

THE OCCASIONAL NEWSLETTER OF THE OLD LOCOMOTIVE COMMITTEE

LION'S HEART

Number 68

July 2010

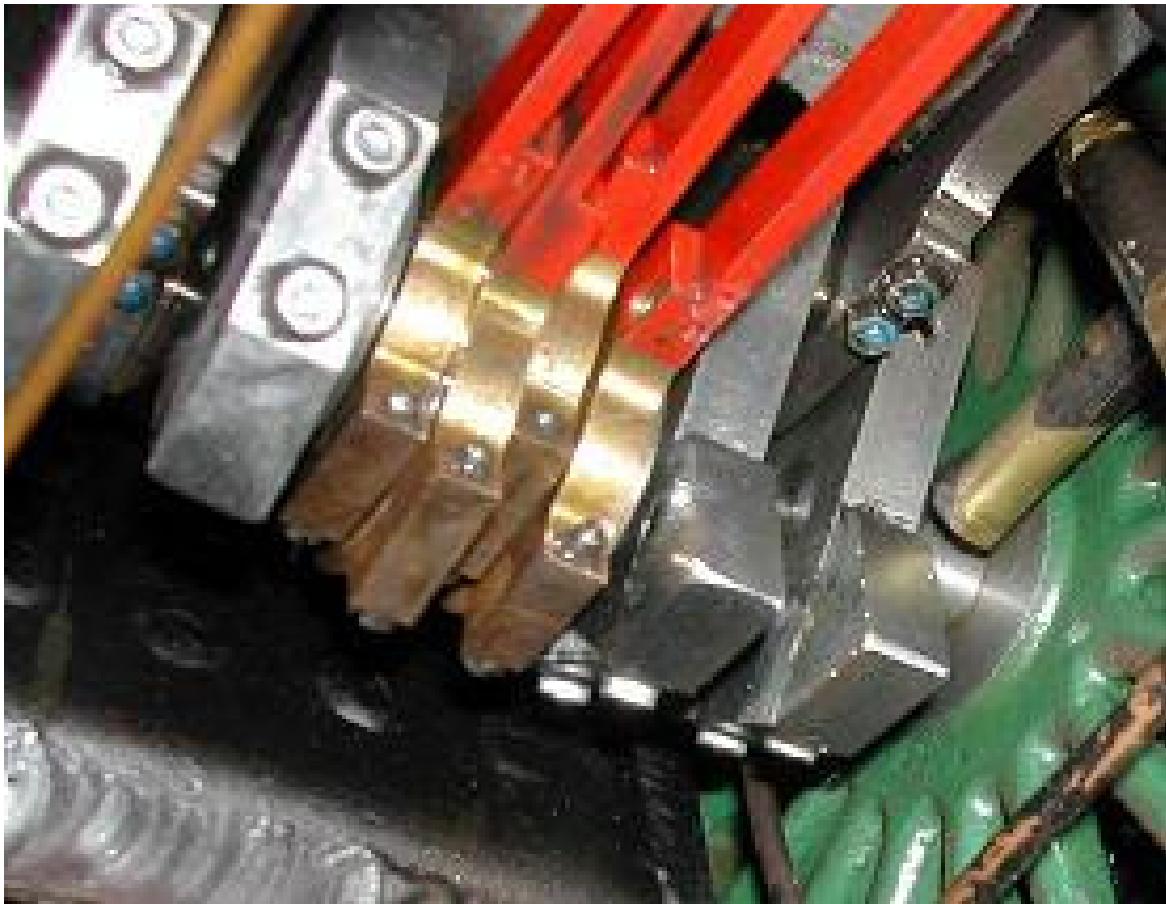


Photo – Jon Swindlehurst

An Interesting 5" G Modification. Will it Work? Find out at **Lionsmeet – Kinver – 31st July**

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Lion's right driving wheel, showing an apparent gap between tyre and centre. See article on page 3. There appears to be a dowel inserted between the wheel centre and tyre. It is believed that this is a fairly recent discovery.

Photo – John Hawley

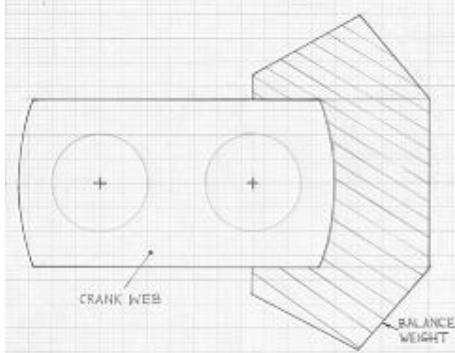
BALANCING LION'S CRANKSHAFT

When running my 5" g Lion above about 8mph I have often experience a fair bit of vibration which produces fears of derailment, but fortunately that has never happened. I know the easy answer is to slow down but there's no fun in that and I know some people at Lionsmeet are doing well into double figures (speed limits permitting).

All through 2009 my piston rod glands had been leaking slightly and definitely getting worse, so after the New Year's day run I decided to give my Lion a complete overhaul. Well deserved, after 14yrs running and clocking up close on a thousand miles. The stripdown showed very little wear, most things only needing slight adjustment. The only parts needing replacement were the little-end pins and new PTFE seals for the piston rod glands.

My crankshaft is to LBSC's design which is quite similar to the full size engine which did about 50mph (scale 4.4mph for 5" g). Rotating the crankaxle in the axle boxes with the valve gear and con rods removed showed a clear tendency for it to want to always stop in the same position (i.e crank pins down). Although the outside cranks are set at 180deg to the crank pins they are much lighter and cannot balance them fully.

I decided to add some U-shaped weights to the ends of the crank webs on the opposite side to the crank pins. First, I calculated the out-of-balance masses and added about 50% of the con rod weight to it. The total was then halved to give the required mass per web. I then drew everything to a large scale on graph paper, this being very useful in developing an acceptable shape of the required size.



Jon's balance weight proposal sketched out on graph paper



The finished balance weight

photo - Jon Swindlehurst

To avoid cutting the internal curve of the balance weights by hand I decided to fabricate them from three pieces of metal. Four pieces of mild steel were made about 0.005" wider than the webs, held together and the ends fly cut to the required radius. Side pieces were then silver soldered in position to form the U-shape.

After clamping in position on the web the balance weights were then drilled and the webs tapped M3 for two allen screws. After final shaping they were then screwed on tightly with a generous coating of epoxy resin hopefully keeping everything permanently in place.

I have now steamed my Lion about 8 times since the rebuild and it definitely runs much smoother. Certainly when I get round to building the crankshaft of my 7 1/4" Lion I will be incorporating balance weights. The only disadvantage I have noticed so far is that wheel spin is much harder to detect. Previously the whole engine would shake but now you just hear the exhaust note change to a rapid purr.

The above photo shows the balance weights in position and everything reassembled ready for testing.

HOW “ORIGINAL” IS LION ?

by E F Clark

Part 2 (continued from Lionsheart No 67)

In the first part of this article we traced how LION was treated by those who owned her, first as a railway locomotive and afterwards as the driving engine for the pump of a drydock. We now have to consider what was done to her after she was rescued by the enthusiasm of interested engineers to help celebrate the centenary of the Rainhill Trials and the inauguration of the Liverpool and Manchester Railway in 1930.

The LMS railway company was largely involved in the arrangements and they were also persuaded to take on the job of the restoration of LION at Crewe Works. Their original estimate to “recondition” the “Lion engine” and tender was £110; but a later apologetic letter exists explaining that this did not include anything for boiler work or springs. (It was thought originally that the loco had no springs!). Thus to the original quotation the following were added:

Firebox lagging	£15
4 Buffers	£10
Tender overhaul	£60
Engine springs	£20

Taken with the original figure, the total estimate had therefore increased to £215 by early 1930.

The Minutes of a Meeting at Crewe Works on 25 October 1929 survive. With Sir Henry Fowler in the chair, H.P.M Beames, W.M.Fletcher, J.G.H.Warren and G.W.Wooliscroft were present. Warren had originally been in the Drawing Office with the Stephenson Company, but had become better known and set up as something of an expert, by writing the history of that Company.

These Minutes show that the chimney was to be 13 ft high from the rails and to incorporate as many parts as possible as remained from the old chimney, and to be similar to the one shown fitted to a loco called “Ostrich” in Ahron’s book. All the old boiler fittings were to be replaced and Mr Warren was to provide drawings for the leather covered buffers, as well as the springs for the trailing wheels. Wheel splashes, “enginemen’s platform” rails (3 pillars a side) and steps and the position of the new nameplate, were all to be as shown for “Ostrich”.

It is interesting that at more than one point in these documents, reference is made to the fact that the tyre on the right hand driving wheel is loose and should either be replaced or “shimmed up”. I rather think this was never done as I myself have pushed a 20 thou. feeler between this wheel centre and its tyre. I would guess that the “squeezing” of wrought iron tyres under load was probably a perpetual problem until steel tyres became available. No wonder they had to bolt them on with taper bolts, as Lion’s tyres have been – but that is another story in itself.

There also survives a letter from Warren to Sir Henry Fowler dated 16 November 1929, from an address in Bath (presumably his retirement home) in which he sent a sketch with a proposal for the details of new smokebox doors.

At the same time he made the proposal that the locomotive should be fitted with a “domed firebox shell”. He said that a Mr Forward of the Science Museum agreed with him. It is ironic that a locomotive built under the leadership of James Kitson should be given this embellishment, because, as my grandfather wrote in his book “Kitsons of Leeds”: “The firm did not like brass domes and covers not only because they dazzled the engine crew but because they were expensive to the customer. Still some purchasers, not being drivers or cleaners, desired brilliance....” and then he recounted a story of five brass dome covers apparently walking by themselves out of a railway store yard in India. He claimed that Kitsons pioneered the plain steel dome cover.

I suspect therefore that Lion’s original boiler had a firebox with a plain round top only slightly larger in diameter than that of the boiler barrel, probably with lagging strips. The pressure gauges/safety valves would have been mounted on a modest flange on the top. However, going back to the brass firebox cover itself, I have a letter from Mr Edgar Larkin who was an old man at the time he wrote it to me in 1980; but had been a young trainee in 1930 when he was put in charge of the restoration of LION in the shops. He said that most of Warren’s

suggestions were adopted and described the firebox cover as “magnificent”. He added: “The coppersmith who made the casing was Williams. He ultimately became Chief Foreman of the Crewe Coppersmiths’ Shop & President of A.S.S.E.T. – the trades union of which Clive Jenkins is now General Secretary. Williams was an excellent type of man.”

I have no record in detail of what was decided about the restoration of the hind end of Lion’s frame that had been cut off, but the repairs to the outside frame plates and the making good of the inside timber spacer display all the skill that one would expect from Crewe. It is unfortunate therefore that one aspect of the restoration of this important area was overlooked at the time and has consequently given trouble as a result of periods of running ever since. Any picture you can find of locomotives of the period shows the drawhook to which the drawbar to the tender is connected, as being attached to the backplate of the boiler. Indeed the boiler of such locomotives is really the only strong part of the whole structure. Compared with those of modern steam locomotives, the frames are flimsy. Despite this, and probably on account of modern boiler rules, when LION was reinstated as a locomotive, the drawhook was mounted simply on the timber cross beam between the frames at the back. Not only did this put tension stresses into the main frames for which they may or may not have been designed, but more particularly the arrangement subjected a relatively light timber cross member to transverse and bending loading it was never intended to carry. During the “restored” period this cross member has had to be replaced, possibly more than once, despite it being only relatively lightly loaded in modern tractive effort terms.

The tender they found for LION came from an 1850’s Furness Railway loco being scrapped in Crewe about the same time that Lion was in the shops. It was shortened and packed up so that its floor aligned with the loco’s footplate. I have always been full of admiration for the riveters who matched exactly the riveting in the tank that had not been disturbed. I rather think they turned the backplate inside out because of corrosion on the inside; but the tender having now been in use off and on for another 80 odd years, the rust is again coming through it from the inside!

So at the end of the all this, can we say that LION is “original”? We can at best be “pretty sure” about the originality of some components and the reverse about some others, so let us attempt an analysis.

- Most of the frames are probably original, but we know that the back ends on each side were cut off and then made good in 1930.
- We have no information about the axleboxes, but the bearings within them will undoubtedly have been remetalled many times, but at least parts of the casings of at least some of the boxes probably date back to 1837
- The driving wheels and crank axle are probably original and the present tyres were clearly old in 1930, when the right hand tyre was found to be slightly loose – which it still is. The spokes of both wheels have an “L&M” railway stamp on them
- The leading driving wheels presumably date from a later overhaul in railway service as some spokes are stamped “
- The trailing carrying wheelset is probably as old as the loco, but we cannot be certain.
- All the springs were replaced in 1930, as were the footplate, its side railings and steps.
- The cylinders and motion are probably from 1837, together with the reversing gear, although some bushes will undoubtedly have been replaced during the working life. The coupling rods had to be replaced in 1930
- We can be reasonably certain that the boiler dates new from 1865 and is almost certainly not of the same design as that originally fitted in 1837, as the Harbour Board’s records give the cost of it. There is, however, an interesting point to be considered about the front tubeplate which is discussed separately below.
- I need say no more about the brass firebox cover. It is a 1930 fancy.

But what is the problem with the smokebox as implied above?

The answer is that it is quite unlike the design which has been more or less standard since not long after LION herself was built. The later design consists of a circular plate which is flanged towards the outer end and drilled appropriately for the tubes in the “flat” bit. The plate is riveted into the barrel and the rivets are therefore subjected to what is largely a shearing force, which happens to be the ideal arrangement. Such a design became commonplace once flanging presses had been introduced which could accurately hot form such plates into satisfactory components for boiler shells. The cylinders are carried in the frames (inside or outside according to taste) and the frames include a smokebox saddle to support and locate the smokebox which in turn supports and locates the front end of the boiler.

BUT, LION’s front tube plate is not a simple circular affair like this at all. It is flat against the ends of the barrel plates and attached to them with an angle iron *outside* the barrel. This is riveted through one flange of the angle iron to the outside of the boiler plates and through the other to the tubeplate. The latter extends downwards far below the boiler and at quite a distance below it, is slightly angled so as to be able to carry the hind ends of the cylinders at the correct angle (slightly upwards) so that the piston rod and its supports is below the leading axle, but the centreline of the cylinders is aligned on to the crank axle behind.

Could the old front tube plate perhaps have been re-used in the new boiler? The docks own workshop seem to have been capable of making boilers at the time, but the record seems to show that the one they got for LION was “bought in”. The record also shows a front elevation of a boiler with the tubeplate extended downwards, as in LION, but no indication of a “kink” such as we know exists, specifies 98 tubes 8 ft 7 inches long (but gives no bore size). Two holes for cylinders 14 inches diameter are shown, with holes above (with no details but presumably for the valve spindles). It is rather in the nature of a sketch in other respects as well - the position of the holes for the cylinders is not given – nor any bolt holes to secure them. The plate is specified as 4ft 2 inches wide and 6 ft 7 inches high, but no thickness given.

Away from drawings, by observation, the rest of the present smokebox is built up with shaped angle irons at the corners and has the cylinder castings jutting into the space at the bottom through the holes in the tubeplate. This is far from being how locomotive design was more or less standardised not so long after LION was built, so it is unlikely that the Harbour Board bothered to redesign the whole front end of the boiler when they bought a new one in 1865 and perhaps used parts of the old one for features that had by then ceased to be common practice.

The Editor’s Bit

I hope you’ve enjoyed the above two part article on the rather deeper aspects of Lion. I realise that some of our newer members may not have seen the first part, so please let me know and I’ll send it to you. I would welcome comments on this or any other articles within Lionsheart – and of course, if you have leanings towards going into print yourself, then please get in touch. I can accept copy in (in descending order of preference) Word and sent by email; typewritten and sent by post; or hand written by post.

This edition is rather late and rushed, for which I can only apologise. Life seems to have got a lot busier of late (and of course, I may be slowing down a bit). I have to make a trip to Ireland tomorrow and am keen to get this issue out with at least two week’s notice of Lionsmeet (see page 6). However, don’t let that put you off. Do please send me news for publication. My sincere thank to all those who have sent me items for this issue or have helped in other ways to get this newsletter out in time. I’m still keen to send Lionsheart by email whenever I can, since it cuts down on costs and my workload, so please let me have your email address if this copy came by post, unless you’re on dial-up or would have difficulties accessing this on-line.

As I comment above, this issue has been rushed out and I know of some data that has been posted, but which has not yet reached me. So, in the next issue I hope to be dealing with Lion’s valve gear, a topic that I’ve not really got to grips with yet.

Welcome to New Members

We extend a warm welcome to the following new members:

Mr G Brazendale	-	Carlisle;	Mr R Hayter	-	Rochdale
Mr I Brown	-	Plymouth;	Mr M Jones	-	Consett
Mr E Cameron	-	Keyworth;	Mr J Lockwood	-	Leeds
Mr T Curry	-	Altrincham	Mr M Rowan	-	Battlebridge
Mr J Douglas	-	Hanworth	Mr J Smith	-	Stoke-on-Trent

The Old Locomotive Committee

has pleasure in announcing that

LIONSMEET

will be hosted this year by the

Kinver and West Midlands

Society of Model Engineers

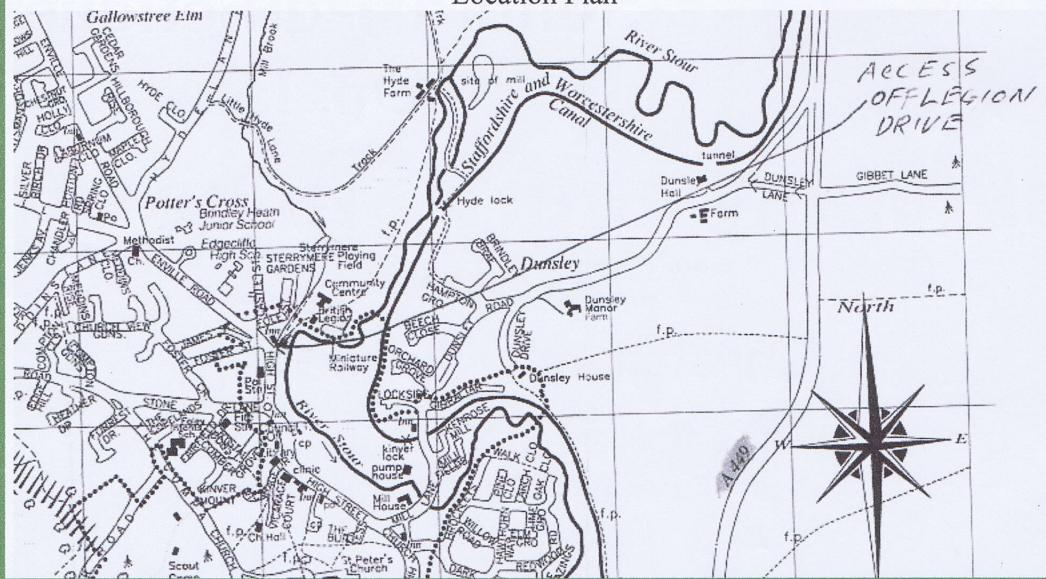
at the Society's track at the Marsh Playing Fields, Kinver

on Saturday 31st July 2010

Lionsmeet is an informal annual gathering of all those with an interest in the Liverpool and Manchester Railway locomotive 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" 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 practise from 10.00 am and the competition will start at 1.00pm. Period dress is optional. Prior application is unnecessary, but further information and directions are available by emailed request to alnbb@yahoo.co.uk or phone 01254 812049. The postcode is DY7 6ER for satnavs.

Location Plan



LIONSMEET: INFORMATION, 2010.

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 under conservation at Liverpool following several years on display at the Manchester Museum of Science and Industry. OLCO, the Old Locomotive Committee, is a group founded in 1925 to secure the restoration of Lion for the centenary of the Liverpool and Manchester railway, and reconstituted in 1985 to support further restoration for Lion's 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 cordially 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", 5", and 7¼" gauge engines, to establish the hardest working Lion(s) based on the measurement of work done by the engines during a ten minute run. The track will be open to those wishing to practise from 10.00 am and the competition will commence at 1.00pm or thereabouts. Period dress is optional. Prior application is unnecessary, but further information is available by emailed request to OLCO representative Alan P Bibby, email alnbby@yahoo.co.uk, tel 01254 812049.

VENUE AND ARRANGEMENTS

Lionsmeet is hosted this year by the **Kinver and West Midland Society of Model Engineers** at their track site at Marsh Playing Fields in Kinver on Saturday 31st July, and we record our thanks to the club for making their track and services available for the event.

The main **elevated track** is laid for 3½" and 5" gauges and is about 2000 feet long in the form of a folded dumbbell with a ruling gradient of 1:100 and a tunnel. A short length of ground level 7¼ " gauge track is available also.

Neither track is signaled and there is no general speed limit, but any marked speed limits are to be observed and drivers are to proceed at a safe speed at all times both in the practice sessions and competition. **Competition rules** will be posted up for the event, as will any **Notices to Enginemen and or local rules** in force at the time, and it is each driver's responsibility to familiarize himself with these and to observe them.

Facilities will be provided for the **display of static models** and exhibits, which are cordially invited. Any pre 1850 material, not just Lion memorabilia, will be most welcome

Tea and coffee will be provided by the club, but food will be the responsibility of attendees. There are several eateries on Kinver High Street, a short walk from the track.

OLCO does not carry **insurance** cover of its own so all participants must be covered by their own club public liability insurance

Accommodation may be available at the following addresses:

Mick & Linda Thornton, New Wood Farm, Hyperion Road, Stourton, Stourbridge DY7 6SJ, tel 01384 390520; a self-catering barn with a double bed on a gallery and a bedroom with two singles, at £150 for the nights of 30/31st.

The Laurels, Broadoak, Six Ashes, Stourbridge, WV16 5EQ, tel 01384 221546, B&B, rooms available on 30th only.

Forget-me-Not House, 124 Bridgenorth Road, Wollaston, B&B £30 pppn. tel, 01384 377539, **Your Lionsmeet coordinator will be staying here 30th and 31st.** Only two rooms left, so be quick!

The Red Lion, Bobbington; B&B, rooms available on the 30th only

There is also an **Innkeepers Lodge** at Kingswinford, 01384 270066, these are usually Ok.

Alternatively, members may **camp on the track site in caravans or tents** on the Saturday and Sunday nights and the clubhouse facilities will be made available during that period if required.

Directions: The track site is on the Marsh Playing Fields, on the floodplain of the River Stour, near the British Legion Club and community center. Head north up Kinver High Street, past the police station and shops on the left, then another few hundred yards till the road bends to the left. At this point turn right onto Legion Drive and right again in front of the British Legion club. The club buildings and track are in front of you, speaking from memory!

THE LIONSMEET COMPETITION 2010

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, and a certificate of insurance issued by that club. 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, subject to track gauges available at the host club (v5), 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). Normally any given locomotive may be entered once only, but if entries are few it may be entered a second or third time with different drivers. (v5)

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 familiarize 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, subject to safety considerations (v5). 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 that 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.

Minutes of Old Locomotive Committee 25th Annual General Meeting

Venue: Liverpool Museum Store, Juniper Street, Bootle.

Date: Saturday, 15th May 2010

Members present:

Jon Swindlehurst (Treasurer)
John Hawley (Magazine Editor)
Jan Ford

Peter Featherstone
Alan P Bibby (Lionsmeet Co-ordinator)
John Brandrick (Chairman)

Present as Observers:

Sharon Brown, Curator of Land Transport, Liverpool Museum.
Justin Garside-Taylor, Liverpool Museum.

The Agenda had been circulated as part of the Notice of A.G. M. sent to Members.

1. Welcome by Chairman: The Chairman formally opened the A.G.M. and welcomed those attending.

2. Apologies for Absence: Apologies for absence were received from Messrs J Archer, D Austin, G Brazendale, I Brown, E Cameron, M Casey, E F Clark, J Coop, T Curry, J Douglas, M Lee, R Hayter, A Lloyd, J Lockwood, J Mills, D Neish, T Parsons, P Pritchard, J Smith, D Wainwright and Miss C Possnett.

3. Minutes of the 24th A.G.M.: The Minutes of the 24th A.G.M. were reviewed by the meeting and accepted as a proper record.

4. Matters Arising: No matters arising required formal attention but the Chairman reminded those attending that 'Any Other Business' would offer an opportunity for wide-ranging discussions.

5. Chairman's Report: The Chairman gave his report to Members, reviewing the year's activities. Largely due to the efforts of the stalwarts who organise an OLCO stand at various exhibitions for modellers, it was pleasing to report that new members continue to join. Following a very successful 'Lionsmeet' at Butterley in 2008, it was disappointing that the 2009 'Lionsmeet' at York commanded a more limited response. For once, the weather failed us and heavy rain made conditions difficult. It was regretted that the 'OLCO' website was not yet active but this was seen as a priority. The Chairman outlined the topics he would wish to see covered on the website and this received further discussion under item 9 (below). The Chairman reviewed Lion's role in the 1937 film 'Young Victoria' and the 1946 film 'Lady with the Lamp' prior to the starring role in 'The Titfield Thunderbolt' and touched on Lion's appearance in a series of three DVD on the Rise and Fall of British Railways. The Chairman informed the meeting that discussions are proceeding with David Hulse regarding a model of Lion. The LBSC sketches previously offered to OLCO by Mike Chrissip are still to be obtained. The Chairman stated that Sharon Brown would outline the Museum's plans for the display of Lion, which is owned by the Crown, later in the Meeting.

6. Treasurer's Report: The Treasurer's Report and Financial Statement were circulated to those attending. Membership is currently 54 and the overall Bank Balance shows a small increase. Bank Interest is substantially reduced.

7. Election of Officers: The Chairman, Treasurer, Lionsmeet Co-ordinator and Lionsheart Editor, being willing to continue to serve, were re-elected unopposed. The post of Secretary being vacant, Jan Ford allowed her name to go forward and was elected to the post by the meeting. The Officers are thus:-

Chairman:	John Brandrick
Treasurer:	Jon Swindlehurst
Lionsmeet Co-ordinator:	Alan Bibby
Lionsheart Editor:	John Hawley
Secretary:	Jan Ford

8. Lionsmeet 2010: Alan Bibby confirmed that arrangements have been made for Lionsmeet to be held at Kinver on Saturday 31st July 2010. Publicity has been arranged by distributing details to interested parties and by notices in 'Engineering in Miniature' and 'Model Engineer'.

9. OLCO Website: It was agreed that the following information should be made available on the Website:

Constitution	Forthcoming exhibitions
List of Officers and Contacts	Sources of Castings
Drawings of the Prototype	Pictures of Lion
Brief History of Lion.	Details of Lionsmeet
Downloadable Membership Form	Harrye Frowen's YouTube video
Notice of next A.G.M.	

10. Lionsheart by E-mail: It was noted that at least 38 of the current Members have an e-mail address and it was agreed that, where possible, Lionsheart should be distributed electronically.

11. Any Other Business: A number of topics were covered. In particular, John Hawley wished to place on record his sincere thanks to Museum staff for their generosity in allowing him access to Lion in order to continue with his measuring activities.

11a. Display of Lion: Sharon Brown informed the meeting that Lion will be displayed in the new museum building when the site is available. A video will be produced which will periodically be shown to visitors. This video will include film footage of Lion and interviews with people who have been associated with Lion. Co-operation of OLCO will be welcomed.

11b. Donations: It was agreed by the meeting that Donations should be absorbed into the General Funds of OLCO.

11c. Dynamometer Car: After a brief discussion, it was agreed by the meeting that future 'Lionsmeets' should continue to borrow or hire the necessary Dynamometer Car rather than attempt to permanently acquire one.

11d. Castings for 7-1/4 inch Lion models: It was noted that Keith Taylor-Nobbs remains a source of castings.

11e. Lapsed Members: After a brief discussion, it was agreed by the meeting that Members in arrears for Membership Fee should be sent two reminders and removed from the list of members in less than 12 months from incurring the arrears.

11f. OLCO co-operation in display of Lion: Jon Swindlehurst agreed to contact Stephen Fletcher regarding any photographs or other historic materials relating to Lion which he might hold. All Members were encouraged to investigate what contribution they might be able to offer.

11g. Venue for Lionsmeet 2011: It was noted that Newport, Ruddington and Chelmsford are under consideration as possible venues.

11h. Venue for 2011 A.G.M.: Sharon Brown offered Liverpool as a venue for the 2011 A.G.M. It is not yet known whether Lion will have moved to its final location but a meeting near to Lion should be possible. The date of the A.G.M. will be determined later.

A Vote of Thanks was unanimously agreed to the Museum for their hospitality and the Chairman closed the Meeting.



The AGM 2010 Gathering

L to R: Sharon Brown, Curator of Land Transport & Industry, National Museums Liverpool; Jan Ford, OLCO Secretary; John Brandrick – Chairman; John Hawley – Editor; Jon Swindlehurst – Treasurer; Alan Bibby – Lionsmeet Co-ordinator; Peter Featherstone – Member.

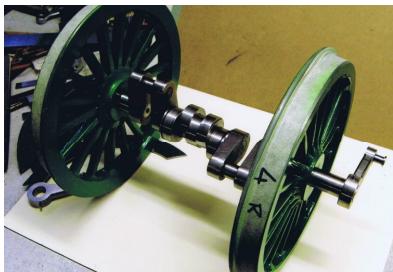
Photo – Justin Garside-Taylor

Models Under Construction

Every so often, members send me photos of their work in progress. I must apologise for keeping them to myself for so long. The reason (excuse?) is that I am not at all well versed in the art of using the computer to place photos and text. Aah, but it was so much easier in the old days when one just stuck the picture and a few notes onto a sheet of paper and bunged it all into a photocopier.

Now that these shortcomings are slowly being overcome, I do hope you will start to send me more examples of your work, with a few notes, for publication. At the very least it may help sow the seeds of creative ambition in other members.

Keep ‘em coming, chaps!



John Martin’s Crank Axle is well under way. He tells me that he has also erected the gab valve gear, which shows good promise of working. The gabs are below.

Photos – John Martin



John Owers’ 7 1/4” Front End at the Alexandra Palace Exhibition.

Photo – John Owers

The Bristol ME Exhibition 2010

Yes, it's that time of year again and this time we'll be there with our own OLCO stand. On show will be Harrye's Lion, my boiler and hopefully one or two other bits and pieces. I hope you can make it to the show and will pay us a visit, no matter how brief. See you there!

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



Sale Items
I believe there are still a few items remaining unsold from Alan McKirdy's effects, for instance the various castings for a 7½" gauge Lion. Details in Lionsheart no. 67.

Editor's Contact Details

If you would like to contact the Editor on any issues raised in this newsletter, or for any other reason, the details are below:

Mr J P Hawley

Rock House

Downside

Backwell

Bristol

Tel: 01275 472023

BS48 3DH Email: ringjph@talk21.com