

LIONSHEART



Photo 1. John Wood, FIMechE, presents Sharon Brown with the Engineering Heritage Award to Lion on Friday 23 November 2012 at the Museum of Liverpool. Photo sent by Sharon Brown

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Photos 2 & 3, right. Do you know this 7 1/4" gauge Lion? Seen for sale (and now sold) on web site of Station Road Steam. It looks like a pretty traditional LBSC design, scaled up. I just wonder if it was built by an OLCO member who's decided it's too much of a challenge. Doubtful, actually, since it would surely have been mentioned in these pages by now?

Photos 2 & 3 from Station Road Steam



Do You Know This Lion?



Cover Story - Lion Heritage Award

John Hawley

On 23rd November 2012, several OLCO members attended the presentation, by the Institution of Mechanical Engineers, of the 80th Engineering Heritage Award. On this occasion, the subject of the presentation was Lion, the 'last surviving example of a typical 1830s steam locomotive in the world'. The presentation of the plaque was made by John R Wood, FIMechE, Chairman, Engineering Heritage Committee and Past President of The Institution of Mechanical Engineers to Sharon Brown, Curator of Land Transport & Industry, National Museums Liverpool.

The Award recognises artefacts, locations, collections and landmarks of significant mechanical engineering importance, many of which have been previously recognised under the Engineering Heritage Hallmark Scheme.

The Engineering Heritage Awards were established in 1984 to celebrate excellence in mechanical engineering. Both John and Sharon made short speeches to mark the occasion. There were many others present to witness this event.

To find out more about the Engineering Heritage Awards, go to:

<http://www.imeche.org/About-Us/scholarships-and-awards/engineering-heritage-award>,

Then, to see the other recipients of the award, click on 'Engineering Heritage Book 3rd Edition' near the bottom of that web page.

The award is not limited to ancient artifacts: the Channel Tunnel, Eurostar passenger train and JCB Dieselmex engine are recipients; nor to vehicles or engines: the Claverton Pump and Tees Transporter Bridge are in there;

nor to machines: the Thames Water Ring Main, Cragside and Fluent CFD Software feature as well. The list is full of interest.

The book gives a brief history of each award winner, its location, the wording of the citation and, where appropriate, a website.

I would imagine that most of the award winners are accessible to the public.

I was unable to get a close-up of the plaque, but the wording is as follows:

Engineering
Heritage Award
Lion Locomotive
Todd, Kitson & Laird of Leeds
Star of track and film, Lion is the oldest locomotive
to have been steamed in Britain
Built in 1838, Lion worked for 20 years on the
Liverpool & Manchester Railway, before being
sold to Mersey Docks & Harbour Board
as a stationary pumping engine
Rescued in 1927, this 0-4-2 represents the
typical British locomotive of her era
23 November 2012
Institution of
MECHANICAL
ENGINEERS

I understand from Sharon that a stand is being made to support the plaque adjacent to Lion.



The Editor's Bit

I seem to have had much to do since the last issue, in spite of the cold weather. The workshop has seen more of me than usual, especially for a winter time. Tools have had to be made, lost items found, broken artefacts restored, but I've still made no progress in the building of my Lion. Hopefully, I'll have more time in the future – I may even have time to tell you what I've made and how, just to give that little extra push to encourage those who may be a little reluctant to get going on what is quite a major project.

Retiring Editor

The AGM is nearly upon us. I've now served my five year stint as Editor and would gladly hand over to another. I would, of course be very willing to offer assistance to the new incumbent. There are many reasons for wanting to retire: my five years are up; I'm moving house; the newsletter format needs a fresh look, etc. But perhaps my main reason is that I want to get on and build my own Lion. I've written about and displayed within these pages the products of so many skilled builders and would love to join them, if I can hone my abilities to a sufficient level. One thing I can promise my successor is a series of articles on building a 7 1/4" gauge Lion from scratch, with notes on the various castings and kit parts available via Harrye Frowen and others. So, please form an orderly queue and/or submit to the Secretary (address ??) your choice for the AGM to vote on.

Welcome to New Members

We extend a warm welcome to the following new members:

Mr Mitch Barnes - South Ruislip;
Mr Roger James - Leicester;

Mr Martin Parnham - Addlestone;
Mr C Richardson - London.

Welcome to OLCO and we hope that your membership will bring you benefits and items of technical interest. We look forward to meeting you (and current members) at forthcoming events – see Dates for your Diary on page 18.

Subscription Renewals

And for some of our long standing members, I'm informed by our Membership Secretary that subscription renewals are due. If you've received a Notice of Renewal with this issue, then that means you, I'm afraid. Mind you, the OLCO subscription rates are pretty good, especially if you take out five year membership. So, I do hope you will stay with us and enjoy another (five(?) years of our company. It would be great to see you at the AGM or at Lionsmeet 2013. See Dates for your Diary, on page 18. 🇬🇧

A New Chimney Cap for Little Lion

I don't often get around to making bits for Lion, but I had the task forced upon me by unfortunate circumstances earlier this year, following OLCO's appearance at the London Model Engineering Exhibition.

Alan Bibby had very kindly loaned his 3 1/2" Lion, a loco that seems to spend more time at shows than at home with Alan. I had promised to deliver it to the OLCO stand at setting up time on the Thursday. Now this was in mid January and we had snow in most areas, especially, it seemed, along the front terrace of the Alexandra Palace. I had Little Lion in its container on a trolley and was walking into the teeth of a snow laden gale when I heard an ominous bump behind me. Turning round I discovered that the whole lot had fallen off the trolley and was lying on its side in the snow! Luckily, the loco remained wrapped in its towel and was unharmed. However, the copper chimney cap had come off and sustained some damage in the process. I felt sick.

Getting the loco to the table I examined the damage. The thin metal at the base of the cap, where it is a push fit onto the chimney pipe, had split. The damage was not severe and it could probably have been repaired. But I think you would agree that the proper thing to do would be to make a replacement.

The exhibition went very well and I enjoyed the company of our Chairman, John Brandrick and his very able henchman, Adrian Banks. I say henchman, because somehow the two of them made a very effective team, corralling punters onto our stand and seducing them with the 'Words and Musick' intended to induce them into diverting their dwindling funds towards something mutually profitable, to wit, OLCO membership. How many members they recruited I know not, but they did make themselves scarce on a few occasions: something about the lifting, (or was it propping-up?) of a bar! I never did find out where that was, but I thank Adrian for pointing me in the direction of the 'ladies on the skating rink'. I must say, the skills of those skaters were something I could never hope to emulate. Mind you, it was probably warmer on the ice than it was outside. Even the exhibition hall was rather parky.

Strangely, John, who had the longest journey home, to Bury, Lancs., some 215 miles, had a trouble free trip, despite the heavy snow. Adrian, who had to get to Gravesend, 45 miles away, had to dig his way *into* the garage. I had only to go as far as Essendon, about 14 miles. I had to abandon my car and walk! However, Adrian didn't get away scott free: On leaving at the end of the show, he had found a good spot to hitch the

trailer up, only to find it occupied when he brought the car down to it, and so was somewhat delayed.

Anyway, back to the story. I sent a fuzzy photo of the damaged cap to Alan, who kindly suggested he could probably make a silver solder repair. All well and good, but I felt I had to make an effort, at least.

Problem was, how would I do it? Should I use brass? Should I spin copper? Should I buy a casting from Reeves? Should I turn from solid copper bar?

Well, brass was not an option – wrong material. I considered spinning copper, but the article by Jon Swindlehurst in LH40 didn't tell me anything about annealing. Quite frankly, I was scared to make a start! Reeves wouldn't sell just the casting – I had to buy the chimney pipe as well. I went into town to a likely supplier of copper bar, but, by the time I found their depot they'd closed for the weekend. Anyway, copper is very difficult to turn, isn't it? It tears. You need very sharp tools. An expensive cutting oil is surely needed? How would I form the internal and external radii?

I had to make a start. I'd promised to take the engine, complete with replacement cap, to the Northern Modelling Exhibition in March. I looked hard in my barn and found just the job: a lump of copper I'd forgotten. Furthermore, I found tips on the Internet about machining copper. Yes, it must be lubricated – with milk! Well, I had plenty of that, but no specially sharp tools. I just put the job in the lathe, put on some milk (Tesco Semi-Skilled) with a brush and just took a cut. Perfect. I couldn't believe how easy it was. Even a good finish.



Photo 4 Turning the external profile. The cutting tool is merely an old centre drill, supported in a rotating pillar. The original cap is on the right, the damage being apparent at 11 and 2 o'clock positions of the small diameter.

Next, of course, I had to turn internal and external radii to size and finish. This involved making a special tool. There are so many designs available in magazines and on the Internet, but I finally collected together various bits of scrap, cobbled them together and made a device that performed acceptably well. Making this tool took several days, on and off, in a very cold barn in late February.



Photo 5. Machining the internal profile. Another old centre drill is held in a block which has been bolted to the side of the rotating pillar. Note the 'cutting oil', Tesco's best! The shiny lever at right is to impart firm and steady movement to the rotating pillar.

The actual turning of the cap was carried out in a remarkably short time, for which I was very grateful. I missed the deadline though and poor Little Lion went to Manchester sans new cap, so had to wear the damaged one.

I think the new cap needs a bit of a polish and that will be that, except, of course, for the actual fitting. I just hope that register is the right size ...

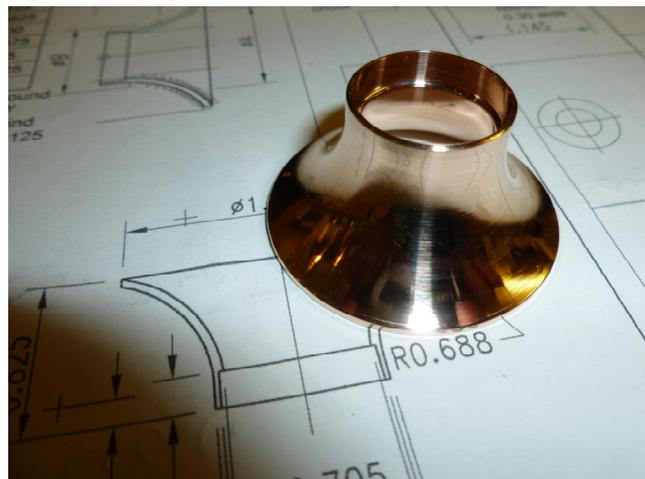


Photo 6. The finished article. Except for making the radius tool, this was an interesting and successful exercise, so don't be frightened of having a go! Actually, I've been told that the bore can be finished with judicious use of a suitable scraper, the thickness being gauged by feel alone. Hmmm!



London Model Engineering Exhibition at Alexandra Palace, 18th – 20th January



Photo 7. A general view of the OLCO stand. From foreground to background: John Hawley's boiler for 7 1/4" G Lion; John Dalton's 7 1/4" G Lion; David Neish's 5" G Lion: the Curly Bowl, (story in Lionsheart 75); Alan Bibby's 3 1/2" G Lion. John Brandrick furnished most of the pictures on the backdrop.

A good frontal view of the stand is published on page 385 of the May issue of Engineering in Miniature



Wanted - Old Railway Magazines

I'm very keen to have a copy of Railway World for June 1953 for my collection of magazines in which Lion is mentioned. It is in this issue that, on pages 129 to 132, the story of 'The Resurrection of the old Lion', as written by Charles W Reed, is told. Now, we all know that this is the wrong story: It was comprehensively refuted in an article, 'Untwisting the Lion's tale', by Adrian Jarvis in Railway World for January 1980. I am in the process of getting together a shortened version of the Jarvis article for the OLCO website. I have a photocopy of the CWR article, (courtesy of John Brandrick) but would be very pleased to have the actual magazine in which it was published.

Tee Nuts

Just to show that the chimney cap was not a flash-in-the-pan, I've also been making tee nuts. I have a milling table; round table; vertical slide for the lathe; shaper (with two sizes of slot), all of which have different tee slot dimensions. Add to that the fact that I have different clamps, some for small bolts, others for large and I could end up with about ten variations of tee nut. That's a lot!

Photo 9. Most of the Tee Nuts I'll require when I start cutting metal, I hope. The big ones at left are for the milling machine. The others on the table (excluding the long one) are for various other tasks. The two long ones are to fill the round table slots, as shown, the idea being that there is plenty of scope for clamping in almost any position – and reducing local stresses on the slots.

Photo by John Hawley



Hints and Tips?

We've never really had a 'Hints and Tips' section in Lionsheart, and yet there must be sufficient wrinkles hidden up our collective sleeves to sustain such a venture. I'm not sure how to begin really, so how would it be if we all sent in what we consider to be a useful workshop dodge? Of course, many of us belong to ME societies already, and/or have access to trade publications, so may have come across all manner of 'tricks of the trade'. But not everyone.

What about clamping, especially on the drilling machine, where it is so tempting to trust to a firm grip to prevent the work from moving, sometimes with painful results? What about toggle clamps, magnetic clamps, or any other? How should one grip tiny, threaded items in the lathe?

Just to get the ball rolling, I recently had cause to scratch my head over the securing of a flat sheet of wood on the bench top. I could have put a heavy weight on it, or screwed it to the bench. Instead, I placed a screw jack on the work and, with the aid of a broom handle, applied pressure by 'jacking up' the beam above the job. But my workshop is a two storey barn, with plenty of junk on the floor above the beam – not a suitable solution for everyone. How would you have done it?

If I get enough responses, I could start a regular feature. So please write in, either with your own wrinkles or, perhaps, a problem you have for which another member may be able to supply a solution.

And another tip. During this very cold weather, I've found it useful to put any hot water left over from making a cuppa into a flask to keep it warm for next time – even to the point of swilling a cupful of cold water in an empty but still hot kettle. Yes, you could leave it and keep the room warm, I suppose, but there it is, for what it's worth. I note though, that the modern stainless steel flask seems to lose heat quicker than a smaller, glass-lined one.

What about sorting screws? I've spent so many years collecting springs, fasteners, washers and so on from various bits of broken down machinery that it's quite a task to sort them all out.

OBA and M6 are almost indistinguishable. In theory, a OBA male thread should foul the flanks of an M6 nut, but only if the nut is very close to nominal dimensions. Then there are the difficulties of sorting Whitworth and UNC threads, though generally, I consider the more 'manky' screws to be Whit.

Also, there are differences in the A/F hexagon size and UNC bolts have a depression in the head or a series of circles running contiguously along the hexagon. Other difficult areas are 10-24UNC / 3/16 Whitworth and 10-32UNF / 3/16 BSF / 2BA. How on earth did the various standards agencies manage to permit such confusion? It beats me!



OLCO AGM 2013 - Notice

From: The Secretary, Brewood Hall, Brewood, Stafford, ST19 9DB. Tel: 01902 850095. Email: jan.c.ford@gmail.com

OLCO ANNUAL GENERAL MEETING, LIVERPOOL, SATURDAY 18th MAY 2013

The 28th AGM of the Old Locomotive Committee will be held at the Museum of Liverpool, where 'Lion' is on public display in the 'Great Port' Gallery. The formal AGM will start at 1.30 pm.

By courtesy of Sharon Brown, Curator of Land Transport, a Meeting Room will be made available for OLCO Members from 10.00 a.m. on the day. Please enquire at the Information Desk in the Foyer for directions to the Meeting Room.

The Museum's Address: Museum of Liverpool, Pier Head, Liverpool Waterfront, Liverpool, L3 1DG.

The Museum's Website: <http://www.liverpoolmuseums.org.uk/mol/>.

The Museum's Telephone Number: 0151 478 4545.

Food is available at the Waterfront Café within the Museum. Alternately, you may prefer to bring a packed lunch.

Railway stations are at James Street (2 minutes walk), Moorfields (5 minutes walk) or Lime Street (20 minutes walk). Full details and details of buses are at <http://www.merseytravel.gov.uk/>. The Capital Car Park (<http://www.thecapitalcarpark.com/>) is the nearest car park to the Museum.

AGENDA

1. Welcome by Chairman
2. Apologies for Absence
3. Minutes of 27th AGM
4. Matters Arising
5. Chairman's Report
6. Treasurer's Report
7. Election of Officers
8. Modellers' Activities
9. Any other business

Jan Ford (Miss)
Secretary



OLCO AGM 2012 - Minutes

Minutes of Old Locomotive Committee 27th Annual General Meeting

Venue: Liverpool Museum, Pier Head, Liverpool Waterfront, Liverpool, L3 1DG.

Date: Saturday, 19th May 2012

Members present:

John Brandrick (Chairman)	Bob Hayter
John Hawley (Magazine Editor)	Peter Webb
Alan P Bibby (Lionsmeet Co-ordinator)	Harry Frowen
Jan Ford (Secretary)	Dave McCarthy
Alfred Lloyd	Peter Mountford

Present as Observer:

Sharon Brown, Curator of Land Transport, Liverpool Museum.

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

1. Welcome by Chairman: The Chairman formally opened the A.G.M. and welcomed those attending, particularly Peter Mountford (returning after a period overseas) who was presented with a previously-promised bottle of wine.

2. Apologies for Absence: Apologies for absence were notified to the meeting as follows:-

Geoff Brazendale	Mike Casey	Paul Sargent
John Fraser	John Swindlehurst	Keith Taylor-Nobbs
John Archer	Alan Banks	Philip Pritchard
David Neish	Rich Garich	David Royle
John Mills	John Griffiths	

3. Minutes of the 26th A.G.M.: The Minutes of the 26th A.G.M. were reviewed by the meeting and, following a minor manuscript correction by the Chairman, Alan Bibby proposed acceptance which was seconded by John Hawley and the meeting accepted the Minutes as a proper record.

4. Matters Arising: There were no matters arising.

5. Chairman's Report: The Chairman gave his report to Members, reviewing the year's activities. He noted that membership had risen to around 80, largely due to OLCO's appearance at Modellers' Shows at Alexandra Palace (January), Manchester (March) and Harrogate (May). One further appearance was planned in the current year and the Chairman suggested that such appearances should be continued. 'Lionsmeet' at Chelmsford was a success thanks to John Dalton and Alan Bibby. The Chairman noted that the Yellow Book on 'Lion' was out of print and suggested that a replacement would be worth doing but should aim for the high standard of 'Wild Swan' and 'NRM' publications. He concluded by thanking the retiring Officers and Sharon Brown.

6. Treasurer's Report: In the absence of the Treasurer, copies of his Report and Financial Statement were circulated to those attending by John Hawley. Membership is currently 81 and the overall Bank Balance shows an increase of £252.61 since last year to stand at £5859.38. Alan Bibby commented that we should plan what to do with the money and Jan Ford mentioned that Sharon Brown was hoping to acquire a model of 'Lion'. Adoption of the Accounts was proposed by John Hawley, seconded by Harry Frowen and accepted by the Meeting.

7. Election of Officers: The Chairman suggested that the current Officers be re-appointed for a further year by a single vote. This Motion was seconded by Alfred Lloyd and passed by the Meeting, Alan Bibby noting that he intended to resign as soon as suitable alternative arrangements could be made. The Officers are thus:-

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

8. Lionsmeet 2012: Alan Bibby confirmed that arrangements have been made for Lionsmeet to be held at Newport (Gwent) Model Engineering Club on Saturday 11th August 2012.

9. OLCO Website: The Chairman proposed a Vote of Thanks to Alan Banks as Webmaster for the excellent website which was enthusiastically endorsed by the Meeting. There was a brief discussion of the desirability of providing an Index to topics covered and the possibility of making early 'Lionshearts' available online.

10. Lionsheart by E-mail: The current 'Lionsheart' Editor, John Hawley, reported that 30 copies of 'Lionsheart' are distributed by post and 50 by the preferred method, e-mail. The Meeting agreed that, whilst Members should be invited to receive 'Lionsheart' by e-mail, there should be no compulsion.

11. Any Other Business: A number of topics were covered:

11a. Dynamometer: It was agreed by the meeting that the Officers would discuss with David Neish at 'Lionsmeet' the desirability of purchasing a 'simpler dynamometer' for use at competitions.

11b. Printer: John Hawley was asked to recommend a way forward regarding the problems involved in producing printed copies of 'Lionsheart' and the desirability of the Editor having a suitable printer for the purpose.

11c. 'Lionsheart' on Website: Rich Garich commented that availability of 'Lionsheart' on the website would be useful.

11d. Members details: It was noted that some Members have commented that publishing Members' names and addresses would be useful but this would require the consent of participating Members.

11e. Charles Taylor-Nobbs Archives: OLCO has received 18kg of documents relating to 'Lion' from Keith Taylor-Nobbs.

11f. David Royle: OLCO has received a copy of Ruston's Operating Manual for 'Lion' from David Royle who has also offered an 8mm film of 'Lion's' test runs at Ruston's.

11g. Bristol Exhibition: John Hawley offered to provide an OLCO presence at this show.

11h. 'Titfield Thunderbolt' on stage: Alan Bibby gave some details of stage productions and suggested that Urmston would be a good venue for a future 'Lionsmeet'.

11i. Sharon Brown: Sharon Brown thanked OLCO for their support. She stated that she was interested in details of Speakers who would be prepared to give 30 minute talks on 'Lion' as required. She reported that the proposed reprinting of the 'Yellow Book' had been hit by the current austerity. She mentioned the Institute of Mechanical Engineering Awards 'Recognising Engineering Excellence' (see www.imeche.org/eha).

11j. Chairman's AOB: The Chairman mentioned the patterns which exist for models of 'Lion'. He suggested the creation of a Charles Taylor-Nobbs commemorative award, perhaps for a 3.5" 'Lion' model. He also suggested the creation of a Charles Taylor-Nobbs Memorial Lecture. The Chairman reported the existence of a Project to build a fullsize replica 'Sampson' involving Paul Dore and others. He commented that E.F. Clark had expressed interest in a model of the Pumphouse in which 'Lion' served as a pumping engine, mentioning David Hulse. There being no further business, the Chairman thanked Sharon Brown for the Museum's hospitality and closed the Meeting.

Chairman's Report

My first duty is a sad one, namely to report the passing of our Vice President and founder member Charles Taylor-Nobbs. Charles made a very significant contribution to OLCO and also our knowledge of Lion through his researches and the excellent articles which he wrote for Model Engineer in the 1980's. Sadly, through ill health in recent years, he was unable to participate in OLCO activities and his company was much missed. OLCO was well represented at his funeral, five members attending in addition to his son Keith who is also an OLCO member.

(Members were asked to stand in silence in Charles' memory at this point).

In other respects OLCO has had a good year. Membership has increased from about 54 in 2010 to around 80 this year, most new members joining at the OLCO stand at the various exhibitions but it is pleasing to note that some have joined 'on line', a testimony to the excellence of our website created by Alan Banks and our thanks are due to him for his superb achievement on our behalf.

This year we will have participated in four Model Engineering exhibitions with our OLCO stand; Alexandra Palace, Manchester, Harrogate and Bristol. I would like to thank all those who have supported these events either with loan of models, stewarding or both. This has clearly become an important OLCO activity not only for our publicity but also for meeting our members which is always a pleasure. I think attendance at four shows in a year is plenty but we might consider attending 'non model engineering' events such

as York Railfest or the Titfield Thunderbolt weekend on the North Norfolk Railway.

Lionsmeet at Chelmsford was enjoyable and successful inasmuch as Alan Bibby's organisation was as impeccable as usual and John Dalton worked very hard to make us welcome. The exhibition tent was superb and we were well looked after on the catering side. However it was a pity that all the hard work put in by John and his fellow members was not rewarded by better attendance both of competitors and visitors. Those who did make the effort to attend enjoyed an excellent day and well worth the trip. Thank you John and fellow members. Perhaps we need to look at ways of attracting more competing Lions.

Now, what of the future for OLCO?

We should certainly continue our attendance at Model Engineering shows as is obviously good for OLCO.

Now that we have established this and also got a website our next objective could be a history of Lion, perhaps collaborating with our friends at Merseyside Museums in an updated 'Yellow Book' or perhaps a completely new history and although much of the research has already been done and published, it could however include Charles Taylor-Nobbs work and John Hawley's drawings and with a bias towards the technical especially with modellers in mind.

It now remains for me to thank OLCO's officers. I have already mentioned Alan Bibby and Alan Banks. Lionsheart gets better and better and it is pleasing to see some technical and constructional articles appearing, so thanks to John

Hawley for doing such an excellent job in what is surely the most onerous OLCO office. Thanks also to those who have contributed articles. With a far flung membership the importance of Lionsheart cannot be over emphasised.

Thank you Jan Ford for taking on the important job of secretary and organising the AGM as well as your expertise with the Dynamometer Car at Lionsmeet.

Thank you to Jon Swindlehurst for his dual role as membership secretary and treasurer.

Finally, our grateful thanks are due to Sharon Brown, Curator of Land Transport, not only for allowing us the privilege of holding our AGM at Liverpool Museum but also for giving up her time to be with us. It is much appreciated.

So, OLCO has had a good year but we must not rest on our laurels and always mindful of the adage that if we are not going forwards we are going backwards, let us engage our forward gabs and go forwards.



Readers' Letters

Owing to pressure of ... well, everything, it seems, I was unable to publish letters in the Christmas issue, so I apologise for the late appearance of many of the letters below. By now, Harrye has probably solved his valve gear problem and Barrie must have finished his boiler ... ??

On Harrye's Lion

From: -Jon Swindlehurst

Wirral

Date: 18 July 2012

Re: Harrye's Pins (In reply to Harrye Frowen's letter dated 4th July 2012, published in LH74

Hi John,

Thanks for LH74...as ever a great read.

Harrye's pins may be shearing due to hydraulic action from condensate in the cylinders if his slide valves do not have sufficient clearance to allow them to lift off their seats. As a liquid cannot be compressed, if there is no drain cock the condensate must be able to travel to the steam chest by lifting the slide valve, it can then escape up the blast pipe or in Lion's case could also go to the front part of the cylinder and escape through the drain cock there, provided it was open.

From Harrye Frowen

Cardiff

Date: 25 November 2012

Re: Rocking Shaft Taper Pins.

Dear Ed,

With the modifications now complete these are details of the modification to the Rocking shafts. Taper pins now 2mm diameter, Rocking shaft double pinned 2mm diameter to drop link. Cross heads now fitted with taper wedges 0.058 x 0.170 x 0.160 x 0.500 inches. I must say they do not look out of place. Where every effort has been made to build this Lion model using John Hawley's full size drawings in 7.25 gauge, scaling down from full size drawings can produce weaknesses in the components mainly the locking pins, only time will tell if these modifications are successful.

Further to the reversing I have stated before that the lifting links are the correct size, the forward and reversing stand was re-measured and found to be 3/32 inch short after scaling. Also Ed, if you remember, I had to shorten the link at the smoke box end by 1/8th of an inch as it was fouling the lead wheel due to lack of clearance between the wheels, back to back being 6.812 inch and scale size being 6.875. I have received a reply to your news letter LH74 by e-mail from John Swindlehurst with a suggestion that the pins shearing could be due to insufficient slide valve lift here again this is down to scaling the model measures at 0.022 inch lift. This should be sufficient to displace the water in the steam chest.

From Harrye Frowen

Cardiff

Date: 25 November 2012

Re: Lion's New Lubricator

Lion locomotive modification to cylinder lubrication, after discussions with my fellow members of the Old Locomotive Committee and with thanks to Alan Bibby for his input, I have now decided to make up and fit the lubricator for the Lion under the foot plate this will be gear driven from the trailing axle. As there is not a great deal of room here the gear is only 0.700 diameter with 16 teeth driving a second gear of the same size a small hole drilled in the pinion gear set 0.125 off centre for the eccentric arm to drive the lubricator a Jim ewins type mechanical lubricator will be use as I have received very good press regarding this type of lubricator, this seasons running should solve this problem of the hydrostatic system on the side of lion being completely out of place and very unsightly.

Article by Harrye Frowen owner of the only true 71/4 gauge Lion model built from drawings, photos, and sketches by John Hawley and Charles TaylorNobbs.

From: -D ROYLE

Oadby

Date: 27 July 2012

Subject: -Re: Titfield Thunderbolt

On Saturday the 7th of July 2012, I was reading a small article in the Leicester Mercury about the film Titfield Thunderbolt, and the writer who penned it, TE Clarke and the irony that he lived next to Dr Beeching. Huh! Is that generally known?

On Barrie's Lion

From: -Barrie Larke
Subject: -This & that

Plealey

Date: 23 July 2012

First thanks for your compliments on my model. Just too late I could have added that yesterday I ran it on compressed air for the very first time and it ran as sweet as could be. If only the rest of it was done! Still that event is certainly a milestone and very encouraging. How far have you got with your model?

I am now making some parts from your drawings namely the reverser stand and I refer to drawing #149. When converting the dimensions to 5" gauge I found what might be an error in your sizes which don't add up. In the view of the reverser stand (looking outboard) you quote a radius of the top of the stand as 15 3/4"? When I sum the LH dimensions shown on the view looking outboard i.e $9" + 10.875" - 2.750" = 17.125"$? Can you please confirm which is correct?

Again looking at the outboard view, the vertical height stated from the bottom of the RH leg to the start of the curved top is 11.8125" or 11 15/16". On the view looking inboard this height is now the LHS of the view looking outboard and is shown as 12.25" or 12 1/4" is it to be assumed therefore that there is a difference in height between one side and the other of 3/16"

My guess is this is not an intended difference but came about as the original stand would be an unmachined casting. If only someone would make a casting available for us model engineers. I wonder if this difference was in fact intensional or just happened to come out like this? Regards, Barrie

(I replied to Barrie and agreed that the drawing was unclear. Even now, nine months later, I've still not got around to correcting it. Luckily, Barrie is a resourceful builder and has obviously found a solution. The problem with the reversing lever stand is that it's hidden behind the cab weathersheets and is almost impossible to measure. The main thing is to get it to look right and to work correctly, without worrying too much about the dimensions. Ed)

Barrie replied on 25 July:

No problem, I was not so much questioning the actual dimensions as the fact that in one view the numbers don't add up to the other view. i.e the numbers added up on the view looking outwards don't agree with the radius quoted on the view looking inwards. I'm quite sure you will want them correct and all views agreeing but you haven't got "HER" in your back garden to check (have you??). I do sympathise with your task of measuring Lion and producing drawings, no wonder you have little time to build yourself.

I am some way off actually making that rather complex lever (especially the weird locking handle - whoever thought of that design I wonder? They obviously didn't sympathise with us ME types) On the other hand maybe they think we like a challenge so thought "now this should give them a few headaches how to machine that".

It never ceases to amaze me how much some modelers manage to produce in no time at all. I often think some work all through the night as well and don't have things like gardens and wives. (Oh, come now Barrie. Do you not believe the story of the Elves and the Shoemaker? Ed) There are a number of parts on Lion that could do with a casting and I think this reverser quadrant is one, but not to LBSC's drawings. In general someone ought to produce a definitive set of drawings in 5" and 7 1/4" gauge. There must have been dozens of model Lions built to LBSC which are incorrect in many ways. Had I not stumbled on OLCO I would have been another one, though I had already taken many photographs of her ladyship at Liverpool Museum as well as some at Tyseley Depot when I had a ride on her on the occasion of her visit there so I noticed a few things then including the proper horns which LBSC had "simplified". I then set about fabricating some and made them look like the cast spacers. I also have an inner and outer horn plate where LBSC has one thicker one on the outside only. Castings should be made available for those spacers. Such things make all the difference to a period model.

From: -Barrie Larke
Subject: -Lionsmeet 2012

Date: 16 August 2012

We enjoyed this event very much as I'm sure you did. Cardiff MES was a real eye opener for me, never seen such a posh club and such amazing facilities. I actually got to drive Jon Swindlehurst's loco on their track. It is a fine example and a worthy winner this year. It amazes me the age of that loco and the miles it has clocked up yet he says there has been little evidence of wear. Yet he turns it out immaculately. He's also a good driver.

Now the fun is over and it's down to work. Whilst there Alan Bibby stressed on me the need to crack on with my boiler, saying that new regulations pending might impose further restrictions on the amateur builder. So I have now got out your drawing for a 7-1/4" gauge boiler which I intend to use for my 5" version. Your drawing is a wealth of information but the job of converting sizes to 5" gauge is not easy.

My first task is to get a list of copper needed to be able to order it. I have a 4" x 16swg seamless copper tube which I hope to split and roll down to 3-3/4" dia. and join with an inside strap. I also have a piece of copper sheet for the smoke box tube plate which I ordered using LBSC's sizes. ...

From: -Barrie Larke
Subject: -Re: Discovery

Date: 11 September 2012

I am progressing slowly with my model though I have to get approval for the proposed boiler I hope to make at our local club which will be like Jon Swindlehursts modified LBSC but not using the cast dome LBSC proposed. Unfortunately when I started this model I was green as grass and went to Reeves who sold me the drawings and castings including the cast boiler dome. I then bought the rest of the copper sheet and a 4" copper tube. Jon has enlightened me a lot on a number of changes including reducing the copper tube to 3-3/4" diameter to give better clearance at the sides for lagging. This means splitting the tube rolling it down to size then rejoining

with a strap (not something I am greatly looking forward to doing). Most of the copper sheet I originally bought (when copper prices were more reasonable) is now not suitable (too small), and I have to buy more at these ridiculous current prices. It will be a day to celebrate when the boiler is made.

From: -Barrie Larke

Date: 3 October 2012

I can claim one point which surprised me as I have done the correct horn construction of real Lion i.e. I have a 1/16" horn plate each side of the main frame with correct bearing blocks between. ... In the early years I took my own detailed pictures of Lion when we visited Liverpool Museum where Lion was partly dismantled and I spotted this difference (from LBSC's design – Ed) then so I planned my model differently to LBSC. I don't know how many others in our group have followed my example, it would be interesting to know. Another difference I plan to do is to make a round top firebox even though I bought the original gunmetal casting for LBSC's design with it's incorrect square hole for his square safety valve cover. This is now so much material for the melting pot. On the other hand since joining OLCO I have discovered a lot of things about Lion I didn't know and Harrye Frowen puts us all to shame with his superb 7-1/4" don't you think. ...

From: -Barrie Larke

Date: 7 October 2012

Do you have a dimension for the boiler shell diameter on real Lion? I'm trying to establish what is the correct size for a 5" scale model. There seems to be doubt on LBSC's 4" size. I won't say by who as I don't want to ruffle any feathers here but it is important to me as I am in the throws of concentrating on the boiler.

To which I replied:

... It is difficult to say "Lion's boiler is ... diameter." Being made up of overlapping plates, (the front and rear portions of the barrel are 42 3/16" mean dia; the central portion is 43 1/4" mean dia) it is a masterpiece of the blacksmith's art – and pressure tight to boot, but hardly an unbroken diameter! Over this fabrication are fitted the 66 wooden staves, of 46" overall diameter, supported by their framework, of which I know nothing. The 4" LBSC tube would be just about right, since he almost dismisses the lagging (ME Vol 111, Iss 2786, Pg 450).

From: -Barrie Larke

Date: 10 October 2012

Subject: -Re: Lion Boiler Barrel

Thanks for your effort there, sorry to have bothered you. I had no idea that the real one was made of overlapping plates though as an engineer I should have realised that drawn tube that size would not be on in those days and may be difficult if not impossible now. Now everything is welded. How our minds sometimes think only in terms of models. How I admire those early engineers and blacksmiths who had to work with such limited facilities. I think this is lost on modern youth.

I was trying to establish what the scale size should be for 5". I sometimes wish I had started a 7-1/14" version especially when I saw (names gone) (Probably John Dalton's – Ed) the one at Kinver sedately going round that ground level track at a scale like speed. To me that looked the embodiment of perfection and a joy to behold.

Jon is dead right when he says the 5" should be a 3-3/4" boiler barrel. Of course this presents a bit of a problem. Well in reality it means a lot more work to split the 4" tube and resize and join it. I don't relish that task greatly but we will have a go. I also want to fix the joining strip inside the join if possible for appearance sake and the ease of fitting the wooden lagging if that can be said to be easy anyway.

When I first bought the LBSC drawings and all the relevant castings some years ago, little did I realise what I was taking on. I was quite a bit younger then and full of confidence. Age has mellowed that confidence somewhat and now everything is twice the effort it was then.

From: -Tony Parsons

Leamington Spa

Date: 27 July 2012

Subject: -Re: Lionsheart 74

I always hope that one day I might be able to come to a Lions Meet, but I am afraid that once again I shall be away in August.

I hope that later this year I will at last overcome the problems I am having with getting the water into the boiler when under pressure.

I was interested in Barrie Larke's modification to my modification, but more especially full of admiration for the clarity of the picture and total lack of foreign bits.

Lionsheart is always good for a read.

Historical Photos of Lion

From: -TONY FOSTER

Date: 27 July 2012

Subject: -'LION' Photographs

Although I am not a member of OLCO, I have read with interest the various items on your internet web site.

As an enthusiastic (but very amateur !) local historian, I have made a point of collecting items of interest that have become available from antique shops, car boot sales, friends and the like. Amongst my collection, I have some 40 - 50 photographs that were obviously taken at the time that 'Lion' was restored at the Vulcan Works in Newton-le-Willows in 1980. It seems likely that the photographs have been taken by a professional photographer. Most are in black and white at 6.5 ins x 4.5 ins and show restoration work in progress. There are many detailed shots of components before and after restoration.

I am currently scanning (at high resolution) the collection of 'Lion' photographs and I attach 3 samples of the prints for your interest / information.

If your organisation would like a copy of the disc containing all of the 'Lion' photographs, I would be happy to forward it to you upon completion. Naturally, it would be by way of a donation and at no cost to you. Alternatively, if you have the facilities to store / preserve the actual photographs, I would be pleased to make them available to you (at no cost) once I have completed the scanning.

Perhaps you would let me know if the photographs are likely to be of interest to the OLCO membership. I look forward to hearing from you.

From: -TONY FOSTER
Subject: -Re: 'LION' Photographs

Date: 29 July 2012

Regrettably none of the photographs have a date or caption on the reverse. They are, however, numbered 1 - 48 with No.20 missing. They were passed to me in the mid 1980s by Bob Harrison (now deceased), an employee at the Vulcan works. Bob had been given them as an "incomplete set". I believe that several sets had been produced, and it was considered that an incomplete set would be more of a nuisance / liability than an asset! Bob knew of my interest in local history (and railways generally) and rather than see the photographs destroyed, he accepted them and passed them on to me. It's possible, of course, that the full set consisted of more than 48, and that there are other photographs missing.

As stated, you're welcome to a disc of the scanned images, and / or the photographs themselves, if they would be of interest / assistance to you in your task of measuring / drawing the locomotive.

I note that you already have copies of the 3 images that I sent with my previous email. I wonder if you also have a copy of the attached, taken as Lion was delivered on a low-loader to the Vulcan Works for restoration. You will see that the chimney is lying between footplate and tender. The image has been scanned from a 6x6 cm slide in my collection.



Photo 10. Lion on the low loader. Note the chimney lying in the tender. Note also the inclement weather! The safety valve assembly appears to have been removed, no doubt to protect it from the kindly attentions of the 'Sacred Metals Recovery Society', yet the taps remain attached to the cylinder covers.
Photo submitted by Tony Foster

To which I replied:

No, I've not seen the 'Lion on low loader' one before. Not sure I should show that to any OLCO members, lest I get screams of anger at Lion being exposed to weather!

You say in your most recent email that I'm '... welcome to a disc of the scanned images, and / or the photographs themselves ...'. I would love to take up your combined offer, if that's still available. I think, however, that I should make some contribution in recognition of your work and generosity. Could I suggest a donation to a charity of your choice, free membership of OLCO for a period, etc? You decide. Then there is the matter of postage, which I would gladly refund (I live near Bristol).

Lion has recently been restored to display condition and is now installed in the new Museum of Liverpool. There's an introduction by Sharon Brown, one of her 'keepers' at: <http://www.liverpoolmuseums.org.uk/mol/visit/galleries/great-port/lion/>. Beneath that, if you're really bored, you'll see a short film of Jan Ford and yours truly in discussion about Lion.

We have the annual Lionsmeet competition at Newport on 11th August. I shall be manning the OLCO stand at the Bristol Model Engineering and Hobbies Exhibition in Thornbury on 17th to 19th August. If you're interested in coming to either or both, I should be very pleased to meet you.. Further details of each event on the OLCO web site: <http://www.lionlocomotive.org.uk/>

From: -TONY FOSTER
Subject: -Re: Lion on Low Loader

Date: 6 August 2012

Thank you for your note. Thank you also for the website details of your video / chat with Jan Ford - most interesting. I was in the new Liverpool Museum about three weeks ago. 'Lion' looked splendid in the new setting, although photography was not particularly easy (school parties, limited space, lighting etc etc).

I must say that the 'Annual Lionsmeet' sounds an exciting proposition. Unfortunately, other commitments will prevent me from travelling south on this occasion, but thank you for the invitation. I shall keep an eye on your website for details of the 2013 event - perhaps we might meet up at that time.

I've had an opportunity to complete the scanning of photographs / slides and if you would let me have your address, I could get photos and disc in the post to you tomorrow.

It was very kind of you to think of costs (donation to charity etc), but I would be more than content if you would simply accept the photographs / slides and disc as a gift from someone who recognises that your organisation is clearly the appropriate body to receive the 'Lion' material !

The colour slides are of relatively poor quality. In several cases, I think the resultant photographs are actually better in black and white. Accordingly, you'll see that I have included separate colour and black & white folders on the disc. In relation to the numbered set of photographs, I have allocated jpeg file names to match the numbers (1-48) on the back of photographs.

The Burscough Bridge (Ormskirk, Lancashire) photograph shows Lion being tested after restoration at the Vulcan works in 1980. The locomotive is seen travelling towards Southport (from Wigan) on the approach to Burscough Bridge station. Date (and details of photographer) are unknown. I recall being told that, given that Lion's braking system was relatively inefficient, the normal practice of one clear section (for signalling purposes) was abandoned for the duration of the test in favour of two clear sections !

I hope that the photographs will be of interest and use to you. In the meantime, I look forward to hearing from you with your postal address.

From: E F Clark
Subject: -LION at Euston

Knotting Green

Date: 25 January 2013

I have been meaning to send you this for some time, but the cutting is in a scrap book of my Grandfather's that I couldn't find. I came across it today when I was looking for something else (which I failed to find!) so I copied it forthwith (my children having given me for Christmas a super copier - which I am not yet fully master of, you will not be surprised to hear.)

Next door to this article in the scrapbook are some other pages with other press descriptions of the same event - but the said copier has gone bolshie and won't copy them - such are the whims of inanimate objects. However, our daughter is coming for the weekend and with luck may be able to coax the beast to do the job. I think I have already told you that although I wasn't at the grand opening at Euston, I did at least see Lion standing (out of steam) at one of the exhibition platforms when, later in the week, I had to catch a local train to Berkhamsted and I was early, and that was the first time we met.

I think the LMS put Lion into steam on a number of occasions between 1931 when she was put on the plinth in Liverpool Station and 1939 when she was removed to Crewe (Works) where she was deemed to be less likely to be bombed than in Liverpool. I'm not sure but what they didn't simply steam her all the way to Euston for the Exhibition - why not - and back again. They weren't charged for using their own track!

From: E F Clark
Subject: -LION at Euston 1938

Date: 30 January 2013

My children gave me a new and superior printer/copier for Christmas which is much better than the one I had had to discard. That was an Epson and, according to my computer doctor, their printer/copiers have an annoying habit of deciding, when they have done a set amount of work, to pester you to have replacement parts fitted. Mine certainly did so - to the extent that it became virtually unusable. The new one is a Hewlett Packard combined scanner/printer which I am far from familiar with as yet. The Euston article was my first proper stab at using it.

In the same superior scrap book of my grandfather's, there is another article about the same event from what I think is Model Railway News (now defunct?). The photo for that one is attributed to W.J.Bassell Lowke. (in fact there are 2 photos of LION with this other article, both are attributed to him - I will continue to struggle to copy both for you). Most of the trouble is because the book they are glued into is now a bit tired, but has stiff covers.) It seems even more difficult to get a decent image of these other ones than it was for the first; but I will continue to contend with the new gadget and send along my best offering as soon as I can.

I gather Bassett Lowke was very much a railway enthusiast, apart from running his successful model company in Northampton. The event at Euston would have been just up his street. I fancy he was sufficiently influential to be able to position himself to get the best shots. I have actually seen a movie documentary about LION, I think the Museum organised a showing of it in Liverpool.

Reverting to the Model Railway News article, there are three lines of an accompanying article about the exhibition generally - above one of the LION photos. They are not about LION at all, but seem to be commentary on the various other exhibits in the exhibition at Euston. It might therefore be worth trying to trace the whole thing.

Good to be in touch. We are both well, but perhaps less enthusiastically energetic than we used to be.

(Sadly, the quality of the second picture that EF sent was too poor to be reproduced. Perhaps we can have another go some time? Ed)

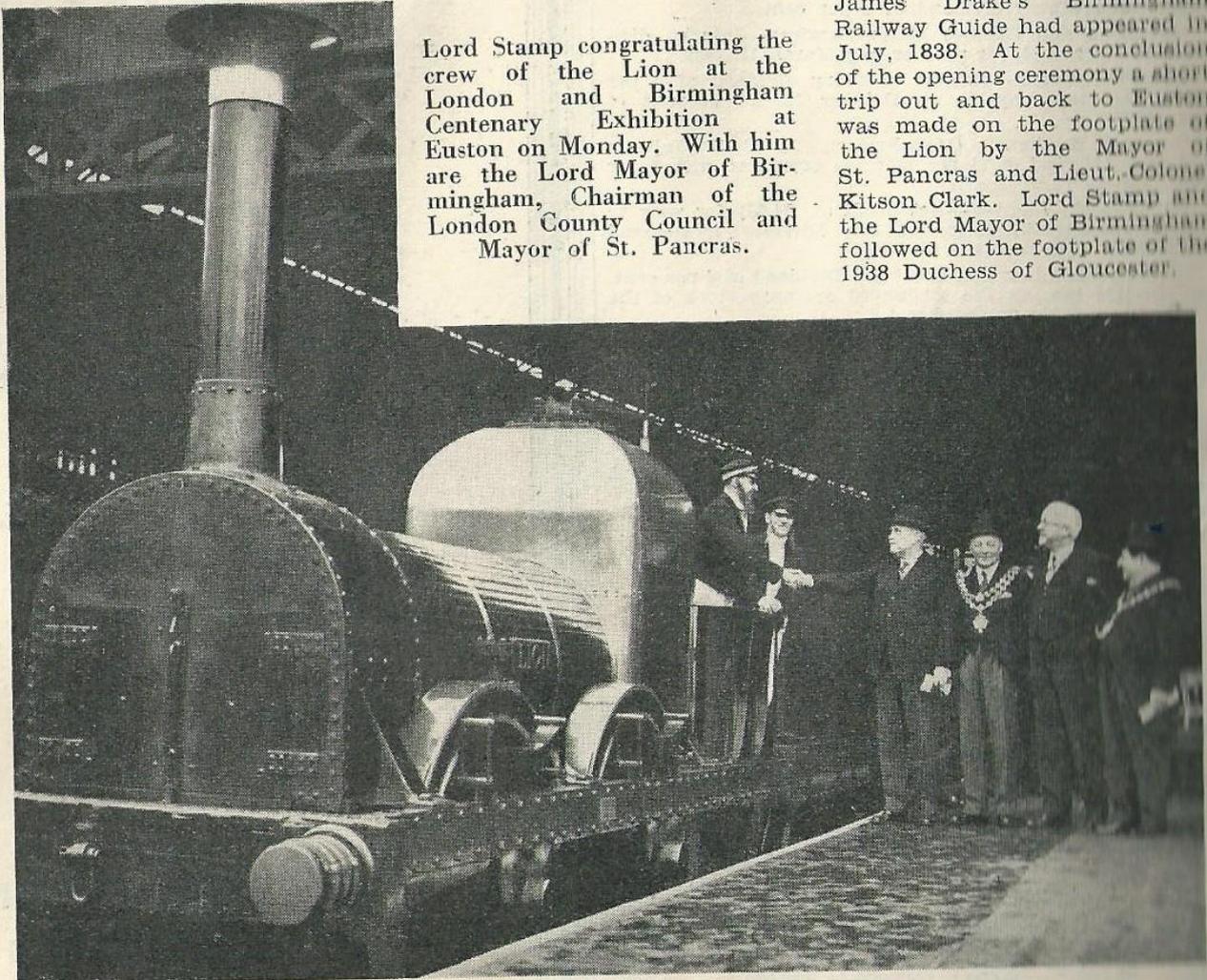
L.M.S. CENTENARY EXHIBITION.

Sept. 19.

THE centenary of the opening throughout of the London and Birmingham Railway, now an integral part of the L.M.S. system, was commemorated on Monday of this week by the official opening by the Lord Mayor of Birmingham (Councillor E. R. Canning, J.P.) of the "Century of Progress" Exhibition at Euston Station. Lord Stamp, chairman of the L.M.S. Railway, presided at the opening, and the Mayor of St. Pancras (Councillor

termini in what had become London's second largest borough, while the Lord Mayor of Birmingham said that he was convinced that the wonderful service which the railway had provided had had a great influence on the substantial progress of Birmingham during the last hundred years, particularly the two hours' run to London which was established in 1902. While George Bradshaw, of Manchester, had first brought out his now famous guide in October, 1839, James Drake's Birmingham Railway Guide had appeared in July, 1838. At the conclusion of the opening ceremony a short trip out and back to Euston was made on the footplate of the Lion by the Mayor of St. Pancras and Lieut. Colonel Kitson Clark. Lord Stamp and the Lord Mayor of Birmingham followed on the footplate of the 1938 Duchess of Gloucester.

Lord Stamp congratulating the crew of the Lion at the London and Birmingham Centenary Exhibition at Euston on Monday. With him are the Lord Mayor of Birmingham, Chairman of the London County Council and Mayor of St. Pancras.



John Sporni, J.P.) also participated as mayor of the borough in which Euston stands.

At the opening ceremony Lord Stamp said that the celebration was that of the occasion when Euston became the gateway to the north, connecting with what he had been told was now the second centre of population of the country. He referred to the presence of Col. Kitson Clark, grandson of the builder of the Lion locomotive of 1837 shown in the exhibition, and said the occasion was not in any sense a termination, but a milestone of progress—the previous day's television pre-view of the exhibition was significant of the still greater achievements of to-morrow.

The Mayor of St. Pancras expressed gratification that railway pioneers had established their

Among the guests were:—

Sir Leonard Browett, Mr. R. H. Hill, Right Hon. Herbert Morrison, M.P., Sir Cyril Hurcomb, Mr. A. T. Hoach, Sir Alexander Gibb, Mr. W. E. Floyd, and Mr. E. G. Culpin (Chairman, London County Council). Also present were: Mr. Edward B. Fielden (deputy chairman), Sir Guy Granet, Sir Robert Burrows, Sir Ralph Glyn, Sir Robert Greig, Mr. W. L. Hichens and Sir Thomas Williams (directors, L.M.S.R.), Sir William Wood and Sir Harold Hartley (vice-presidents), Mr. Ashton Davies (acting vice-president), Mr. O. Glynne Roberts (secretary) and other chief officers of the L.M.S.R.

The exhibition will be open until 8.30 p.m. on Saturday and 5 p.m. on Sunday, September 28.

Modern Transport 2.12.38.

Jon's Lions

From: -Jon Swindlehurst
Subject: -OLCO update

Wirral

Date: 8 August 2012

Just got back from the Isle of Man.....72 emails in the inbox!!!!

Weather was mainly good. Had 2 steam ups with Lion. The first went very well....did about 10 laps of the Wild Life park track which is over half a mile long. It's the first time I have driven on a ground level track...takes a bit of getting used to, but no real problems. A few days later I went again and all was going fine until I got to the end of the first lap and someone had forgotten to reset the points for me at the end of the station so I derailed. I was only going very slowly so little damage was done, except for shearing off the left front drain cock. Although it was blowing I did another 4 laps without any more problems but thought I'd call it a day after that. So that's another job to do before Lionsmeet but I may just blank it off for now.

I have a dilemma now....do I fix the drain cock or fit the turbo charger and after burners...I don't think there is time for everything.

Hope to see you Saturday (Lionsmeet – Ed)now, where's the brillo pad to polish that cup !!!!

From: -Jon Swindlehurst

Date: 27 October 2012

Must confess to not even looking for the centre finder.....I've never taken EIM. (I'm making such a device and asked Jon if he knew anything about them. Details, perhaps, in a future Lionsheart. Ed)

The temporary Stephenson valve gear I made for one cylinder of big Lion seems to work well so I am now starting production of all the proper bits.....hope to have it running on air by the Spring.

Later, Jon emailed:

I'm fabricating the crankaxle. The Wirral clubs former president machined one out of the solid, complete with four eccentrics.

(Wow, that's brave. Love to see it! Ed)

Hope you're getting on well with all your jobs then you can start proper work on that loco

Jan's Visit to Foreign Parts

From: -Jan Ford
Subject: -Lionsmeet

Brewood

Date: 16 August 2012

Good to see you the other day (At Lionsmeet – Ed). Sorry I had to dash off. My "quick'n'dirty" report is at:

<http://janfordsworld.blogspot.co.uk/2012/08/lionsmeet-2012.html> (with a link to my pictures). Incidentally, my recent trip to Russia is in a series of posts at <http://janfordsworld.blogspot.co.uk/search/label/Trans-Siberian>.

To which I replied:

... Your Russian trip looks most interesting, especially the bit where you all appear to be on the sidewalk(?) of the loco whilst it goes through a tunnel. A very private trip! Funny shape, Russian tunnels. Can't help thinking how things have changed in so very few years. You'd never have been able to take some of the more technical pics some years ago. Interesting to see a 'Nathan' lubricator. (Or is it a copy, even down to the name? Doubt it) ...

From: -Jan Ford
Subject: -Re: Lionsmeet

Date: 17 August 2012

Yes, I found a crowd of us riding on the 'catwalk' of the loco odd. I thought some of the tunnels unusual in shape but there are a number of different designs employed. The book I reference shows other designs.

The YeA at Polovina (pictures at <http://www.flickr.com/photos/janfordsworld/sets/72157630728759542/>) is American.

Russia first purchased locomotives of this general type from Baldwin, Alco and the Canadian Locomotive Company during the First World War. Then, during WWII, Alco and Baldwin supplied over 2,000 YeA (A for Amerikanski) via the USA Transportation Corps as part of Lend-Lease.

I saw my first YeA in Ukraine in 2005 (janfordsworld.blogspot.co.uk/2007/01/ukraine-2005.html with some pictures of the YeA in the set at <http://www.flickr.com/photos/janfordsworld/sets/72157626207459273/>). We were going to drive this but, sadly, the shed staff couldn't cure a leaking tube problem. They were nearly in tears over their inability to turn the loco out.

In Ulaan Baatar, I found YeL-256 picture in set at <http://www.flickr.com/photos/janfordsworld/sets/72157630509839218/>. (dunno what the 'L' signifies)

In Rolling Stock Museum, Novosibirsk, I found YeA-3078 picture at

<http://www.flickr.com/photos/janfordsworld/sets/72157630817983808/>

So yes, the 'Nathan' lubricator is genuine and the Polovina pictures also show an 'Alco' wheel centre.

Having grown up during the Cold War, I found it very odd to learn about this co-operation between the USA and the USSR during both First and Second World Wars.

And a few observations from the hawk-eyed Jon Swindlehurst:

Date: 4 March, 2011

Saw Steven Fletcher yesterday (grandson of original OLCO member) and he has given me an old photo of Lion, taken as she was being removed from the dock. I don't know whether OLCO/ the museum have seen this before? I note with interest that all those 'difficult-to-make' square headed bolts along the frames were in fact 'Hex' before it went to Crewe!

Date: 1 September 2012

RE our chat about the photo of Lion being removed from the dock on her way to Crewe. I have counted the spokes on the wheels and they appear to be as now i.e. 18 crank axle, 16 front axle. The part of the reverser that is visible is definitely different and no doubt a lot simpler to make.

Date: 12 September 2012

Looking again at the dock photo of Lion you can see the side boiler clack has all hex head bolts in, whereas now one is CSK head to prevent contact with the splasher. Also the holes are clearly visible on the backhead which show that a 'proper' water gauge was fitted prior to restoration. The 'try' cock holes are not visible but that may be due to the angle of the photo and the poor quality of the print.

Lionsmeet 2012 at Newport

From: -Jon Swindlehurst

Date: 14 August 2012

... Lionsmeet went very well.....pity there weren't a few more competitors. I noticed the track had adjusters on every pillar, but as they are mainly interested in the 7 1/4" track I suppose it is difficult to find people willing to spend time on the raised track. It was like being on a ride at Alton Towers. Cardiff went very well on Sunday, everyone made us very welcome and boy o boy what a setup they have. The club house is like a palace with entertaining rooms and a massive workshop too.

From: -Harrye Frowen

Date: 15 August 2012

It was great to see you at Lionsmeet, we all had a excellent day. Many thanks to the host club for making are day special, they looked after us well. Lion ran very well after the modifications she also ran all day at Cardiff club on Sunday, let's hope the pin shearing problem is now solved

On Replicas

From: -Alan Bibby

Blackburn

Date: 20 October 2012

Subject: -RE: samson locomotive project

I think we had wind of this before. I'm sure if they were talking 'Lion' rather than Sampson we would want to be involved. As it is we would probably wish them well ...

From: -Paul Dore

Date: 19 December 2012

Subject: -Re: samson locomotive project

Thank you for your reply.

What we are looking at is the Samson class of locomotives built for the L&M (not the 0-6-0 single return flue). Seven 0-4-0 versions were built mainly for assisting engines on the inclines but then used on goods trains then subsequently on all trains. These were built as a modified version of Planet class 2-2-0 locomotives. The 0-4-0s were built between 1831 and 1835.

The large Samson class were the 0-4-2 type built between 1835 and 1839, eleven being built for the L&M of which Lion was one, these were a larger version of the 0-4-0s.

Because of this lineage from the Planet class, we can use knowledge gained by the Planet Project in the building of Planet in the Samson Project, that's why we contacted yourselves at OLCO.

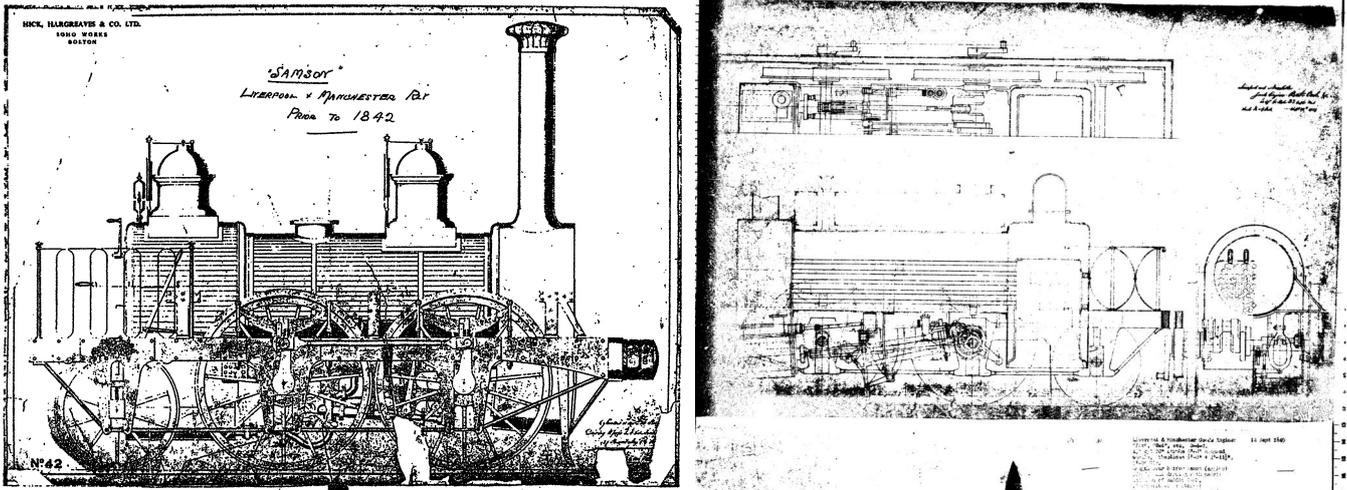
If we do go ahead with the project the locomotive will be in as built condition with the gab and dog valve gear. We know that no two locomotives were alike so will do as the Planet Project did and take all the best bits and put them into one locomotive. We did look at the building of a Bird class 2-2-2 / 2-4-0 or a Patentee class 2-2-2 but there are a number of this wheel arrangement in Europe.

We have not yet gone any further than talking to people about the project so far, but are getting good feedback from all we contact. We have members of the Planet Project on board along with a number of others with skills that we can use. We believe that if people do not want a locomotive building there is no point in proceeding with the project, as it is being done as a private enterprise so far. So we are not (yet) looking for any funding. But Planet cost around £70,000 plus volunteer labour, but we can use most of the patterns used in the Planet Project on the building of a Samson so this will help keep costs down. Plus we have access to the Planet drawing at MOSI along with input from the Planet Project team.

As I said thank you for your reply John and I hope the above helps as to why we contacted yourselves. I hope we can keep in touch as the Project proceeds (or not !).

paul dore

Thought this may be of interest Ref your write up in the Lionsheart about the Samson Replica. Is this attachment of the Samson the one they mean. The one in Wikipedia is quite different. I am also sending a copy of the Owl Loco with ref to the Tiger article, as you can see it had no brass top. I wish you all a warm and peaceful Christmas and a happy and prosperous New Year.



These are the pictures of the Samson (left) and Owl (right) locomotives as sent in by David Royle. The Samson would appear to be the 'Large Samson', since it is an 0-4-2, as mentioned in the Paul Dore letter above.

From Harrye Frowen

Cardiff

Date 14 January 2013

I have enclosed (below) an article that you may consider using in the next news letter, if this chap William Naylor is serious about a full size Lion it would be a shame not to use your drawings for the build, the fact that I have built a detailed live steam model using your drawings this should prove the drawings to be more than adequate to do the job.

I have also today received an email from Mr Brian Heath regarding the building of a 7.25 inch gauge Lion.

I believe from his letter that he would like to build one similar to ours. Can I pass on your e-mail address regarding drawings, if so please let me know.

Harrye's article:

Once again I commend you on the excellent LH 75 news letter. I am writing in reply to Mr William Naylor on the subject of the possibility of building a full size replica of lion and calling it Tiger. As the builder of the only true live steam model of Lion in 7/25 gauge I can state that John Hawley's full size drawing's are ideal for building a replica, you will find them very well drawn and very detailed. John has spent over twenty years producing his drawings, and I myself used John's drawings to build my 7/25 gauge Lion after being very disappointed with the 5 inch gauge Lion that I built in 2001. Sony LBSC it just did not look right, but ran very well, sadly she was sold on in 2003. I will shortly be starting work on a second Lion loco; I could call it Tiger or Lion. This will give me the opportunity to increase the boiler pressure and increase the cylinder bore diameters.

The (Puffing) Billy build has not been easy as soon as you sort out one problem you are straight on to another; so far to date all the componants parts have been fabricated or made from solid. Progress has been very slow with over five years spent on the project, but it has been very rewarding, having access to a CNC machine has made production much easier. Anyone wishing to see the progress to date should visit the web sites at lion locomotive.co.uk there you will see both loco's with article and many photos by David McCarthy to whom I have to thank for a job well done. Both these sites are well worth a visit.

From: -D ROYLE

Date: 5 January 2013

Subject: -tender wheel & aluminium patterns

Some years ago myself and Charles-Taylor Nobbs made a set of wooden wheel patterns for & 7 1/4 " Lion, and if I remember rightly they were given to OLCO to make some funds, I think they were converted into Aluminium patterns at a later date, were they the ones that were taken out to New Zealand for Jock to use ?

(OK. Funny this question should crop up now, since I had dealings with these patterns only a few days ago. The wooden patterns were passed to me years ago by Keith Taylor-Nobbs, Charles' son. They were not in the best condition, one or two of the spokes having separated slightly away from the rim. They stayed with me until Alan Bibby took them to New Zealand, where they were used to produce castings over there. They came back and I kept them for several more years. During that time I came up with the theory that the 7 1/4" G Lion should be built to a scale of 1/7.85, not the usual 1/8. I then passed the patterns to Harrye Frowen. He came to the conclusion that they were not really useful any more, due to the spoke separation and that the overall diameters did not produce wheels which would clean up to the new scale. So he started, with his friend John Corkett, to make aluminium patterns, using an NC mill. About a year ago, KT-N sent me a large box containing various items from his late father's Lion effects, including aluminium patterns. I measured these and found that they had had extra material added to the tread and flange diameters, such that they would produce wheels to the new scale, except that now, the inside diameter of the rims was on the small side. Anyway, Harrye needs to produce castings in a hurry, so he has borrowed those aluminium patterns. PS. Perhaps this answers the question Jon posed in LH74, pg 9 and to which I gave a wrong answer – they will clean up to the new scale. Ed)



Photos 11 and 12. The aluminium patterns for the 16 spoke leading coupled wheel (left) and the 18 spoke crank axle wheel (right). The fine detail at the spoke roots is much better than that on the wooden patterns. Note the darker area around the tread, indicating extra material here which enables the casting to clean up to 1/7.85 scale, giving a tread diameter of 7.64 ins, as opposed to the 1/8 scale size of 7.5 ins. The flange diameter is also bigger. However, the inside diameter of the rim is unchanged, giving a slightly 'overthick' rim. But will anyone notice? Both photos by John Hawley



A Mystery Object



Photo 13. I took this at Beamish about five years ago, but I've no idea what it is. It's a pretty hefty casting, about 20" bore and perhaps 10' long. It was obviously bolted to something and pretty high loads were involved, judging by those chunky square headed bolts. Does anyone have a clue as to what it is? I think there were several castings like this at Beamish.



Photo 14. Oops! This must have spoilt someone's day. The aftermath of a boiler explosion, this item was also lying around at Beamish on the same day. There's no label, description or any information about it at all that I could find. Can someone enlighten me, please?

Both photos by John Hawley



Geoffrey Scott Sheppard

Readers who knew him will be sad to learn of the death, on 27th March, of Geoff Sheppard, of Bristol. Geoff was a big player in the south west in connection with the Bristol Industrial Archaeological Society, Rolls Royce Heritage Trust, the Vintage Sports Car Club and the Bristol Society of Model and Experimental Engineers. From the latter perspective, Geoff and his wife Gill worked long and tirelessly for the exhibition held each year at Thornbury – indeed it was Geoff who first mooted the idea of an OLCO stand, several years ago, from which time we've not looked back. Many will know him through his Editorship of Model Engineers Workshop from Issue 29 (May/June 1995) to 78 (Nov/Dec 2001).



Late News: Lionsmeet – its On

Lionsmeet 2013 will be held on Saturday 10th August at the Wirral Model Engineering Society. Further details will be announced in the next Lionsheart, but in the meantime, please put the date in your diary and let's make this event, the first under new organiser, Andrew Neish, a day to remember. The format may differ slightly from previous years, but Andrew tells me that he thinks 'there will be some element of competition'.



Lionsmeet 2012 - Dave McCarthy's Video

From: Dave McCarthy Date: 17 January 2013

Subject: -Lionsmeet

At last I have been able to do the videos and photos of Lionsmeet. Please look at:

<http://www.lionlocomotive.co.uk/Lionsmeet%202012.html>



Dates for your Diary

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

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

Bristol Model Engineering and Hobbies Exhibition – Thornbury Leisure Centre, BS35 3JB, Fri – Sun, 16th – 18th August.



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:

- 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. 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.

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