. So there is a real chance that "Bellerophon" will be running again by summer 2005.

Needless to say donations to speed the restoration will be very welcome. There will be an appeal form in the next (Spring) VCT Newsletter.

One decision to be made is what livery and cab style the engine should carry. This may provoke quite a bit of discussion!

Best wishes for 2005,

Chris Smyth

**E-mail too! E. F. Clark writes:**

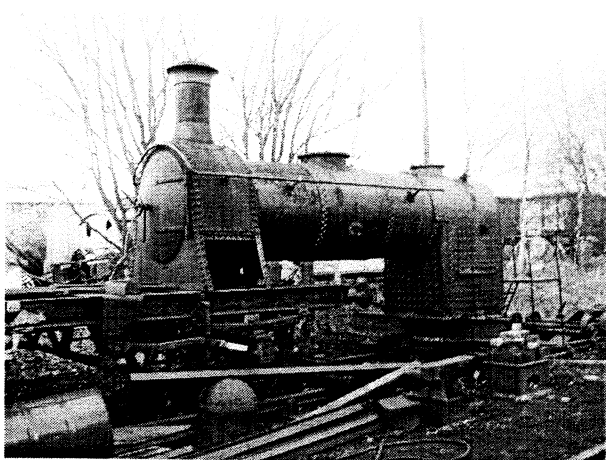
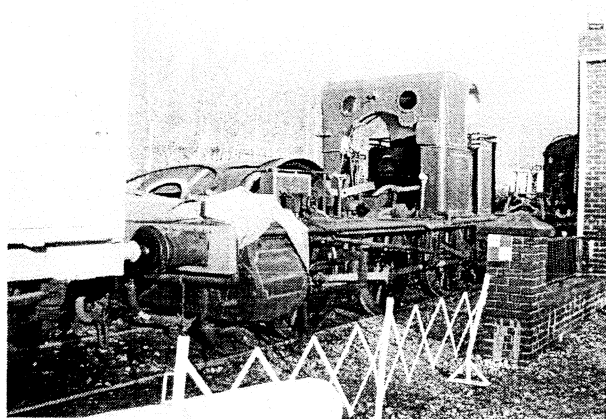
**Sent:** Wednesday, March 16, 2005

**Subject:** Antiques Road Show

Did you see last Sunday's edition from Dartington Hall? Amongst the items was a pair of 5" gauge locos - one a Britannia and the other a Lion. The latter was minus boiler bands and coupling rods (at least on the side on view) and was valued at £1700-2000.

Regards to all

EFC



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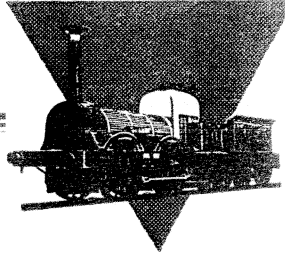
## Subscriptions

If your membership renewal is due, you should find a renewal letter with this issue of 'Lionsheart'.

## Notice of Annual General Meeting

The last page of this issue of 'Lionsheart' is the formal notice and agenda for the A.G.M.

# OLCO



From:

63 GROVE ROAD  
BIRKENHEAD  
CH42 3XT  
MARCH 2005

## OLD LOCOMOTIVE COMMITTEE

Dear OLCO Member

### OLCO ANNUAL GENERAL MEETING – SATURDAY 21 ST MAY 2005

The next Annual General Meeting of OLCO is to be held at the same venue as last year (see Agenda below). A slight change is being made in the timing of events in the hope that members may be able to stay on and enjoy a meal after the AGM. The day's activities will commence at 11.00 am for those who can make it for a cleaning session on LION. The Museum will provide cleaning materials but members may want to bring overalls or similar protective clothing. The AGM will start at 2.30pm. The Museum operates a restaurant where members may purchase meals.

For members arriving for the cleaning session there is limited parking in the grounds—please let me know beforehand if you will be coming by car so that I can advise the Museum, (my phone no. is 0151 6452861. If you wish you can phone apologies through to this number as well). As this is an industrial working area please exercise the proper care to avoid accidents.

On arrival please advise Museum staff that you are attending the OLCO AGM or cleaning session. If you bring this letter/Agenda it may simplify access.

Sincerely

Peter Mountford  
Secretary

### AGENDA

TWENTY-FIRST ANNUAL GENERAL MEETING OF THE OLD LOCOMOTIVE COMMITTEE TO BE HELD IN MEETING ROOM 3, MAIN BUILDING, MUSEUM OF SCIENCE AND INDUSTRY, MANCHESTER, AT 2.30 pm ON 21st MAY 2005 .

1. WELCOME BY THE CHAIRMAN

2. APOLOGIES

3. MINUTES OF THE 20<sup>TH</sup> ANNUAL GENERAL MEETING (circulated with LIONSHEART)

4. MATTERS ARISING

5. CHAIRMAN'S REPORT

6. TREASURER'S REPORT

7. ELECTION OF OFFICERS.

The retiring committee is as follows :

Chairman – John Hawley – not available for re-election

Treasurer – Jon Swindlehurst – available for re-election

Secretary – Peter Mountford – not available for re-election

LIONSHEART Editor – Jan Ford - available for re-election

Modellers' Representative – Alan Bibby – available for re-election

8. ANY OTHER BUSINESS