

150th

LIONS HEARD

THE
OCCASSIONAL
NEWSLETTER
OF THE OLD
LOCOMOTIVE
COMMITTEE

SESQUICENTENARY YEAR; Issue No.2 SUMMER 1988

BIRTHDAY PARTY FOR LION AT SOUTHPORT

Barry Smith and Eddie Ball with the Steamport

Birthday Cake specially baked for the

150th. year



MANY HAPPY RETURNS STILL WORKING AFTER 150 YEARS



Bridgnorth.

[Photo: N. E. Preedy.]

0-6-0T No. 686 'THE LADY ARMAGHDALE'

This six-coupled side-tank locomotive was built by the famous Leeds firm, The Hunslet Engine Co. Ltd., and was delivered new to the Manchester Ship Canal Railway in 1898. This system abounded in short radius curves, a fact which was taken into account in the design of the locomotive, additional lateral travel being provided on the axleboxes of the leading coupled wheels; flangeless centre driving wheels and side rods with double pivot joints were employed.

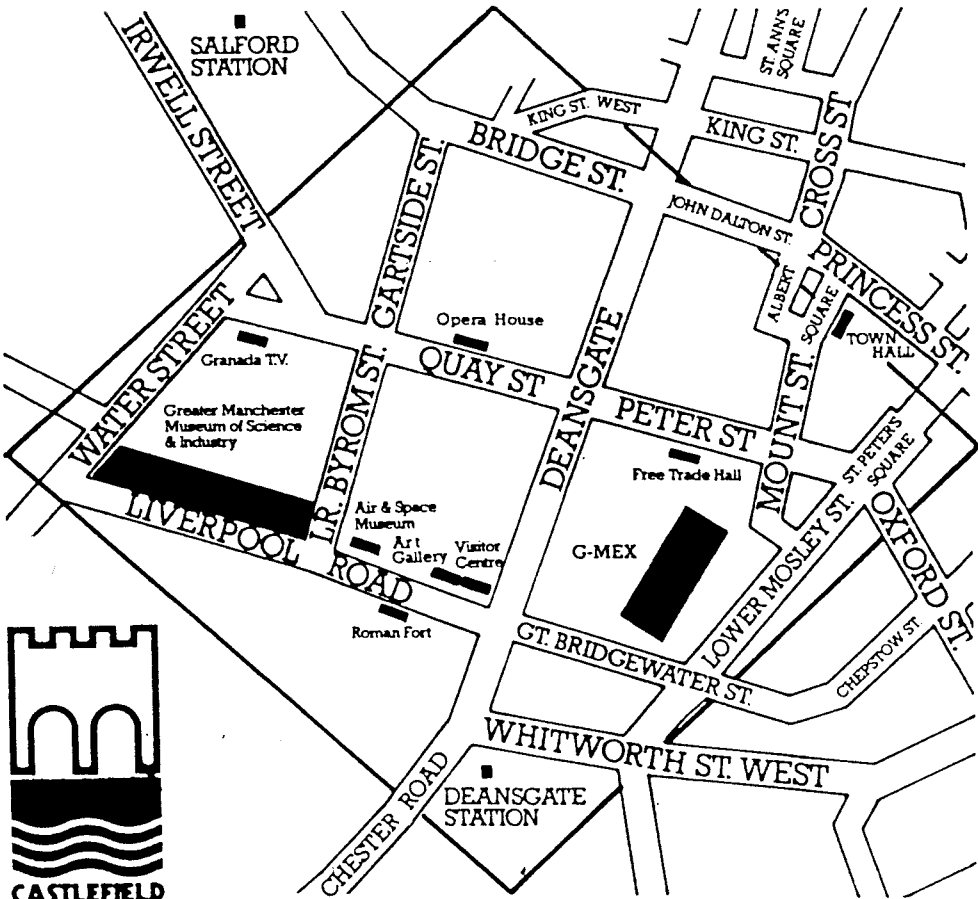
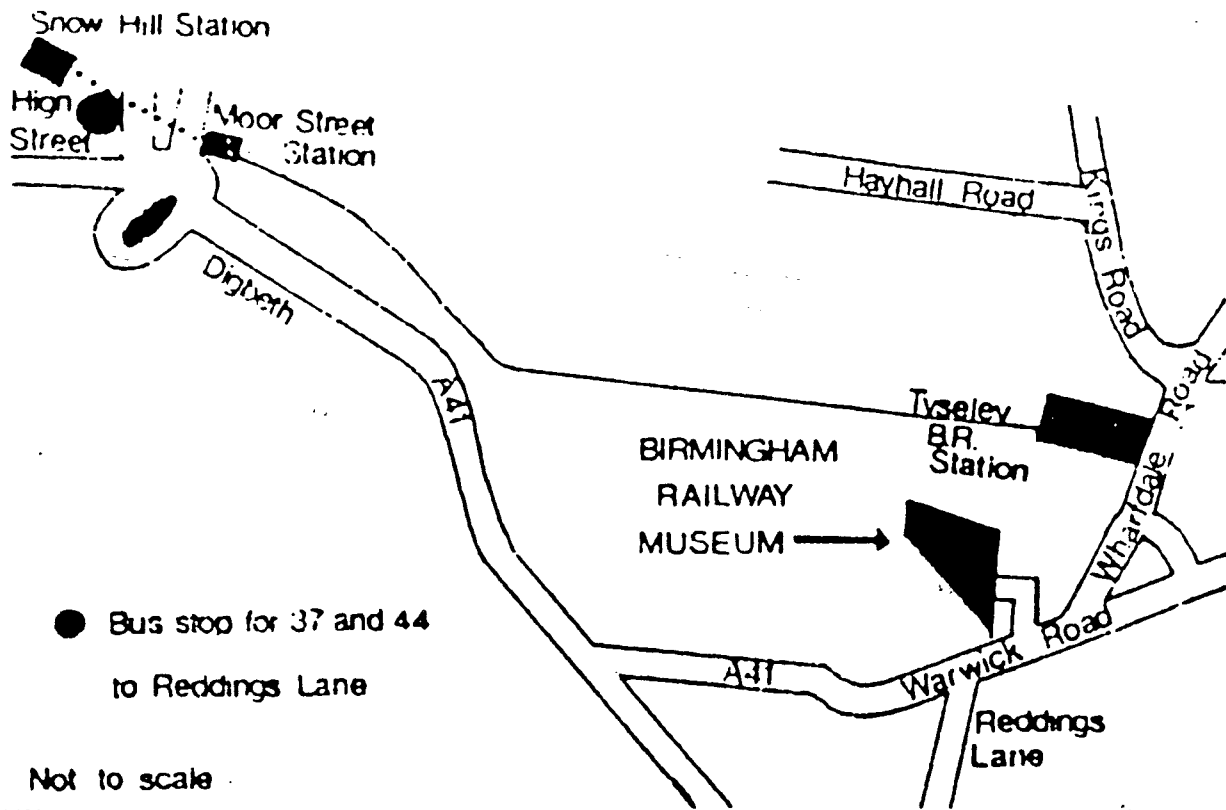
Following arrival on the M.S.C. Railway it was given the running number 14, and was also named 'St. John'. As far as is known, the locomotive continued to work at various locations on the M.S.C. Railway system until 1938, when it is recorded that the locomotive was returned to The Hunslet Engine Co. for a major overhaul, receiving a new boiler in the process.

On return to the M.S.C. Railway the locomotive was put to work in the Manchester Docks area and worked satisfactorily up to 1958, when it was again sent to Hunslet for repair, this time being fitted with a new firebox and new tyres. Following this it is believed to have worked in the Warrington area until 1963, when it was withdrawn as being surplus to requirements, caused by the introduction of diesel locomotives.

However, it did not remain idle for long, as it was purchased by I.C.I. Ltd., for use at their Dyestuffs Division Works at Blackley, only a few miles away from its former depot at Mode Wheel. Once at Blackley, the locomotive received its first change of livery for 65 years. The black of the M.S.C. was replaced by a cherry red livery, edged black and lined yellow. At the same time the 'St. John' nameplates were removed and the locomotive was renamed 'The Lady Armaghdale'. The locomotive was used regularly at Blackley for transferring coal from the B.R. exchange sidings on the Manchester—Bury electrified line to the boiler house within the works.

In 1968, for reasons of economy, it was decided to abandon rail traffic, and thus in December 1968, the locomotive again became redundant. However, the firm decided to offer the locomotive for preservation and it was purchased by the same Group who had earlier purchased MW 2047 (page 35). 686 was transported to Bridgnorth in July 1969.

This fascinating engine, albeit some sixty years younger than LION, is expected to be in steam at Crewe on the 20/21st. JULY. Then again on the 3/4/5th., 20/21/22/23rd. and 30/31st. AUGUST.



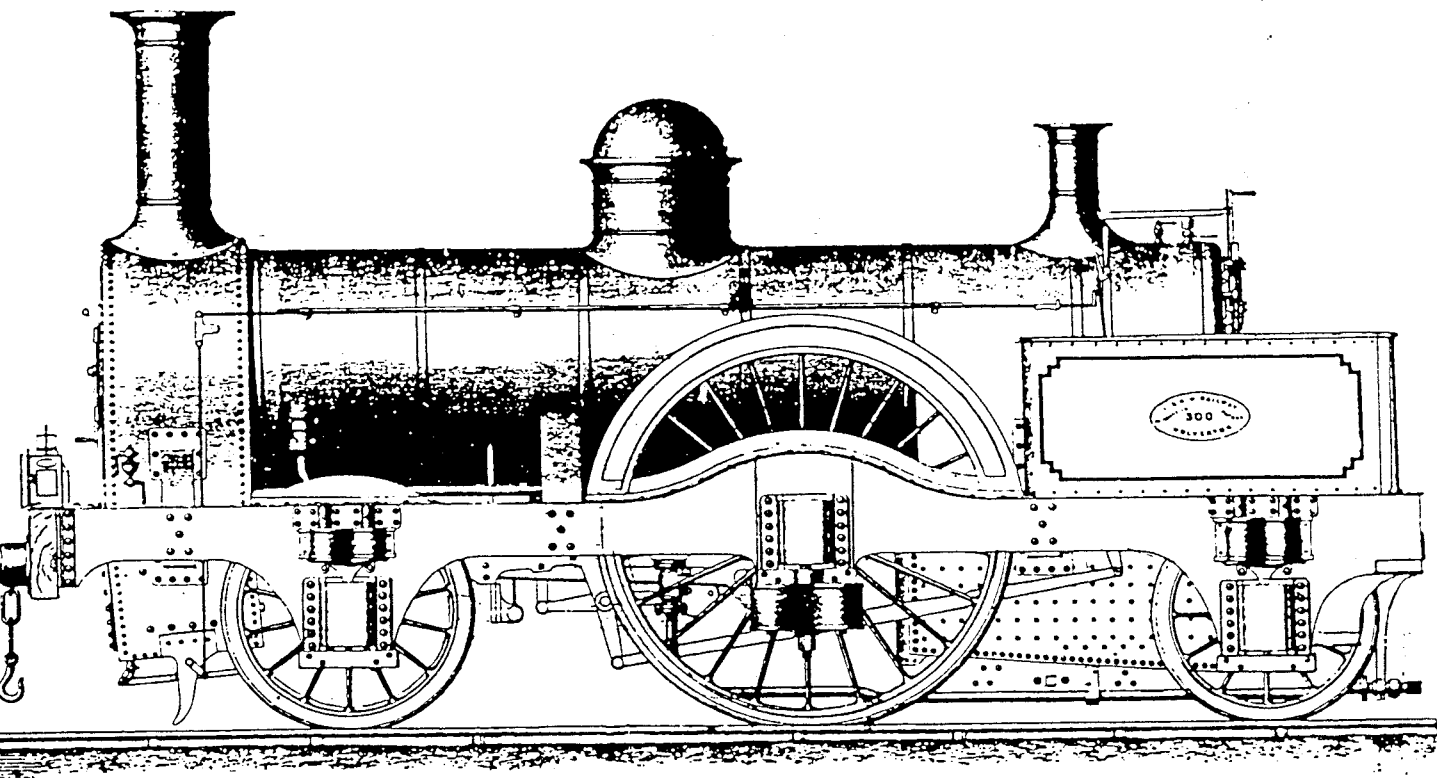
STEAMING DAYS AT BIRMINGHAM AND MANCHESTER

Do not forget that you will be needed in costume (if at all possible) at both Tyseley and London Road M/cr on the following days.

- TYSELEY; AUGUST 7th.
- MANCHESTER; AUGUST 13/14th.
21st.
27/28/29th.
(Bank Holiday Monday.)
- SEPTEMBER 4th.
- Then following the visit to WROUGHTON on the 9/10/11th. it is back to TYSELEY for
- SEPTEMBER 17/18th.
- OCTOBER 2nd.
30/31st.
- NOVEMBER 1st./2nd.
3rd./4th.

The Museum is part of the Castlefield Urban Heritage Park which is near the centre of Manchester - follow the 'Castlefield' signs. The entrance to the Museum is on Lower Byrom Street. Castlefield also includes a visitor centre, the remains of a Roman fort, Castlefield Art Gallery, the Deansgate Canal - ideal for a day's visit. Deansgate/Castlefield railway station is nearby and buses 15, and 94 stop on Liverpool Road. Museum car park 50p. **OPEN EVERY DAY 10.00a.m.-5.00p.m.** Except 23rd, 24th, 25th December.

Both museums are quite easy to find and very friendly. These location plans should help those members not familiar with the districts.



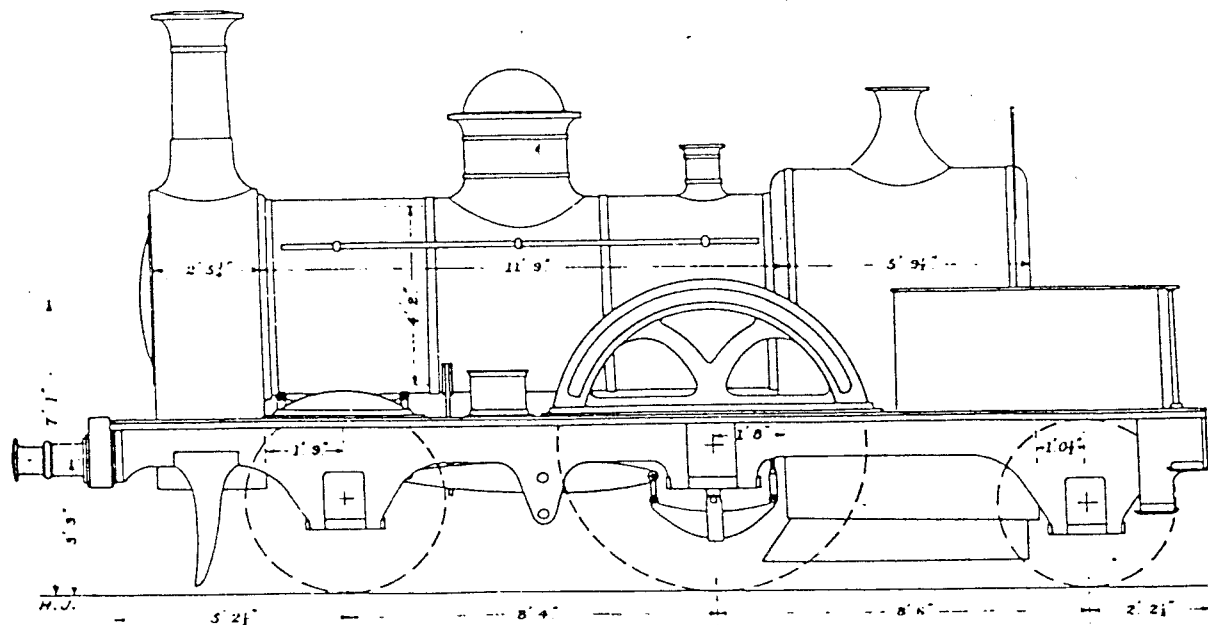
McConnell's Improved Bloomers — The "Patent" Class

So at the end of February 1853 the LNWR Southern Division was equipped with twenty 7-foot Bloomers, as well as the six prototype Bury 6-foot singles. Apart from teething troubles the Bloomers gave a performance "satisfactory in all respects", in the Locomotive Committee's words. Future demands could have been met simply by building more of them as recommended, which is demonstrated by the fact that in 1854 twenty were built, basically the same as the first ten years before. But they were not to leave well.

Kitson promised delivery of two engines in July and the first by September; Sharp's were due from September to November. As usual, these dates were optimistic. Kitson's Trial Book has survived, and shows that works trials of their engines took place from 14 September to 25 October 1861. Sharp's deliveries to the LNWR are known from their Order Book; descriptions of the engines are still behind — the first came on 21

The simple inside frames were discarded in favour of side frames, with inside sub-frames. The smokebox, in line with the boiler, which carried the cylinders, had been wrecked in a boiler explosion. A photograph shows the completely reconstructed engine to enter the paint shops at Wolverton. Delivery dates of the Wolverton Bloomers; the dates which later appeared in the Trial Book, and are known to be a doubtful guide, and are known to be all the Wolverton-built Bloomers. Resignation, and two may never be numbered.

Outline drawing from Kitson order book, 1861. The rear overhang, correctly dimensioned as 2ft 7 1/2in, is drawn too long.





WHY BLOOMER?

Amelia Jenks was, without any doubt, serious, thoughtful and courageous. She married a lawyer, Dexter C. Bloomer, and by the age of 33 in 1851 she had been editing and publishing a pioneering fortnightly magazine for over two years. She deserved consideration, if not outright admiration. But as an American, a teetotaler and a campaigner for women's rights and dress reform, she came ready-made as a joke to the press of Victorian Britain.

When a few young women appeared on the streets of London attired — not in normal tight-laced corsets with yards of flannel petticoats and crinolines which swept the pavement dirt — but in loose knee-length frocks and light-weight pants down to the ankles, as recommended by Mrs. Bloomer, they created a sensation.

Perhaps a surfeit of Great Exhibition earnestness called for some light relief; perhaps men felt threatened by women "wearing the trousers". Whatever the reason, the press went wild.

The girls were followed by gaping crowds, guffaws and catcalls. After their mentor they and their dresses were called *Bloomers*. Suddenly the word was heard everywhere. Concurrently three London theatres put on Bloomer farces. A brewery clad all its barmaids in Bloomer costume. Mrs. Bloomer, Bloomerism and Bloomers preoccupied the British autumn of 1851.

Anything novel and striking was likely to be labelled *Bloomer*, and when in early September a new engine — bold and unusual in appearance — arrived at Camden Shed, the men bestowed the inevitable nickname.

There are many railway nicknames which reflect the crazes and topics of their time — *Jumbo*, *Jazz*, *Iron-clad*, *Klondyke*, *Ginx's Baby*, *Little Egbert*, *Dreadnought*, *Austin Seven*, *Abyssinia*, *Bill Bailey*, *Tishy* — sometimes with an apt or ironic basis, sometimes not, but few caught on so quickly or completely as *Bloomer*. Within a very short time the name was used in official correspondence, and the engines have never been known as anything else.

Efforts to rationalise the meaning by referring to "clearing away the decent skirting" of the outside frame are misguided, and make no sense in a LNWR context; at the engines' debut most of the others on the line had *naked* wheels. The reason for the nickname is simply that the engines looked unusual and arrived at the height of the Bloomer excitement.

It is a pity that the word later took on a comic-postcard flavour, and (from Australian slang, apparently) a *bloomer* came to mean a stupid error. These engines were far from that. They were among Britain's best.

The colour on the cover has been matched from pair ex-LNWR Southern Division tender frames acquired by J.E. McConnell in the 1860-1867. No physical evidence of the tender frames, several of which are the source of all the information and is probable.

Taken from PREMIER PORTFOLIO No. 6. An excellent publication, well worth obtaining from the L&NWR Society.

SUSIE'S COSTUME CORNER

CHEMISETTE

BACK

FRONT

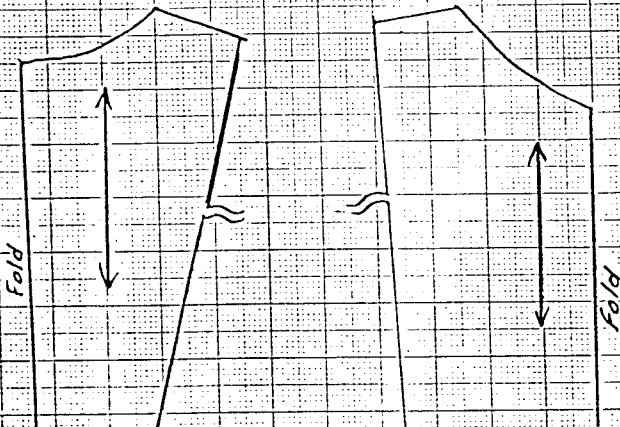
PATTERNS DRAWN TO FIT SIZE;

Bust 35" - 36"

Waist 25" - 26"

Height 5'5" - 5'7"

No seam allowances included

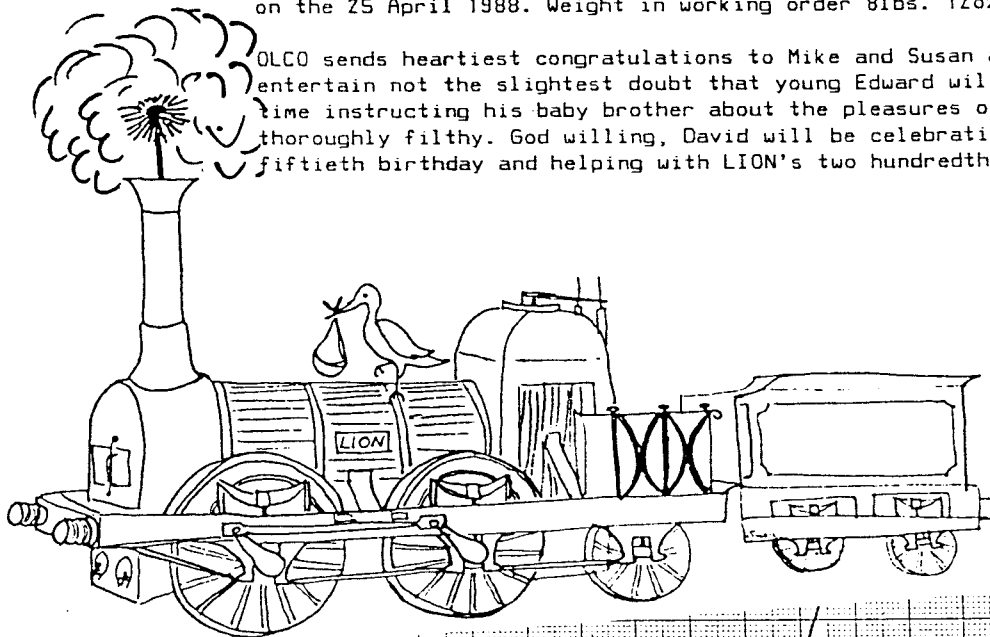


ONE SQUARE

(this size) equals TWO INCHES.

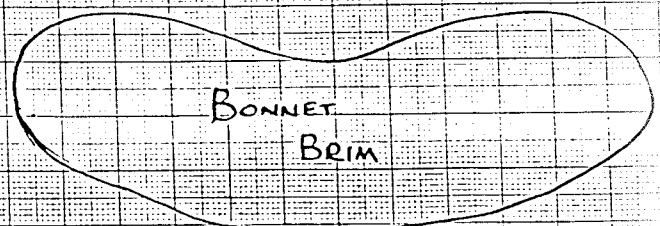
The Costume Corner is in abeyance this issue for the best possible reason. Susy has been safely delivered of David Michael on the 25 April 1988. Weight in working order 8lbs. 12oz.

OLCO sends heartiest congratulations to Mike and Susan and entertain not the slightest doubt that young Edward will lose no time instructing his baby brother about the pleasures of getting thoroughly filthy. God willing, David will be celebrating his fiftieth birthday and helping with LION's two hundredth in 2038.



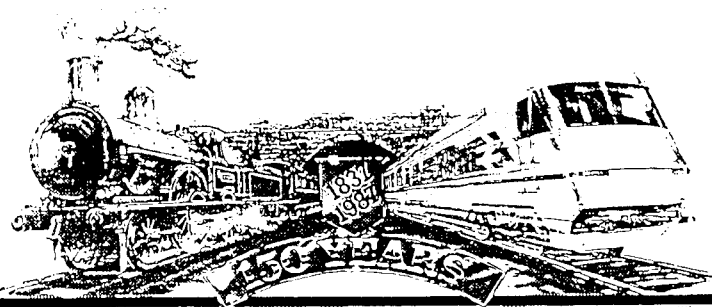
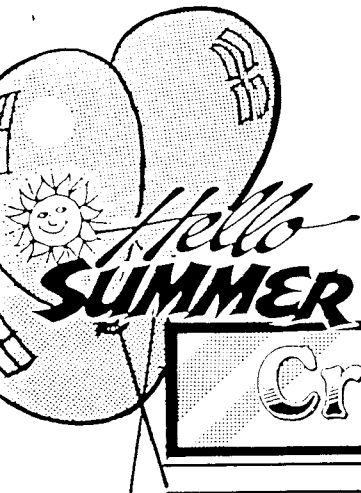
SIDES

BONNET:- Use stiffened cotton to make these patterns and cover them to suit.



BONNET
BRIM

DATA PROTECTION ACT: Members' names and addresses and other information supplied to the Membership Secretary may be stored on a computer, unless members otherwise object. If you do object to this, you are asked to notify the Membership Secretary in writing.



Crewe Heritage Centre

1988

JULY 16TH - 24TH CREWE HEALTH FESTIVAL

JULY 17TH 'TRIUMPH STAG OWNERS RALLY'

JULY 30TH - 31ST 'KING OF THE LINE' COMPETITION

JULY 31ST 'NSPCC FETE'

AUGUST 6TH - 7TH 'FOLK JAZZ & CRAFT SCENE'

AUGUST 13TH - 14TH 'CREWE CARNIVAL' Sponsored by THE CHRONICLE

AUGUST 20TH - 21ST 'INTERNATIONAL FLAVOURS'

AUGUST 27TH - 29TH '60's REVISED'

SEPTEMBER 3RD - 4TH 'TRANSPORT OF DELIGHT'

FAMILY WEEKENDS TO ENJOY!

THIRTY EIGHT DAYS OF STEAM!

The historic locomotives of yesterday will be steaming in anger, take a ride and experience the thrill and the magic of steam!

FOR THE LATEST INFORMATION
TELEPHONE CREWE (0270) 258923 - 24 HOURS 7 DAYS A WEEK OR THE TOURIST INFORMATION OFFICE (0270) 583191 EXT 691 (MONDAY TO FRIDAY).



OPENING TIMES

OPEN 7 DAYS A WEEK 10.30AM to 6PM
(Later at weekends) - last admission 5.30PM

ADMISSION
DAY - FRIDAY
\$1.60
Senior Citizens/Child/Unemployed/Full time students 80p

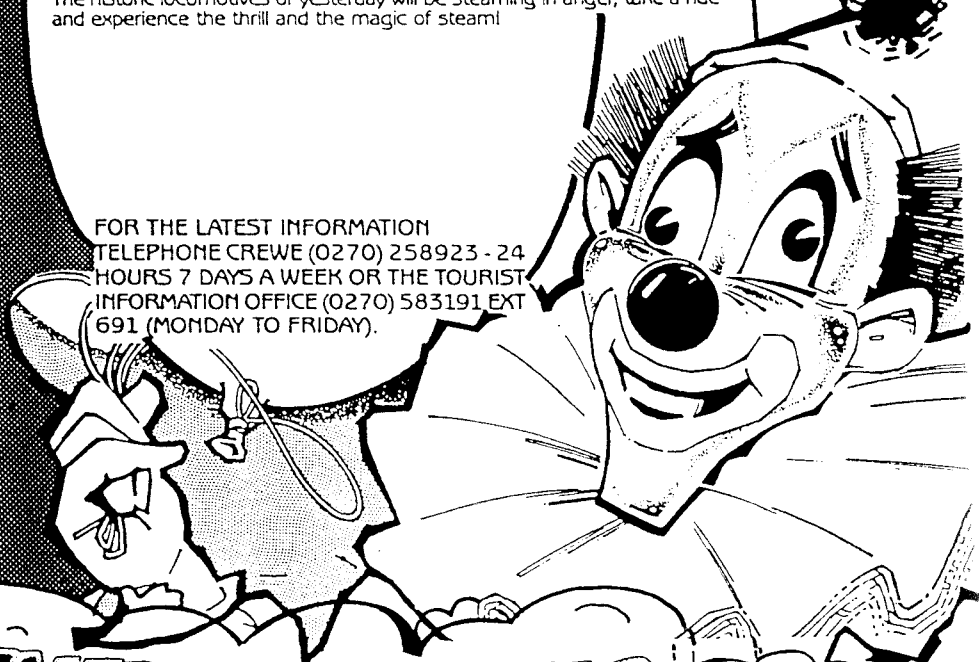
SATURDAYS - SUNDAY
ADULTS \$2.00
Senior Citizens/Child/Unemployed \$1.00
Full time students \$2.00

ALL CHILDREN UNDER 3 YEARS FREE
ONE CHILD FREE ADMISSION PER ADULT.

SEASON TICKETS
a) Adults (to include one free child) \$6.00
b) Senior Citizens, Full time students, Unemployed \$4.00
c) Children \$2.50

GROUP DISCOUNTS
10 - 49 people - 10%
50 or over - 15%

Leaders in charge of childrens groups will be charged the childrens rate.
CAR/COACH/CYCLE PARKING FREE



SUMMER SPECTACULAR



THE AGM WILL BE ON SATURDAY 30th.JULY

SUPPER AFTERWARDS BY SPECIAL ARRANGEMENT

WITH THE CREWE HERITAGE CENTRE

Further to the formal notice given in the last issue of LIONSHEART, it is now likely that the AGM will not start until the early evening. Of course if the weather resembles the final Sunday that *LION* was steamed at Crewe in 1987, weather which repeated itself in precise detail on the first Saturday *LION* was steamed at Crewe in 1988, then we can safely start in the middle of the afternoon! Nevertheless it is anticipated that the day will be like those sunny weekends we all enjoyed last year, and that members will be reluctant to leave *LION* being steamed whilst the public are still on the site.

The agenda will be published on the day. The meeting is expected to be quite short, after all OLCO has achieved what it was created to do, celebrate the 150th. anniversary of the building of *LION*

Next year OLCO will have to, with the members consent, move in a new direction and towards the 200th. anniversary.

Meanwhile there are a lot of friends who are not members who should have our sincere thanks for their help and encouragement formally recorded.

A buffet supper has been arranged and will immediately follow the meeting.

It will be in the nature of yet another Birthday Party for *LION*, and this why we hope that every member, especially those who have been with us from the start of OLCO, will make a special effort to be at the meeting.

This sort of celebration is not likely to occur again during the lifetime of most of us. See you at Crewe.

STOP PRESS; There will be a Press Meet on the day previously, Friday 29th.

Members who can be there, especially in costume, would be very useful lending some atmosphere for the T.V.cameras etc.

Something similar will occur again at Tyseley on Wednesday 14th. September. Details will be announced at the AGM (we hope). N.B. THESE ARE IN ADDITION TO THOSE ANNOUNCED ON p3.

BARBECUE AT NEWTON-le-WILLOWS

A HUGE SUCESS FOR OLCO NW.

Those indefatigable lads of OLCO NW, the ones that are always around when we are not. That organise those unique OLCO jumpers (have you got yours yet?) and the OLCO badges, had a barbeque at the home of Vernon Smallwood in Newton-le-Willows on the 5th. of July.

Not that they needed an excuse for a get-together, they meet regularly.

But it is a very special year for *LION*. £IONSALES at Southport had reached virtually £1 for each year of *LION*'s life. The renovations at Dinting had certainly sweetened the the running characteristics, so why not celebrate the fact? Why not indeed, it was a huge success.