

LIONSHEART

Number 70

May 2011



It's Springtime. Bluebells in Prior's Wood, Gordano. Who wants to see an old steam engine anyway? Photo – John Hawley

We all do. Let's go to the AGM

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Come to the AGM and see Lion really close up.



Ransoms in the same woodland. Photo - John Hawley
In her own way, Lion is now just as beautiful. Resplendent in her new livery and ready to be placed within the confines of the new Liverpool museum.



From almost the same viewpoint, this is the view in the other direction

Photo - John Hawley

I know these pictures have nothing to do with Lion, but I just wanted to ring the changes a little and breathe a sigh of relief, now that winter is well and truly over. It’s been one of the hardest for many years and yet, now that the warmer weather is here to stay, how well everything has survived. (But what about all those bugs that gardeners are always telling us will be heavily reduced ‘if only we had winters like they used to be’?).

For a few days back in January, I kept a water snail in a jam jar in my back porch – as cold a place as any in those seemingly far off days. I don’t know why it was there – I can’t remember that far back. A light film of green weed(?) on the inside wall of the jar was sufficient to keep the snail fed and active. Anyway, the water froze gradually from the outside to such an extent that there remained just a small pear shaped volume of water near the centre of the jar. Inside this little world a shrimp like creature crawled about on the inner surface of its ice prison. Within the ice, the snail was trapped – a little like those insects frozen forever in amber. This situation remained for several days, until the water thawed a little. Lo and behold – that snail started moving around again, seemingly unaffected by its temporary incarceration.

It was around about this time that the whole country, indeed, it seemed most of Europe, was frozen to a standstill. I had to take a friend to Heathrow for a flight to New Zealand, not a trip one would face lightly, even though the presence of their summer held great promise. The M25 was at a standstill for about three quarters of its circumference. Just the portion we wanted – from South Mimms to the M4, was running freely, albeit with very much reduced traffic volumes. This turned out to be one of my more pleasant (or less unpleasant) encounters with this horrid road. The flight left on time!

The pictures on page one were taken within half a mile of the M5 Gordano Services, near Bristol. How pleasant to be in such a beautiful spot in warm springtime.

Yet this idyllic place is subject to a continuous bombardment of noise from the motorway. The picture above was taken at the same time and within yards of those on page one. On the left is the headquarters of the local rugby club. Beyond that the motorway, with its cars, caravans, buses, lorries and all rushing by, oblivious of the serenity that they are shattering.

Beyond the motorway is the vast sprawl of the Royal Portbury Dock. Visible in the picture are three huge cranes for unloading ships. Zooming in, we find a ‘Grimaldi Lines’ ship, seeming to float within the trees. There are three wind turbines, huge warehouses, even an Asda distribution centre.

Beyond the first crane on the left is the cable staying of the Second Severn Crossing Bridge (M4) and to the right of that, the more graceful suspension curves of the original Severn Bridge (M48). The hills of the Forest of Dean are lost in the blue haze and the Brecon Beacons and Black Mountains are to the left, out of picture. Towards the right of the picture, the M5 passes under a footbridge, the only link now between the two uneven halves of the once quiet village of Portbury. In the field, just below the centre of that footbridge, lies a small herd of cows, gently chewing the cud. Invisible behind the trees are thousands of cars awaiting export – or despatch to UK distribution centres. Yes, RPD imports *and* exports cars!

There is also a major coal importing facility here. Coal comes in from various sources in ships which can weigh as much as 130,000 dwt. Until the Bristol – Portishead rail line was re-opened, the coal was taken from RPD, *via* a tunnel under the river Avon, to Avonmouth, to be loaded onto rail transport to power stations. (Avonmouth dock could only cater for 40,000 dwt ships).

When I arrived in Bristol, as a fresh teenager, one would have seen nothing of this – except perhaps the ancestors of those cows among the green of the fields and the blue of the distant hills. Progress!



The Editor's Bit

by John Hawley

Firstly, I must thank all of you who rang, wrote or emailed, giving your comments on LH69. I was most gratified by your favourable remarks. Some of your emailed comments came almost immediately. Do you have a bell which rings when emails arrive? Bit puzzled though – what did I do to get it so right? I'm not sure I've done the same thing this time, but please read on anyway.

I feel that I should apologise for not getting this issue to you by April 1st, so that I could tell you a story. Sadly, I couldn't think of one then. I have since, but it's too late now and by next April it will be history, so that's no good.

This year so far has been one of upheaval, so much so that I've not had much time to put this issue together properly. However, I have been busy in some areas which have Lion connections. We now have an OLCO web site, thanks to Alan Banks and Jon Swindlehurst, (see <http://www.lionlocomotive.org.uk/>) to which I've made a very modest contribution. Harrye Frowen has his own web site as well, which has many photographs and also includes extracts from Meccano Magazine, etc. Not sure that the article on the rescue of Lion (from Railway World June 1953 Edition written by Charles W. Reed) is the generally accepted one though, Harrye. Readers are also referred to 'Untwisting the Lion's tale', by Adrian Jarvis, in Railway World Vol 41 (1980), No 477 (Jan), Pgs 21 – 24.

Now, it would be nice to see many of you at the AGM in Liverpool on 7th May. I know it's only a short time away, but I did put in a notice on page 16 of LH69, in January. Now we have the Agenda on page 4.

To get to Juniper Street from the underground station part of Liverpool Lime Street station, take the Southport or Kirkdale train and get off at the recently refurbished Sandhills station. The station is almost on top of Sandhills Lane. Walk down the Lane a few yards, then turn right into Bankhall Lane. From there it's 300 yds or so to the right turn into Juniper Street. The museum store is at the top left of the street, set inside the blue railings. The gate will be open. Go up to the door to the right of the big roller shutter door and ring the bell. It's as easy as that! My Google Street View even shows (I think) Justin and Dale looking at the camera (I can just imagine their comments!). However, that view has the address wrong. You want 21 Juniper Street. I look forward to seeing you there. For those with Satnav, the Post Code is L20 8EL.

Whilst we're on the subject of museums, you must all be aware by now that Lion will be shipped to the new museum on Liverpool's waterfront very shortly after the AGM. That's why I'm so keen for as many of you as can get there to attend.

You will also be aware that I advertised a lecture and film on the Liverpool Overhead Railway at the back of the last issue. I then had to issue an apology because I'd got the date wrong. It was January 2010, not 2011. Oops! I have to thank eagle eyed Sharon Brown, Curator of Land Transport & Industry, National Museums Liverpool for spotting my error and alerting me to it. Does any reader know if there is likely to be a repeat of this event? How many OLCO members knew about it back in Jan 2010 and actually went? On this same subject, I received a letter from member Geoff Brazendale, who knows of a CD on the LOR. (See Readers' Letters on page 5). I have a good book on the LOR by Adrian Jarvis ... somewhere in this tip I call home!

Finally, I realise that I've not maintained contacts very well over the past few weeks – some alarming things have happened and I've tended to lose touch somewhat. If anyone is awaiting a response from me to any letter or email they may have sent, then I offer my apologies and will endeavour to reply. However, if you feel you've been forgotten, then please don't be offended, just get in touch again and remind me.

See back page for Editor's contact details

Welcome to New Members

I don't know what possessed me during the compilation of LH69. I forgot to list and welcome new members. So, to those patient souls, please accept my abject apologies. I hereby welcome you to OLCO and hope that your membership will bring you benefits and items of technical interest.

We extend a warm welcome to the following new members:

Mr Richard Allen – Kettering

Mr Ian Harrison – Somersham

Mr Alan Banks - Wirral

Mr W Harrison - Nottingham

Mr Alan Boldero – Bedford

Mr Barrie Larke – Shrewsbury

Mr Victor Burgess – Harrow

Mr Clive Levinson – Richmond, British Columbia

Mr Paul Sargeant - Tonbridge

Errata

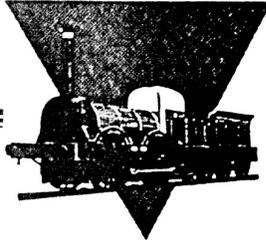
On page ten of LH69 I erroneously attributed the inverted 5" Lion chassis in photo 17 to Barrie Locke. That should have read Barrie Larke. My humble apologies, Barrie.

The eagle eyed among you who received LH69 by email will not have noticed that photo 3 on page 4 is shown mirrored. Or did you? Photo 1 shows the compressed air feed coming in from the centre right and then going upwards. Photo 3 shows the pipe going to the right before going up. I printed those that went out by surface mail and then realised that I had to compress the photos (or 'resize') before emailing. Just an error that crept in during that late stage. Clue? Well, the note under photo 3 referred to 'the yellow 'T' shaped valve to the right of the pressure gauge acting as regulator.' In fact it is shown to the left. Recipients of the postal version need not worry. Their's was correct.

Just to get technical, LH69 as typed came out at 32.4MB. By resizing the pictures it came down to 2.74MB, then by compressing the whole issue via PDF it came down to 2.31MB.



OLCO



OLD LOCOMOTIVE
COMMITTEE

From:

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BREWOOD
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Tel: 01902 850095 (evening)

OLCO ANNUAL GENERAL MEETING, LIVERPOOL, SATURDAY 7th MAY 2011

The 26th AGM will be held at the Liverpool Museum Store (JS2), 21 Juniper Street, Bootle, L20 8EL, where 'Lion' is being prepared for installation in the new Museum of Liverpool. This arrangement is by courtesy of Sharon Brown, Curator of Land Transport. Access to the Museum Store and 'Lion' will be from 10.00 am and the AGM will start at 1.30 pm. There is limited parking inside the Museum Store Gates but ample street parking adjacent. The Museum Store is around 10 – 15 minutes walk from either Bank Hall or Sandhills Merseyrail stations. In the absence of local facilities for meals, you may wish to bring a packed lunch.

AGENDA

1. Welcome by Chairman
2. Apologies for Absence
3. Minutes of 25th AGM
4. Matters Arising
5. Chairman's Report
6. Treasurer's Report
7. Election of Officers
8. Lionsmeet 2011
9. OLCO Website
10. 'Lionsheart' by e-mail
11. Any other business

Jan Ford (Miss)
Secretary



OLCO at Alexandra Palace 2011

We had a stand at The London Model Engineering Exhibition in 2007 thanks to the support of Alan Bibby and John Mills but as this was a significant undertaking to travel down to London and spend time there it has understandably not been possible to repeat this on an annual basis and I have sadly had to decline the regular invitations from Meridienne Exhibitions until now.

Happily this year I had offers of support from Alan and also Adrian Banks, including loan of Lions for display. The trip to London this time was certainly easier than last time, which involved making several detours to avoid HGVs overturned in the gales which littered the main routes. This time the only hazard was a crawl through the road improvement works on the North Circular.

Unloading at the exhibition hall was achieved quickly and efficiently thanks to the helpful and courteous attendants there and we had a very good spot between the Tonbridge club and the Sussex Miniature Locomotive Society.

The exhibition was well attended, the organisers being very happy with the numbers and we also had cause for satisfaction having recruited eight new members over

the weekend thanks to Adrian's convincing sales talk, in addition to gently jogging the memories of existing members to renew their membership, as OLCO appeared palpably alive and well.



Chairman John Brandrick struts our stuff at the Alexandra Palace

One of the great pleasures of attending these exhibitions with the OLCO stand is that you meet a lot of people especially members who would otherwise simply be an address on the membership list. Nearly always there is someone with interesting recollections of Lion, on this occasion a gentleman who remembered cleaning her at Watford shed when she was used for filming on the Watford to St. Albans branch. He even remembered the names of the driver and fireman assigned to her. I am quite convinced attendance at these exhibitions are both beneficial and enjoyable and should be a major aspect of OLCO's activities.



by John Brandrick

We manage to get to Harrogate each year, Bristol most and given support I am happy to continue to do Alexandra Palace annually. Our display is now reasonably transportable and much enhanced by John Hawley's drawings which always draw favourable comment.

I am in the process of upgrading the rest of the visual display with a chronology of Lion if only to emphasise that we are specifically about Lion and not old engines in general having at various times been asked for information about North Star, Catch Me Who Can and Benjamin Conner's Caledonian Railway singles and others.

Altogether, it was a worthwhile trip and my thanks are due to Alan and Adrian not only for their support and loan of Lions for display but also for their pleasant company. Thanks are also due to Karen Kyte and her team from Meridienne Exhibitions who very always most helpful and the organisation was very good. I sincerely hope we are back next year.

Readers' Letters

From Graham Bilbé

Having now read the issue through from 'cover to cover' – it was a very interesting read! – but seeing the date of Lionsmeet regret that I almost certainly won't be able to make it: it appears to be the last Sunday in July, a date reserved in my diary for nearly 40 years! Last Sunday in July is the annual 'Gathering' at the Trolleybus Museum, Sandtoft, near Doncaster, of which I am currently Chairman and Engineering Director – so I'm a bit expected to be there! I'm also very proud of the fact that I have never missed one since the first in 1971, so I have my own personal record to maintain, too! So, with regret, I'll have to tender my apologies, and hope the date works out differently next year!

I am hopeful sometime that I might persuade the Reading SME to extend an invitation to OLCO members for a meeting – I gather that apart from mine there is another member in the SME currently building a LION. I'll keep you posted on that one.

There's another rash idea that I have harboured for a long time, which you may or may not consider worthy of publication – though I'd be surprised if I were the first to think of it.

Given the seemingly very slim prospect of the real LION being steamed again, and the now-proven ability of the preservation movement to create replicas, has anyone ever considered building a full-size replica of Lion, that could be steamed regularly? Some of the older replicas, like Locomotion No.1 at Beamish, have to my mind gained respectability by virtue of their regular use over 35 years. A replica of Lion – or preferably a recreation of her sister engine 'Tiger' – would be a great crowd-puller. Like our model engines, some compromises could be made, to comply with modern safety standards but also to make her more efficient (eg a higher boiler pressure and superheating, perhaps) but the overall appearance could be possibly more authentic than the real thing, without the big brass firebox cover (which seems now to be accepted as a 'decoration' applied in the 1929-30 rebuild) though it has to be admitted it does look very pretty!

But it would be splendid to see a full-size replica steaming down the track, puffs emerging from the slender chimney as the long cranks swing round... Poor old 'Tiger' seems to have been long forgotten (everyone seems to build models of Lion or 'Thunderbolt'!) so isn't it about time OLCO tried to bring her back to life?

Regrettably I have neither the skills or the wherewithal to lead such a project, but hope that someone better placed than I might take the suggestion forward. Compared with many of the new-build projects, this would be relatively small and eminently achievable. How about it, chaps? Hope this will be of interest! Cheers - Graham.

Editor: Well, as you suspect, Graham, the question of a replica has been much mentioned, not much discussed and progressed not at all! It's a good idea, but don't hold your breath.

From Geoff Brazendale (1)

I must say that your 'Newsletter' received the other day is excellent; it's an inspiration as I labour on with my 5" Lion. I hope to get to the AGM ...

Question: Does Tony Parsons have a scale drawing of the improvement and could you publish it in the next edition, please.

Editor: OK.Geoff. See bottom of page 6. Good luck with your Lion. What progress?

From Geoff Brazendale (2)

As a native of Crosby, Liverpool, as a young lad, I used the Liverpool Overhead Railway quite often. It was a wonderful experience to have in my youth and a great shame it was cut up for scrap because it needed £1m spent on it. (A lot more in today's money, of course). But it cost more to replace the transport given by the LOR by a fleet of buses. The trouble was that the LOR was a company with its own directors and was undercapitalised. British Railways refused to Nationalise it in 1947/8 and it had to struggle on in post war Britain and I rode on the last train in 1956.

So I was sorry we couldn't see the film on 29th Jan, but for any OLCO member who is thirsting for a CD, there is a film available on this railway.

Ref: M 271107 £12.00

Well worth it if it is still available.

From Peter Mountford

My congrats on an excellent production.

Just a couple of thoughts for a future LH:

1. The web address for Popular Mechanics -The older mags have plenty of good articles on making tools for lathes etc., as well as interesting reading on a variety of subjects;
2. For anyone interested in making simpler models (eg starting Model Engineers) I found www.john-tom.com quite useful with lots of free designs from the simple to bizarre to complicated.

Ciao for now – PeterM

From David Royle

I thought that this might be of interest to you and our members, which came from my research into the Lion over some 35 years, which started when Liverpool museum put Charles Taylor-Nobbs and I together when we were both researching into the construction of the Lion. During that time I contacted many museums and railway workshops where I came across the 1930 drawings of the Lion, which I found at Derby works before it closed down, also the drawings of some of the coaches related to the Lion. Copies of these you will find attached.

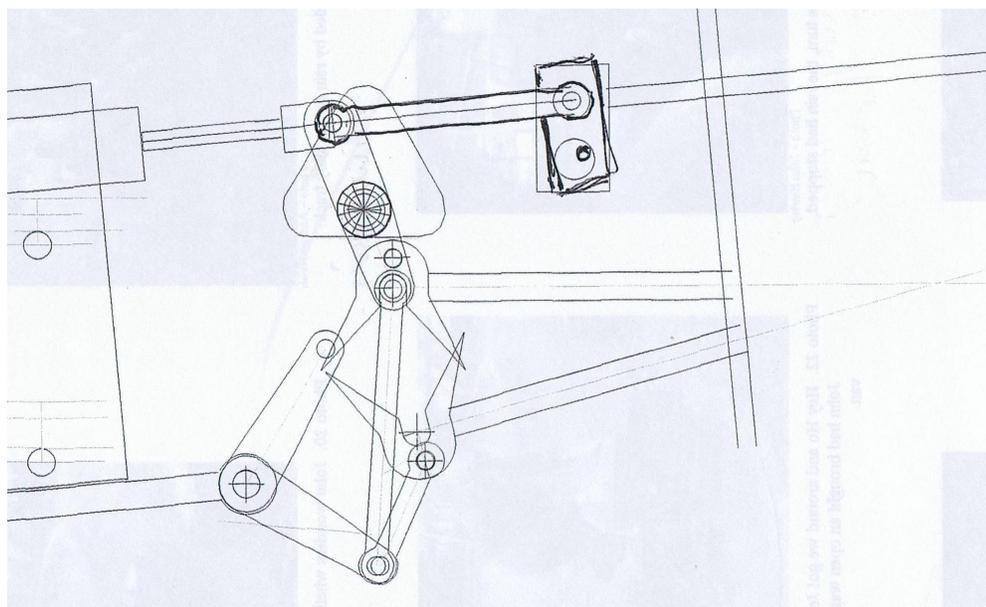
As you may know, we have taken many hand made measurements to make a set of drawings of the Lion in full size, as we didn't have the luxury laser measuring equipment or CAD at that time, then Charles did the full size drawings of the tender, while I worked on the first set of the full size locomotive. I then scaled down both locomotive and tender to 7 1/4". You may well have seen copies of these drawings at Charles'. Unfortunately, these drawings haven't been scanned but were all based on the 1930 drawings with corrections made to the full sized Lion when she was being rebuilt in the 1980's.

Charles and I worked relentlessly for many years to achieve the results for the locomotive and tender, however, I thought it might be of historical note for the members to be able to see these 1930 drawings. This enabled us to have patterns made for 71/4" wheels for the Lion, which Charles and I gave to OLCO many years ago and I believe are now kept by his son, Keith Taylor-Nobbs.

In further research, I found the drawings for the original tender for the Lion designed by Stephenson, and also the drawings for the Owl Loco which is related to the Lion.

Hope this is of interest.

Editor: Well, David. These are very interesting drawings, but there are so many and they are so large, in terms of bytes, that I've been unable to devote much effort to them in the limited time available. I'll try give them the attention they deserve between now and the next issue.



Tony Parson's sketch of his valve gear modifications. These were discussed in LH69



Notes from a Shaky Island (1)

I was to have called this article 'Notes from a Shattered Island', but then came the awful events in Japan. My prime reason for going to New Zealand was to visit friends in Sumner, a suburb to the south east of central Christchurch, South Island. I first went to NZ before Christmas 2009 and enjoyed two very good train trips on their main lines; the first was from Christchurch to Picton, in the north of South Island, a journey of just over 200 miles and 5¼ hrs. For about 65 miles this very scenic route runs along by the sea, where fur seals bask on the rocks. It is possible to leave the train approximately half way, at Kaikoura, to go whale watching. The average speed of just under 40mph is not as bad as it seems. There are two fairly long stops (about 10 - 15 mins each), one at Kaikoura and the other goodness knows where for a change of drivers. There is also a stop at Blenheim. I did time the train at about 60 mph in places. This is quite fast for a small train, especially if you happen to be riding in the open air viewing carriage. There are 22 tunnels and 175 bridges and it is quite a twisty route.



The Impressive new Station in Christchurch
– served by just four trains a day

Photo – John Hawley

The second rail journey ran from Christchurch to Greymouth, 160 miles, 4 ½ hrs crossing the Southern Alps on the old Midland line. Jen and I left the train at Arthur's Pass, just short of the Otira tunnel, to go walking. This journey ranks as a 'must do' for any visitor to New Zealand, being spectacular for its tunnels and bridges. The 5¼ mile Otira tunnel, opened in 1923, once the longest in the southern hemisphere (and the longest, when built, in the British Empire) is mainly on a gradient of 1 in 33, so it's quite a hole! Steam power was never used in the tunnel – it was equipped with electric locomotives from the start, powered by a purpose built hydro-electric generating station at Arthur's Pass. Nowadays, all trains are diesel hauled, with special provision for dealing with exhaust fumes (ie, the end doors close and extractor fans are switched on). Gas monitors and masks are carried by the crews.

These are the only trains to serve Christchurch's rather impressive station – two out in the morning; two back in the evening.

Both trains sport an observation car – just an open air viewing carriage, with safety railings. To travel for any distance in these is quite an experience – windy, cold, noisy. However, they are closed to passengers through the long tunnel in Arthur's Pass.



Open Observation Car. Cattle Class anyone?

Photo – John Hawley

by John Hawley

My knowledge of New Zealand railways, and especially of the modelling scene, was pretty well non-existent until I read Chris Milner's two part series on the full size system (3' 6" gauge) in Railway Magazine and Alan Bibby's revealing articles in Model Engineer. We once had a couple of OLCO members in North Island, but we've not heard of them for years. I left a couple of copies of Lionsheart 69 in Christchurch, but whether they will generate new members remains to be seen. We have an OLCO web site now, of course, so anyone with Internet access anywhere in the world can find out about us. See <http://www.lionlocomotive.org.uk/>

Sadly, the only passenger trains in South Island now are for tourists only. You get on – you stay on, with few exceptions. The lack of large population centres dictates against commuter trains, unlike North Island, where there are long distance trains between Wellington and Auckland, both of which are large enough to support local train travel as well. In South Island, there are main lines other than those tourist lines detailed above, but they are for freight only. A good thing in a way, since at least they support a rail network of sorts and, where freight and tourists share routes, there are two good reasons for keeping the lines open. The line from Greymouth to Christchurch (the Midland line) is particularly heavily used by coal trains. It seems odd, at first glance, that coal is transported from the west coast, over the Southern Alps via Arthur's Pass, through Christchurch, to the local port of Lyttelton and then put on a ship for export. This circuitous (and expensive) route has been found necessary because, I understand, the west coast ports are prone to silting up. Also, I believe that the per ton charge for the rail trip is a few dollars less by rail than the charges levied by the Greymouth port authorities.

Some long distance travel in South Island is catered for by air. There is also a fairly good network of roads, though no motorways in our sense of the word, except for a few stretches which are designated as motorways. Motoring, apart from in and around Christchurch, is a bit like it was here 30 or 40 years ago, with long stretches of road and no traffic in sight! Wonderful.

Incidentally, on a tragic note, the Pike River mine, in which a series of explosions last November wrecked the mine and killed 29 workers trapped inside, is on the west coast, about 25 miles north of Greymouth. The high quality coal (for iron ore smelting, etc) from this mine would also have been transported on the Midland line for export via Lyttelton.

Having read the two articles above, I was determined that my second trip to New Zealand would be different. In particular, Alan Bibby had given me contact details for Jock Miller, one time Vice President of the Canterbury SMEE, whose track is at Halwell, 4 ½ miles south west of Christchurch city centre. So, I had a point of reference and a track to visit. In addition, there are several preserved bits of line in South Island, including the site of the first public railway in that country, the Christchurch to Ferrymead line, which was built to 5' 3" gauge. It is now to the New Zealand standard.



No W192 Creeps up to her Charge at Ferrymead

Photo – John Hawley

On 20th February, Jen and I took her grandchildren to Ferrymead and we had a wonderful time. Not just on the trains and trams, but also, since it's now a Heritage Park, we sat and watched old films in a tiny (15 seat?) cinema, looked around an old post office, general store, a typical labourer's (cob walled, 'tin' roofed) cottage. The kids rode on the balcony of the carriage coupled right next to the engine, an old 1889 Ex NZR 2-6-2T steam locomotive, No W192, built by the Addington Railway Workshops in Christchurch. We could feel the heat from the Smokebox (she ran bunker first). No H&S worries in evidence here!

Now, this is where it starts to get hazy. On another day, probably a Saturday, we found our way to the track of the Canterbury SMEE at Halwell,. Wrong day! They only run on Sundays. However, there were a couple of members on duty there. We found them in the large and well equipped train shed. We chatted for a while, but did not look around the track. These two were ex Brits, but sadly, due to subsequent events, I've lost details of their names. (Apologies to you both, gentlemen). They explained that the 7.1 magnitude earthquake on 20th September 2010, centred in Darfield, 25 miles west of Christchurch, did little damage to the site. We promised to come back on another Sunday, but had to be off on a walking tour for the next few days.

That was all as far as trains went for quite a few days. I'd wanted this trip to be different and so it was, but not in the way I'd expected. I hope to tell you more about it in the next issue.

Chris Milner's articles are in Railway Magazine of August and September 2010.

Alan Bibby's articles are in Model Engineer:

- Vol 183; Iss 4105;Pg 502; 22 Oct 1999.
- “ 186; “ 4144; “ 381; 20 Apr 2001.
- “ 186; “ 4146; “ 504; 18 May 2001.
- “ 186; “ 4148; “ 606; No date **
- “ 189; “ 4185; “ 656; 27 Dec 2002.
- “ 190; “ 4187; “ 91; 24 Jan 2003.

** Issues 4147 to 4160 inclusive carry no dates. An explanation appears in 'Smoke Rings' in Iss 4148.

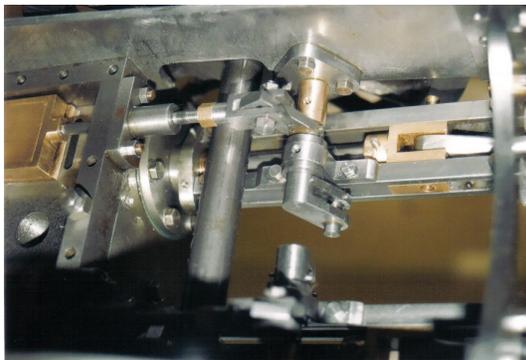
Strange things in New Zealand:

The mid day sun is in the north; pretty well every back garden has its lemon tree; it is illegal to park your car facing the wrong way, even in daytime; huge lorries, though not like the road trains of Australia; the water level of Lake Wakatipu has a seiche (standing wave) period of 26.7 minutes which, in Queenstown Bay, causes the water level to rise and fall some 8 inches.

There are many others of course, but time is short and we need to get on.

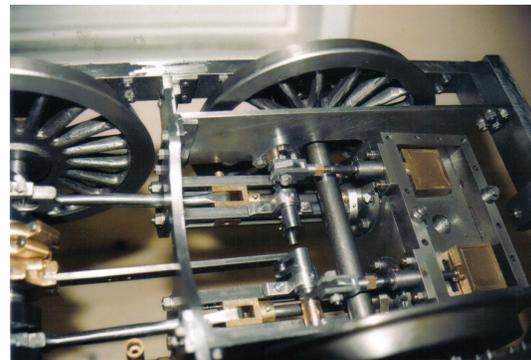


Models Under Construction



Photo

David Wilson



Photo

David Wilson

David Wilson sent a few photographs of the valve gear on his Lion. He used taper pins and Loctite all round and O rings on the valve rods



Some Thoughts on Lion's Firebox Casing

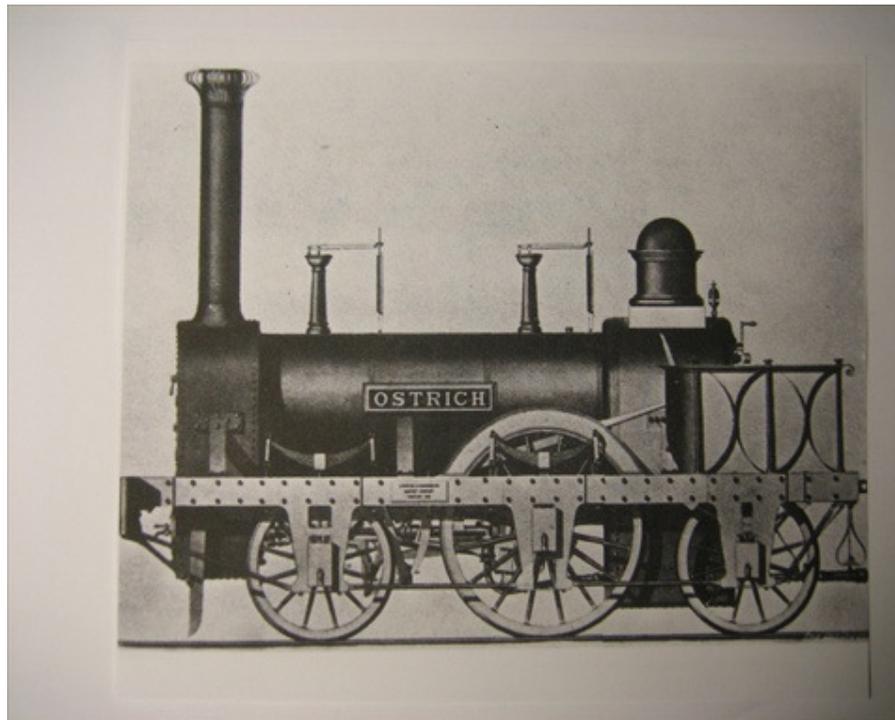
Its funny how one thing leads to another. I got into a conversation with a visitor to the OLCO stand at Alexandra Palace during which he mentioned how interesting he found The Memoirs and Diaries of Sir Daniel Gooch, published by David and Charles. I had been tempted to get a copy of this book some years ago but didn't because I felt I would not find time to read it. However, enthused by this recommendation I purchased a copy via the internet and thanks to a virus which decided on me as a victim, a couple of days laid up in bed was a good opportunity to get through it and very interesting it proved to be.

On the back of the dust cover was a list of books of similar interest including 'A Century of Locomotive Building by Robert Stephenson & Co. 1823/1923', by J.G.H. Warren. Knowing that the author was in Robert Stephenson's drawing office and was later at Crewe where he was very involved in the restoration of Lion in 1930. He was described in the booklet published by the LMS for the Liverpool & Manchester Centenary 'our expert on old locomotives'. The book was a 'must' but my

by John Brandrick

search in the usual internet source indicated that the book, a re-issue by David & Charles in 1970 was a 'rare book' and therefore very expensive. Instead I went to my local library whose main branch had a copy but for reference only and not for loan. I had to be content therefore with a fairly brief browse whilst the parking meter ticked away outside. As luck had it I subsequently managed to get a good ex-library copy in excellent condition via Amazon Books at an affordable price.

I can now get to the point of my title! I have long wondered why Mr Warren decided on the brass firebox casing for Lion when then the shape of the firebox suggested otherwise. I recall EF Clark's comment that his great, great grandfather would never have done it that way, as the brass would have been stolen! Most products of Robert Stephenson's at this time had raised fireboxes not as tall as Lion's but were covered with wooden lagging following the contour of the firebox although some of the drawings of earlier locomotives, eg the Planet type of 0-4-0 in Warren's Book show wooden lagging on the boiler barrel but none on the actual firebox, much as our member Harrye Frowen has done with his Lion.



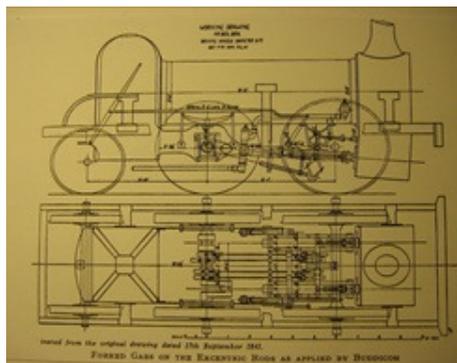
These early 0-4-0s progressed to the 0-4-2 type by simply extending the frames backwards to accommodate a pair of trailing wheels, the design then becoming very similar indeed to Lion including the arrangement of the cylinders inclined downwards and with the piston rods and slide bars below the leading axle. Locomotives of this type were for example provided for the Stanhope & Tyne Railway by Stephenson's in 1834 and presumably this arrangement was followed by Todd, Kitson & Laird in 1838 with Lion and Tiger.

At some stage Warren stated that Lion should have looked much like Ostrich, a 2-2-2 built at Edge Hill in 1842 by the Liverpool & Manchester Railway. This is illustrated in RHG Thomas's book on the L&M and shows the loco with a shallow raised firebox surmounted by a dome and the only thing that it seems to have in common with Lion as restored seems to be the fenders ('cabsides') round the footplate and the steps apart from the framing and horns

which were of course original. Stephenson's did however produce some locos with tall firebox casing which in the drawings look smooth and were very likely brass similar to Lion's.

The Star class produced for the Great Western (reproduction of drawing dated 22nd July 1841) were like this but most interesting to my mind is a tracing from an original drawing dated 17th September 1841 showing an 0-4-2 uncannily like Lion and I wonder whether this was the source of Warren's final conclusion about how Lion should look. This locomotive has a tall raised firebox with smooth casing, presumably brass. As a slight digression, it also has, interestingly, the eccentric rod gabs facing each other, just like Lion, in contrast to the earlier arrangement with them both facing upwards. This later form was ascribed to Sharp Roberts & Co by D.K. Clark in 'Railway Machinery' and was used by Buddicom as well as being adopted by Stephenson's

It was but a short step by someone at Stephenson's to develop this into the well known expansion link of Stephenson's valve gear. This bit of inspiration is usually ascribed to William Howe who was suitably rewarded for his efforts, but Warren points out that it was published that a young draughtsman, also at Stephenson's, invented the idea in 1846 but that this was challenged by Howe (a pattern maker) but then conceded to be William's idea in the first place. On the basis of 'nothing under the sun is new' one wonders how many other people thought of it around the same time!



To get back to the subject of firebox casings and Lion, was the drawing of 17th September 1841 the main factor which decided Mr Warren's final view? He obviously thought it would look magnificent which indeed it does even if it is a challenge to us model engineers. I hope this stimulates some comment and even stirs up some controversy, if only to give our worthy editor something to print in Lionsheart!

I can certainly recommend J.H.G. Warren's book to stimulate your interest



Dates for your Diary

1. AGM Sat 7th May, Juniper Street, Liverpool;
For details on how to get there, see page 3.
For Agenda, see page 4
2. Lionsmeet 30th July, Chelmsford. For details of
Lionsmeet, see page 10.

The Old Locomotive Committee

has pleasure in announcing that

LIONSMEET

will be hosted this year by the

Chelmsford

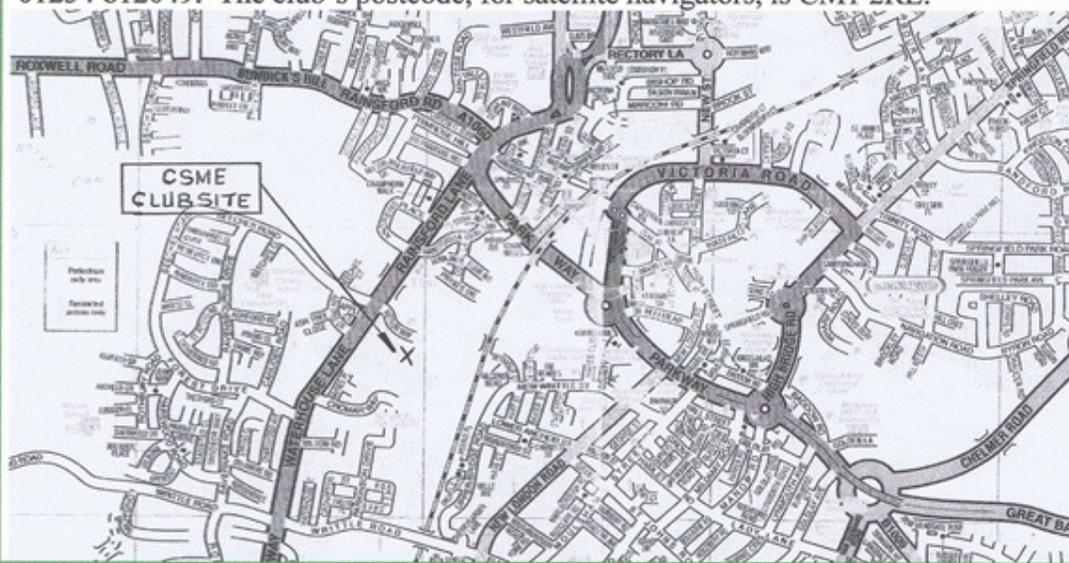
Society of Model Engineers

at the Society's track

on Saturday 30th July 2011

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, or indeed any pre-1850 material, they may have to the event for display or demonstration. There will be a competition, limited to 3½" 5" and 7¼" gauge Lion models, to establish the hardest working Lion based on the measurement of work done by the engine during a ten minute run. Chelmsford's facilities are *par excellence* and we hope to see the prototype OLCO dynamometer car designed by Lionsmeet veteran David Neish, so we are expecting a good turnout

The track will be open to those wishing to practise from 10.00am and the competition will start at 1.00pm. Period dress is optional. Prior application is unnecessary, but further information is available by emailed request to alnbbby@yahoo.co.uk or phone 01254 812049. The club's postcode, for satellite navigators, is CM1 2RL.



LIONSMEET, 30th July 2011: LIST OF HOTELS

Miami Hotel -Princes Road, Chelmsford, CM2 9AJ

Tel: 01245 269603 Website: www.miamihotel.co.uk

South Lodge Hotel – 196 London Road, Chelmsford, CM2 0AR

Tel: 01245 264564 Website: www.southlodgehotel.com

The Black Bull Pub - 244 Rainsford Road, Chelmsford, CM1 2PN

Tel: 01245 355922 Email: - mblackbull@tinyworld.co.uk

These are probably the three nearest places to the track site.

Other options include:

Premier Inn Main Road, Boreham, Chelmsford, Essex, CM3 3HJ

Tel 01245 398300

Travel Lodge (AA Budget), Army & Navy, 128-136 , Parkway. Chelmsford, CM2 7PU

Tel 0871 984 6379

Boswell House (Visit Britain 2 star), 118 Springfield Road, Chelmsford, CM2 6LF

Tel 01245 287587

Best Western Ivy Hill (AA 3 Star), Writtle Road, Margaretting, Chelmsford, Essex, CM1 0EH

Tel 01277 353040

Premier Inn Springfield, Chelmsford Service Area, Colchester Road, Springfield, CM2 5PY

Tel 0870 241 8000

Sherwood (Visit Britain 3 Star) Cedar Avenue West, Chelmsford, CM1 2XA

Tel 01245 257981

Or visit www.chelmsford.gov.uk and click on visiting Chelmsford & then places to stay for a full list.

Photo Shoot 1. Lion Past



Lion Past - Lion as she appeared fresh from the Graving Dock, Princes Dock on the River Mersey. Submitted by Jon Swindlehurst

Mystery Objects



And the Mystery Object is ... Rocket Power for Lion?



And this Mystery Object is ... New Valve Gear for Lion?

See our next Issue for further information on these items. Attributions for these two pictures will be given then.

Photo Shoot 2. Lion Future



Lion Future - An artist's Impression of Lion as installed in the new museum.
Just visible at top left is the restored Liverpool Overhead Railway Carriage

Submitted by John Brandrick

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:

I'm always glad to receive your notes, comments, articles, etc. In descending order of preference they should be: a) typed on a computer and emailed; b) typed on a computer then printed and sent by post, c) typed on a typewriter and sent by post, or d), if you want to find out how desperate I am, try a good old fashioned handwritten letter. Just run a spell checker over your computer work first though and always read through what you're sending, even if hand written, to avoid subsequent mis-understandings.

As for photos, the advantage of sending them by email is overwhelming – I can put them straight into the document, scale them, crop them and all sorts, getting a 'first generation' print. If you send a photo by post, then I have to scan it (losing quality) and possibly send it back, which I cannot guarantee. Photos which have been printed onto plain paper and sent to me don't really work, especially via the scanning process. When sending pictures, include the originator, or details of the publication from which it was taken

I am not keen to receive contributions via floppy or CD

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Also, please, if you change postal or email address, don't forget to let me know. *Ed.*