

LIONSHEART

No.1 JULY 1984.

THE OCCASIONAL NEWSLETTER OF THE 'OLD LOCOMOTIVE COMMITTEE'

On Sunday 10th. June 1984 a number of Enthusiasts, some accompanied by their ladies, and/or models of LION, gathered from all parts of the U.K in the History Teaching Room of the Merseyside County Museum, William Brown Street, Liverpool to discuss what, if anything, should be done to mark the 150th. anniversary of the building of LION by Messrs. Todd, Kitson & Laird, Engineers of Leeds in 1838.

Coincident with this was the organisation of the research effort needed to sort through something in the region of 100 Tons of documents and papers to seek for anything that may help to increase our knowledge of one of the worlds oldest working steam locomotives.

Amongst those present were Mr. E.F. Clark, a great great grandson of James Kitson, one of the builders of LION, and Mr. Stephen Fletcher a grandson of William Fletcher, whose efforts to save LION and have her restored in 1928 can be found in the minutes of the Old Locomotive Committee of the now non-existent Liverpool Engineering Society for that year.

Although it is earnestly to be hoped that a Kitson Society for the study and preservation of engines built by Kitsons of Leeds will one day be formed, it was the unanimous wish of this meeting that any group formed to study and also propagate further public interest in the locomotive LION should also preserve the memory of those who did so much to save her some fifty-seven years ago.

Hence the 'Society', 'Group', 'Association' etc. will take the title

THE OLD LOCOMOTIVE COMMITTEE.

It was agreed to meet again at Wroughton Airfield, near Swindon on Saturday 8th. September 1984 when LION was about 95% certain of being in steam together with the Science Museums' replica of the Broad Gauge Locomotive 'Iron Duke'

It was voted to fix a subscription of £5 in order to cover the cost of postage initially.

Later on there may have to be a considerable fund raising exercise to finance the very strong possibility of some very exciting activities which could take place in 1988.

Charles Taylor-Nobbs agreed to continue collating the list of potential members and to produce a Newsletter or two pending the formal election of a managing committee.

Those who would wish to participate and enjoy some of the privileges which can only be extended to 'Committee' members (not to be confused with being elected a member of the committee !) should write to Charles, or, better still, complete the form included with this Newsletter.

CAN YOU PLAN A ROUTE ?

Some of you may recall that LION took part in the Centenary celebrations of the LONDON & BIRMINGHAM RAILWAY in 1938.

Could she take part again in the sesquicentenary due in 1988 ?

If so, then does she have to suffer the indignity of going all the way to Birmingham by Low-loader ?

Her boiler tubes will still be within the 10 year "life" that B.R. decrees all tubes have only got if they are to run over the Nationalised system.

A run to Birmingham under her own steam, over the road laid by the Grand Junction Railway is more or less possible and, not altogether improbable.

One major problem is that of supplying water.

That once most prominent feature of the railway scene, the Water Crane, is alas no more.

However the Museum has a couple of mobile water tanks in the shape of two thirty year old Fire Engines. A large Dennis FB Tender, vintage 1953, which will carry 1000 Gallons, or 5 Tons of water, and a 1954 Dennis F12 Pump Escape which will carry 600 Gallons or 3 Tons of water.

The formal qualification of an H.G.V. licence is not a legal requirement to drive Fire Engines ! Any member with sufficient experience of handling vehicles of that size and weight is eligible to volunteer to "drive the water".

Your plan will need to avoid LION running "under the wires" for a moment longer than necessary. For one thing high speed Electrics chasing after her tend to detract from her dignity, and with a given speed of 15-18 m.p.h. (max 20 m.p.h.) she will be in the way for too long.

Furthermore, if it is a wet day

her exhaust steam is capable of forming a mini thundercloud and drawing some miniature lightning from the overhead.

With a consumption of approx. 17 Gallons per Mile she will need to be met by one of the Fire Engines every 2-2½ hours at roughly 40 mile intervals to take on water.

Your plan needs to list the sidings and passing places which are accessible by roads wide enough to take the Dennis Fire Trucks.

You will also require a detailed road route which will enable them to 'leap-frog' one another and maintain a two-hour stopping schedule.

There is no limit to the number of plans and alternative plans which may be submitted.

Some of the access points may, for one reason or another, have become inaccessible by 1988. Houses get built, Engineering work on the line etc. could alter the rail-route at the last moment, hence there can be no "right answer", simply "feasible ideas"

Suggested Routes and timings will be published in 'LIONSHEART' from time to time so that they may have the benefit of the critical scrutiny of those members who know about such things, as well as those with local knowledge who are able to keep us informed of environmental changes.

JACK CHISWALL and his team from the Warrington Cine and Video society, whose prizewinning film on LION drew spontaneous applause at the inaugural meeting of the "O.L.C.", will be watching the planning with some interest.

This may well be the very last time LION will be permitted over the G.J.R. unless quite a lot of money is forthcoming in 1989 for another retubing.

British Rail will not permit any steam locomotive to

run on B.R. metals after the "Ten-year Expiry Date" they place on all new tubes.

It may not, of course, be possible for any number of mechanical reasons, to permit LION to run as far as Birmingham under her own steam. Even this Grand Old Lady can have her "off" days!

Most of us though, are convinced that she will still be mechanically sound on her 200th. birthday in 2038 and still capable of occasional forays along privately owned rails still with the tubes so generously fitted by RUSTON DIESELS at Newton-le-Willows for 'Rocket 150' in 1979.

ENQUIRY CORNER

Q? Frequent reference is made to the LONDON, BRIGHTON & SOUTH COAST RAILWAY generally in connection with some design feature of LION.

Could you please provide me with any details of the contribution made by this company either to the original design or subsequent modifications of LION?

The design features you refer to do not apply to LION per se, but only to live-steam models of LION in either 3 $\frac{1}{2}$ " or 5" gauge.

"L.B.S.C." or nowadays, more commonly just "LBSC" was the nom-de-plume of one "Curly" Lawrence, AMI.LOCCO.E. born sometime in the 1870's, mistaken as a baby for a female, and christened Lillian.

He is thought to have joined that Railway from which he took his pen-name about 1894.

A recluse by nature and, in later years, a transvestite, he was undoubtedly mainly responsible, by his prolific writings, for making model engineering not only a popular hobby, but a practical one for ordinary citizens to indulge in.

He published well over 100 designs for several miniature locomotives based on various well known prototypes and was inclined to disparage true scale models as being a).somewhat impractical, and b).too expensive in time and/or materials to be worth the bother.

Had it not been for 'LBSC' the hobby might have remained a rich man's pastime following the path of wealthier pioneers like Henry Greenly and Basset-Lowke.

His design for TITFIELD THUNDERBOLT, published in Model Engineer in 1953 was based on LION but, because of his very practical modifications, could no way be called a perfect 'scale model'.

Increasing affluence of society in general has given the ordinary citizen access to materials and machines not readily available thirty years ago.

Hence his basic designs get modified back to produce models which are truer copies of the prototypes.

See:- "LBSC" HIS LIFE AND LOCOMOTIVES by Brian Hollingsworth, Croesor Junction Press 1982.

Q? There have been several arguments in the club about the shape of the plate holding the safety valves on the top of LION's Haycock dome.

Please could you inform me of the correct shape with dimensions if possible?

The LBSC design for TITFIELD THUNDERBOLT specifies a rectangular plate.

With so many models of LION to be seen at the various rallies and exhibitions built to "Curly's" drawings, and the fact that the top of the 'Haycock' is not readily visible, even from the footplate, many modellers have been misled into believing the rectangular shape to be the correct one.

It is in fact a circular disc, 25"O.D.X 3/4" thick. 23 bolts (nuts on top) secure it to

a flange 1/2" thick.
The boltheads below this flange are hidden by the brass cover forming the 'Haycock'.

Q? What does the word 'imlec' mean ?

The initials 'I.M.L.E.C.' stand for International Model Locomotive Competition.

The event this year will be the 16th. and held on Sat 14th./Sun 15th. July at Ashton Park, Bristol.

At the 15th. IMLEC last year a model of Peter Taylor's LION came 12th. with an efficiency 0.7074%.

A 5"Gauge Royal Scot won with E=1.3583%

This year the Guilford M.E.S. will be represented by David Neish's 5"G. LION which has already proved capable of 178220ft/lbs. for 1.578 lbs. coal over 30 mins. (E=1.014%)

Theoretically, with the impossibility of being able to "notch up" the Gab gear, neither LION or Models of LION ought to be competing on grounds of efficiency.

However the design of the boiler and firebox does enable her to produce an awful lot of steam for very little fuel !

BAZZAR STALL.

MEMBER'S WANTS

HAS ANYONE GOT A SPARE COPY FOR SALE OR
LOAN OF THE ATLAS WHICH SHOULD ACCOMPNY G.DRYSDALE
DEMPSEY'S "RUDIMENTARY TREATISE ON THE LOCOMOTIVE
ENGINE" Pub.1857 Reprint1970 KINGSMEAD REPRINTS.
Box.100.

MEMBER'S SALES

CASTINGS FOR AN ACCURATE 1/8th. SCALE MODEL OF 'LION'
TO STEAM ON 7.25"G. CAN BE OBTAINED FROM:-DAVID ROYLE,
3 VAN DYKE ROAD, DADBY, LEICESTER.
Special discount for Members of the O.L.C.

GEORGE PARKER BIDDER-THE CALCULATING BOY by E.F.CLARK.
The life of a remarkable Victorian engineer.
May be ordered direct from the publishers KSL
PUBLICATIONS, Ballards, Knotting Green, REDFORD MK44
1AA. Price '21 inc. P&P.

FOR SALE:1871 Edition of LOCOMOTIVE ENGINEERING AND
MECHANISM OF RAILWAYS by ZERAH COLBURN in TWO VOLUMES.
Accept '180 o.v.n.o. Box 101.

"OLD LOCOMOTIVE COMMITTEE" APPLICATION FOR MEMBERSHIP.

Name:-

Address:-

Telephone:Home:-

Work:-

Main interests:-Industrial Archaeology, Research, Model
Engineering (Gauge/Scale?) Other.

Please return, together with your subscription (if not
already paid) to:- CHALES E. TAYLOR-NOBBS, ROZELLA
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