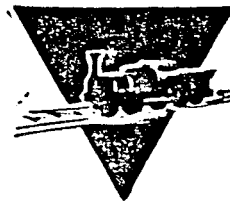


The Lionsheart



THE OCCASIONAL
NEWSLETTER OF
THE OLD
LOCOMOTIVE
COMMITTEE.

NUMBER FIVE JULY 1985.

MUSEUM VENUE FOR FIRST A.G.M.

Amidst the fascinating atmosphere of the Liverpool Museum, and in close proximity to the venerable LION herself, members of OLCO gathered on June 15th. last for the first "official" Annual General Meeting.

No more appropriate setting could have been possible for this important get together, and whilst serious business was being conducted in offices, and in the Gallery, every member attending had the opportunity to visit the Transportation Section of the Museum, and by kind permission of the Museum authorities, clamber all over their beloved LION to their heart's content.

Alan McKirdy and our youngest member "Shrimp" Lolliffe, who were the stalwarts of the cleaning party working on LION at that time both deny being responsible for any remarks about "more chiefs than indians" in the cleaning party!

The activities of the week-end actually began early on the Saturday morning with our Steering Committee ensconced in the office of the Museum's Deputy Director, Dr. Pat Sudbury, together with Adrian Jarvis, Transport Curator and Bob Wilson of the Merseyside Transport Collection planning for 1988.

Whilst other members were setting up displays in the Lecture Theatre where the actual A.G.M. was to be held, leaving our stalwart one man and boy polishing LION to the splendour she last displayed at Wroughton.

As lunch time drew near members began to gather in the Lecture Theatre where a sumptuous buffet lunch was laid out by the Museum catering staff, and enjoyed at pre-arranged glass of wine.

An invitation had been extended to Dr. Pat Sudbury (Deputy Director, Merseyside County Museum) to join us for this OLCO lunch being served in the

gallery. Towards the end of the conviviality, just before formal proceedings commenced, Dr. Sudbury took the opportunity to welcome the formation of OLCO and referred to the valuable contribution that we had made to the success of LION's visit to Wroughton in Sept. 1984, our continuing research effort and our commitment to care for LION in the future, not least the great improvement that we had made to her appearance that very morning.

Dr. Sudbury briefly outlined that there were various forms of association with the Museum which OLCO might adopt. However it could not be decided which would be the most appropriate until it was known on what basis the Museum would be operating after the proposed re-organisation of Local Government.

In response, Mr. E.F. Clark thanked the Museum warmly for their co-operation so far and their efforts to look after OLCO this day. At the same time expressed the determination of OLCO to work with the Museum in all aspects of the continued safe preservation of LION and in particular to support to the limit of the Society's ability, whatever was planned for 1988, and that he was sure that it would be OLCO's wish to adopt whatever formal constitution would best fit in with the Museum's organisational structure and internal arrangements when these were finally known.

Lunch over the serious business of the day got under way, and Mr. E.F. Clark, chairman of the Steering Committee called the meeting to order.



LIONSHIRE! ALL BEAMING AND LOVELY AFTER THE ATTENTIONS OF THE OLCO MEMBERS JUST BEFORE THE A.G.M.

WHAT CHANGE THE THE LOCAL MEMBERS BEARING TO KEEP HER IN THIS CONDITION FOREVER?

Welcoming members and Museum staff attending, he read apologies from several members unavoidably absent. The record of the inaugural meeting at Skelton on the 6th. Sept. 1984 was passed nem con.

MEMBERSHIP ACCOUNT 1984/85

The Accounts were accepted, a healthy balance was in hand, but it was stressed that the finances would have to be much tighter if a vote to participate full time activities planned for 1988.

GUILDFORD M.E.S. TO HOST WORLDS FIRST LIONSMEET, --- 25th. AUGUST

OLCO members will be aware of the very generous invitation by the GUILDFORD M.E.S. to hold the world's very first LIONSMEET on their track, and use the facilities of their clubhouse.

'Their track' is an extensive 1500ft. run of mixed 3.5"/5" gauge in Stoke Park plus an HO/OO 16.5mm layout inside the clubhouse.

In addition 7.25" Gauge as well as 'G' Gauge, (7mm. scale) could also be accommodated, but a request for such a facility must be received before the 10th. August.

Gauge 1(10mm. scale) will be limited to a mere 2 metres of display track on this occasion.

We expect to learn a great deal from this first LIONSMEET.

The 'LBSC' design for the 'Titfield Thunderbolt' in 3.5" and 5" gauges first appeared in the Model Engineer in 1953. This did not purport to be a model of LION but a miniature locomotive design based upon LION.

Since 'LBSC' or 'Curly' Lawrence as he really was, never built this one out of his many designs, any design errors were only discovered by modellers when they came to build it.

Although this is a rally for a 'one design' model, it is a much modified 'one design'. Some of the earliest models made to his design still running today are in excess of 30 years old! They have had some very modest modifications over the years.

Many of the younger versions have been radically modified, not only in the BoBs, which is an essential mod., but even to a reduction in boiler diameter and rearranged tube design, which is really more a cosmetic modification- an effort to attain a much nearer scale appearance.

It is proposed to permit free running from 10.30 a.m. to 1.30 p.m. when the Comparative Trial is due to start.

One lap to assess and then nominate the load to be carried, then five minutes running with that load to achieve the maximum possible work done in the time, measuring the effort with the well known Guildford M.E.S. Dynamometer car.

It has been decided not to try to measure the coal and water consumption on this occasion.

Knowledge gained on this LIONSMEET will

of course guide our thinking for the conduct of future LIONSMEETS.

Just how much variation there will be in performance is, at the moment, anyone's guess.

Theoretically there should be very little variation but

.....we shall see!

Any of the part-built models of LION that either you or your friends might be working on will be very welcome at the LIONSMEET.

The opportunity to compare projects and discuss construction techniques can be extremely valuable. Remember, you may have solved the problem of holding and making one very awkward part and be working out a method for making the next bit, whereas a fellow member of OLCO could already have made your 'next-bit' and his 'next-bit' could be the part you've just finished.

LIONSMEET isn't just a simple competitive performance trial, although there will be an element of competition, there will also be an element of mutual self help not only on building, but also tuning the performance of those finished models.

There is no point in opting not to come because YOU think YOUR model hasn't a chance. YOUR version in model form might make a bigger contribution than YOU think possible. There has to be a reason for the worst performer. Discovering that reason can help us all eventually.

Please note:- a current Boiler certificate for those models which are to be steamed is essential and OLCO membership can be taken out on the day.

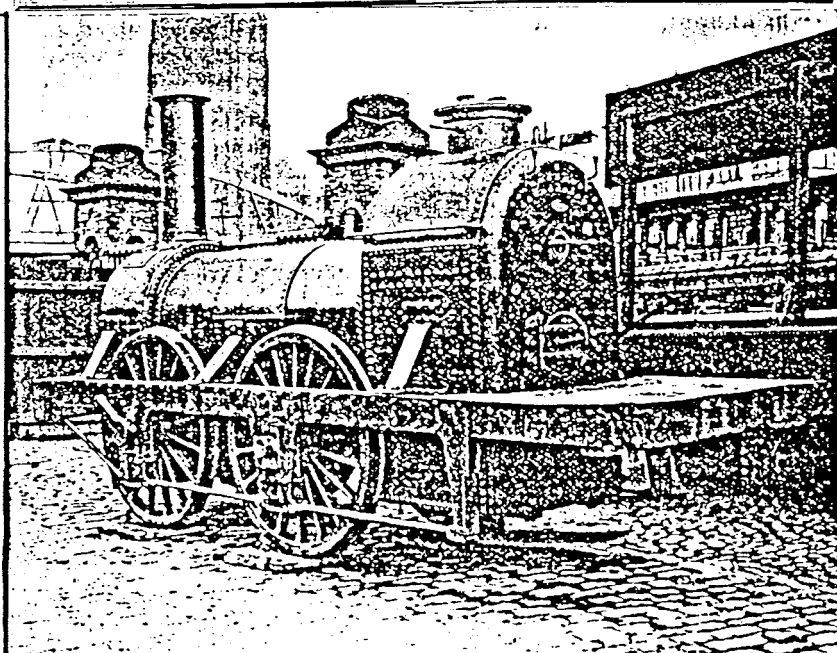
There is plenty of room to park cars, some very light refreshments should be available but Stoke Park is a very pleasant place to take a picnic lunch, even on a dull day.

On a sunny day it is quite delightful, which is why I, for one, make every effort each year to have a family picnic under the trees at their Open Day.

The Open Day this year is on the 20/21st. July and a visit is very much to be recommended.

MAP SHOWING HOW TO GET THERE WILL BE FOUND ON THE BACK PAGE.

REMEMBER YOUR CURRENT BOILER CERTIFICATE WILL BE REQUIRED.



LION IN THE YARD, PRESUMABLY HAVING JUST BEEN EXTRACTED FROM HER LONG IMPRISONMENT IN THE FLY-HOUSE WHICH WOULD BE OFF THE RIGHT OF THE PICTURE. THE STONE WALLS ARE CLEARLY VISIBLE, AS IS THE BRIDGEWORK OF THE LONG DEFUNCT OVERHEAD TOWER.

MEMBERS VISIT LION'S LAIR AT PRINCE'S DOCK.

Sunday 16th June, the day following our first A.S.M. was a beautifully sunny day. Adrian Jarvis gave us a conducted tour of the Large Object Store in the Prince's Dock, which houses some very large objects, like major portions of the Euro. satellite launching rocket 'Blue Streak' in addition to buses, old steam rollers, unique Mersey Tunnel cleaning wagons and assorted bits of railways including very early stone block 'sleepers' and rail chairs.

The approach to Prince's Dock is first left at the Liver Building as one heads west towards the Belfast and Dublin Ferry Terminals.

The Isle of Man Ferries used to leave from the Pier Head behind the Cunard Building in that vicinity.

The Atlantic Tower Hotel overlooks the large, partly tarmacadamed, formerly cobbled, lorry park or yard, which is separated from the A565 (Bath Street/Vew Quay) by a very high brick wall possibly a mile in length, running parallel with the River.

Standing at the Iron Gates which nowadays are at a slight angle to the rebuilt road junction, one may observe the Dock sheds across the yard, although the one housing the Large Objects is just hidden behind the shed one can actually see from this point.

In the shadow of the wall is an ideal length of track set into the tarmacadam.

If only we could have the use of it for 1933 it would be perfect.

Not only from a logistical point of view with regard to security and ease of staffing, but for public access should it prove possible to do some weekend steam-ups prior to any tours that we might hope to embark upon, but because we believe that LION may have been incarcerated in what we think was the pump-house.

This is a low brick building which forms part of a somewhat lower brick wall with sandstone balustrades, running at right angles to the River.

The evidence gleaned so far, together with some pictures will be published in a future LIONSGHEART. The accompanying photo from Col. E. Kitson-Clark's Treatise (now sadly long out of print) shows LION in the yard, presumably having just been extracted from her long imprisonment in the pump-house which would be off the right of the picture. The stone balustrades are clearly visible, as is the bridgework of the long defunct Overhead Railway. Is that tower a church on the corner of Chapel Street or possibly Water Street? It couldn't possibly be the Atlantic Tower Hotel - not in 1928 it couldn't!

Meanwhile will any OLCO member living locally or with some local knowledge, please communicate with either the OLCO Secy. or Adrian Jarvis.

OLCO's interests are rather wider than just simply worrying about the minutiae of the dimensions of some obscure split-pin that may or may not have been fitted in 1833!

POSSIBLE TRACK SITES FOR 1988.

Alternative possible track in the area of the BRUNSWICK and HARRINGTON docks. (Very near to the International Garden centre site) has been suggested.

OLCO will be writing to the Merseyside Development Corporation asking if it would be possible to leave the track due to be ripped up when the scheduled riverside walk is built, in situ as a tourist attraction for the running of steam engines thereon.

This would be O.K. for LION to operate on, but much less secure than the Prince's Dock site.

Either way, funds will definitely need to be raised for this venture. Now that we are a properly constituted body your subscriptions are no longer simply to cover the cost of postage and this newsletter.

We urgently need a cash reserve to allow us to support the Museum should the current 'freeze' on their spending get any worse.

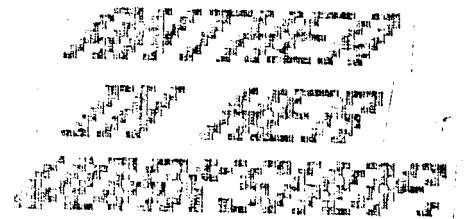
The Lionsgheart

Another layout experiment again for this issue. LIONSGHEART No.4 was laid out on A3 paper and then photoreduced to our usual A4 format.

The original artwork for that issue was on show at the A.S.M. David Maley having beavered away most of the morning to create that super display at the entrance to the lecture theatre and thereby depriving himself of the opportunity to climb all over LION, with or without a Brasso rag in his hand! However we felt that the photoreducing process made some of the finished printing a little on the small side.

This time we've opted for three 40 character columns on A4 paper and hope that this may be a bit nearer the final format. We both await YOUR comments with interest.

ENQUIRIES, ARTICLES AND SUBSCRIPTION RENEWALS SHOULD BE SENT TO :-
CHARLES TAYLOR-NOBBS,
ROZELLA LODGE,
329, MAINAULT ROAD,
LEYTONSTONE E.11 1ES.



Following the A.S.M. business session and another showing of Jack Chisnall's excellent prizewinning film on LION, Anthea Jarvis conducted small parties of OLCO members around her workshop in the inner recesses of the Museum. This was another OLCO privilege for which we thank Anthea most warmly.

Those ladies who, willingly or with some 'encouragement', will be involving themselves in the OLCO COSTUME GROUP for 1988 found it a singularly instructive visit. Advice to avoid spurious sources of information (e.g. the 'Quality Street' adverts.) was backed up with the provision of photocopies of the genuine articles in vogue during 1833.

PANTHER DOWN IN HER WORK ROOM



Fashions for May, 1838.



During the 'Whitsun' holiday your Editor had the pleasure of assisting, for a couple of days, fellow members of the Historical Model Railway Society at the exhibition for G.W.R. 150 at Didcot.

It was very interesting in many ways, not the least being the display of photos of LION when she visited Didcot in 1980 roundly declaring her building date as 1859! Brian Conduct, the Information Officer, and I, together with his wife who assists him so ably, have had a most enjoyable chat and some very friendly correspondence on the matter. The net result should be some accurate publicity for GLCC.

Returning to the H.M.R.S. Layout, which was an OO/16.5mm. version of Didcot in the 1930's, there was an opportunity to run my Bachmann model of JOHN BULL whose curious outline provoked much interest amongst the viewing public.

I think it was Saguel Johnson who said that "Languages are the pedigrees of nations" and possibly George Bernard Shaw who described Britain and America as "two nations divided by a common language". This is certainly proving to be the case with the wrangle over the 'oldest working' and 'oldest operable'.

Every single one of the innumerable visitors with whom I found myself discussing the model had not the slightest difficulty distinguishing between 'working' and 'operable'.

Dr. John H. White Jr., Curator, Division of Transportation at the Smithsonian Institution wrote on the 20th. May to our chairman E.F.C. in reply to his letter

of the 24th. April. ".....I feel it is a great disservice to historians, collectors and the public to purposely contrive phrases that while not technically untrue, are surely not correct. You and I, and a few others devoted to the earliest years of steam locomotion, might be able to differentiate between oldest working and oldest operable but few others could be expected to deal with such obscure differences in meaning. I have put both phrases to several friends, none of whom were rail enthusiasts and really care very little about the subject but who are all intelligent and well educated people. Not one could comprehend the difference between oldest operable and oldest workingSophistry should be left to politicians and the advertising media....." At least on this last point I do not think a single reader of LIONSHEART will disagree! It would seem that we and the Americans have a common problem in that respect!

Unfortunately it would seem that Dr. White is still awaiting LIONSHEART's Nos. 1-4 and my letter to him which went by surface mail the day after E.F.C.'s letter left by Air Mail.

Frank Porritt has written to me from Darlington pointing out that in our previous issue I had omitted to mention that JOHN BULL was in fact a British built locomotive exported to America.

This is quite true and in view of the interest in JOHN BULL amongst GLCC members future issues of LIONSHEART will carry further details of the grand 'old gentleman'.

The Australian Bicentenary

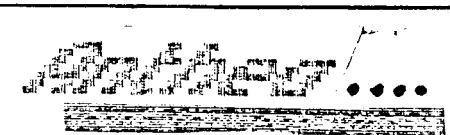
1788-1988

We keep on reminding ourselves that 1988 is the Sesquicentenary of LION but it should not be forgotten that 1988 is also the Bi-centenary of Australia.

That makes LION a mere 50 years younger than a great nation, some of whose citizens, we are proud to boast, have joined GLCC as full subscribing members and have either built (see LIONSHEART No.4) or are building a model of LION.

O'conn Sports, any of you got any forebears whose reminiscences have come down the family through the years and might just connect with anything remotely to do with LION?

We all realise these family anecdotes get a bit distorted with the passage of time, and we are talking about a fairly long passage of time, but you never know, any kind of connection would be nice to hear about.



Another 'tip' was to forget the Dressmaking Depts. in present day shops and go seeking for remnants amongst the Furnishing Fabric departments for the Brocades and Velvets etc. which are much more 'Period' than currently available dress materials.

A further point to be borne in mind was that dyestuffs of the period were mostly of vegetable origin, not as 'fast' to sunlight, and therefore not as 'bright' as the colours we are used to generated by modern chemical dyestuff technology. Thank you Anthea for fitting us in alongside your other task as the Museum Duty Officer that weekend, and there can be little doubt that the fruits of your instruction will be 'on parade' for all to see in 1988. A lot more of the GLCC Ladies seem to have become inspired to 'have a go' following that very enjoyable visit.

WROUGHTON '05. WILL THIS PARALLEL STEAM?

The Science Museum Open Day at Wroughton Airfield, Swindon will again be on the second Sunday in September.

Rumour hath it that the locomotive in steam this year is likely to be the replica SPAN PAREIL rather than IRON DUKE, whose 7'0.25" track might be prove too expensive to move and relay for just one day.

GLCC's function is with LION and only with LION. Other engines and replicas of the same or similar periods are looked after by the Friends of the N.F.V. however that does not prevent any GLCC member volunteering his or her services to assist in whatever capacity, may be

Obviously there cannot be a situation that leads to gross overstaffing and Friends of the N.F.V. take precedence over ourselves in such a case.

Nevertheless any GLCC member who would like to sample the delights of a windswept hill in Wiltshire, either again or for the first time should inform the Hon. Secy. who in turn will ask the Science Museum if there is a place for our volunteers alongside theirs.

Even if our services are not required it is such an excellent show that it will be well worth visiting it as private individuals in fact.

ST. BARNABAS CHURCH.

Vicar a Railway Historian.

This is not a reference to one of the twenty '2911' class of locomotives built in 1907 by the G.W.R. but to a very elegant redstone church, built about 1912, on the corner of Smithdown Road, which modellers in the smaller scales will recognise as the home of Hattens of Liverpool, and Penny Lane, which aficionados of modern music will associate with the 'Beatles' who, I am given to understand were a small group of male singers who wrote a song about Penny Lane early in the latter half of the 20th. Century.

This church is a lovely example of those churches founded and built before World War I in those years following the death of Queen Victoria. Years which some historians have termed 'The Long Garden Party'. The architecture here epitomises that period of social elegance and, dare one say, complacency.

The beauty of the building has not been lost altogether to the trendy modern forms of service which have been foisted onto the lay members of the Church of England in manner similar to the way metrication and the Decimal Biddle Currency has been foisted onto an unwilling Nation, unloved and unwanted. The mid morning service remains as it has done more or less for the last 123 years and would have been as instantly recognisable to the original builders of LION as it was to James Kiteons great grand-daughter, Mrs. Mary Chitty who, with a small group of other OLCO members, attended, on the Sunday morning following the A.C.M., a service conducted by a another OLCO member, the Vicar of the Parish of St. Barnabas, the Rev. DONALD POSTLER.

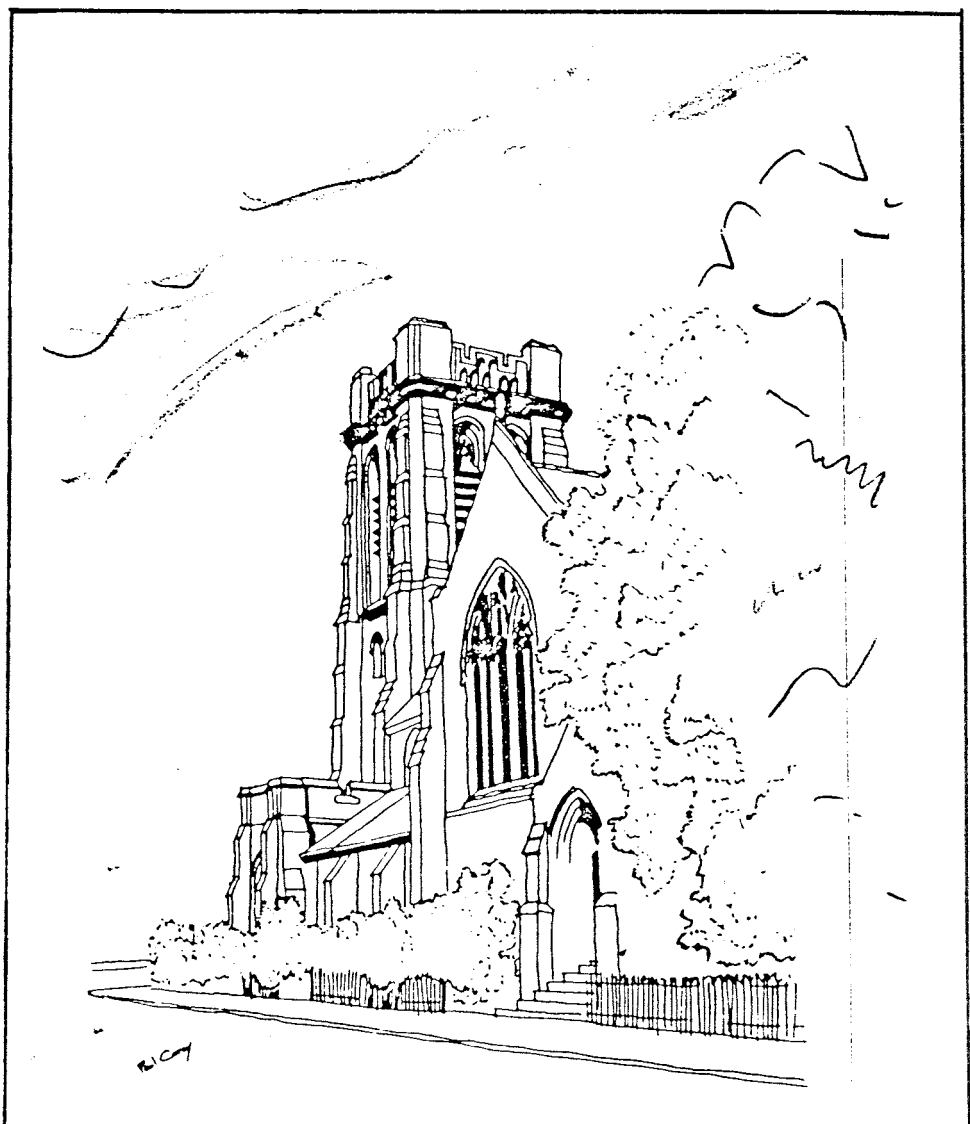
Donald, unfortunately has been unwell following a bad fall but happily is now recovered. He is, incidentally, like your Hon. Sec. registered as a pharmacist. However there can be no doubt that he must derive very great satisfaction from his ministry in what must be one of the friendliest parishes in the kingdom. His wife Audrey and younger son Richard together with just about every member of the congregation who managed to speak to us made us all feel most welcome.

It is very much to be hoped that OLCO members living locally will do along and introduce themselves to Donald who, when

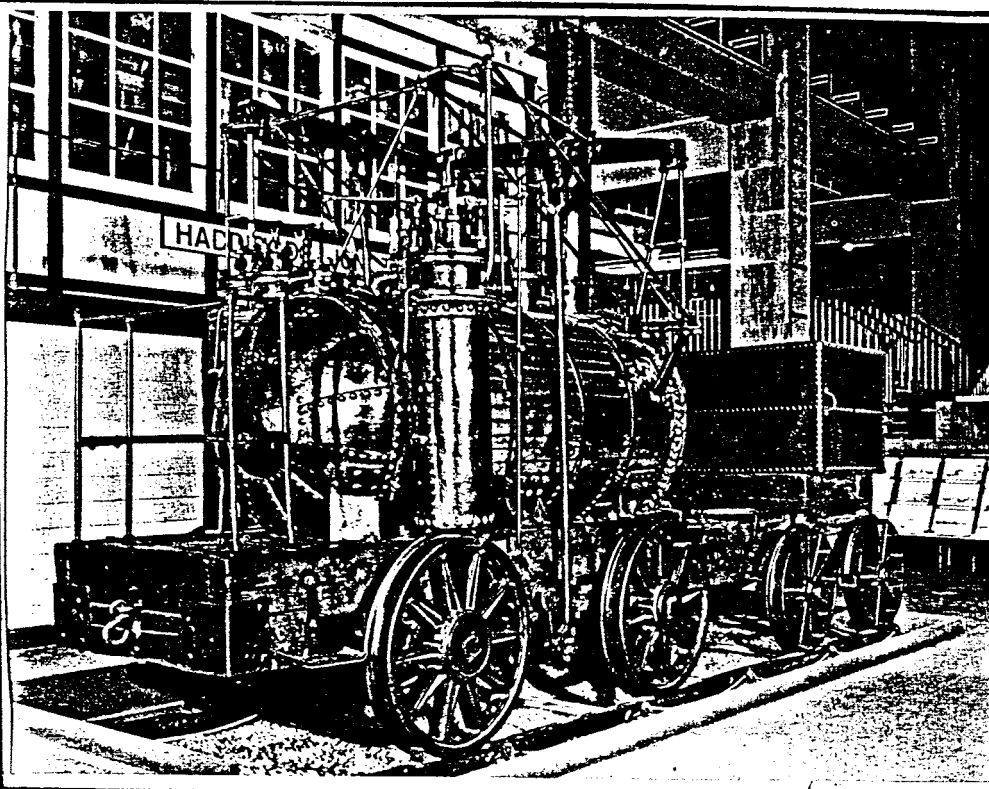
his parochial duties permit, will encourage more local OLCO activity. The name BARNABUS means 'one who encourages'

and in Donald we certainly seem to have the right person in the right place. His other qualification of course is an abiding interest in both railways and model engineering, an interest which is not altogether uncommon amongst the clergy: Bishop Eric Treacy, Rev. Edward Beal, Rev. Awdry (Thomas the Tank Engine books) Rev. Peter Denny, Rev. Teddy Boston to mention but a few. Maybe one day someone will write an essay on 'Railways and the Cloth' there is certainly enough material! The Vicarage telephone No. is 051-733-1432.

An active LIVERPOOL SECTION of OLCO is essential if 1988 is going to be a success.



ST. BARNABAS PARISH CHURCH
Mossley Hill, Liverpool



PHOTOCOPIY OF THE OFFICIAL SCIENCE MUSEUM POST CARD OF "PUFFING BILLY". THIS LOCOMOTIVE IS NOW ONE HUNDRED AND SEVENTY-TWO YEARS OLD. IT ARRIVED FROM WYLAN IN WORKING ORDER, AND THERE IS NO REASON TO BELIEVE THAT A HYDRAULIC TEST ON THE BOILER WOULD BE ANYTHING BUT FAVOURABLE AND THAT STEAM OPERATION WOULD STILL BE POSSIBLE....BUT HOW COULD WE EVER PROVE IT ?

FURTHER CONTROVERSY!

'Hardly 'Reader's Letters' but certainly some other very early 'Correspondence' has come to the notice of the Editor.

Letters dated July 28th.1852, April 4th.1853, 17th.July 1854 and 22nd.July 1854. between F.P.Smith Esq. the Curator of the Patent Museum (predecessor of the now Science Museum) and Capt. Blackett R.N. of the Wylam Office, Newcastle-upon-Tyne who was quite adamant that his "Puffing Billy" was in full working order when it was loaned to the Patent Museum.

The gallant Captain, much to the amazement of the Curator now wanted his 30 year old engine back or cash for a replacement because he was short of a locomotive for drawing coal. He also wanted it back in the same condition as it left Wylam because ".....I must remind you that nothing is more liable to deteriorate than an empty boiler in a damp room....."

Thomas Hedley's 'Wylam Dilly' also of 1813 is also preserved, but in the Royal Scottish Museum, Edinburgh.

So far there is no evidence as to her condition when withdrawn from service.

Are either of these locomotives still operable one wonders.

No doubt there are quite a number of enthusiasts who would take the risk of proving that they were still operable, but it would be exceptionally difficult, if not impossible, to find anyone prepared to let such a volunteer take that risk.

And if they ever did prove to be operable would we renounce our claim for LION to be the oldest 'working'?

Members opinions on this point would be welcome.

MEMBER'S SALES

CASTINGS FOR AN ACCURATE 1/80th. SCALE MODEL OF 'LION' TO STEAM ON 7.25+0. CAN BE OBTAINED FROM DAVID DOYLE, 3 VAN DYKE ROAD, TADLEY, LEAMSTER.

Special discount for Members of OLCC.

"YELLOW BOON"

Every member of OLCC must surely have their own personal copy of the Merseyside County Council/Merseyside County Museums publication "The story of the oldest working locomotive in the world 'LION'" by Adrian Jarvis and Len Morris. Price £1.

The Museum have still got quite a large stock of this book and a modest stock is now held by the OLCC Secy. together with the 10p. postcard of LION.

Members are requested to make every effort to encourage friends and acquaintances to obtain a copy of this excellent publication whilst stocks last. The 1980 price makes it especially good value in 1980 and, although it

needs some corrections and updating, the 1980 Birthday book is likely to be a weighty tome for enthusiasts at an enthusiasts price. You have been warned! This projected "Birthday" book will most likely be a multi-author affair.

Members wishing to contribute one or more chapters on a specific topic relative to LION are invited to write to the Editor of LIONHEART who will initially be co-ordinating potential contributors until a "volunteer" has been found.

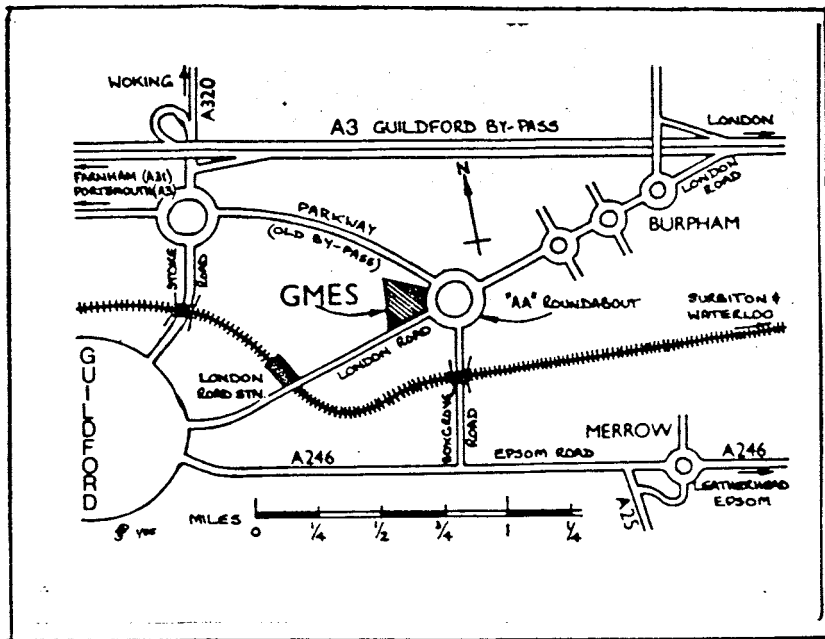
LATE NEWS ITEM

On a happy note we all extend our congratulations to one of our younger OLCC members, Edwin Clark who did rather well at Hanley Royal Regatta and won a rowing medal or two. Sadly, two of our busy members, his mother and sister Erna lost a number of sentimental pieces of jewellery on the same weekend when thieves broke into their home, that of our chairman E.F.O.

GUILDFORD A.E.S.

FIRST A.G.M.

Cont from front page.



Thanks were extended to all members who had helped to make OLCO viable in its first year. A great deal of new material about LION had come to light through our efforts, which would continue up to 1988 and beyond.

Mr. E. F. Clark was unanimously elected Chairman of OLCO, Mr. Charles Taylor-Nobbs elected as Hon. Secy. and Treasurer, other Executive Officers elected new con were: Mr. David Neish, who will continue to organise LIONSHEET at Guildford, Mr. Peter Bell and Mrs. Dorothy Bell who will continue her efforts with the costume group.

This is, in effect, the Steering Committee re-elected as Executive Officers of a properly constituted OLCO, the Constitution, already circulated, being adopted at this meeting.

Other members will be co-opted as the need arises.

The meeting concluded with Jack Chisnall's excellent prize-winning film on LION and a visit to the costume workshop under the guidance of Mrs. Anthea Jarvis, Assistant Keeper of Decorative Arts, reported elsewhere in this issue.

The evening saw a number of members investigating the architectural and other delights of those remaining alehouses built during the reign of Queen Victoria. Liverpool's Chinatown was carefully surveyed and a suitable restaurant selected for those members hardy enough to keep up with the cracking pace set by Adrian Jarvis.

Activities on the Sunday morning, were very much enjoyed, as articles elsewhere in this issue will show.

SCIENCE MUSEUM
Wroughton
Viewing Days
14th July 1985
11th August 1985
SCIENCE MUSEUM
OPENDAY
8th September 1985

Enquiries to: Science Museum London, 01-589 3456 ex 632
Wroughton, Red Barn Gate, Nr. Swindon, Wilts, 0793 814466

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May be ordered direct from the publishers MEL PUBLICATIONS, Bellards, Knocking Green, BEDFORD MK44 1AA. Price 22. Inc. P&P.