



LIONSHEART

Number 75

Web Site: <http://www.lionlocomotive.org.uk/>

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Photo 1 LION wins Curly Bowl

Photo submitted by David Neish

“Model Engineer” runs an annual competition for owners of model locos designed by Curly Lawrence, whose pen-name is LBSC. His design for a model LION was published in 1953-54 under the name “Titfield Thunderbolt”. (See LH73, pg 17 for index – Ed) At the competition, the loco is inspected and details discussed, following which the loco is steamed and each of three judges given a period at the regulator. This takes about an hour for each of six contestants.

At the competition held at SSME, Leatherhead, on 2nd September 2012, the first place and Curly Bowl was awarded to the LION built by OLCO member David Neish. As they have done in several years before, the judges found that LION is quick to get into steam, and simple and very enjoyable to drive. In the discussion, David managed to tell some of the history of LION and to mention OLCO.

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Photo 2. Curly Bowl close up. Photo submitted by David Neish:
Edited by: John Hawley

Merry Christmas and Happy New Year to all our readers



Cover Story

What more justification can one achieve for all the hours spent at the lathe, mill, bench, etc. than to be awarded such a prestigious trophy as the Curly Bowl. It's very good news and an encouragement to all those out there who are struggling to finish their locos for next year's running season – I'm sure we all congratulate David on his achievement. Moreover, this loco is a six times Lionsmeet winner – proof indeed the basic LBSC design was sound in principle. However, we all know that LBSC's valve gear needed some attention to make it work properly. Hopefully the modifications published in recent issues of Lionsheart will be helpful to current and future builders.

Eventually, of course, we have to move on. The LBSC design, though effective, leaves a bit to be desired in the overall appearance of the finished article. I think it's true to say that we now know much more about 'Big Sister', both via photographs, measurements and by visits to Lion over the last twenty years from her entry to the works of Dorothea Restorations in Whaley Bridge on 20th July 1991, her sojourn in Juniper Street workshops, Liverpool, until her installation and unveiling in the new Liverpool museum on 1st December 2011. During this time she was out of view to the general public, save for short spells in Liverpool Museum's Transport Gallery and then the Museum of Science and Technology, Manchester. Thus we can go much further in getting things right. To this day, surely the most accurate representation of Lion in model form is Harrye Frowen's 7 ¼" gauge, which can be seen in action on the OLCO website (see top of page one) which has links to Harrye's own site. Time someone else took up the challenge, isn't it – or should I start to build my own?



The Editor's Bit

It's been a long time since the last issue back in July and much has happened. However, I've been so busy that this is the first time I've sat down and put 'pen to paper'. (How many of these old and interesting expressions are fast becoming out of date – but not out of use!). Now Christmas draws nigh and there is little time to tell all. However, I hope you will find some items of interest within these pages. First, though, a couple of appeals ...

Appeal 1

During the Bristol Model Exhibition, I received a request from ex OLCO member John Jennison for trailing and tender wheel castings (or even patterns) for a 7 ¼" Lion. Can anyone help, please? If you can, his email address is: jajennison@btinternet.com.

Appeal 2

Again, during the Bristol Model Exhibition, I received a request for information from a gentleman from Chatham, Kent. He gave me his address and a 'token' as a persuader for me to get cracking. Sadly, although I found the information, I've lost his contact details. All I know is that his name ended in the letters ... 'iac', but that's all. Does he fit anyone you know? If so, please ascertain that he did visit the OLCO stand, that he asked for (and has not received) info, that he comes from Kent and that his name ends in 'iac'. Then get him to contact me. That's all there is to it!



Welcome to New Member

We extend a warm welcome to the following new member: John Tierney, of Paignton, Devon. I'm told that John has Desmond Hill's 7 ¼" Lion which he has got running but still has work to do to finish it off.

We look forward to meeting you, John, (and current members) at forthcoming events – see back page. Is there still a narrow gauge railway in Paignton zoo? I remember traveling on it in my childhood – I lived in Whitestone, nr Exeter.

Lionsmeet 2012

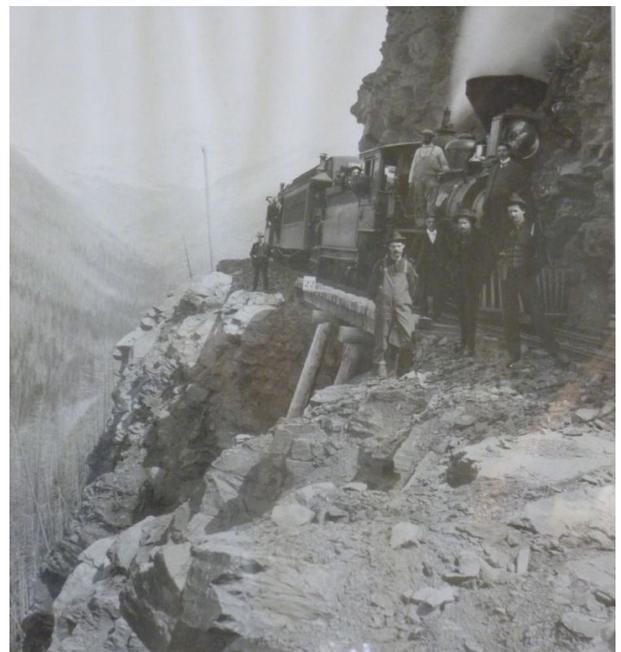
By Jan Ford



Photo 3. The Steaming Bays on the raised circuit at Newport: Philip and David concentrate on the serious business of preparing their models. All photos by Jan Ford, unless stated

'Lionsmeet' is the long-established annual day out where owners of live-steam 'Lion' models can compare notes and engage in a not-too-serious competition to see which model can perform the greatest 'work done' in ten minutes. Each year, 'Lionsmeet' is staged at a different location and, in 2012, the Newport (Gwent) model engineering club were our hosts on Saturday, 11th August. The weather was excellent.

The club are still developing facilities at the site but an amazing amount of work has been done. There is an elevated dual-gauge (3.5"/5") circuit of modest length which was used for the 5" competition. In addition, there is a long ground level circuit which accommodates 5" and 7.25" models.



Photos 4 & 5. Club House at the Newport track. A picture on the wall (right, photographed by John Hawley) depicts an early cliff hanger in British Columbia, with the valley & treetops far below. Caption under the picture reads: 3235 Payne Bluff, K & S. RY NEAR SANDON B.C. R H Truman & CO., PHOTO., VANCOUVER, B.C. ALONG THE LINE (K & S Railway) 1895 - 1910

Alan Bibby, who had organised the event with Newport club, made sure the arrangements ran smoothly but, sadly, this year OLCO Chairman John Brandrick was unable to attend. 'Lionsheart' editor John Hawley was on hand taking photographs and making copious notes. 'Lionsheart', of course, is the excellent magazine on all things 'Lion' related circulated to OLCO members. The morning was spent in preparing locomotives, trial running and earnest discussions. Jon Swindlehurst displayed his 7.25" gauge 'Lion' under construction and Alan Bibby had arranged a display of second-hand superheaters of different patterns. Barrie Larke's meticulous 'Lion' model was much admired.

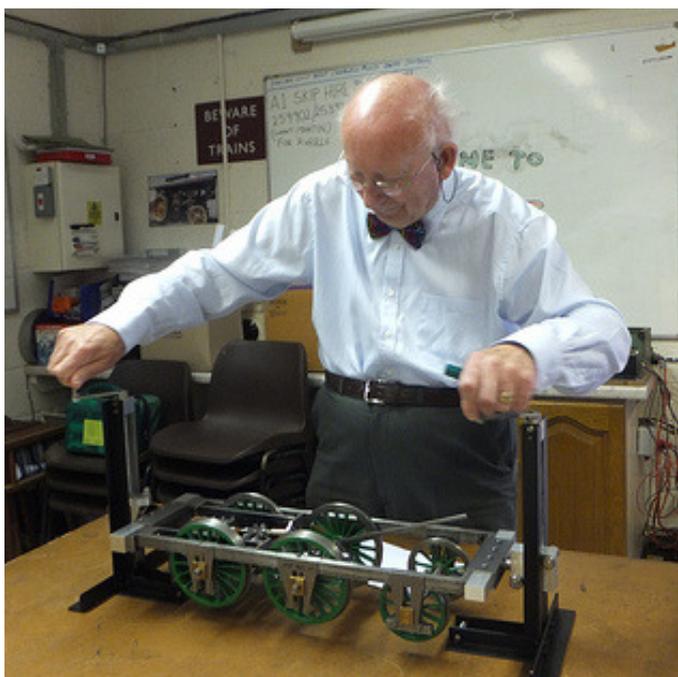


Photo 6. Barrie Larke with his 'Lion' model.



Photo 7. The Spirit of Lionsmeet. Friendly faces after the event

After Alan's briefing to competitors at 12 noon, the host club provided a splendid buffet lunch in the clubhouse. The competitions started around 1.0 p.m. This year, there were two 7.25" 'Lion' models in steam and they performed on the ground level track, but without benefit of a dynamometer car. For this part of the event, judges determined the winner.



Photo 9. Harry prepares model prior to running on the ground level track Photo 10. John Martin fills boiler, using a windscreen washer pump. Photos - JPH

On the elevated circuit, we had four entrants to the competition, driving three different models. Last year, at Chelmsford, David Neish demonstrated his 'LIONsPOWER' measuring system. Having perfected the design, at Newport David allowed us to use his measuring system as the official dynamometer device. A small measuring unit (somewhat analogous to a spring balance) replaces the drawlink between locomotive and driving truck. The extension of the springs in the measuring unit is measured electronically and a cable extends this information to a small battery-powered processing unit which is carried on the front of the passenger truck and displays work done to the Observer. David has also instrumented the driving truck to display instantaneous speed and total mileage to the Observer.

In recent years, Jan always seems to get press-ganged into being the Observer, which role she is pleased to call the 'Dynamometrix'. It's not as much fun as it sounds and this year Jan sustained a hole burnt in jeans (and a little hole burnt in leg) from a particularly aggressive bout of 'fire-throwing' by Jon's engine. I suppose this is to be expected from a locomotive where the prototype was absorbed into the stock of the London and North Western Railway. The L.N.W.R. (with its small engines and heavy trains) had a reputation for throwing half the fire straight out of the chimney.

Each competitor was allowed an untimed lap to 'warm-through' the engine and determine what load he wished to carry on the single bogie passenger truck coupled behind the driving truck. Members of the Newport club and John Hawley volunteered, as required, to be passengers during the competition (I'm told the technical term is "self-loading ballast").

As last years winner, Jon ran first, followed by David Neish, Andrew Neish (driving David's engine) and, finally, Philip Pritchard from Newport club. Jon took the Dynamometrix plus three passengers but David only took the Dynamometrix plus one because of adhesion problems. Andrew split the difference taking the Dynamometrix plus two. Philip completed his trial lap but experienced difficulties filling the boiler prior to his competition run and was forced to retire because of a defective locomotive.



Photo 11. Philip Pritchard presents the Mike Parrot Memorial Cup to Jon Swindlehurst



Photo 12. Alan Bibby announcing the winner of the 7.25" gauge competition and thanking our hosts for a wonderful day.

Table 1. The Results

Name	Work done (ft./lb.)	Position
Jon Swindlehurst	55756	1
David Neish	40200	2
Andrew Neish	36675	3
Philip Pritchard	0	4 (retired)

Although there was a slight reservation over Andrew's 'work done' because of a cable connection working loose, it was concluded that (once again) Jon was the undisputed winner. The award was presented to Jon by Philip. The 7.25" gauge award went to Harrye Frowen for the fanatical fidelity of his model to the prototype.



At the end of the competition and prize giving, Alan Bibby made the announcement that, as with immediate effect, he would be stepping down as Lionsmeet Coordinator. Later, the following email exchange took place between Alan and Andrew Neish, three times winner of the competition (2002, 2004 & 2010) - Ed:

Subject: -LIONSMEET

From: -Alan Bibby

To: E F Clark, Jan Ford, John Brandrick, John Hawley, Jon Swindlehurst

Date: -Friday, 17 August 2012

Gentlemen, and Jan,

As you will know, I have wanted to hand over the reins of Lionsmeet for a year or two now but have continued in the absence of anyone willing and able to take over.

To cut a long story short, I announced my retirement with immediate effect at the end of this year's Lionsmeet at Newport. That evening in the hotel, Andrew and David Neish and I discussed the present nature and the future of Lionsmeet and Andrew kindly agreed to take on the role, with a number of changes which we agreed would make the event easier to organize and probably more attractive to a wider audience. We would propose to put proposals to the next AGM, broadly as follows:

1. To discontinue the competition(s) and to make the event more like a normal model engineering club open day. We agreed that, quite apart from the difficulties inherent in organising it/them (5" and 7¼" gauges this year), the competition(s) have lost us some support, for example from those modellers who do not see Lion as being suited to competition, and therefore no longer attend.
2. To apply the Mike Parrot Memorial trophy to some other purpose, perhaps along the lines of the Charles Simpson award in the 7¼" Gauge Society.
3. To extend the brief to all models of prototypes built prior to 1850. This is already in place so far as static exhibits are concerned and in the absence of the competition could equally apply to track running.

I think that is the gist of what we agreed, I will be happy for Andrew to add his take on it if there is anything significantly missing. However I see no merit in launching into a general debate in advance of the AGM. There is only one offer on the table and if we don't take it then Lionsmeet will die. I very much hope that will not happen. ...

Kind Regards - AlanB

Subject: -Re: LIONSMEET

From: -Andrew Neish (andrew@neish.org.uk)

To: Alan Bibby; E F Clark, Jan Ford, John Brandrick, John Hawley, Jon Swindlehurst, David Neish.

Date: -Friday, 17 August 2012

Thanks for that, Alan. I think that you have accurately summarised our discussion of last Saturday evening. I'm happy to take over as Lionsmeet Organiser for the time being, subject to the proposals listed.

I'm just about to go on holiday for a week, so I'll give this some time when I return.

All the best, - Andrew

Well now, interesting times lie ahead. What format will Lionsmeet take under a new Coordinator? Will there still be a Coordinator? Will there still be a Lionsmeet, or will we go towards some form of Concours d'Elegance, perhaps looking for the best presented, best engineered, most faithful to prototype, etc? It would be a pity if a running competition in some form or other were to disappear, since most of our locos are built to perform and performance is usually enhanced by the need to do better – better than last time, better than the next driver, better than you expected, etc.

Perhaps part of the problem with low attendance at Lionsmeets is that many perceive their chances of winning to be remote. Well, someone has to win, no matter how good or bad the quality of the field. It may be true that some use hidden ballast, some prefer steel to cast iron for the driving wheels, some have better draughting arrangements and so on. It would be nigh on impossible to devise some sort of handicap for all these variations. The only 'handicap' we have at present is to suggest that the previous year's winner goes first, that driver having less chance than the others to assess the track.

Andrew has been notably quiet over arrangements for our gathering in 2013. Is no news good news? Doubtless he is mulling over some very good ideas. What do OLCO members think? I do hope you will come to the AGM and let us know your thoughts.



Anyone for a Replica?

Isn't it typical? We've been bringing up the subject of getting a replica built for ages without any progress and then two suggestions come along at once. I received the following emails a few weeks ago. Admittedly, only one is in support of a Lion replica, but, since they were addressed to me, then I'll publish both. I did ask one of the writers if he would be happy for me to print the letter 'as is', to save me a lot of effort in editing, but I received no response, so here goes:

Lion Replica

From: -william naylor (williamnaylor@blueyonder.co.uk)

Lion Drawings

Southport
25 July 2012

Hello John

... I aquired your email address from the OLCO website

Living in Southport I knew Lion when she was at Steamport Southport as she spent quite a bit of time there and at the age of "cant remember" crawled all over her cleand her fired etc etc

Yes I am intersted in Lion but more intertested in Tiger and how close they were in detail

Why ?

My view on Lion is the odds on her steaming agaon are more than likely nil for many reasons which in this day and age we can accept

So

If Tiger was identical then I aim to kick start building a brand new Locomotive in the scale of 12inches to the foot again there are many reasons to do this

With all projetcs of this nature first base is drawings, haveing never seen any of the drawings in your poesession and i can not use ones designed for 5inch 71/4 etc my questions are

Are they suitable to build a new loco ?

How complete are they?

Assumeing there are gaps in the drawings collection how easy would it be to fill in the missing bits?

My thoughts If Tiger was identical then build a brand new Lion replica and name it Tiger fitted with up to date working brakes, higher pressure boiler so an injector can be run etc etc

I dont think she would ever go short of railwyas to run at and no doubt MOSI would be her natural home alongside planet

Thinking ahead i know

Your thoughts please

Regards - William Naylor

From: -william naylor (williamnaylor@blueyonder.co.uk)

Press release

Southport
15 August 2012

hello john qas promised

Dear all

I will keep this breif as I could so easy drag this out into a story in itself

The future iof Lion is secure, shes safe, warm and dry and in the surroundings of Liverpool, a city she is familiar with

She is there for all generations and age groups to see and admire... the downside is no amount of imagination is going to make up for lack of movement

So the cogwheels in ones head start to turn and the idea of building a new one takes shape

On went the PC and Google led me to a visit to the LOLC website....so here Iam writing out a proposal

Lion had a sister Loco names "Tiger" so theres the name taken care ofno doubt "Tiger" could appear as "Lion" or even "Thunderbolt "

I propose we build " Tiger "exactly as " Lion " is nowyes we could debate forever whats right and wrong and we could up like "flying Scotsman"

No thanks..I just want to crack on with it

build her to modern standards modern steel and construction methods i.e

All welded boiler

cast iron wheels (i assume Lions are wrought iron)
Higher pressure boiler (100psi) so two live steam injectors can be used (no pumps)
Fabricated cylinders
Brake gear...on the loco and tender
Two boiler water gauges
Safety valves that can be altered
etc etc etc

But she will look asthetically as close as possible to "Lion " with the big brass firebox cover the tall copper cap chimney, dare i say it shes a bit GWR

Tigers ideal home would be MOSI no doubt she will be visitng other preseved lines

Your thoughts please - William Naylor

Well, there we are folks. If you want to get involved in an exciting new project, contact William. His email address is given above. Perhaps I should state here and now that I've always preferred the idea of a replica over the steaming of Lion herself. The replica would satisfy the vast majority of those who saw her, would be built to modern standards and would surely be welcomed wherever she went. For the few, who would wish to do research, the 'original' would be unsullied by the ravages of wear and tear, knocks and bumps, the elements, etc.

I've not met Mr Naylor, but I'm sure he is sincere in his aims. He asks for my thoughts and I would reply that, though I'd support the idea of a replica, I'm too involved in other things to take on yet more tasks – I'm still trying to finish the Lion drawings and to start my own model. Over to you, readers.

Now, this second suggestion has been around for some time, but it's the first time I've been contacted directly. I think some of our fellow OLCO members will have more of an idea about this project that I do.

Samson Replica

From: -Paul Dore (paul.dore@yahoo.co.uk) samson locomotive project

By email 17 October 2012

hello.

let me give you a small introduction of who we are;

we have set up a group to look into the building of a samson or a large samson locomotive. we are a small group at the moment made up from a number of people, some of who were, are involved with the building and maintenance/running of Planet at liverpool rd now MOSI.

the idea first came up a couple of years ago in a pub at the GCRs 2nd Golden Oldies Event, when the crews of the GCR, MOSIs Planet and the NRMs Rocket got together for a drink and eat after the days event.

since then we have been canvassing at a number of preserved railways and events asking what people thought of the idea, which most were in favour of. ive had a number of chats to the chap who does your stand at a number of events who was very helpful, most preserved railways were more in favour of a large samon as it would serve the preserved railway scene better and would be a good hire locomotive at events. after all if we go ahead and build one we would like it to be seen and used !

we would make a number of changes from the Planet locomotive the main one being the fitting of vacuum brakes instead of air which limit the hiring of the locomotive, but still keeping the 100lb boiler pressure. plus any new RSSB regulations. we have access to the Planet project drawing at MOSI and intend to keep the tender as per Planets. most important it will be in as built condition so will have the same valve gear as Planet, but different size cylinders (as the Planet team made a bit of a cock up with the cylinders size).

we know that you have a number of drawing of Lion that you made when the locomotive was at MOSI and before going into Liverpool Museum. so i hope that with the drawing both you and MOSI have we can progress onwards with this project. we have no time limit but hope to start with the drawing stage next year. this will be stage two of the project, the first is called "lets talk" which is the canvassing stage and still on going, part of which was a visit to the NRM last week.

i hope that OLCO can help with progress of this project.

we have set up a facebook site, but should be soon setting up a web site.

also we have a email addresses: samsonlocomotive@gmail.com; paul.dore@yahoo.co.uk.

yours - paul dore

(As Paul says, there is no web site yet, but the following web site has links to all sorts of early locos:

http://en.wikipedia.org/wiki/Category:Early_steam_locomotives 'Our' Lion appears in the list as 'LMR 57 Lion'.

Well now, this is a different kettle of fish and I'd have to say at the outset that I'm a Lion man and have quite enough to do without getting involved in anything else. However, Paul's email address is above, so feel free to contact him.

If OLCO do join in with either or both of the above projects, I'd like to feel that we could be involved in the actual manufacture of some of the smaller items – there must be a lot of capability, even within a small group such as ours. It would give us a stake in the final result – rather like the 'Buy a Brick' or 'Sponsor a Plank' schemes that I've seen around. – Ed)



New Zealand Update

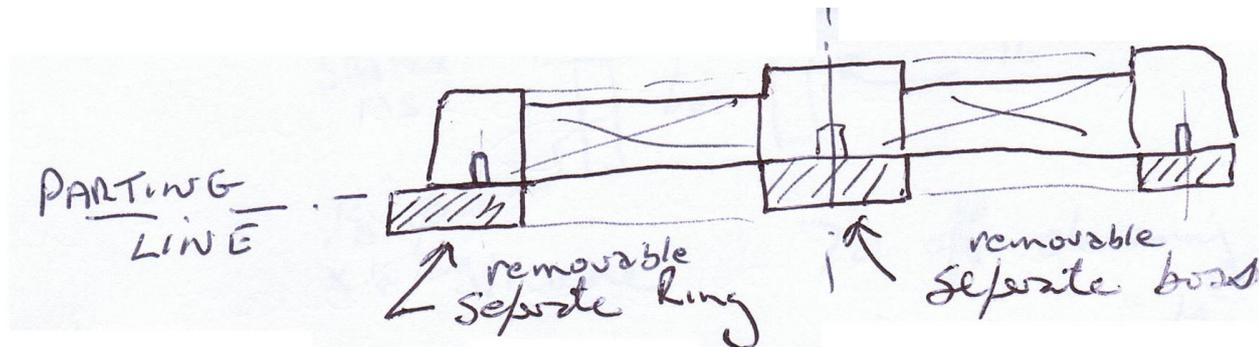
by John Hawley

I've done a couple of articles on my trip to New Zealand in LHs 70 and 72. However, that was to describe the time of the 22nd Feb 2011 Christchurch earthquake. Ever a glutton for punishment, I went back to Christchurch in February this year and things were much more stable, though there were still a couple of serious jolts that had me reaching for my hat! (Christchurch is about half way down the east coast of South Island)

No train trips this time, at least, not on the national network. I had a couple of rides at the Halswell Domain track of Christchurch SMEE (Web site <http://csmee.org.nz/>) and had a few words with the very friendly bunch of people there in their new club headquarters building. At this time the building was finished, but was awaiting internal fittings and furnishings. I understand it is now fully functional. The development of the new track and club building are well displayed on the web site under the heading 'Gallery' then, at the bottom of that page, sub-heading 'Halswell Site'.

I met club ex Vice President Jock Miller and we arranged that I should visit him at home a few days later. On the chosen day I duly started out on a bicycle, that being the only form of transport available to me. By the time I'd ridden some 12 kilometres (sorry, but the Kiwis went metric in 1976) I was well and truly bushed, but had only another kilometre to go. However ... Jock lives up near the sky! This whole area is built where once belched volcanoes and the best dwellings are plonked on the precipitous sides of an old caldera. It must have taken me a good half hour to climb that hill, but at least Jock gave me a very welcome cuppa when I arrived. One gets some idea of the view of Christchurch from Jock's house by looking at the photo on page 9 of Lionsheart 72. He showed me around his workshop – a mouth watering experience for me – I'd love to have just half his machinery, including the 'screwcutting without gears' device. (I've thought sometimes that I may convert my milling machine to include turning capability. That device would be a 'must have')

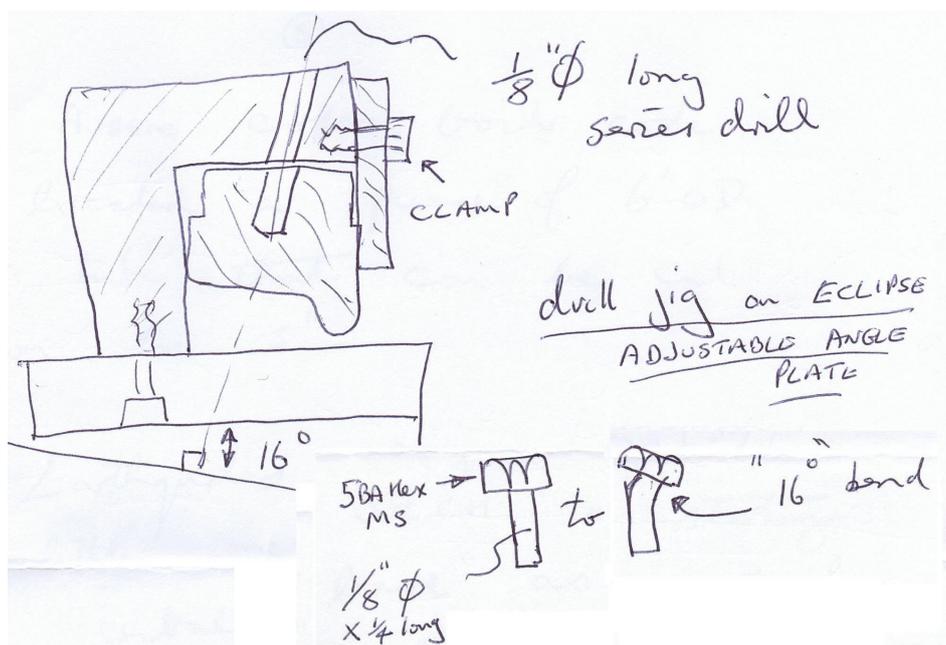
Jock is now building a 7 1/4" Lion, using aluminium patterns for the wheels. The patterns were cast from the wooden patterns taken out by our own Alan Bibby some years ago. Jock has modified the pattern somewhat, by moving the split line to make life easier for the moulder.



Sketch 1. Jock Miller's modified Parting Line. (My apologies for printing this at a slight tilt – Ed)

He writes: 'A full set of wheels were cast in SG iron & I started to 'proof machine' them but they machined so well – no duds – that I completed machining and will paint them and set them aside 'til the Canterbury Railway 0-4-0 is complete.'

Jock has decided to jig drill for the tyre retaining bolts that are so much part of 'Big Sister'. The 1/8" dia holes are drilled at a 16 degree angle to clear the trailing wheel boss and the plain shank 5BA bolt heads 'modified' to appear correct, then Loctited in. Brave move, Jock!



Sketch 2. Drilling for Tyre Retaining Bolts

The 16 deg angle could be reduced for the drivers, but when the bolts were inserted they looked OK, especially when painted.

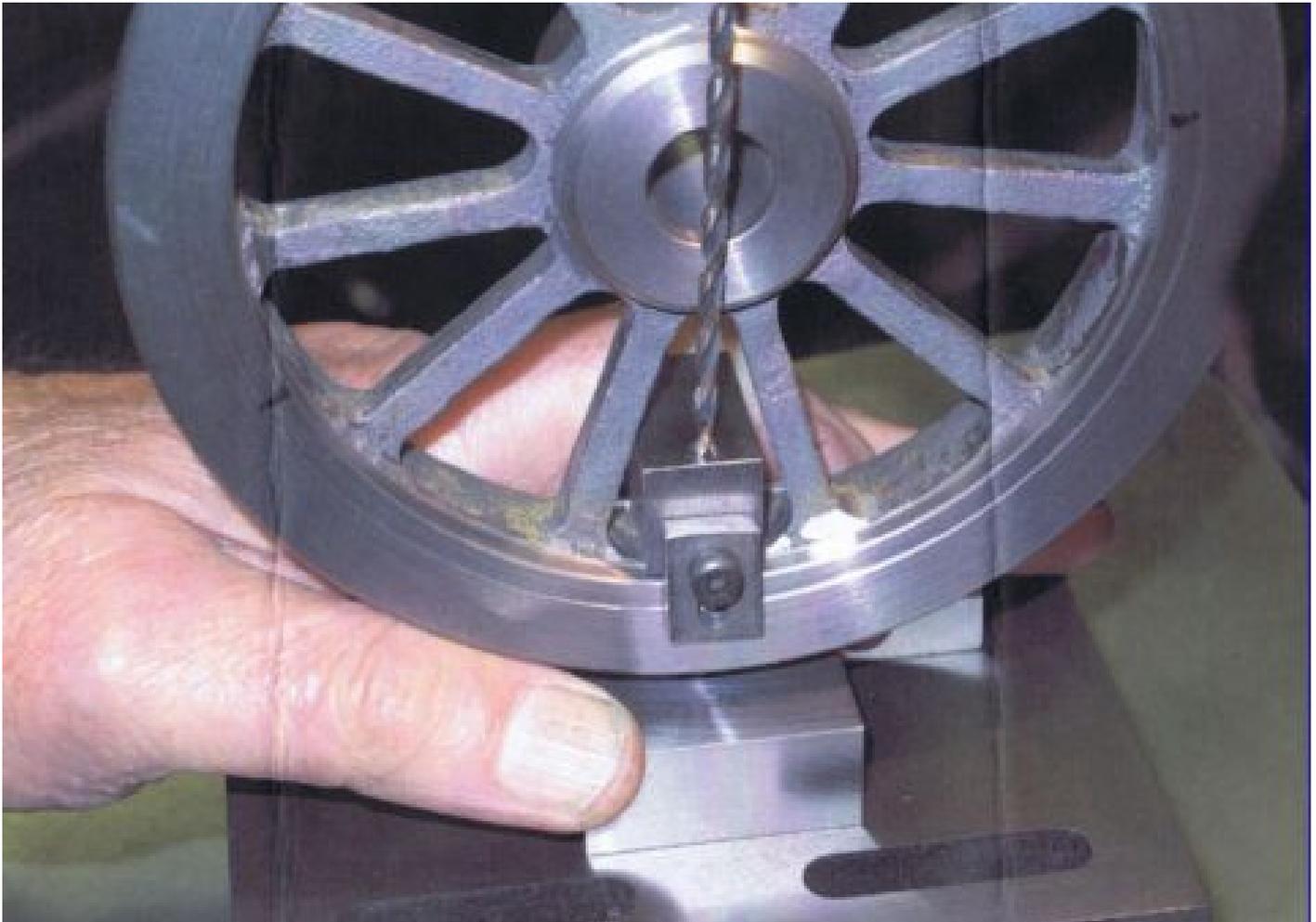


Photo 13. Drilling the Trailing Wheel for Tyre Retaining Bolts. You need a very long drill.

Photo submitted by Jock Miller

I took over a copy of my boiler design for Jock and he sees no reason why it should not conform to the Australian copper boiler code. He found a piece of 6" O/D copper tube that can be cut down to 5".

Jock wrote in his letter to me last May ... 'Winter is almost upon us, but to date Christchurch has missed a lot of rainfall that fell in other parts of NZ. We had a very pleasant afternoon at the track at Halswell this afternoon (20 deg C), not too busy, but still over 700 paying passengers (about three weeks ago over 1400). ...' As for earthquakes, Jock says they've almost stopped. '... Only a little one yesterday (3.7), (12th May - Ed) but central Christchurch is beginning to look 'bare' as most of the hi-rise buildings are coming down as repairs are generally not economic. Two steel framed buildings are OK, one with minor repairs only!! The brand new IRD (Tax man) 10 storey is coming down (what a pity). ...'



Photo 14. Shipping containers – Practical - and Imaginative... How long can they stay? The ruined and cleared areas of central Christchurch are coming to life, but behind the new shops are large cleared areas. Most of the hi-rise buildings have, or are, coming down. Many houses are uninhabitable. New business finds insurance difficult. Thankfully, the road & rail tunnels to the nearby port of Lyttelton were undamaged. All photos by JPH, unless stated.



Photo 15. Shipping containers - Practical - and Devastating... How long must they stay? The main road through Sumner. The houses to the left, under the looming cliff, are all empty, some destroyed, all at risk. Those on right face a bleak outlook! Many families have moved away. Roads are potholed and rough, some still closed, due to rocks and subsidence. But the spirit of the people and the beauty of the land are undiminished.

After a very hospitable couple of hours, Jock was kind enough to drive me (and bike) back to where I was staying. We agreed to meet a few days later for a trip south.

The day arrived and Jock duly met me at Sumner, a suburb to the south east of Christchurch. To go south one has first to go north west, almost back into the city and then negotiate various side streets to reach the country roads of which Jock had an encyclopaedic knowledge. We drove over New Zealand's longest bridge, (5762 feet) crossing the Rakaia river. The bridge itself is a boring concrete slab structure, but underneath it, on another occasion, I'd seen a huge bulldozer clearing the river bed of pebbles and gravel washed down from the nearby Southern Alps. This is to ensure that, in flood, the river has clearance and doesn't wash the bridge away.

I kept some sort of diary over there, but have mislaid it, so Jock very kindly sent me a letter detailing our day. We called first on Harold Kemp, at Ashburton. Harold models steam locos, traction engines and small stationary engines. I believe he came over from Devon. A short distance on and we found ourselves in the Woodwork Museum at Tinwald, meeting curator John Millachamp. Here are displayed so many tools of all descriptions, lathes, chisels, planes, saws and some bits and pieces that had to be explained to me.

Perhaps I should explain here that, New Zealand being quite a distance from anywhere, all things, from irons to dishwashers, bikes to tractors, cars to locomotives, all things are valued greatly. It's quite difficult to get new, so there is a thriving market in second hand items and possessions generally have a much longer lifespan than they do in our UK 'throw-away' society. Thus, when museums are set up, there are lots of artefacts that find their way into a collection. The museum itself is set up in an old supermarket, rather than being purpose built.

Across the yard was the Plains Railway loco shed. We were shown around by Jimmy Armstrong. We saw three locos: a Rogers 'K88' 2-4-2, USA built in 1878. This magnificent machine was restored from a river bed wreck in 1974. It was provided with a new boiler, cab, tender tank, etc. Also in the shed was NZR class 'JA' 4-8-2 No 1260, built at the Hillside works, Dunedin, South Island. With 54" driving wheels, roller bearings, Baker valve gear and a tractive effort of 24960 lbs, this 110 ton loco is impressive indeed, especially when one considers the NZ 'standard' gauge of only 3' 6"! There were a total of 75 'J', 'JA' and 'JB' class. We also saw a class 'A' 0-4-0, one of 12 built by Dubs, Glasgow in 1874, of a total of 14. (Wonder where the other two were built). This machine was sold to the local meat works (CFM) in 1890 and donated to the museum in about 1950. We also viewed nearby a small circle of 3 ½" & 5" gauge raised track, used by Ashburton Model Engineers.



Photo 16. NZR class 'JA' 4-8-2 No 1260. Not a bad machine for 3' 6" gauge. Handsome locos like this were sometimes driven into the rivers!

And so on south to Timaru, Jock told me on the way down that it was quite common many years ago to just drive old locos into the rivers at vulnerable points to strengthen the bank against wash-out. Some have now been rescued.

Timaru is Jock's old stamping ground. It is a thriving port, still connected to the somewhat scanty South Island rail system. We visited Jim Rooney and his amazing 7 ¼" gauge Santa Fe diesel locomotive. I've rarely seen such an unruly 'Aladdin's Cave' of a workshop, but Jim is able to put his hand on pretty well every tool and fitting in his possession. I'm so annoyed with myself that I took no photos here and have lost my notebook, since this model has to be seen to be believed! The power unit is a small 3 cylinder (Honda?) diesel engine driving a hydraulic pump which in turn powers low speed hydraulic motors. Now, Jim is in his 80s, but still visits the Halswell track, some 130 km away, then drives this huge machine for most of the day. Jock tells me that, on a recent visit, Jim did 68 circuits of the 1km track! After some refreshment, we bade farewell and had a look at the boating pond and raised 3 ½" & 5" raised track of the South Canterbury Model Engineers.

On our return north we called in at the sheds of the Pleasant Point Museum and Railway, but they were just closing, so we had little time. They have a NZR class 'AB' 4-6-2 No 699, New Zealand designed, but so numerous was this class (152) that there were several builders: 38 New Zealand Railways; 83 North British; 20 New Zealand private builders and 11 were converted from 4-6-4 tank engines. Jock tells me that, when built, these 84 ton engines had the highest tractive effort per pound of weight of any loco (20030 lbs). They were 'reputedly the first engine able to generate one horsepower for every 100 pounds of weight' (http://en.wikipedia.org/wiki/NZR_AB_class). Also in this shed was NZR class 'D' 2-4-0 tank No 16, built in 1874. The class numbered 33, being built by Dubs, Nielson and local NZ shops. We drove further north and called in on another friend of Jock's, whose name escapes me. He had some serious machinery, including a very long Belgian (?) lathe. Finally, a good meal in a roadside hostelry. Sadly, we'd spent most of the day travelling beside the Christchurch – Timaru railway – and saw not a single train!

I'm most grateful to Jock for providing me with the above notes – I could never have remembered all that.



Ph 17. Milk lorry, but petrol tankers are like this too.



Ph 18. 'Build upon the Rock ...'. But it doesn't always work!



Photo 19. Beautiful engineering in Arthur's Pass, but most of the route is steep, twisty, narrow. But where was the old road ?

The railway is in a tunnel far beneath.

In LH70 I mentioned some oddities I found in New Zealand. I've found others: Most of the roads in Canterbury are straight, some for 10 miles or more. The vast fields on either side feature huge irrigation machines, built up in sections. How do they keep those sections regimented, I wonder. Along the road to Arthur's Pass and other passes, there are ominous warnings about narrow, steep and twisty

roads, with more than a passing hint that drivers towing caravans should think twice before attempting the trip. And then you see huge petrol tanker lorries, towing equally huge trailers (above), gaily careering up and down these precipitous routes with apparent abandon.

Now here's a date for your diary ...!: CSMEE is hosting the Bi-annual Model Engineering Rally CANMOD 2014. 2 - 6 Jan 2014.

Keep an eye on their web site: <http://csmee.org.nz/>



St Ambrose Players and 'Titfield Thunderbolt'



Photo 20. The St Ambrose Players pose before 'Titfield Thunderbolt', but not as we know her. We acknowledge the copyright of St Ambrose Players and thank them for use of the picture. Photo submitted by Alan Bibby

Some of you may have guessed, (or known) a bit about the above photo, which appeared on the front page of Lionsheart No 74. I asked if anyone could identify the occasion, location or add any other relevant information.

Well, I had just one reply ... from the eagle eyed Jon Swindlehurst, He wrote '... With regard to the photo of Lion on the front cover, I don't know the occasion but it looks like a picture of a model which has been computer 'adjusted' to me. The smokebox has too few bolts and rivets; the front cylinder covers are LBSC; the driver looks like he's over 7ft tall and the whistle looks like it's been getting viagra instead of steam! ...'

Ok, Jon, a pretty fair assessment. The true story (and the photograph) were submitted by Alan Bibby. Alan sent me the following story in July 2012:

Early last year the Leyland Society of Model Engineers received a request from the St Ambrose Players of Leyland for assistance with a stage production they were planning of the Titfield Thunderbolt story. Although this has been done before, the story does not easily translate from screen to stage given that much of the action takes place on the railway with lots of heavy equipment on the move. Volunteers were not forthcoming and I was asked, given my associations with Lion, to liaise with the Players to see how we could help. I had a number of conversations with their set design man John Hutchinson in which we discussed some of the practical difficulties of putting the show on the stage, including how to create the effect of a train crossing the stage to draw into the station complete with passengers, chuffing steam and sound effects, details of the bus, and various other aspects. John asked several times if he could photograph my Lion for use in their publicity but evidently was too busy to do it, so, fairly late in the day, I sent him a couple of my own pictures and the following morning my picture bounced back as a poster with the entire cast and some proper track and ballast expertly Photoshopped into the picture, the trees rearranged for better effect, and the Rev'd Weech on the footplate looking pleased with himself. Quite an impressive piece of work, we thought!

The show ran for a week in St Ambrose' parish hall in August 2011 and was very well attended and well appreciated by everyone who saw it. Around 30 Leyland Model Engineering Society members attended on the Thursday, and John said he had found our discussions and my ideas useful, though the club unfortunately had not been able to do anything much on the practical side."



The Bristol Exhibition

As always, this was a well organised and attended event. The OLCO stand received its fair share of visitors, including the two I mentioned above in The Editor's Bit. I extend my grateful thanks to Alan Bibby, John Brandrick, Harrye Frowen and Jon Swindlehurst for their help/loan of models. We also had wheel patterns, castings, drawings and photographs on show. I wish though, that more people would come and help or loan items for display at this and other exhibitions. We shouldn't have to rely always on the few regulars, even though they do it with good grace. Please consider putting your efforts on display next year. If it's work in progress, so much the better. Visitors then get a good chance to see what's being done and may well think they could equal the quality and so take up the hobby themselves. It doesn't have to be 'exhibition' standard.



Photo 21. The 'group shot' in front of "Lion" after the A.G.M. From L to R: John Brandrick, OLCO Chairman; Alan Bibby – Lionsmeet Coordinator; John Hawley – Lionsheart Editor; OLCO members Bob Hayter and Peter Webb; Jan Ford – OLCO Secretary; OLCO members Harrye Frowen and Alfred Lloyd. On the right is Sharon Brown, Curator of Land Transport & Industry, National Museums, Liverpool. The structure at upper left is a reconstruction of part of the old Liverpool Overhead Railway, complete with carriage. Peter Mountford is missing - Sharon had inadvertently locked him in the Meeting Room. She was later reassured that he wouldn't have suffered too much if he'd been locked in overnight – he would at least have had tea, biscuits and a loo! Photo ??

On the 19th May 2012, the Old Locomotive Committee held its 27th Annual General Meeting in Liverpool. One year previously, the 2011 A.G.M. had been held at the Liverpool Museum Store, through the courtesy of the Museum's Transport Curator Sharon Brown, so as to give OLCO members a final opportunity to inspect 'Lion' closely before she was transferred to the new Museum of Liverpool. There's a report on that A.G.M. (with links to pictures) at: <http://janfordsworld.blogspot.co.uk/2011/05/old-locomotive-committee-agm-2011.html>. The new Museum of Liverpool first opened to the public on 19th July 2011, although not all the Galleries were complete at the time. 'Lion' was installed in her new place of honour in time for the Official Opening of the Museum on Thursday 1st December 2011 by Her Majesty the Queen, accompanied by His Royal Highness The Duke of Edinburgh. There's a report on the Official Opening here. In terms of visitor numbers, the Museum has proved a resounding success - since the partial opening in July 2011 over a million visitors have already passed through the doors. Sharon Brown kindly provided the venue for the 2012 A.G.M. but this time we were based in one of the Education Rooms at the new Museum of Liverpool situated at the Pierhead in Liverpool. Massive windows forming one wall of the Education Room gave panoramic views showing both the National Maritime Museum at Albert Dock and the Mersey looking upstream.



*Photo 22. Sharon, John & Alfred chatting prior to the A.G.M. with the shipyards of Birkenhead visible in background. Photos – Jan Ford
Photo 23. Morris Men performing immediately outside the Museum of Liverpool with the Albert Dock Complex in the background*

Sharon had also arranged a supply of tea, coffee and biscuits for which members were very grateful. The meeting was opened by the Chairman within a few minutes of the published time and business was dealt with in an efficient manner. Members of the Old Locomotive Committee will receive details of the proceedings in due course.

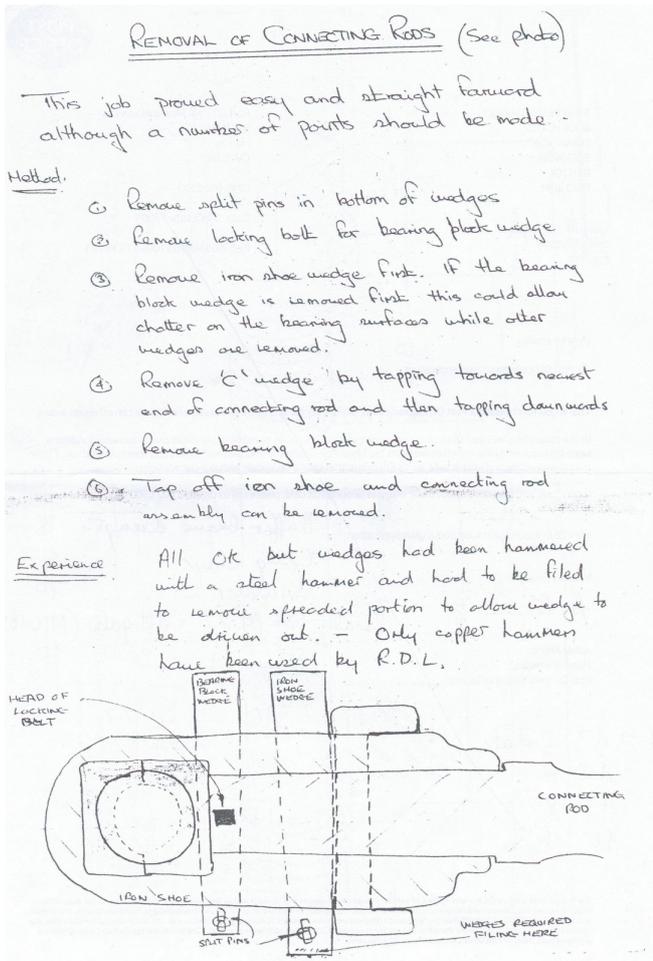
Of course, those attending took advantage of the opportunity to look at 'Lion' and check-out the audio-visual presentations. I'd not seen the 'Big Screen' display previously. This runs automatically every 30 minutes in high definition colour with sound. There are pictures of the 'Rocket' replica and 'Planet' replica performing but I'm pleased that the film also includes some archive shots of mine showing 'Lion' in steam at Wroughton, Manchester Museum and Birmingham Railway Museum. I'm not a great fan of locomotives 'stuffed and mounted' although I recognise the arguments for preserving an artifact for the future.

As an additional attraction, a number of groups of Morris Men were performing in Liverpool on the day of the A.G.M. I watched one group outside the museum and we could see a second group outside the National Maritime Museum. I believe there were five locations all told and, after performing a set at one location, the group moved round to the next location. It's a while since I've seen Morris Men (but there is an earlier post at: <http://janfordsworld.blogspot.co.uk/2007/07/morris-dancing.html>).



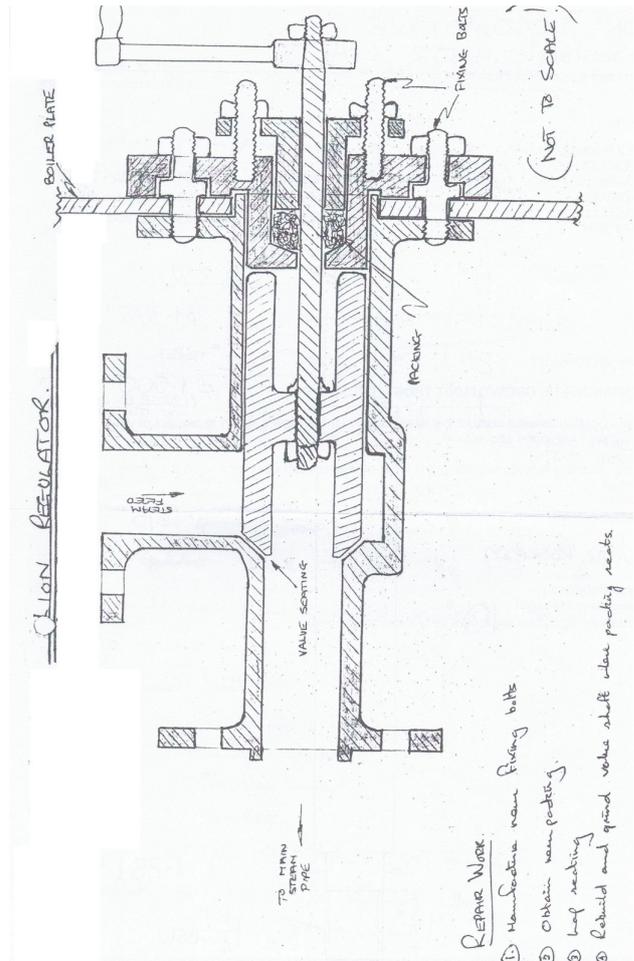
David Royle's Historical Records

I had a letter from David Royle back in May. He has been very helpful to me in the past, offering advice and various bits of information on Lion. He and the late Charles Taylor-Nobbs spent many happy hours crawling over Lion when she was under renovation at Ruston's in the 1980s. Recent editions of Lionsheart (71 & 72) have included drawings of Lion sent in by David. His latest contribution is exciting indeed – The Lion Operators Manual (Apologies for the lack of an apostrophe, but there isn't one in the title of the work he's sent me. I've consulted Ms Truss, she of the violent panda, but found no solace there. As I see it, the apostrophe should appear before the 's' in the case of there being one operator and after the 's' if there is more than one operator. But, what if the writer doesn't know how many operators there could be? What if it's written for one or many operators? Anyone have any ideas on this?). I will try to disseminate this document in more detail in future issues, but here are a couple of tasters to be going on with:



Sketch 3. The Connecting Rod end and relevant notes

This appears to be a series of notes and sketches made when Lion was being stripped down at Ruston Diesels. These two pages show notes on the dismantling of a con rod end (left) and (right) a cross section through the regulator body. I've already measured and drawn this item, but a few small details eluded me. I've printed then scanned these two pages and rather hurriedly edited them, so my apologies for the missing part of the regulator handle and some text. More to come. Thank you David for this valuable contribution to our knowledge of Lion.



Sketch 3. A cross section through the Regulator Assembly



Fairlie Far from Home



Photo 24. Seen on my New Zealand trip at Reefton, a small mining town badly hit by the downturn in trade.

The plaque on the tender reads:

The Fairlie Engine

This engine was designed by Robert Fairlie at Avonside Bristol in 1878. The Fairlie was one of 28 built at Avonside and designated R28. Her unique design enabled bogies to swivel in their frames. Her tender also swiveled. This feature was designed by Robert Fairlie for the tight corners found on the tracks in Wales, where R28 began her career. New Zealand Railways purchased 18 of these engines. R28 sole survivor not only of these 18 but also of the original R28. The Fairlie worked out of Greymouth until 1934 when she was sold to the Timaru harbour (*sic*) board. In 1944 she was bought by Burkes Creek colliery, Reefton where she remained until 1948, when she was retired and gifted to the people of Reefton by the Morris family. The Fairlie stands today as a proud monument to the men who built and worked her in the building of this country.



Photo 25. The Fairlie would have traversed these bridges near Greymouth. Left is a road/rail structure and right is a wooden trestle. Both are still in use, though only on rare occasions and only by goods traffic.

Photos - JPH

Wanted – Can you help?

I was approached during the Bristol exhibition by a Mr Tiller, who wanted information on an end-tipping coal wagon for W G Armstrong's hydraulic crane (N0 10) sited on General Terminus Quay, Glasgow in 1848.

If you can help, please reply to:

Mr Edward Tiller, 10 Ashford Close, Fordingbridge, SP6 1DH, or email: edwardtiller@btinternet.com

Readers' Letters



No time or space now for Readers' Letters, so I'll have to hold them over until the next issue. However, I received an interesting email from my friend and OLCO member Rich Garich, of New Jersey, USA. He wrote:

"Here is a link for an extremely interesting work. However, if you are still on dial up, you should consider a trip to the library to use their computers. Start at the end for some most interesting drawings. Some of the pages are missing, so be patient as you go through. I have not been able to find a more complete copy of the book at this time, though I believe David & Charles reprinted the work in the early 60's.

. [http://books.google.com/books?id=IPkgAAAAMAAJ&pg=PA282&lpg=PA282&dq=Whishaw,+F.+\(1840\)+The+Railway+s+of+Great+Britain+and+Ireland:+Practically+described+and+illustrated&source=bl&ots=WLRtKWEFi0&sig=6CoZOewk26AdYmAaM9FH_WDGPW&hl=en&sa=X&ei=frnkT-PZOqen0AH58MjjCw&sqj=2&ved=0CFAQ6AEwBA#v=onepage&q&f=true](http://books.google.com/books?id=IPkgAAAAMAAJ&pg=PA282&lpg=PA282&dq=Whishaw,+F.+(1840)+The+Railway+s+of+Great+Britain+and+Ireland:+Practically+described+and+illustrated&source=bl&ots=WLRtKWEFi0&sig=6CoZOewk26AdYmAaM9FH_WDGPW&hl=en&sa=X&ei=frnkT-PZOqen0AH58MjjCw&sqj=2&ved=0CFAQ6AEwBA#v=onepage&q&f=true)

Any possibility that we can get some better pictures of the display items at Lionsmeet? All pre-1850 equipment is of interest to me."

Wow, what a web site address! Yes, I see what you mean, Rich. The book is 'Whishaw, F, (1840) The Railways of Great Britain and Ireland: Practically described and illustrated' and this Google site seems to suggest that you can get a copy, though I've not tried it. I have looked through it on the laptop and, yes, the drawings near the back are very interesting, especially all those wheel patterns!

As for the photos, I'll see what I can do, though I'm sure there are better sources than me.

Dates for your Diary



London - Alexandra Palace, N22 7AY, Fri – Sun 18 – 20 Jan: <http://www.alexandrapalace.com/whats-on/london-model-engineering-exhibition/>

Manchester - Northern Modelling Exhibition, Event City, on Sat/Sun 2nd/3rd March

Harrogate - Great Yorkshire Showground, HG2 8QZ, Fri – Sun 10 – 12 May: <http://www.theharrogateshow.com/page5.html>

Liverpool - New Museum, L3 1DG, OLCO AGM 2013, Sat 18th May at 1.30pm. Meeting room will be open to us from 10.30am until 3pm.

Bristol – Thornbury Leisure Centre, BS35 3JB, TBA

For Sale - 7.25 inch gauge Lion castings



Cylinder covers
Steam chest
Front boiler saddle
Rear boiler brackets
Eccentric straps
Rocking shafts (lost wax cast)

Rocking shafts (sand box cast)
Gabs steel laser cut
Spectacle plates
Cylinder blocks
Wheels

Prices on application. Contact, Harrye Frowen. Email harrye.patricia@hotmail.co.uk Telephone 02920308234

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, pictures, etc. Please consider that all or part may be published, although I reserve the right to edit them. In descending order of preference they should be:

- typed on a computer and emailed;
- typed on a computer then printed and sent by post;
- typed on a typewriter and sent by post, or
- 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. I am not keen to receive contributions via floppy or CD

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, please include the photographers name, or details of the publication from which it was taken, so that I can bestow the proper accreditation.

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

Thank you for the many kind comments regarding LH. I'm sorry if I've not replied if you wanted one, but perhaps you could send me a reminder. If you've missed any recent issues, let me know. I may be able to reprint.

I wish you all a warm and peaceful Christmas and a happy and prosperous New Year. The world's gone through some pretty sticky bits lately, but let us all look forward to better times in the not too distant future.

John Hawley, Rock House, Downside, Backwell, Bristol, BS48 3DH Tel: 01275 472023.

Email: ringjph@talk21.com