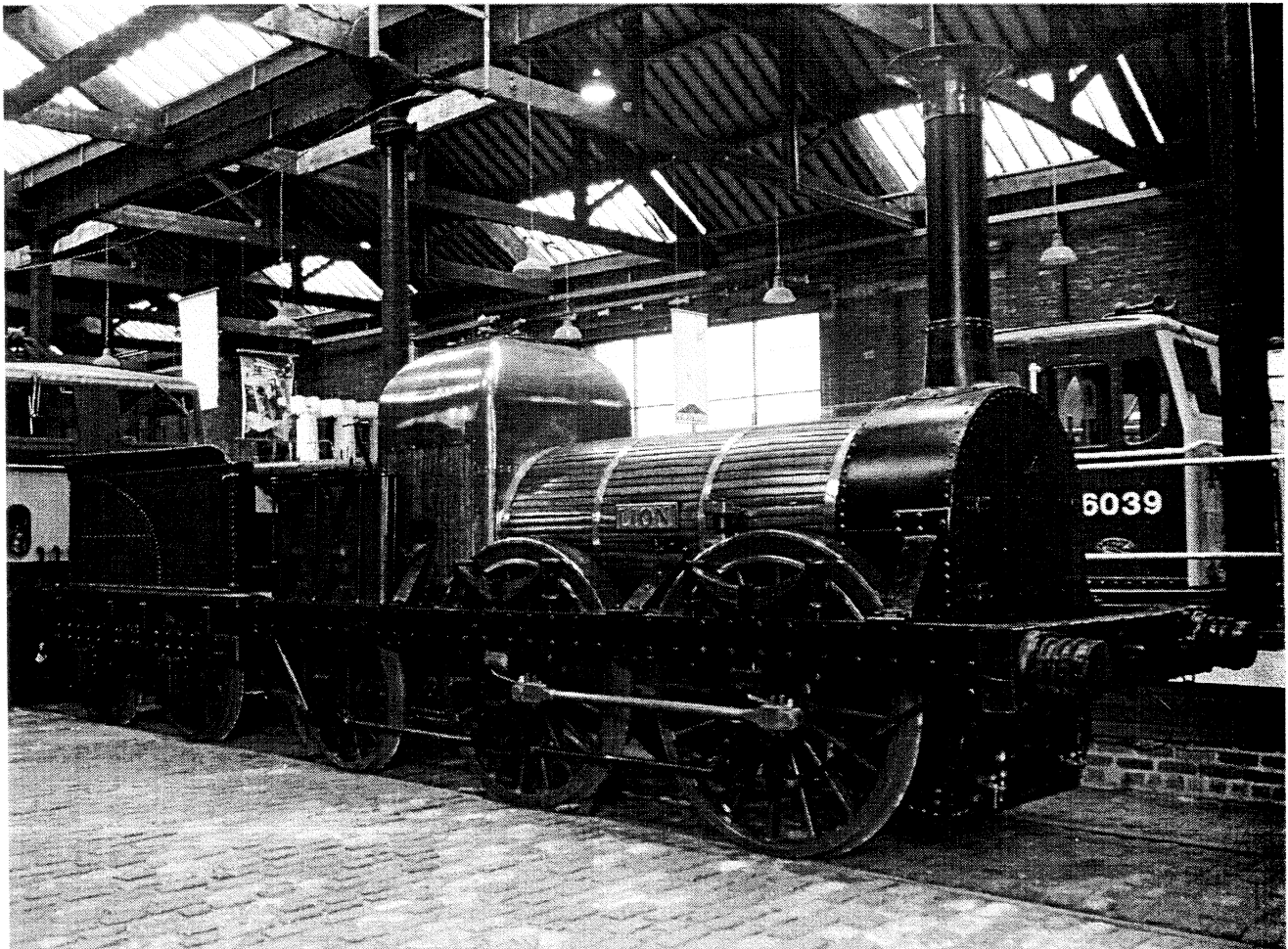


LIONSHEART

Number 61

June 2005

MANCHESTER A. G. M.



'Lion' looking rather smart after the cleaning gang's efforts

For once, the Annual General Meeting did not enjoy good weather. It rained at the Museum of Science and Industry in Manchester on Saturday, 21st May 2005.

However, we once again saw a good turnout. The retiring Chairman, John Hawley, was the early bird, arriving before 9.00am and by late morning, there was quite a crowd present. Catherine McConnell from the Museum allowed members onto 'Lion' for the usual cleaning session. This year, the cleaning regime included the use of a vacuum cleaner to remove some of the accumulated dust.

E. F. Clark had brought his personal 'Lion' archive and a number of discussions on 'Lion's' history ensued. In addition to John Hawley taking measurements, he was joined this year by Harrye Frowen making his own dimensional checks in connection with Harrye's 7.25 inch 'Lion'.

Satisfied with the results of the morning's work (illustrated above) most member's retired for refreshments in the museum restaurant prior to the Annual General Meeting itself.

continued ...

Issue 61 Contents

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Despite the indifferent weather, 'Planet' was giving rides. Only John Hawley and Jan Ford were sufficiently dedicated to make a footplate ride on 'Planet' this year and they arrived for the A.G.M. a few minutes late and rather damp.

The A.G.M. proceeded smoothly until the Election of Officers, when a certain reluctance overtook members. It proved difficult to find willing candidates for most of the posts.

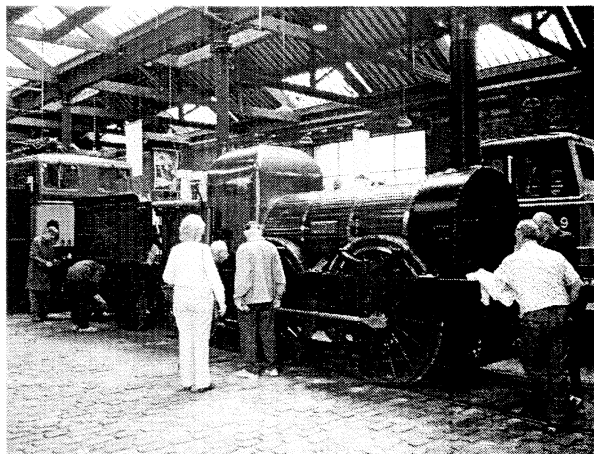
After an animated discussion regarding the role left for OLCO following the stance adopted by Liverpool Museum regarding the future of 'Lion', the retiring chairman agreed to serve for a further year as did the editor. Jon Swindlehurst agreed to take the role of secretary.

Later, Alan Bibby reported on the arrangements for 'Lionsmeet'. These are detailed elsewhere in this issue.

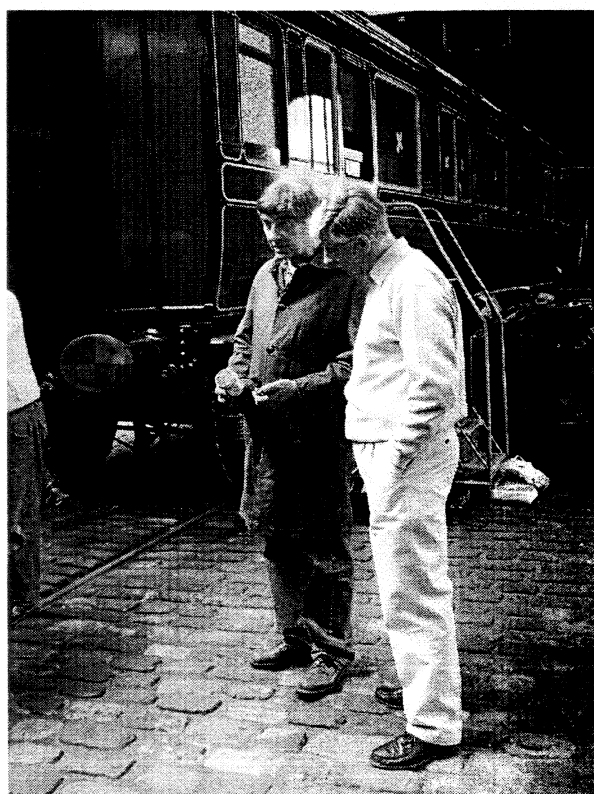
The meeting was then addressed by Anna Bunney for the Museum of Science and Industry in Manchester. In September this year, the Museum celebrates the 175th Anniversary of the opening of the Liverpool and Manchester Railway with a four day event from the 15th to the 18th September curiously titled 'Riot of Steam'. OLCO agreed to attend and provide technical support on the history of 'Lion'

The Morning Session

The morning session is characterised by cleaning, good-natured banter and serious technical discussion. This year, the cleaning was particularly enthusiastic and, at one stage, the John Hawley could be seen wielding an industrial vacuum cleaner.



OLCO members gathered around 'Lion'



John Brandrick and John Mills in discussion. In the background, the L.M.S. Medical Officer's Coach being restored by Friends of the Museum.



John Brandrick, John Hawley, Catherine McConnell and John Archer attend to 'Lion'



Mr. and Mrs. Frowen check the prototype dimensions.



The President, E.F. Clark discusses his 'Lion' archive with the retiring secretary Peter Mountford



Catherine McConnell, from the Museum of Science and Industry in Manchester, takes a photograph of OLCO member John Archer

Catherine McConnell was on hand to ensure that only approved cleaning techniques were adopted and, by the time members retired for luncheon, 'Lion's' appearance was considerably improved.

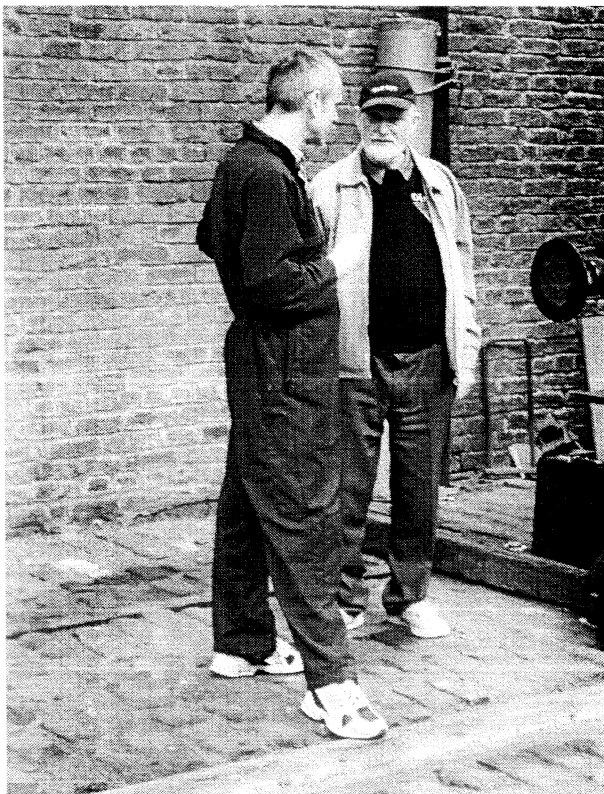
The Afternoon Session in brief

As mentioned earlier, elections for officers proved problematic but a degree of press-ganging gave member's a breathing-space of a further year. But members should be aware of the need for 'new blood' to take. Alan Bibby announced details of this year's 'Lionsmeet' and these are reproduced, starting on page 5. Anna Bunney gave early details of the 'Riot of Steam' Gala in September and we report on this on page 8.

Further reporting on the A.G.M. should appear in our next issue.

Lion – Up close and personal!

In the last issue, we showed a number of photographs of 'Lion', including one showing the maker's plate on the frame. The caption asked if this dated from the 1929 rebuilding. A little research by E. F. Clark shows that the answer is no but right period. Photographs of 'Lion' at Wavertree in 1930 show that the plate was not fitted. But it is visible in the view of 'Lion' on its plinth at Lime Street station in the 1930's which we published a while ago.



Jon Swindlehurst in conversation with Charles Taylor-Nobbs.

TREASURER'S REPORT 2005

I am pleased to report that OLCO's finances continue to do well. Membership has increased slightly from 39 up to 42. Income is well down on last year mainly due to fewer people having to renew their 5 year membership. However, expenditure is also well down on last year so profit is only slightly reduced at £301.59. Deposit acc. interest is well up from £24.02 to £77.93 due to the Bank very kindly changing OLCO's Acc. to one that pays better interest and also because I transferred £700 from the cheque acc. into it shortly after last year's AGM.

The overall balance shows an increase of £301.59 to £4435.60. With no large expenditure anticipated in the near future I am happy to recommend that subscriptions remain as they are for the present. I am sure that this has helped the steady increase of members that we have seen in recent years.

Jon Swindlehurst

Treasurer

OLCO FINANCIAL STATEMENT for year ending 31/03/2005

| <u>INCOME</u> | <u>2005</u> | <u>2004</u> |
|-------------------------------|----------------|----------------|
| Subscriptions | 230.00 | 370.00 |
| Deposit acc. interest | 77.93 | 24.02 |
| Sales receipts | 10.50 | 14.00 |
| Bristol Ex. | 0.00 | 50.00 |
| Dorethea Rest. | 0.00 | 20.00 |
| EIM article (A. Bibby) | 0.00 | 58.30 |
| Xmas card sales | 0.00 | 125.49 |
| TOTAL | 318.43 | 661.81 |
| | | |
| <u>EXPENDITURE</u> | | |
| Lionsmeet exp. A.Bibby | 11.80 | 0.00 |
| Donation to Guildford MES | 0.00 | 25.00 |
| Cost of producing Lionsheart | 0.00 | 45.54 |
| Treasures expenses | 5.04 | 4.80 |
| Xmas card expenses | 0.00 | 125.48 |
| TOTAL | 16.84 | 200.82 |
| | | |
| <u>NET PROFIT</u> | <u>301.59</u> | <u>460.99</u> |
| | | |
| <u>ASSETS AND LIABILITIES</u> | | |
| Cash at bank: Current Acc. | 313.13 | 786.43 |
| Cash at bank: Deposit Acc. | 4079.52 | 3301.59 |
| Cash in hand | 42.95 | 45.99 |
| | <u>4435.60</u> | <u>4134.01</u> |

The Old Locomotive Committee
has pleasure in announcing that

LIONSMEET

will be hosted this year by the

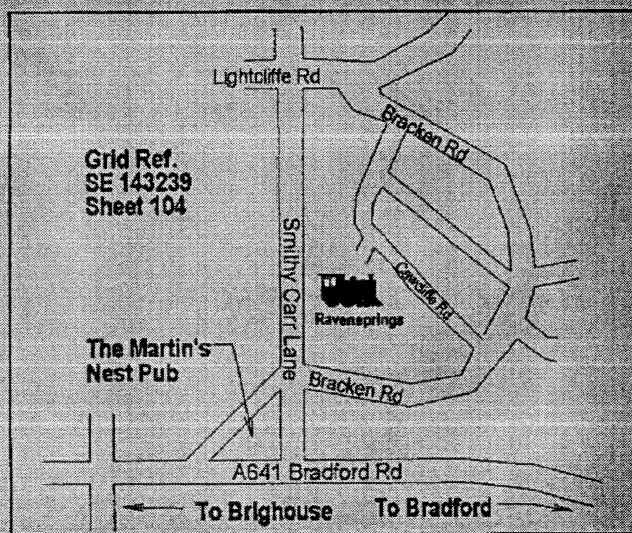
Brighouse & Halifax

Model Engineers

at Ravenssprings Park, Cawcliffe Road, Brighouse, West Yorkshire on
Sunday 7th August 2005

Lionsmeet is an informal annual gathering of all those with an interest in Lion in all its manifestations and gauges. All such persons are invited to bring their locomotives, in any gauge, finished or not, and any Lion memorabilia they may have to the event for display or demonstration. There will be an competition, limited to 3½", 5" and 7¼" gauge engines, to establish the hardest working Lion based on the measurement of work done by the engine during a ten minute run. The track will be open to those wishing to practice from 10.00 am and the competition will start at 2.00pm. Period dress is optional. Prior application is unnecessary, but further information and directions are available by emailed request to:

alan_pb@yahoo.co.uk,
or phone
01254 812049.



LIONSMEET: INFORMATION 2005

WHAT IS IT?

Lion, at its last steaming in 1988, was the oldest working steam locomotive in the world. Built by Todd Kitson and Lairds in Leeds in 1838, it has had two major restorations and is now on display at the Manchester Museum of Science and Industry, though still in the ownership of the Merseyside Museums. OLCO, the Old Locomotive Committee, is a group founded in 1925 to secure the restoration of Lion for its centenary, and reconstituted in 1985 to support further restoration for the sesquicentenary in 1988.

Lionsmeet is an informal annual gathering of all those with an interest in Lion in all its manifestations and gauges. All such persons are invited to bring their locomotives, in any gauge, finished or not, and any Lion memorabilia they may have to the event for display or demonstration. There will be a competition, limited to 3½" and 5" gauge engines, to establish the hardest working Lion based on the measurement of work done by the engine during a ten minute run. The track will be open to those wishing to practice from 10.00 am and the competition will commence at 2.00pm. Period dress is optional. Prior application is unnecessary, but further information and directions are available by emailed request to the OLCO Modellers' Representative Alan P Bibby, email alan_pb@yahoo.co.uk, tel 01254 812049.

VENUE

Lionsmeet is hosted this year on Sunday 7th August by Brighouse and Halifax Model Engineers, to whom we record our thanks for making their track and services available for the event.

Water, steam oil, coal, and a 12V electricity supplies are available in the steaming bays. Water and coal (Welsh steam coal beans) are available at the stations. There are 6 passenger cars for the raised track, with bogies to David Hudson's self steering design. Offloading is by elevating table to a traverser, to the electric lift, to the steaming bays. The elevated track has 2½", 3½" and 5" gauge rails, ground level has 7¼" gauge only.

All visitors are required to sign the attendance book. Spark arrestors are not mandatory at the club, but OLCO recommend that they be fitted where available, and fitted in any case if they are mandatory at the competitor's own club. Boiler certificates and club membership cards will be required. Toilets and disabled toilets are available on site. Entrants will be provided with a free lunch and supplies of tea and coffee. Tables will be provided for models, finished or unfinished, and memorabilia on static display, which are most welcome.

DIRECTIONS

From the M62 Junction 25, head towards Brighouse, onto the A641 towards Bradford. In 1/2 mile look out for the Martins Nest pub on the left. Take the first left turning past the pub, in 500yards. Turn right up Bracken road, then first left into Cawcliffe Road. In 200 yds turn left into the site.

COUPLING DETAILS

Below are details of the Guildford dynamometer car and its method of coupling to the towing vehicle. Please make sure your tender can connect to it, to save delays during the competition.

The car is a 4-wheel truck, designed to carry the driver. It is coupled to the loco at the front, and normally pulls a passenger trolley on which sits the official observer and any passengers. The front of the dynamometer car has two large plastic blocks to act as buffers. These extend from 2" to 3 5/8" above the rail head, and over a width of 8" centred on the 5" track, with a gap of 2 ¾" in the centre.

For a 5" gauge loco the coupling is a forked clevis ¾" wide, with a vertical gap ¼" wide in its centre and a horizontal hole 3/16" diameter (for a split pin) located 3 5/8" above rail head and ½" in front of the buffers when there is no pull. Coupling is usually by means of a strip, 3/16" thick, with a 90 degree twist so that it can couple to a horizontal clevis on the loco by means of a pin not more than 3/16" diameter. Strips with lengths of 1 ½", 1 5/8", 2 ¾" & 2 7/8" are available.

For 3 ½" locos, there is a smaller clevis, ½" wide with a ¼" slot located 2 7/8" above rail head and 7/8" behind the line of the buffers. In use the slot in the small clevis is at 35 degrees from the vertical, and a coupling strip is available with a twist to fit a loco with a horizontal clevis. This strip is for tracks where the 3 ½" running is towards the right of the 5" track; it is 3 ½" long and 1/8" thick, with a 3/16" hole.

ACCOMMODATION

The family-run Lane Head Hotel is only a few minutes away from the track and is recommended, phone 01484 714108

v4 APB 17.5.2005

THE LIONSMEET COMPETITION

OBJECTIVE:

The aim of the competition is to find the locomotive capable of performing the greatest amount of work done during a run lasting ten minutes, as measured by a suitable dynamometer car interposed between the locomotive and the train, in each of the competing gauges. If no dynamometer car is available then the work done will be estimated based on the load hauled and distance run.

ELIGIBILITY:

Participants need not be members of OLCO, but if they win the competition they will be required to join OLCO and pay the subscription before an award can be made. If a winning driver declines to join the award will be offered to the runner up. Drivers and owners must provide evidence of public liability insurance cover. This will normally comprise a valid boiler certificate and membership card issued by a club in membership of a recognised national association or federation. The driver need not be the owner or the builder of the locomotive entered. The competition is open to Lion locomotives in 3½", 5" and 7¼" gauges, and prizes will be awarded in each of these three classes. Reasonable modifications to the published design are permitted, but the addition of ballast external to the profile of the engine is not. The marshal will determine what is reasonable. (v4)

PROCEDURE AND RULES:

The marshal will determine the running order and, an hour before the start of the competition, will give each driver an approximate running time. The marshal will designate in agreement with the official observer the starting point for the timed runs, which will be the same for every driver. The finishing point will be wherever the train happens to be after ten minutes.

Drivers and observers should familiarise themselves with any additional requirements imposed by the host club and posted in the steaming bays, for example regarding speed limits and/or spark arrestors/deflectors, and ensure that they have a suitable coupling ready (see separate sheet, or Lionsheart no 48, page 3). Drivers may select the load of their choice, in terms of the number of trucks and number and distribution of passengers. Passengers must be members of the host or guest clubs or their families or friends.

Drivers should be ready to run, with their passengers, at the allotted time. They should have a good coal fire before they leave the steaming bay, but their coal consumption will not be measured and plays no part in the calculation of results. When called to run, drivers should back their locomotive onto the train, and load the train, including the official observer, under the direction of the marshal. They may perform up to two trial laps of the track if they so choose, and then proceed to the designated starting point. Drivers may at this point increase or decrease the load to be hauled by whatever means they may choose. The dynamometer car meter readings of work done and distance traveled will then be recorded by the official observer and checked by a second observer or marshal. The driver may check the reading. The meter will not be reset but readings will be taken and checked at each point of measurement as with a gas meter and the differences calculated. The official observer and checker will both sign for the reading.

The driver is to observe all requirements published herein, all local club requirements, and all directions of the official observer. The official observer will tell the driver when he may start the timed run, when he exceeds any speed limit which may have been set, when two minutes and one minute from the end of the run, and when the run is to stop. The driver should do nothing which would artificially increase the dynamometer car readings, such as leaning on the locomotive or tender. The official observer, or appointed lineside marshals, will warn the driver of any transgressions and the driver will be disqualified on the fourth such warning. The running time will be ten minutes. The driver may stop for up to five minutes for any reason at his discretion, but the stopwatch will continue running and no extra time will be allowed to compensate for the time stopped. The driver may drop off passengers and/or trucks during the run, but may not pick up. The stopwatch will continue running whilst this is done. The driver may take on consumables during the run, which he should request at the designated location.

At the end of the run, at the official observer's direction, the driver will immediately close the regulator and bring the train to a halt. The official observer and a second observer or marshal will record and check the dynamometer car readings. The official observer and checker will both sign for the readings. The driver may check the reading.

At the conclusion of the competition the work done and distance travelled by each locomotive will be calculated from the relevant meter readings, checked, and the results published. The driver of the locomotive producing the most work done in each gauge will be declared the winner in his class, and a senior member of the Old Locomotive Committee will present the prizes as follows:

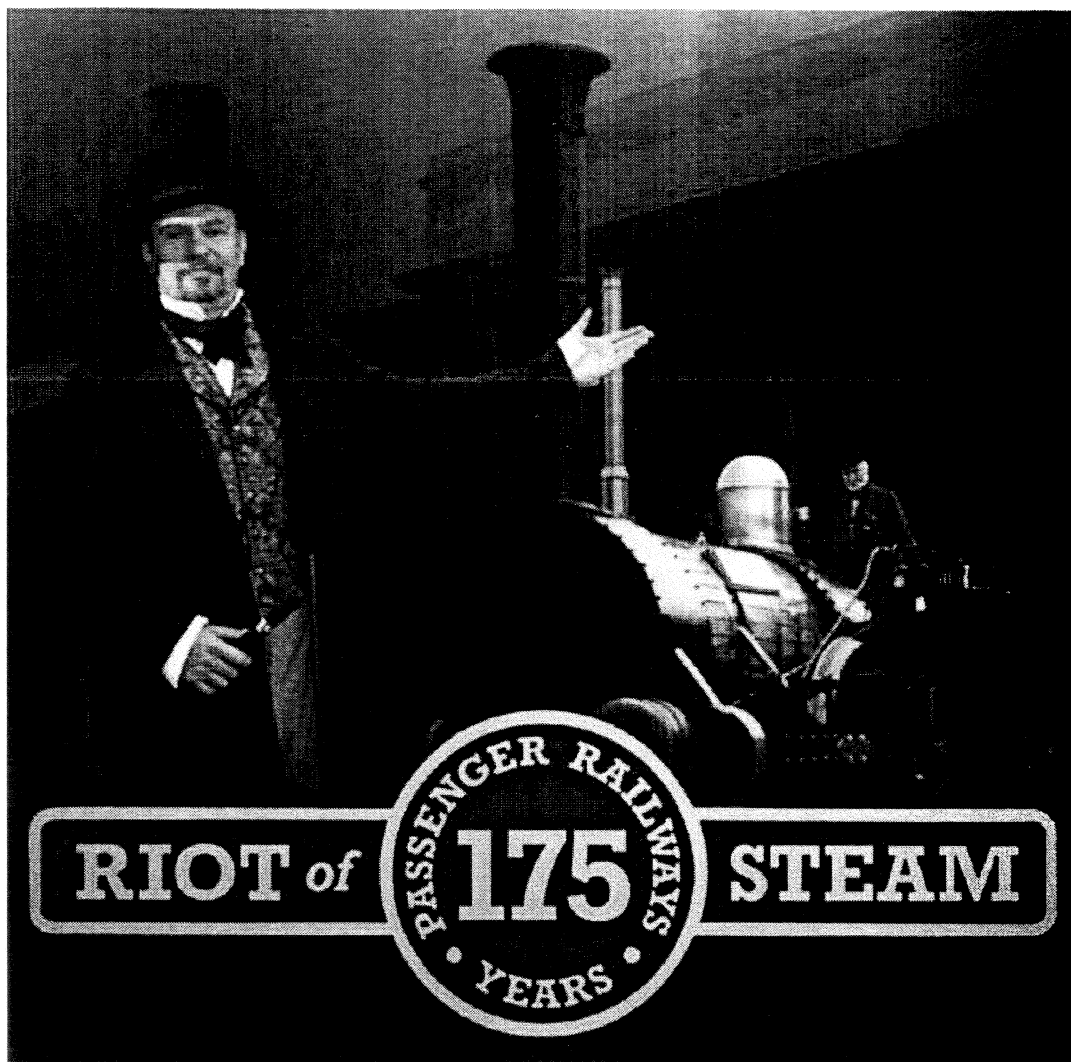
7¼" gauge: The 7¼" Gauge Cup,

5" gauge: The Mike Parrot Memorial Cup.

3½" gauge: there is no trophy, but it is customary for the chairman to make a presentation of fine wine.

The cups may be held by the winners till the following year, provided they are members of OLCO. The wine may be disposed of at the recipient's discretion.

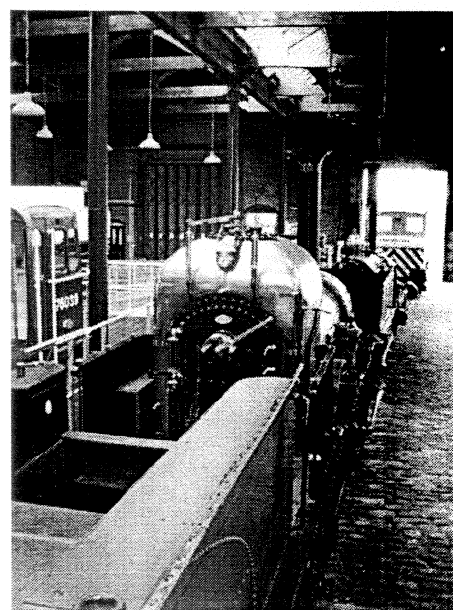
APB v4 Sept 04



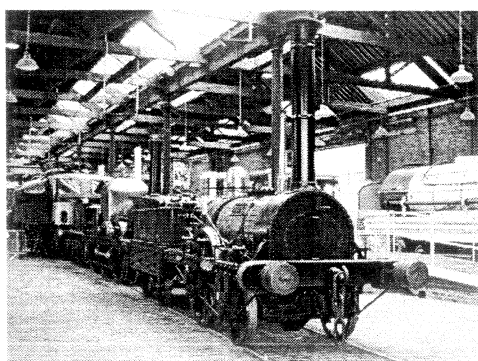
On the 15th September 1830, the Liverpool and Manchester Railway commenced passenger operation. 175 years later, there is still a railway at the Manchester terminus, now part of the Museum of Science and Industry in Manchester. To celebrate, the museum is staging a four day gala on 15th, 16th, 17th and 18th September 2005.

The entrants to the Rainhill trials will be well represented, with working replicas of 'Rocket', 'Sans Pareil' and 'Novelty'. The mainstay of museum steam operations, the working 'Planet' replica, will also feature. 'Lion' will be the only 'original' locomotive present representing the 1830s. Each day, there will be a cavalcade of the working locomotives, passenger rides behind different locomotives, talks and other attractions. Members of OLCO have volunteered to attend to provide further information to the public about 'Lion'.

'Planet' was recently shunted next to 'Lion' in the Power Hall and David Boydell managed to capture this rare event. We show two views on this page. Imagine the photographic possibilities during 'Riot of Steam'!



Above: 'Lion', 'Planet' and battery electric shunter



Left: 'Ariadne', 'Lion', 'Planet'

Puzzle Picture

The Puzzle Picture in our last edition showed the roof ventilator of the building in which 'Lion' faithfully provided the prime mover for the chain pump for Mersey Docks and Harbour Board. Did you guess correctly? It's some time since we published details of the 'Lionhouse' so, for the benefit of newer members, we reprint some details below. They are taken from the museum archive in Liverpool and, being 'copies of copies' reproduce badly but nonetheless show points of interest.

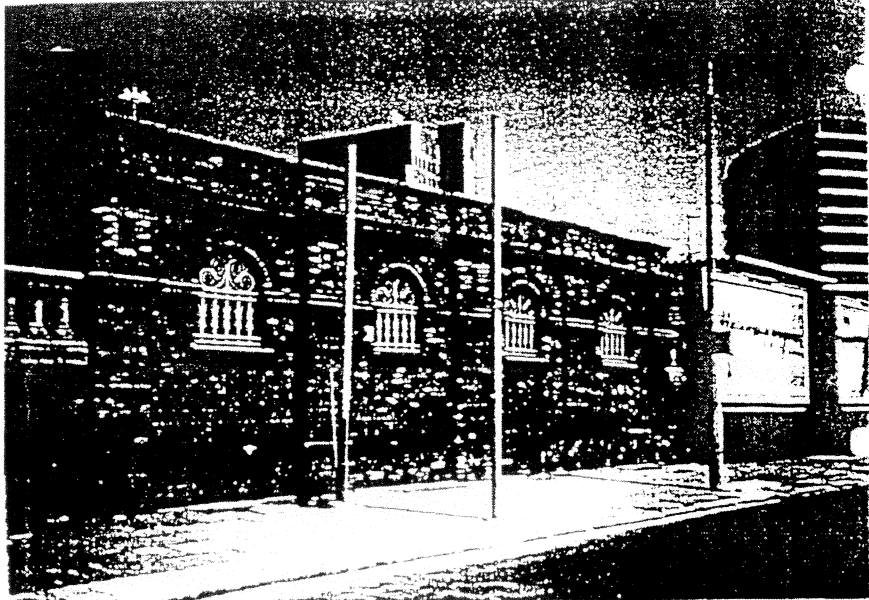
This is our 'puzzle picture' showing the louvred ventilator



This view shows the roof from inside the building.



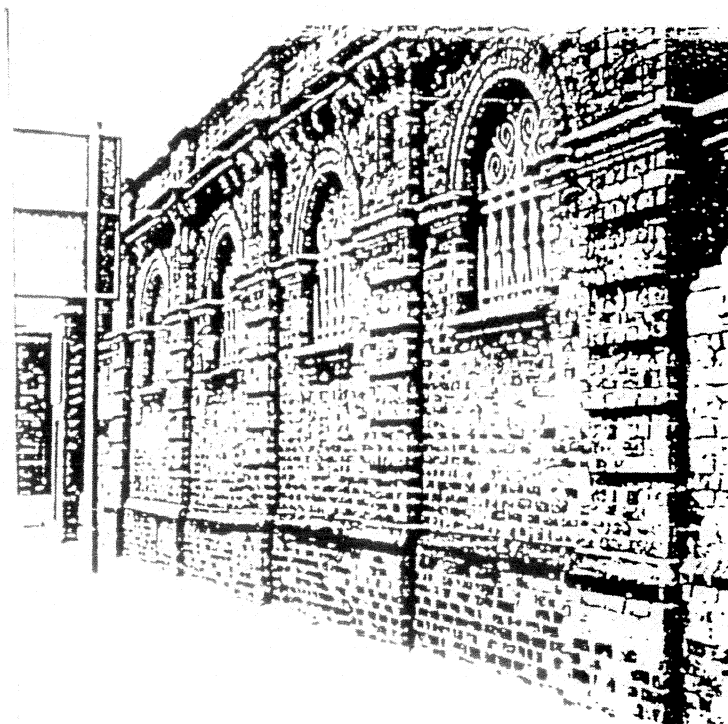
This is the side of the pump house facing the adjacent street.



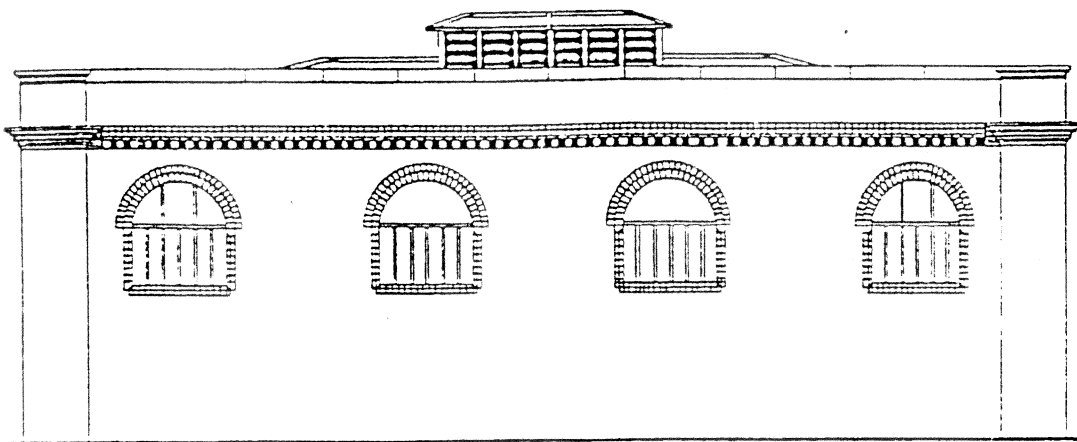
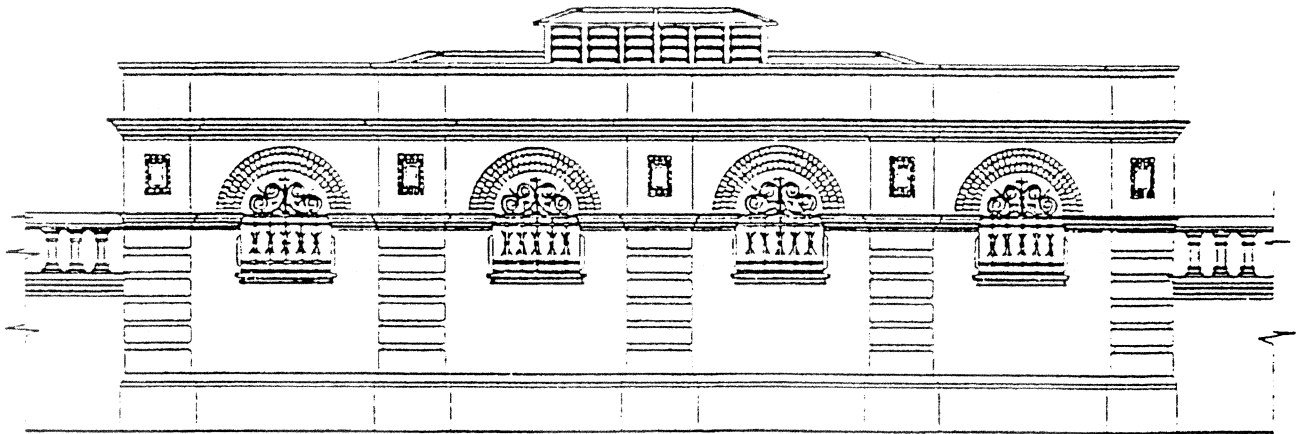
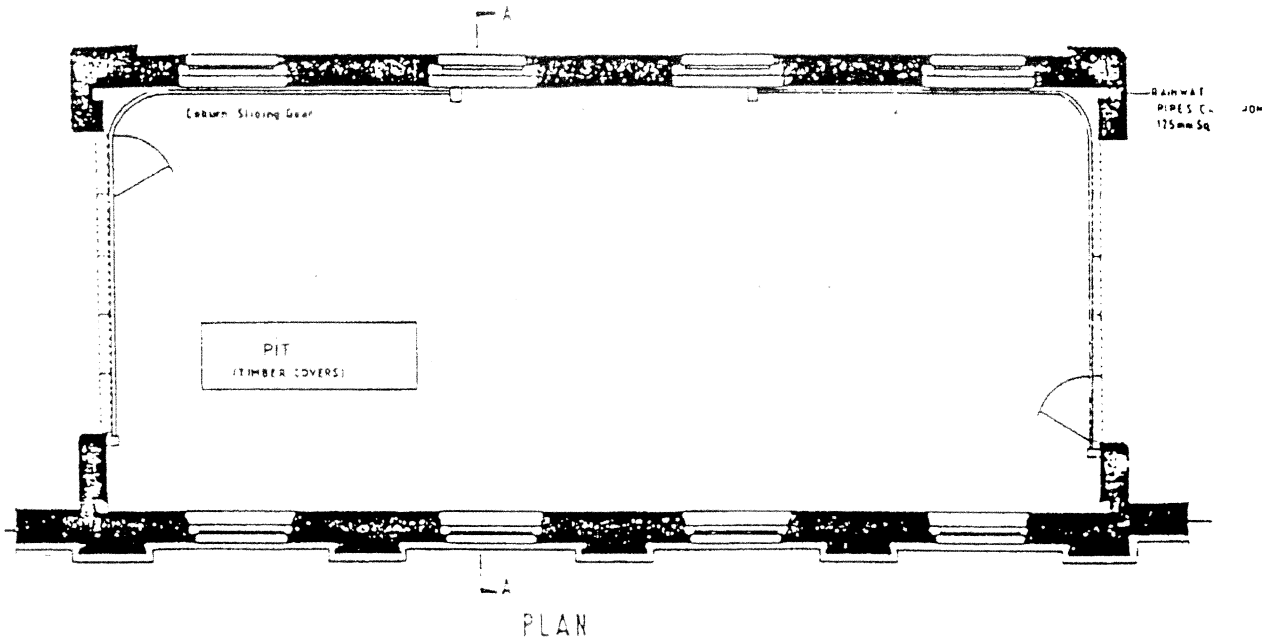
This view from above shows the site being cleared, shortly before the pump house was demolished.

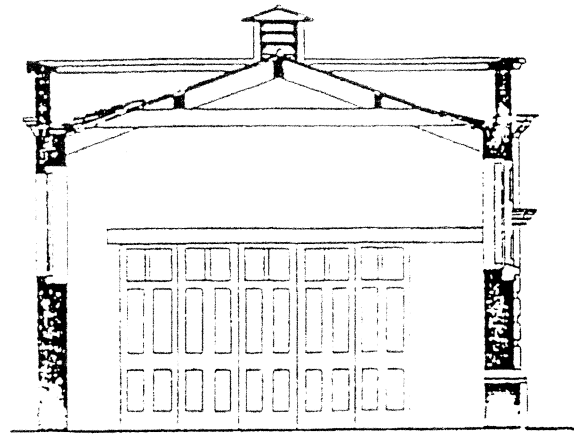


Despite the prosaic nature of the pump house, quite an elegant elevation was presented to the street.

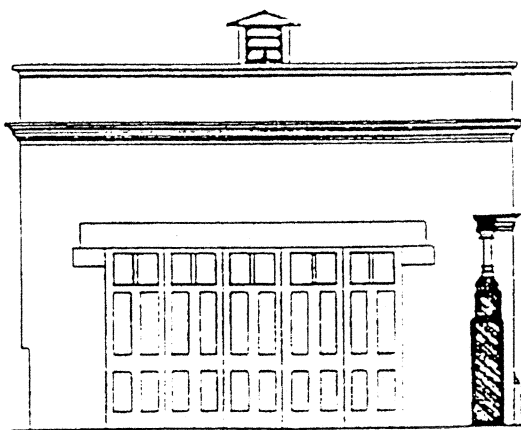


The archive includes plans of the building made at various times. In this edition, we show the building in its later life, after 'Lion' had been rescued, fitted with sliding, sectional doors at either end and in use as a garage.

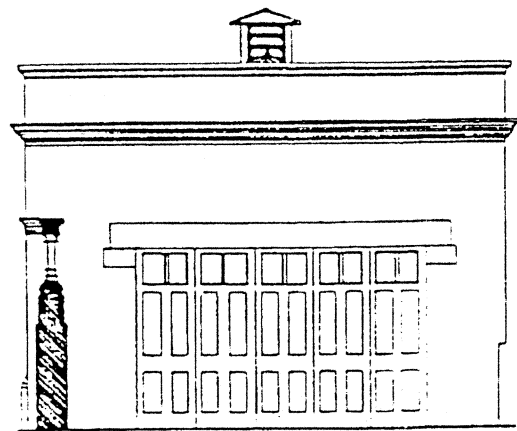




CROSS SECTION AA



SIDE ELEVATION
(FACING RIVER)



SIDE ELEVATION
(FACING DOCK ROAD)

Editor's Piece by Jan Ford

Well, your editor failed to get parole and returns for a further year. As I commented at the A.G.M., a combination of work and other commitments makes the production of 'Lionsheart' more problematic.

This edition does not contain all the reports I would like included – since the A.G.M. I have been overseas and it's essential full details of 'Lionsmeet' reach the membership without further delay. I hope that the next edition will include all the held-over items, together with a report on 'Lionsmeet'.

Lots for you to do – 'Lionsmeet' is deliberately held 'up North' this year, to make travelling easier for members who do not live in the South of the country.

We reproduce a 'flyer' for the three-day Bristol show at Thornbury.

The Museum of Science and Industry in Manchester are putting a lot of effort into the curiously-titled 'Riot of Steam' (one hopes the name will not prove prophetic) and we would encourage you to support this initiative.

Letters to the Editor

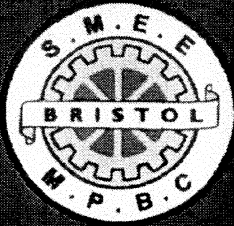
Our letters feature has been held over. There's some interesting correspondence, but it's not always clear which is intended for publication and which personal! But please keep your comments coming and we'll try to include a bumper selection in the next edition.

Contact details for the editor remain:-

Ms. Jan Ford
The Old Locomotive Committee
Brewood Hall
Brewood
Stafford
ST19 9DB

Telephone: 01902 850095 (evenings)
e-mail: jan@fordelectronics.co.uk

2005



BRISTOL MODEL ENGINEERING AND HOBBIES EXHIBITION

AUGUST 19TH, 20TH & 21ST

THE LEISURE CENTRE
THORNBURY
NEAR BRISTOL
BS35 3JB

FRI 10AM - 6PM SAT 10AM - 6PM & SUN 10AM - 5PM

ADULT £6.00 SENIOR £5.50

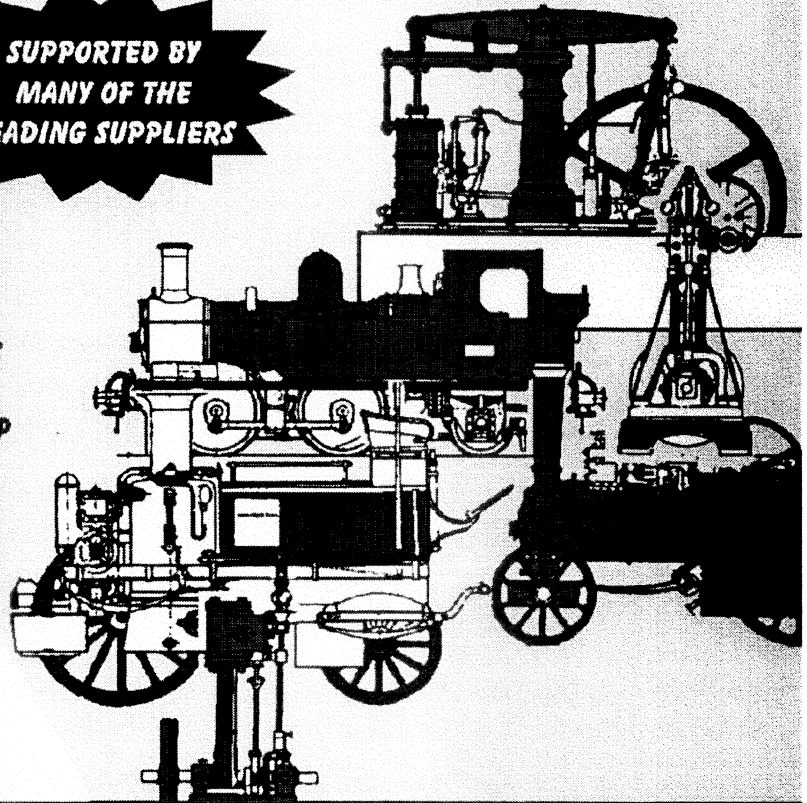
CHILD £2.50 FAMILY £14.00 (2+3)

3 DAY TICKETS - ADULT £10.00 FAMILY £22.00

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**AN INTERESTING SHOW FOR ALL THE FAMILY
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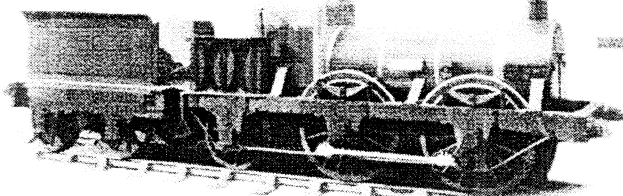
ORGANISED BY BRISTOL SMEE - REGISTERED CHARITY NO 1094274
FOR FURTHER INFORMATION PLEASE VISIT OUR WEBSITE:
www.bristolmodelengineers.co.uk OR CONTACT 0117 967 5878

ALL ATTRACTIONS CORRECT AT TIME OF GOING TO PRESS, BUT MAY BE SUBJECT TO CHANGE OR CANCELLATION

From the Editor's Chair by John Hawley

The regular contribution from John Hawley has been held over, but, instead, here's a submission from John on one of Liverpool's many hostelrys. Do member's know of any other 'Lion' public houses with a railway connection?

The Lion



Tavern

67 MOORFIELDS
LIVERPOOL L2 2BP
TEL: 0151 236 1734

Just a short walk away from Moorfields Station

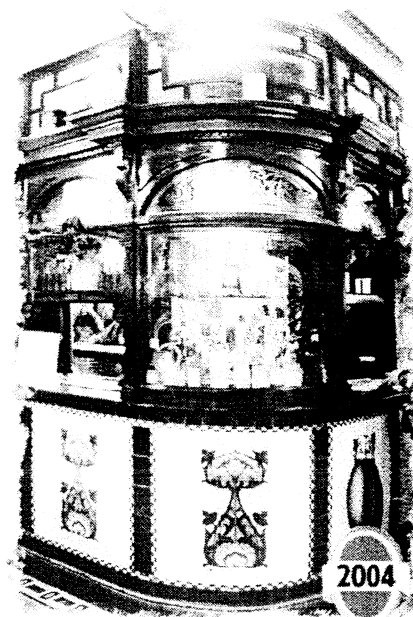
6 Handpumps

*An ever changing
selection of guest
beers. Regular Beer &
Cheese Festivals*

The Lion Tavern (grade II listed) is one of Robert Cain's Victorian gems and is named after the famous Lion locomotion engine which drew trains between Liverpool and Manchester in the early 19th century. It is an extravaganza of etched and stained glass with magnificently carved wood and fantastic tiling.



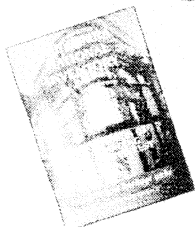
The pub has undergone refurbishment recently and now looks superb. It has a traditional public bar plus two cosy side rooms. Why not try the selection of delicious, excellent value for money cheeses all served with crusty bread and pickles. You can also enjoy a warming bowl of soup or superb pie.



2004

GOOD BEER
GUIDE

**Great value cheese board
available daily**



**Featured in the National Inventory of Pub
Interiors of Outstanding Historic Interest**



**CAMRA LIVERPOOL & DISTRICT
PUB OF EXCELLENCE 2003**