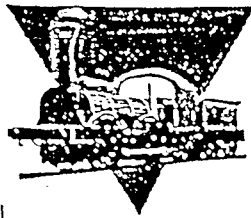


The Lionheart



THE OCCASIONAL
NEWSLETTER
OF THE
OLD LOCOMOTIVE
COMMITTEE.

Number Eleven. SUMMER 1987

Crewe Heritage Festival 1987

OLCO Members meet the Queen.

THE QUEEN TAKES AN INTEREST IN "LION"

ROYAL TRAIN

GRAND JUNCTION
RAILWAY: 1987
SESQUICENTENARY.

The Grand Exposition held at Crewe began on the 4th July.

A rough schedule to continue until Sunday 16th August, *LION* will in fact steam again on the weekend of the 22/23rd August.

Her Majesty Queen Elizabeth II accompanied by H.R.H. Prince Phillip, attended on Friday 24th July and was graciously pleased to address several members of OLCO with questions about such an unusual Old Locomotive.

All the visiting Locomotives were 'in steam' on that day. On other weekends, on a rota basis, throughout the six-week period they provided a vice, but the public's main interest has been in *LION*.

The saddle tank *WHISTON* (An 0-6-0 J52) was available during most weeks and provided brake van rides for the Public.

The second oldest locomotive to be in steam on the day of the Royal Visit, although quite young by OLCO standards, was the V.C.T.'s restored *BELLEROPHON* a mere 113 yrs. old.

It was rather sad that this fascinating old engine was left bereft of all support by the V.C.T. members after the Queen had gone.

It was particularly of course when relieving *WHISTON* during the weekday steaming. Had it not been for those members of OLCO who are also members of the Vintage Carriages Trust then *BELLEROPHON*



The Royal couple stop to chat to preservation society representatives in period costume as they tour the Heritage site.

-EVENING SENTINEL, Saturday, July 25, 1987 (C)

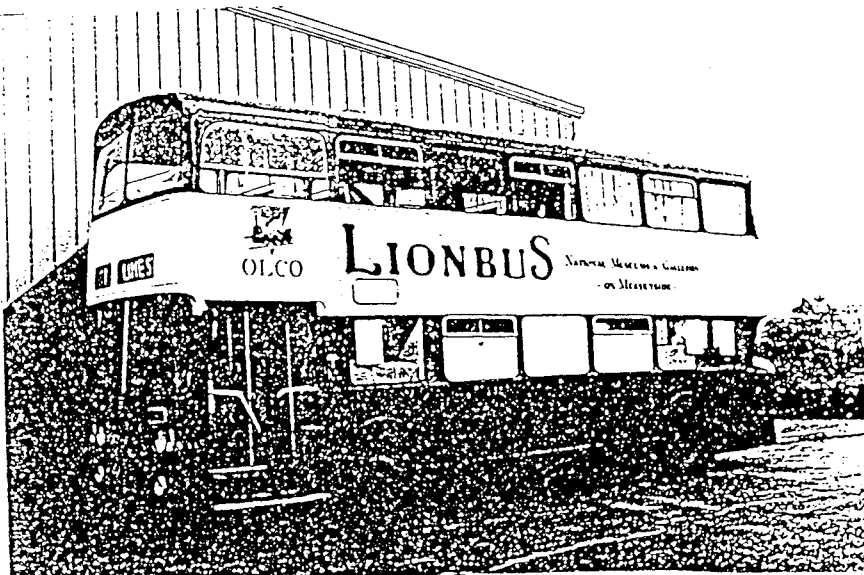
might never have got into steam at all after the Royal Visit. Those of us who have dual membership felt very sorry for the real enthusiasts who made up the weekend crowds and missed her steaming.

CORNWALL could only be there as one of the static exhibits. Not having any tubes in the boiler it could hardly be otherwise. This is rather a shame because, although so much more advanced in appearance, she is only nine years younger than *LION*.

The opportunity for members to assist Adrian Jarvis and his team, Paul Rees and Carolyn Fleming once again in the operation of *LION* was avidly accepted.

The organisers expected all members to be in costume whenever possible but particularly when *LION* was in steam.

Our grateful thanks go to Carolyn for the design of the interior of the *LIONBUS*. The top deck gave us changing facilities on site whilst the lower deck provided a



poster exhibition of the history of both *LION* and OLCO for the Public and a sales counter which will by the time the show closes, have turned over sales of books, posters and videos in excess of £1000. This is thanks to the energy of so many OLCO members, both in and out of costume, that it would mean copying most of the membership list to name them all. Well done every one.

Steaming Dates are times proved to be quite arduous. *LION* was in steam the first weekend July 4th. and of course, on the Royal Weekend plus what was to be one but will now be three further weekends August.

Members should get this copy of *LIONSHEART* in time to think about attending Crewe for 22/23rd August. Costume will not be required as far as you know.

LION will also steam at Dinting on the afternoon of the AG during the Sunday *LIONSMEET*, and whilst still warm, on the next day, August 28th. Holiday Monday

The Public times are likely to be from 10 a.m. until 6 p.m. shall require a MINIMUM of three members for each of the three shifts every day are in-steam. In fact we are committed to provide a Stationmaster, Guard and one Fireman for each shift. Allowing for preparation and cleaning *LION* will have something in the order of a 12-14 hour day each time.

Do not forget the 'Pot' Supper for members and guests in the evening.

From the Vice President of the
Vintage Carriages Trust,
(Restorers of *BELLEROPHON*)

TO THE EDITOR; LIONSHEART.

Dear Sir,
Thanks to your kindness I was able to visit Crewe on the 3rd. July to see the final preparations for 'G.J.R.150' due to open the next day.
I was particularly anxious to meet *LION* again having had the privilege of a footplate ride at Haworth during her visit to the K. & W.V.Rly. in 1982.

I was horrified by what I saw. Not the Crewe Festival site, which is a monument to hard work, but by *LION* herself. "Grimy" does not describe her, *FILTHY* and *NEGLECTED* does! Our famous old engine had been allowed to travel by road from Liverpool in full view of the Public in a disgraceful state.

OLCO are obliged by their constitution to care for *LION*. Where were the N.W. members in the last few weeks prior to her removal from the Museum? *LION* should have left *CLEAN* and in *PRISTINE* condition rather than looking like some old wreck on the way to the scrapyard.

Because of an invalidity I am now largely housebound and unable to visit the Museum but surely *LION* must also have been exhibited in the Gallery in that appalling state for some months.

You, Mr. Editor have been kind enough to draw my attention to the fact that OLCO has had a long standing invitation from the Museum to visit *LION* outside normal opening hours for cleaning and maintenance and also to have access to search in the document store for the missing records of her years with the M.D. & H.B. "yet OLCO members in the N.W. have done nothing about taking advantage of such a unique opportunity." to quote your own words.
I am astonished to think that members have allowed this situation to go on for so long.

The N.W. Section of OLCO is now formed without waiting for permission from anyone! There will be at least five of us meeting at my home from time to time who will take great pleasure in helping each other to keep *LION* in the way she ought to be kept.

Any other members in this part of Lancashire who do not wish to be left out of these activities and/or are keen to do a bit of research in the archives should waste no time in telephoning me on Newton-le-Willows 21577 or driving along the A49 until they come to No.93 Ashton Road. I am more often at home than not so call in and join a keen and active group. The members in the N.W. have "done nothing" you say! Perhaps not, YET! But just you wait and see.. Twelve months from now the reports will be very different.

Yours etc.

Vernon Smallwood

OBITUARY



It is with very great sadness that we have to record the passing of Peter Bell whose untimely and sudden death, due to a heart attack, occurred at home on Friday 15th. May 1987.

Peter had been one of the inaugural members in 1984 and one of the first members to be elected to the Steering committee in the September of that year. He had served OLCO loyally and enthusiastically as an Executive Officer from the very beginning, only retiring from the executive at the last A.G.M.

As a Driver of his own model of *LION* he, together with member Jim Mercer, ran a passenger service during the week long Silver Jubilee celebrations of Kitson College last year. He was one of the competitors at the very first LIONSMEET.

Working with the full size 'old locomotives' OLCO have been involved with, Peter was a wonderful teacher to those of us who knew so much less about steam than he did. His cheerful and affable presence, especially at Wroughton, will be greatly missed by all who were privileged to have known him.

Sincere thanks for the expressions of sympathy have been received from Dorothy, who had served alongside her late husband as an Executive Officer of OLCO until she also felt obliged to accompany him into a fuller retirement at the 1986 A.G.M.

Dorothy would like to everyone know that she will not be saying 'goodbye' to her friends in OLCO but looks forward to meeting them all again at future events.

We too look forward to having the family back amongst us quite soon.

SATURDAY 29th. A.G.M. at DINTING

NOTICE OF MEETING

Notice is hereby given that the Third Annual General meeting of the Old Locomotive Committee will be held in the Restaurant of the Dinting Railway Preservation Trust, Glossop Nr. M/cr. at 3.0 p.m. on Saturday, 29th. August 1987.

AGENDA

1. To accept the Minutes of the Second A.G.M. held on the 14th. June 1986 in the Armley Industrial Museum, Leeds
2. Matters Arising.
3. To receive the Report and Accounts of the Executive Officers for the Year.
4. To replace the office of Hon. Secy. with the following Officers;-

Treasurer
Membership Secy.
Clerk to the Executive.

This last named Officer to be principally responsible for continuing and collating the ongoing correspondence between the various bodies and individuals relating to 1988, collating any other publications relating to *LION* including meetings involving OLCO.

5. To elect the Officers for 1987/88
6. To report the rationalised subscriptions 'year'
7. To report and discuss progress towards 1988.
8. Any Other Business.

After the formal meeting members and their guests will have an opportunity to inspect *LION* 'in-steam' and tour the workshops where the essential repairs will be carried out.

CHARLES E. TAYLOR-NOBBS.

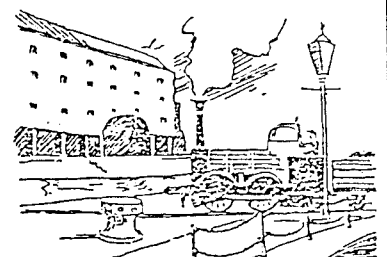
Hon. Secy & Acting Treas.

LIVERPOOL MODEL RAILWAY SOCIETY

PRESENT

MODEL RAIL 87

Model Railway Exhibition



ALBERT DOCK LIVERPOOL!

Oh, No Dear!

Advice to Girls a Century Ago



Selected and compiled by
ROY HINDLE

PREFACE

The Girl's Own Paper was first published, 'Price One Penny', on 3 January 1880, in a world remarkably different from our own.

In 1880 Queen Victoria was in the forty-third year of her reign and Gladstone became her Prime Minister for the second time. Although the monarch was a woman, females general were regarded as second-class citizens. Single women had little freedom to do as they chose; for married women there were fewer social restrictions but financial freedom remained severely curtailed, even if the money had originally been their own.

The waltz was the dance of the day. Johann Strauss' latest was 'Roses from the South', following the thirteen-year-old 'Blue Danube'; the 'Voices of Spring' were not to be heard for another two years. Lawn tennis, at first called Sphairistike, was only six years old, but girls were already taking it up, albeit in hats, gloves and full-length dresses.

Though there were 18,000 miles of railways in Britain, corridor trains did not exist and the Pullman dining car had only just arrived. There were bicycles, both bone-shakers and penny-farthings, all 'quite unsuited for the use of girls', but no pneumatic tyres and no internal combustion engines, so most road transport depended upon the horse, either ridden or driven. The first automobile was thirteen years away.

Cooking was mostly with solid fuel, though gas had been gaining in popularity over the last ten years; cooking utensils were mostly iron or earthenware, aluminium was a scarce metal and stainless steel another thirty years away. Few houses had proper indoor sanitation and the chamber pot was a household essential. Artificial lighting was by gas, paraffin lamps or candles, but the gas-mantle which so greatly increased and steadied the light of the gas burner

was six years off. Cholera still presented a menace but was being brought under control; the last major outbreak in London occurred in 1866, when more than 5,000 died.

Income tax, regarded at this date as nothing more than a temporary measure, was 5d. in the £1 (2.08 per cent). There was no old-age pension nor unemployment benefit. Poverty had sharp teeth and, with parish relief difficult to obtain, the inevitable result was large numbers of tramps and beggars.

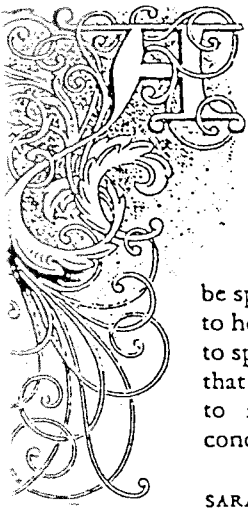
In 1880 the President of the United States was Rutherford Birchard Hayes, 'a third rate nonentity, whose only recommendation is that he was obnoxious to no one'. The President's wife was an ardent teetotaler, so at White House receptions 'the water flowed like wine'. The same year saw the beginning of street-lighting in New York, a city which had not yet acquired either its characteristic skyscrapers or the Statue of Liberty. There were nine years to wait for the Eiffel Tower — and the roll-film on which to photograph it. Winston Churchill and Marconi were both six years old, Lenin was ten, Trotsky three and Stalin a year-old baby.

Although a number of periodicals of various types had already been issued, all of those intended for children prior to *The Boy's Own Paper*, which was first published in 1879, were intensely moral and aimed first and foremost at improving the minds and souls of the young readers. *The Boy's Own Paper*, though retaining a firm religious base, was freer in its outlook and much more entertaining. *The Girl's Own Paper* was from the same publishers, with the same broader view and range, and was the first-ever paper intended solely for girls. It seems to have been aimed principally at the older schoolgirl and the younger adult woman in fairly well-to-do circumstances. There are many references to girls aged thirteen and above who were expected to stay at school until they were eighteen, whilst the annual volumes were offered in variously coloured bindings including white 'for wedding presents'. The readership, however, was evidently wider and included both much older women and servants, though in the case of the latter the paper was probably handed down from 'above stairs'; even one penny a week was a consideration to a girl earning only £10 or less a year.

Typewriters (the word originally referred to the operator, not the machine) had been available for only seven years, so great importance was still attached to a high standard of handwriting, both in commerce and in private life, and the Editor of *The Girl's Own Paper* hammered this point home in his replies to correspondents. Perhaps the emphasis on beautiful and legible writing as a vital ingredient in character formation, and the constant copy-book practice thought necessary, accounts for the editorial discouragement of more imaginative writing such as poetry.

'This magazine', the prospectus promised, 'will aim at being to the girls a Counsellor, Playmate, Guardian, Instructor, Companion, and Friend. It will help to train them in moral and domestic virtues, preparing them for the responsibilities of womanhood, and for a heavenly home.' Within a few months the Editor claimed to be receiving nearly a thousand letters a week, of which on average about seventy were selected for 'Answers to Correspondents'. The questions were not published, and it is sometimes very difficult (or downright impossible) to deduce what they were. If anyone can explain the answer to SCOTT, I shall be very glad to know.

From some 10,000 replies published between 1880 and 1882 I have chosen nearly five hundred. I hope that the selection of answers reprinted in this book will, in addition to showing that much has changed in the course of a century, prove a source of interest, amusement and occasional amazement to today's readers. All the replies are genuine — even the one advising 'Wash with soap and water, and then whitewash all over.'



AURELIA Never look at any strange man as you approach him in passing by, for sometimes a look may be taken advantage of by forward and impertinent men. Look straight onwards, and do not speak loud or laugh in the street. It is generally a girl's own fault if she be spoken to, and, as such, is a disgrace to her, of which she should be ashamed to speak. But we must hope and believe that the liberties thus taken were owing to no light manner, nor indiscreet conduct in your case.

SARAH We fear there is no way of getting the unpleasant creaking noise, which is caused by the glue mixed with the dye. Use any of the varnishes sold for polishing boots and shoes to your hat, or a wash of black sealing-wax dissolved in alcohol.

AGGIE Much of the bodily strength goes to the hair, and if a child be delicate it is advisable to shorten it to a certain extent.

BOWENA We think that a girl of seventeen or eighteen is too young to wear a cap in the evening. No pattern would be required if you wished to make one. You need only to wind a piece of ribbon-wire round your head, and cover it with a loose crown of velvet or other material, and then tack on an edging of lace as deep as may be becoming.

BIT Perhaps rubbing with flour would clean your white rabbits that made an eccentric excursion up a chimney.

BAMROCK Bicycles are quite unsuited for the use of girls. You might employ a tricycle in the country, or in the appointed place in South Kensington, where a ladies' club, as, we believe, been formed.

MISS GREENHORN Do not meddle with your arms at all; wear long mittens or gloves, or else sleeves long enough to hide them. Black slippers may be worn with crimson stockings and mittens. Black gloves may still be worn in the evening, but light colours are more usual.

LOPHIA Sealskin caps or turbans will be much used by young girls this winter. They are quite inexpensive, and have a large spreading looped bow of coloured ribbon over the top of the crown.

MOTHER OF A GIRL We do not remember having seen a cheap edition of the book you name. Why not use a little vaseline?

BLAITHA The colour of pearls may be improved and preserved by keeping a bit of the root of an ash tree in the box where they are kept.

LILLIE MORE We feel very much the enormous responsibility you have placed upon us in asking us to advise you on entering the profession to which you refer. But we dare not do other than counsel you to abandon all ideas of thus engaging yourself. Believe us you are not alone in your particular aspirations. Most girls above the ordinary abilities have the same unhealthy craving at some particular period of their life, but when they grow older and see how incongruous is that position to a good honest girl's they are filled with a life-long thankfulness that they did not join the profession. In addition to great abilities, unusual physical strength, and personal attractions, a

Christian girl or woman would need the steadfastness of a more than Job or St. Paul to come out unscathed from the fiery ordeal. We happen to know many things of the life and character of the lady you mention which would lead you to either despise or pity her very much.

LADY CLARICE We quote, for the benefit of our hysterical correspondent, from a first-class medical work recently published: 'If a girl wishes to have an hysterical fit, by all means let her have it. Conduct her to an empty room, place her on the floor, and let her have a fit quietly by herself.'

NELLIE The 'poke' bonnets of black straw are quite as much worn as ever only they are bent rather flatter, and wider in front. If yours be lined with black velvet, it would not need new lining for the winter. If however, you wish for a change from the red bows and black lining, try some old-gold coloured ribbon instead, and a small black feather. Line the bonnet also with old-gold satin. Three yards and a half of the ribbon should make the new bonnet and the strings, and three-quarters of a yard of old-gold satin cut on the bias, and divided into three pieces, will make the fashionable gathered lining. This will change the appearance of the bonnet completely, at an expense of 5s. [25p] carefully laid out.

CHERRY RIPE You may cleanse steel by rubbing on it a mixture composed of an ounce of camphor and a pound of hog's lard, mixed with as much blacklead as will give the mixture an iron colour. Leave this on the steel for two days, and rub off with a linen cloth. It may also be used during the summer to preserve steel from rust when unused.

SPES We should think that having passed both the senior and the junior Cambridge, you ought to obtain at least £40 per annum, but there can be no rule as to salaries.

ANNE We hope that your question on the supposed privileges of ladies during leap year was only put to us in fun. No girl, having any self-respect, would do such a thing.

UNDINE What you call 'high tea' does take the place of a late dinner; and as the dinner hour varies according to the convenience or fancy of the mistress of the house, so may 'high tea'. With the exception of joints of meat, soup, and vegetables, most viands may be used for it. Cold pies and tarts, cold chickens, ham, brawn, fish, eggs in all forms, omelettes, potted meats, scalloped oysters, stewed mushrooms, kidneys, fruit, cheesecakes, and tartlets; puddings and hot cakes of all kinds are suitable for it. But tea, coffee, and chocolate are substituted for wine and beer.

F.E.T.R. We should strongly advise you not to work up for the examination, as it would most probably ruin what little health you have.

IRENE F. The siege of Saragossa took place in 1809. The name of Augustina Zaragoza, the 'Maid of Saragossa', has been especially preserved as that of the bravest among the women of the city, who all worked, and exposed themselves with their respective fathers, brothers, and husbands.

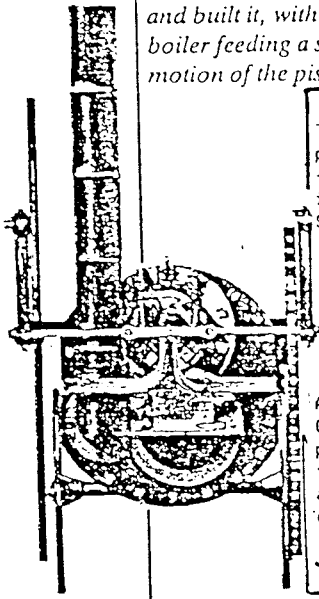
ANNIE AUDREY Feed the white mice on corn, canary seed, bread etc, but never give them cheese. Hay does very well for a bed, and so does white cotton wool; black cotton wool kills them, as we have learned from experience.

POOR FIFTEEN For the growing out of the shoulder-blades it will be necessary to use a back-board; and if necessary a face-board too.

OLCO will be stewarding again this year.

Pen-y-Daren On Monday 13 February 1804 the first steam locomotive successfully travelled a railway in South Wales. Trevithick designed and built it, with a cylindrical high-pressure boiler feeding a single steam cylinder, the motion of the piston being transmitted to the

wheels by a connecting rod, crank and gear train. The adhesion of the wheels was such that 15 days later a speed of 5mph (8km/h) was attained while hauling a five-wagon train loaded with 10 tonnes of iron ore and 70 men.

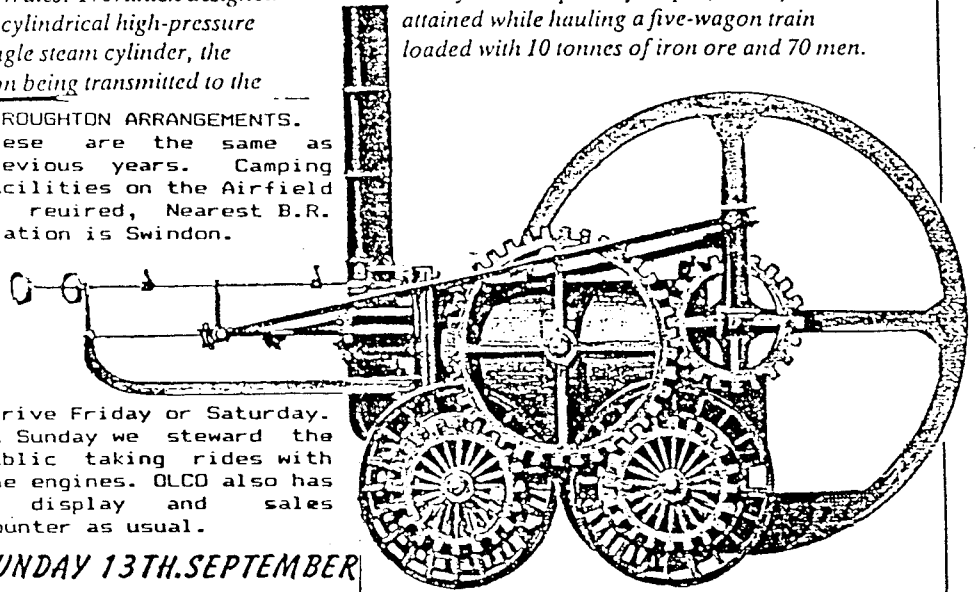


WROUGHTON ARRANGEMENTS.

These are the same as previous years. Camping facilities on the Airfield if required, Nearest B.R. Station is Swindon.

Arrive Friday or Saturday. On Sunday we steward the public taking rides with the engines. OLCO also has a display and sales counter as usual.

SUNDAY 13TH. SEPTEMBER



SUBSCRIPTIONS

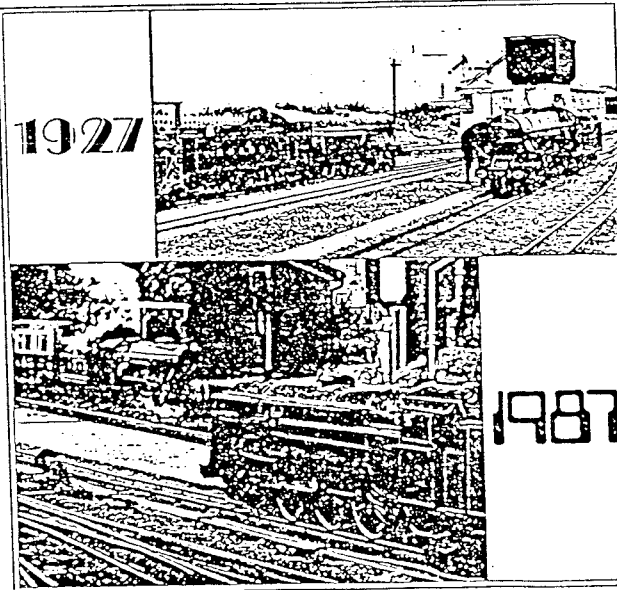
Sincere thanks to Vyvyan Vickers for undertaking the mammoth task of rationalising the 'subscription year'.

A 'Thank You' to all the members who have now paid their subs. upto the 1st, April 1988. This has enabled us to invest capital in the last remaining copies of the "TITFIELD THUNDERBOLT" video and resell them at a profit. (There may be a couple of both Beta and VHS format still available by the time you receive this @ £30 each).

We also have copies of John Huntley's "VICTORIAN RAILWAYS" @ £17.50 each for sale, and can now see usly contemplate a financial involvement with a "LION 150" video including archive film of LION in 1930. Once we have a little capital we can make a lot of progress.

WROUGHTON BARBEQUE SATURDAY EVENING

MANY HAPPY RETURNS



The 'CREWE EXPERIENCE'.

Somewhere in the region of 25% of the OLCO membership turned out in costume for stewarding duties. Not only was it a lot of fun to do, but the experience taught us that we no longer have to keep reminding ourselves that the Victorians were not 'us' in fancy dress, but essentially 'them' with 'their' values and attitudes.

In spite of so much of the 20th.Cent. all around to stop us feeling we were really in a time warp, by the end of the first day in costume, and helped by the active presence of LION, members were beginning to 'feel right'.

The pleasure of some further reading has been requested to help develop one's 'Victorian Psyche'.

The epitome of this is in "Oh, No Dear!"

The Title, Preface and a few extracts from it's pages are reproduced on the opposite pages for your delight. Pub. David & Charles £2.95

FOR SALE

5" G. LION CASTINGS. LBSC's "THUNDERBOLT"

ONE COMPLETE SET OF DWGS. 6/M. CYLINDER CASTINGS 6/M. EXCENTRIC STRAPS

C/I. WHEEL CASTINGS (Loco & tender) (Spink) 1 Pr. Roughed SUB-FRAMES 1 Pr. Ditto TENDER FRAMES Asstd. bits CRANKS etc. Cat. Price (inc VAT) £112. My Price; £80 the lot. Phone K.S.TERRY 0582-20098

Dinting Railway Centre ANNUAL SUPPER DINTING SATURDAY - 29TH. AUGUST.

Location: Dinting Railway Centre Ltd, Dinting, Glossop, Derbyshire
Operating society/organisation: Bahamas Locomotive Society
Telephone: Glossop (045 74) 5596
Car park: Free parking on site
Access by public transport: BR services to Dinting station and buses Nos 215, 236, 237 and 394
Refreshment facilities: Hot and cold buffet
On site facilities: Souvenir shop. Picnic area. Miniature steam railway (Bank Holiday and certain Sundays)
Length of line: ¼ mile
Public opening: Please contact for details
Membership details: Mrs J. Robinson, 10 Lausanne Road, Bramhall, Stockport, Cheshire SK7 3HY
Special notes: Dinting is a centre for steam-hauled main line railtours

Locomotives

Name	No	Origin	Class	Type	Built
Bahamas	45596	LMS	'Jubilee'	4-6-0	1935
Scots Guardsman	6115	LMS	'Royal Scot'	4-6-0	1927
—	102	GCR	04	2-8-0	1911
—	1054	LNWR	—	0-6-2T	1888

Industrial locomotives

Name	No	Builder	Type	Built
Southwick	—	RSH (7069)	0-4-0CT	1942
Warrington	150	RSH (7136)	0-6-0ST	1944
Nunlow	—	H/Clarke (1704)	0-6-0T	1938
—	1883	Avonside (1883)	0-6-0ST	1923
Tiny	—	Barclay (2258)	0-4-0ST	1949
—	—	B/Peacock (2734)	0-4-0VB tram	1886
—	RS8	Avonside/RR (1913)	0-4-0DH	1923
Jacob	—	McEwan Pratt (680)	Petrol loco	1916
James	—	R/Hornsby (431763)	0-4-0DE	—

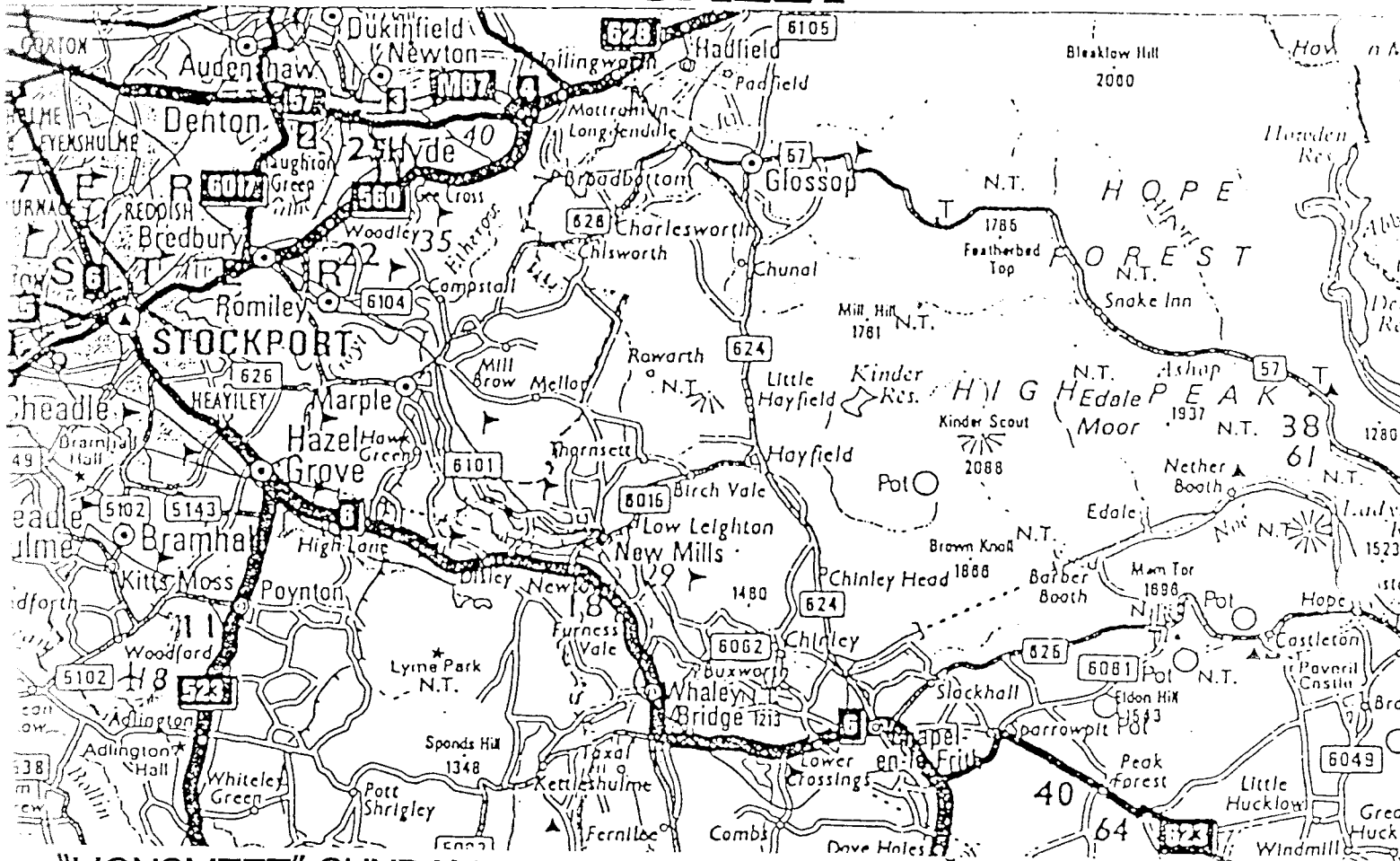
Stock

Sundry freight vehicles

Owners

1054 (the National Trust).
102 (on loan from the National Railway Museum)

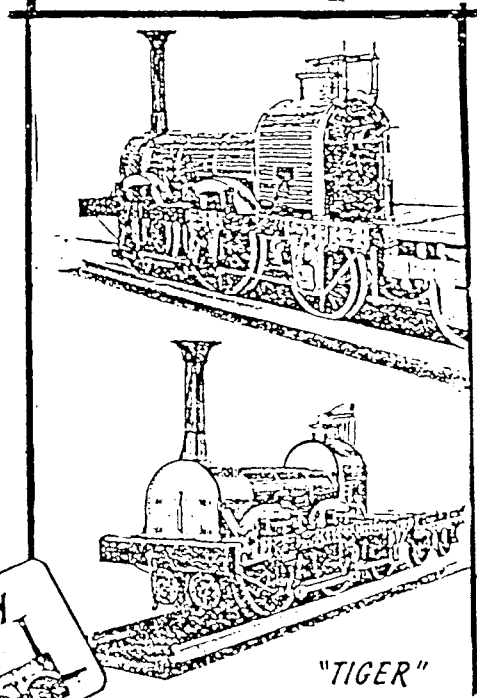
A.G.M. AT DINTING, DAY BEFORE "LIONSMEET"



"LIONSMEET" SUNDAY 30th. AUGUST 1987.

All owners and builders of 3½ and 5 inch models of 0-4-2 'LION' are invited to the 1987 LIONSMEET to be held on Sunday 30th August at the track of the Buxton Model Engineering Society located at DINTING Railway Centre, Glossop, where the 149-year-old full-size 'LION' is expected to be under repair.

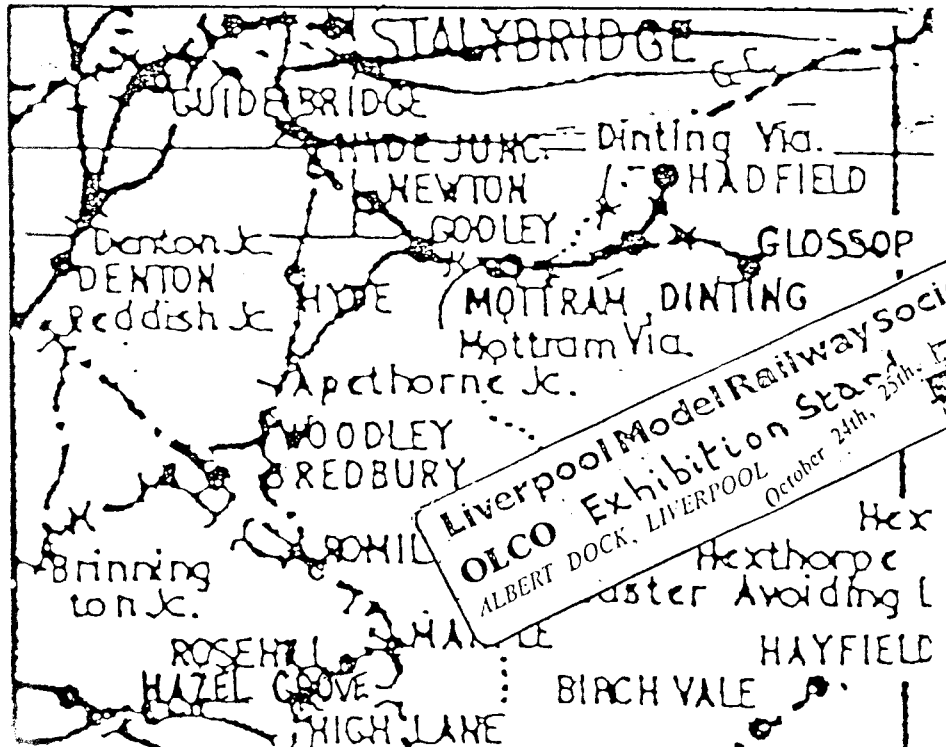
Please let David Neish, 23 Childs Hall Road, Bookham, Surrey KT23 3QF know if you plan to attend. Current boiler certificate is required for running models. Other scales are welcome for exhibition.



"TIGER"

Bernard Bagnall's version of TIGER in 5"6 which it is hoped will be on show at LIONSMEET. This is the first time we have seen a model of one of the other five sisters of LION built by Todd, Kitson & Laird.

Congratulations are due not only for such an imaginative interpretation but more especially to Bernard and Nancy for the Celebration of their Golden Wedding a few weeks ago.



Liverpool Model Railway Society
OLCO Exhibition Stand
October 24th, 25th.
ALBERT DOCK, LIVERPOOL