

LIONSHEART



Photo 1. This was the happy scene at well attended Lionsmeet 2014 at Bradford MES, Shipley, despite some heavy showers. A good opportunity to meet fellow Lion enthusiasts, ride the rails, discuss construction problems and procedures, this annual get together has been running in some form or other since the first event in Guildford in 1985. The 2015 event comes back home to Guildford, so please make a special effort to attend and meet fellow enthusiasts.
 Photo: Andrew Neish

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Photo 2, above. For Sale - Mr Brian Eatock’s 5” Lion. The Commended Certificate is circled. See also Page 4.
 Photo submitted by Brian Eatock



Photo 3, left. ‘ ... including the ‘as prototype’ wasted portion between the wheels.’ The Editor’s trailing wheel set, showing the tapered portion leading away from the locating shoulder behind the wheel.
 Photo: John Hawley



Pictures to Ponder

Editor

I thought I might put the wind up prospective Lion builders by publishing a few of the items which may (may) become criteria for the Charles Taylor-Nobbs Trophy. There is no doubt that, under the leadership of our Chairman, John Brandrick, the quality of model Lions is improving dramatically. The trend had started already, of course, with the advent of the Internet, enabling researchers to find many more pictures of Lion than had ever been available, especially via Jan Ford's photos at: <https://www.flickr.com/photos/janfordsworld/5725412995/in/set-72157626732271746>. Harrye Frowen also did a great service to all by getting his very accurate 7¼" Lion into the spotlight, (See <http://www.lionlocomotive.co.uk/Video.html>). Also, Lion is now in the public arena as never before. Her 'pride of place' in the new Liverpool museum has ensured that she is seen daily by a great many people. They're not all model engineers, of course, but word gets around.

Here are some of the interesting challenges for serious Builders

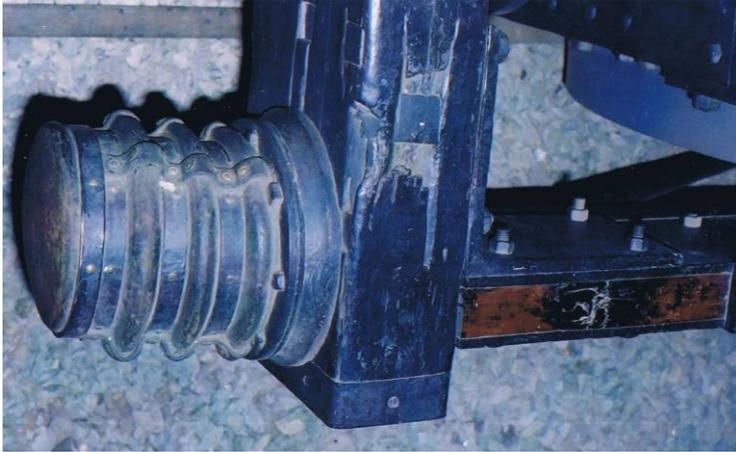


Photo 4. The buffer, buffer beam and wood/wrought iron sandwich frame, front, left side, plan view.

Photo: Charles Taylor-Nobbs

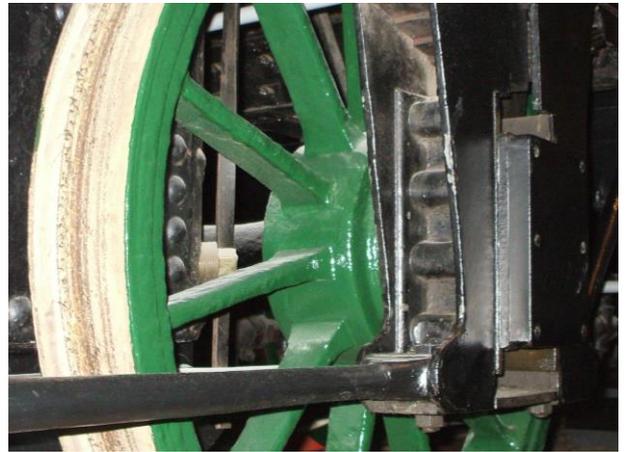


Photo 5. Double hornplates & infill, trailing axle, left side.

Photo: Unknown



Photo 6. Round manhole cover, safety valves and whistle on top of boiler. Left side

Photo: Charles Taylor-Nobbs,

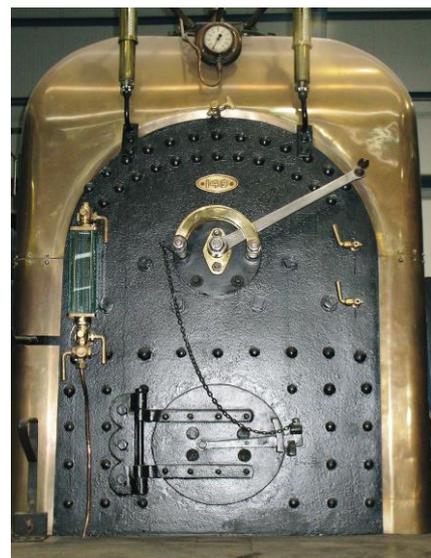


Photo 7. Rivet patterns, fire door, gauge glass, number plate, regulator handle, Salters and pressure gauge.

Photo: Jan Ford.

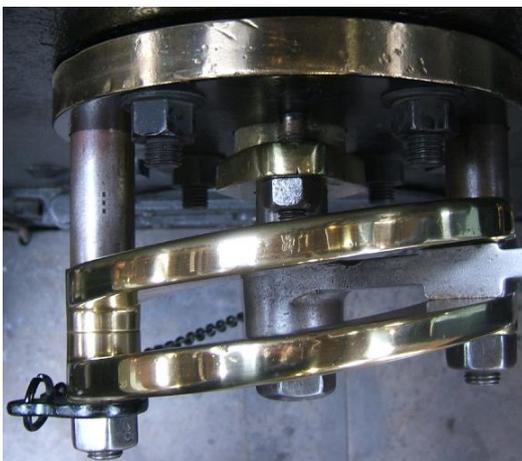


Photo 8. Regulator handle with 'spiral' guides. Plan.

Photo: Jan Ford.



Photo 9. Cyl cover and drain cock with tallow cup. Right side

Photo: Charles Taylor-Nobbs

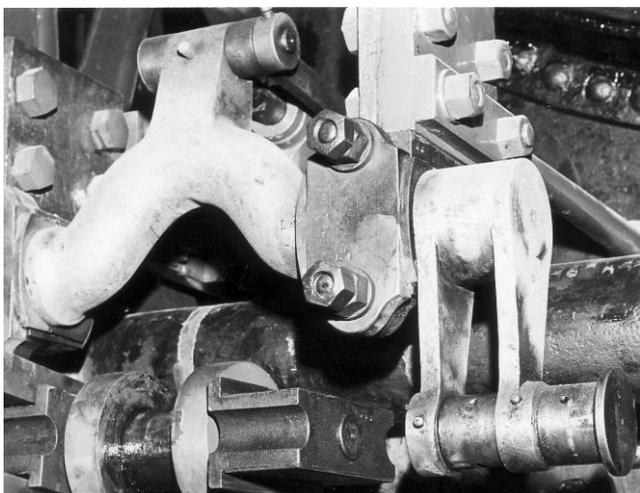


Photo 10. 'Wagging banana'. Left side
 Photo with acknowledgements to Ruston Diesels Ltd.



Photo 11. Water pump, a very complex shape. Photo: John Hawley
 Right side

Welcome to New Members

Editor

We extend a warm welcome to the following new members:

Dr Paul Kingston, from Torryburn, Fife. He joined at the Harrogate show and is now the owner of the 7¼" Lion built by Eric Lindsay which featured in the ME a few months ago at Edinburgh. (And in the last Lionsheart, page 12.) This, I believe, was one of the first 7¼" Lions ever built;

Mr John Oliver, of Upton, Wirral. It was a pleasure to meet you at the AGM, John. I hope it was helpful for you to see Lion in the round and to make the acquaintance of some fellow members;

Mr David Snellgrove, of Garston, Watford. David is contemplating the construction of a 5" gauge Lion and has some reservations about the fidelity to prototype of the LBSC version. I think, with all due respect to the 'words and music', that we are slowly moving away from the LBSC design, now that Lion is much more available to the public and there are so many pictures available through the internet.

Welcome to OLCO, gentlemen. We hope that your membership will bring you benefits and items of technical interest. It would help me, as Editor, if, one day, you could submit a few notes detailing your connection/progress/experience with Lion, big or small.

Cover Story Lionsmeet 2015 – Guildford MES – Saturday 8th August Andrew Neish

An opportunity to meet up and run models of 'Lion' and other early 19th century locomotives.

Lionsmeet is an informal annual gathering of those with an interest in Lion in all its manifestations and gauges. The main purpose of the meet is to allow OLCO members and other interested parties to exhibit models of Lion and other pre-1850 locomotives and, where possible, to enjoy running them on an unfamiliar track. There may be some optional competitive events. This year we are returning to Guildford Model Engineering Society, where the first Lionsmeet was held 30 years ago, on Saturday 8th August from 10:00.

Locomotives of any scale are welcome. Passenger-hauling facilities consist of a raised track of 3½" and 5" gauges and a ground level track of 7¼" gauge. The Gauge 1 layout will be available for running and it may be possible to accommodate Gauge O and OO gauge models. An indoor display area will be available and we invite visitors to bring models (finished or under construction), drawings and railway memorabilia relating to Lion, other early locomotives and the Liverpool and Manchester Railway.

Who's Invited?

OLCO members, of course, and anyone with an interest in railways of the first half of the nineteenth century. If you're thinking of building a model of Lion, please come along and take a look; maybe even have a drive (subject to the owner's permission). If you're part way through building a model, bring it along and discuss your project with someone who's been there already.

Location

Guildford Model Engineering Society's site is at the eastern end of Stoke Park, Guildford. Postcode GU1 1TU. The entrance to the site is off the London Road. Please see the GMES website for a map and directions and other information about the society: www.gmes.org.uk

Facilities

The Guildford MES raised track of 3½" and 5" gauge is a continuous circuit of 1405ft with a maximum gradient of 1:110. The track is steel and is fitted with anti-tip rails 10" below rail height and 14" across outside edges. The rail is a minimum of 15" above ground level. The ground level track is a continuous circuit of 990ft of steel rail with a maximum gradient of 1:60. Steaming bays for both tracks have 12V DC electrical and compressed air supplies available.

Boiler Certificate and Insurance

Anyone wanting to steam a locomotive must bring a current boiler certificate for inspection. OLCO does not carry insurance cover of its own so all locomotive drivers are advised to ensure that they have adequate public liability insurance cover. Members of a model engineering society may find that their society's insurance will suffice. The host club will need to see evidence of this.

Food

If there is sufficient demand, bacon rolls may be on offer during the morning. A sandwich lunch will be provided from about 12:30. Tea and coffee will be available throughout the day. There will be no specific charge for food and drink, although visitors are encouraged to make a voluntary contribution to the host club. As usual, an early evening meal will be arranged at a local pub, probably at about 17:30.

Overnight Accommodation

There are many hotels in and around Guildford. The nearest is the Guildford North (A3) Premier Inn. It's within easy walking distance of GMES (but not if you're carrying a locomotive).

Event Organisation

If you're interested, please contact the organiser, Andrew Neish, so that we know who will be attending, whether you'll be bringing a locomotive, and what food is required.

E-mail: lionsmeet@neish.org.uk. Home phone: 01428 723 483. Mobile phone: 07779 360 393.



The Editor's Bit

Little to say this time, except that I thought the AGM was a great success, albeit that we missed the warm company of Sharon Brown, Curator of Land Transport & Industry at the museum. We send her best wishes for a continuing recovery.

Under the guidance of Chairman John Brandrick we made some progress in the matter of judging models for the Charles Taylor-Nobbs Trophy, designed and made by Bob Hayter. There was also in depth discussion of the need to create some form of memorial to our late President E F Clark. More on both these matters below.

The Editor's Loco. Yes, we've long suspected that! However, on a more practical note, I've actually made Lionswarf. Faced with the forthcoming Bristol Model Engineering Exhibition and no progress since last year's event, I thought I'd better get on with things. I've started the axles – no great shakes, one may suppose, but it's a great step forward for me. (See photo 3, pg 1 and 'Models under Construction, page 11). I hope to have the finished items on show at Lionsmeet and Bristol (See 'Dates for your Diary, back page).

I'm still hoping to pass on the editorship of this news letter to someone more competent than me and who can breathe a new lease of life into it. So, readers, please consider. I can't go on for ever and, now that I've started cutting metal, I've got the bug and am anxious to continue. I can promise the new Editor copy in the form of construction notes, so there's an incentive!

Funny what you find when browsing the Internet. I didn't know that there were machines going around some rail networks grinding the rail surface to clean it and to get rid of stress cracks before they have time to develop into something serious. Have a look: Loram Rail Grinder – 51 mins: <http://www.youtube.com/watch?v=FUGU6vAwWZw>. This one's a bit long and repetitive in places. As you watch, many other videos will present themselves. I like the idea of the final vehicle being there to put out any fires that may arise in the trackside vegetation. Also, <http://www.youtube.com/watch?v=QE4bYM1u2jI>, the Vossloh Rail Grinder – 4:33 mins, which, I assume, shows the European method. The difference is interesting.

Now, this brings me to a query: eventually the rails need replacing and there must be a point at which the new rail meets the old, since one can hardly replace the rails over a long route all in one go. The new rail must be considerably taller than the worn rail. So how do the engineers eliminate the step between old and new, especially on high speed track, where no step, or even a slope, between old and new can be tolerated?

And now for the rest of the news ...



Chairman's Message

This year's AGM will be reported elsewhere, but I would like to mention a few of the issues which were discussed. First, however, I would like to thank all those who took the trouble to travel to Liverpool to attend. It is always a source of anxiety to your chairman on the day whether we will get a quorum to satisfy our constitution's requirements and paradoxically, now that our membership is actually increasing, it is even more of a worry that 10% of the membership will turn up. But turn up they did and I am most grateful. One of the matters discussed was a suitable memorial to EF, our late President. EF had raised the possibility a couple of times at previous AGM's of a model of Lion when it was in use to drive a pump. He felt that this was an important part of Lion's history, particularly as it spent more of its life doing that than being a locomotive

Musings on the AGM

and moreover this was the reason for its survival. Your chairman did look into this and approached David Hulse, well known for his excellent models of early stationary engines housed in authentic buildings, but sadly he declined. So I think we would have to do this ourselves, perhaps starting with an unfinished 3 1/2"G chassis from under someone's bench. The boiler would not need to be functional and the machinery driven by an electric motor or even just as a static model. Drawings of the pump house were, I recall, published in Lionsheart some years ago and doubtless are also available in The Mersey Docks and Harbour Board's archives. Personally, I think this is a worthwhile project and well worth pursuing but the resultant model would need to be exhibited with Lion at Liverpool and before starting on such a project we would

J Brandrick

have to discuss the possibility of exhibiting it with Lion with Sharon Brown, Curator of Land Transport. Unfortunately, Sharon was away on holiday and could not be with us at the AGM so I will have to arrange a visit to the museum to discuss this. Another proposal, and also needing detailed discussions with Sharon, is a re-issue of the book on Lion's history. The original 'Yellow Book' by Len Morris and Adrian Jarvis has been out of print for some years although still obtainable on the second hand market. We have discussed the question of a new book on several occasions at previous AGM's. It could be an entirely new work produced by OLCO, but my feeling is it would be better to collaborate with Liverpool Museums and produce an enlarged new edition of the original book, using the original text to avoid any accusation of plagiarism, with better illustrations, John Hawley's drawings, additional material from our own sources such as EF's articles and some of his own archive if possible, Charles Taylor- Nobbs' research, etc. and the new book dedicated to EF. As to a possible publisher, I have a possibility in mind and will report on that in due course.

The other significant topic debated was the criteria for award of the Charles Taylor Nobbs Trophy. I have already outlined my own thoughts on the matter in the previous LH, but to recap, the award could be on the basis of how many specific details on a model of Lion are correct to the prototype, a simple example being a copper top to the chimney rather than LBSC's gunmetal casting. Each item would score one or several marks depending on its significance, for example correct valve gear such as on Harrye Frowen's Lion, built to John Hawley's drawings might attract more points than a correct chimney. In this

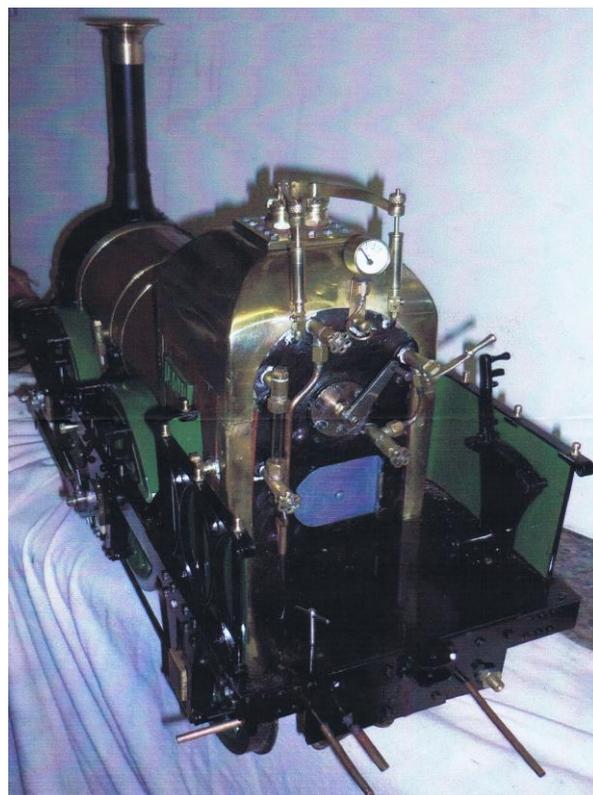
For Sale

A 5" gauge Lion locomotive which won a Commended certificate at the 2015 Harrogate Model Engineering Exhibition. Loco and tender are in separate boxes. Safety valves are Pop type, under pressure adjusters. Axle driven water pump. Oil reservoir and pump under footplate. Sale includes 12v electric pump for boiler filling via a cock on the side of the boiler, which avoids the need to remove the safety valve system. Complete with boiler certificate. Asking price - £3500 or near offer. Contact Mr Brian Eatock. Tel: 01246 274 412. Chesterfield area.

*Photo 12. A rear three quarter view of Mr Eatock's Lion, showing the water connection pipes below the footplate.
Photo submitted by Brian Eatock*

way, with items being either right or wrong the scoring would be as free from subjective impressions and be as nearly objective as possible. In this way bias on the part of the judges could be virtually eliminated and the system of scoring would be as fair as it is possible to achieve. In fact any builder who has researched Lion thoroughly will know himself whether his Lion would qualify. The award would be made as and when appropriate. Who should judge has yet to be decided but a feature of the 'objective' scoring system is that any number of OLCO members could be involved in the scoring and the award made by consensus and not even on the same occasion. Your chairman drew up a provisional list of Lion details for discussion at the AGM and I would like to thank those members who have contributed further ideas. A suggested list will appear elsewhere in LH and your ideas and contributions regarding the Charles Taylor-Nobbs trophy are welcomed. I am conscious of the fact that the first award has already been made to Keith Taylor-Nobbs and lest I be accused of jumping the gun, I have to say that having looked closely several times at the photos I took at Bradford, I have no doubt that Keith's Lion would easily fulfil the criteria for the award. With the exception of the valve gear to LBSC's design, it is certainly the closest to the real Lion I have seen.

I have noticed just recently a number of Lions up for sale, ranging from gauge 1 to 7 1/4"G and they all seem to have sold quickly so Lion is still very popular and rightly so! This issue should have details of Brian Eatock's 5" G Lion for sale. It has already appeared in Engineering in Miniature so if you are interested you had better be quick.



The Bristol 2015 Exhibition

I find it hard to believe that it's that time of the year again all ready, but here we are again: Lionsmeet; Bristol Exhibition; AGM Minutes – it'll be Christmas again before we realise it!

Seriously though, do make an effort to come along. This is the major exhibition in the south west, attracting visitors from the UK and overseas. (And, as a major draw, I've actually made progress at last. My 5" Lion now has leading and trailing axles and I'm hoping to get the crankshaft finished in time for the exhibition.) Harrye Frowen will also be there with his 7 1/4" model, the only 'True to Prototype' 7 1/4" Lion built so far. Do come and have a look, a chat and see the rest of the show. The big thing about the Bristol event is that it is spread over several halls, so there is room to manoeuvre and get a close look at items of interest. There are live steam, gas turbine and internal combustion engine demonstrations, radio control, tools old and new, materials, adhesives, artists, books, boats, engines and so much more. Car parking is free and close by. Access is from the M5 motorway (see poster above). There is also a nearby Tesco, if you don't wish to queue for the 'in house' catering. For the non-model engineers, there are the Cribbs Causeway shopping mall, Berkeley Castle, Slimbridge Bird Sanctuary, William Tyndale Monument, the city of Bristol, Cotswolds, Severn Vale and many more items of interest.

Do visit the OLCO stand of course. We're on the far wall, under the clock, facing you as you come through the ticket entrance.

BRISTOL MODEL ENGINEERING AND HOBBIES EXHIBITION

AUGUST 14TH, 15TH & 16TH 2015

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JUNCTIONS 14 OR 16

ADULT £9.50 SENIOR £9.00 JUNIOR £4.00 FAMILY £23.00 (2+3)

3 DAY AND ADVANCE TICKETS ALSO AVAILABLE - SEE WEBSITE

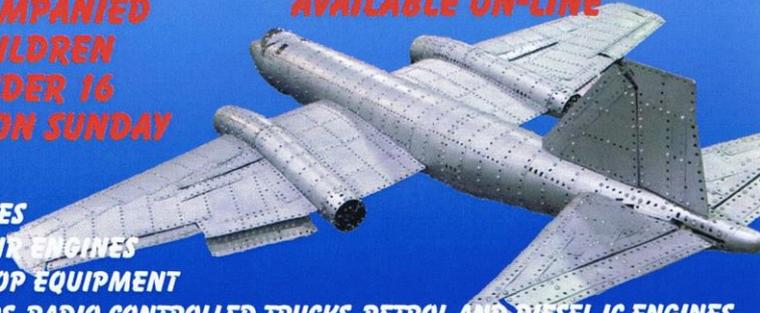
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ALL ATTRACTIONS CORRECT AT TIME OF GOING TO PRESS, BUT MAY BE SUBJECT TO CHANGE OR CANCELLATION



Suggested Criteria for the Charles Taylor-Nobbs Trophy.

Please note that this list is for discussion and has not been finalised nor has the scoring system or who should judge. These are matters for the membership to decide so your input would be appreciated. The criteria are based on authenticity to the prototype in recognition of the significant contribution that Charles made to our knowledge of Lion, for example as contained in his articles in Model Engineer. I would further suggest that the award is not made on the grounds of standard of workmanship as in the usual Model Engineering competition which would entail a subjective opinion, or performance which we already assess by the Mike Parrott Trophy. Generally, it would keep the scoring simple if each detail scored 1 point except, perhaps, items like the valve gear if modelled as per prototype rather than based on LBSC's version. The aim must be to be as objective as possible, details being either correct or not correct and some of the suggested items might not be suitable for this, the buffers for example, are just about impossible to model accurately including being filled with horsehair! I should mention that I do have a supply of horsehair if anyone wants to try, (enough for about 200 buffers).

Chimney - copper top;

Smokebox doors to open rather than LBSC's push-on arrangement;

Lubricator not visible behind buffer beam;

Frames wooden flitches with flitch plates; See photo 4, on page 2.

Correct bolts in frames;

Horn plates double with correct shape horn blocks; See photo 5, on page 2.

Maker's plates on left hand framing;

Wheels-correct number of spokes and of correct shape;

Correct pattern of nameplate on boiler;

Frames correct colour- black as at present or dark red-brown as originally restored at Crewe 1930;

Boiler barrel correct diameter to show rivets round smokebox;

Boiler clothing-correct shaped simulated oak strips with beading;

Firebox brass casing of correct shape;

Round manhole cover on top of firebox; See photo 6, on page 2.

Correct shape of firebox;

Correct pattern of rivets on backhead; See photo 7, on page 2.

Correct pattern boiler feed clacks;

Number plate on backhead;

Trevithick regulator valve;

Regulator handle correct pattern with 'spiral' guides; See photo 8, on page 2.

Correct reversing lever with forward for reverse and back for forward gear;

Correct firebox door;

Correct sides to footplate (with steel caps on pillars);

Working Salter balances on safety valves;

Pressure gauge in correct position;

Whistle valve in correct position;

Working leaf springs engine and tender;

Correct cylinder drain cocks with tallow cups (front of cylinders only); See photo 9, on page 2.

Correct appearance of cylinder end covers;

Valve gear e. g. 'wagging bananas' drive to valve spindles; See photo 10, on page 3.

Inner frames;

Four slide bars;

Pumps (2) rather than injector; See photo 11, on page 3.

Correct coupling between engine and tender;

Correct loco and tender couplings/chains etc. (varies at different periods);

Correct tender body and tanks with coal space;

Correct tank filler;

Correct rivet pattern and hand rail on tender;

Tender fall plate;

Correct tender hand brake in left hand tank;

Colour-as compared with present restored Lion. (Paint used by restorers is available commercially).

I think all will agree this is a formidable list and a real challenge to comply. It does set very high standards and it is likely that very few Lions will qualify for the award, but it is something to aim for. An incidental benefit is that anyone starting to build a Lion can consult this list as a guide in an effort to get the details right as it is often as easy to get things right as to get them wrong and hopefully we will see fewer Lions with glaring errors as one sometimes sees at the exhibitions.

There is obviously much scope for discussion, so please let us have your views.



The Canvey RMEC Rally



**CANVEY RAILWAY
&
MODEL ENGINEERING CLUB**

PRE-1900s RALLY

5th September 2015

**A gathering of model locomotives and
traction engines based on prototypes built
up to 1900**

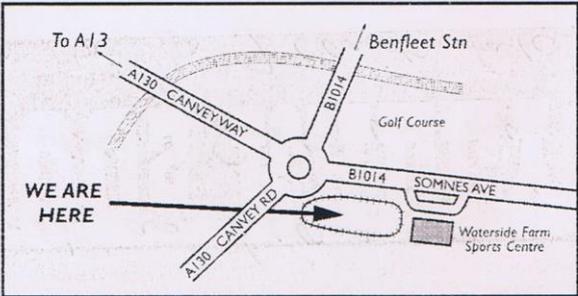
Refreshments available

It would be appreciated if you could let us know you are coming so that we can make suitable catering arrangements. Contact as below.

3 1/2" g & 5" g raised track - 1800 ft
5" g & 7 1/4" g ground level track - 3,500 ft
Extensive space to operate miniature road vehicles.

Current boiler certificates must be shown for all steam models. Model road vehicles must have RTA insurance.

For further information and to let us know you are coming please contact:
Greg - 01375 373402



From either A127 or A13 (London - Southend-on-Sea) take the A130 to Canvey Island and the tracksite is located close by the first roundabout on the Island. Entry via B1014 Somnes Ave. Visitors with locomotives and traction engines will be allowed to park adjacent to the track, otherwise please park in the large car park beside the Sports Centre. SatNav: Postcode SS8 9RA



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

Date: Saturday, 30th May 2015

Members present:

John Brandrick (Chairman)	Jan Ford (Secretary)	Bob Hayter
John Hawley (Lionsheart Editor)	John Oliver	Alan Bibby
Jon Swindlehurst (Treasurer)	Peter Webb	Alfred Lloyd

Notices:

The Notice of A.G.M. and Agenda together with the Minutes of the previous (29th) A.G.M. had been circulated to all members in 'Lionsheart' Number 82 dated May 2015. For convenience of reference, the Agenda is reproduced below:-

- | | |
|--------------------------|-------------------------|
| 1. Welcome by Chairman | 6. Treasurer's Report |
| 2. Apologies for Absence | 7. Election of Officers |
| 3. Minutes of 29th AGM | 8. Lionsmeet 2015 |
| 4. Matters Arising | OLCO Website |
| 5. Chairman's Report | Any other business. |

1. Welcome by Chairman:

The Chairman formally opened the A.G.M. at 1.00 p.m. and welcomed those attending.

2. Apologies for Absence:

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

John Mills	Richard Garich
David Forrest	John Coop
Harrye Frowen	Sharon Brown

3. Minutes of the 29th A.G.M.:

The Minutes of the 29th A.G.M. had been circulated to Members and were accepted subject to section 11 d) also including thanks to Alan Banks, the Webmaster, for making the archive 'Lionshearts' available on the website. Acceptance of the minutes was proposed by John Hawley, seconded by the Chairman and accepted unanimously by those present. The Chairman signed a formal copy.

4. Matters arising:

None.

5. Chairman's Report:

Subject: OLCO Chairman's Report AGM 2015

Sadly, the significant event in the last year was the death of our President and founder member E F Clark. John Hawley was able to represent OLCO at EF's remembrance service. His passing was suitably covered in Lionsheart but we need to consider an appropriate memorial to EF.

On a happier note, at present our membership is around 80 and we are still attracting new members, mainly through our attendance with the OLCO stand at Model Engineering exhibitions and it is clear there is still considerable interest in Lion and plenty of model Lion builders about.

In the last year we have attended exhibitions with the OLCO stand at Bristol, Alexandra Palace and Harrogate and the display has been improved, with more information about the history of Lion and the original and present Old Locomotive Committees. We will continue to attend these exhibitions in the forthcoming year and, in addition, will hopefully attend the Northern Association of Model Engineers show at Middleton, Manchester in February 2016. I would like to record my sincere thanks to all the OLCO members who have supported me at the exhibitions which have become a significant and worthwhile OLCO activity.

Thank you Andrew Neish for organising a very good Lionsmeet. It was hosted by our friends in the Bradford society who made us very welcome and our thanks are due to them for their excellent hospitality. Despite the rain showers, there was a good turnout of Lions on the track, some coming from far afield. There was also a very interesting static display, including Keith Taylor-Nobbs' outstanding 5" gauge Lion and the opportunity was taken to award Keith with the first Charles Taylor-Nobbs trophy.

Our website continues to be something we can be proud of thanks to our webmaster Alan Banks and the Lionsheart archive facility is a particularly welcome addition.

(The user name for the Lionsheart archive is: oldlocomotive; Password: lion1838, - all lower case. – Ed)

Lionsheart seems to get better and better and it is pleasing to note that the time honoured editorial plea for copy has enjoyed a good response from the membership. We all owe John Hawley a huge debt of gratitude for producing an excellent journal. I make no apology for repeating my annual observation that Lionsheart is of paramount importance in binding together our widely scattered membership.

I would like to thank all the officers of OLCO for their contribution over the past year without which OLCO could not function or exist.

Thank you to the OLCO members who have travelled to Liverpool to attend the AGM and finally, thank you to Sharon Brown, Curator of Land transport for continuing to provide us with an excellent and appropriate venue for our meeting. It is much appreciated.

I was very gratified to read in John Arrowsmith's Newsround reviewing Lionsheart in the May edition of Engineering in Miniature that he described us as a "very active group". I think our society is in a healthy state thanks to the contribution of its membership and there is ample evidence that there is still plenty of interest in Lion.

Thank you for your kind attention.

6. Treasurer's Report:

The Treasurer's Report was distributed to those present and Jon Swindlehurst noted increased donations from Exhibition Organisers. Refer to the separate document for details. The report was accepted unanimously by those present.

7. Election of Officers:

There being no candidates for Executive Officers other than those currently serving, Alan Bibby proposed re-electing the present holders. This was seconded by Peter Webb and carried unanimously. The Officers remain:-

John Brandrick, Chairman.

Jan Ford, Secretary.

Jon Swindlehurst, Treasurer.

Andrew Neish remains 'Lionsmeet' Co-ordinator.

John Hawley, 'Lionsheart' Editor.

Alan Banks remains Webmaster.

8. Modellers' Activities:

In the absence of Andrew Neish, the Chairman reported that the 2015 'Lionsmeet' will be held on the 8th August at Guildford M.E.S.

9. Website

As reported above, Alan Banks is continuing as Webmaster. An Archive of 'Lionsheart' is now available to current Members. In a general discussion, other possible features which could be added to the website (such as 'Dates for Your Diary' or 'For Sale') were noted.

10. Any Other Business.

- a) John Hawley raised the question of Overseas Membership and whether we should add our bank details (BIC and IBAN, etc) onto the application form, so that prospective overseas members could easily transfer their subs to our account. The Treasurer said that they should pay by cheque, made out in pounds sterling. Since only small numbers of such members are currently involved, no decision was taken at the meeting.
- b) Jon Swindlehurst questioned the possible re-instatement of the Lionsmeet Competition. The Chairman confirmed that he would like to see the Mike Parrot Trophy re-instated. There was a general discussion of timing and technical issues (including the fact that the Trophy wording is currently for the 'Most efficient live steam model of Lion'). A motion was carried by majority to consider re-instating the award. The Chairman undertook to discuss this with Andrew Neish.
- c) The Chairman asked the meeting to consider an appropriate Memorial following the death of E. F. Clark. The Chairman said that one possibility was a new book on 'Lion' dedicated to E. F. Clark. Content and format were discussed by the meeting. The Chairman drew attention to the excellent 'Wild Swan' books and various joint National Railway Museum publications. An alternative proposal was to create a model of 'Lion' in her pumping engine phase, perhaps using a 3.5 inch 'Lion' model as the basis. The Chairman offered to discuss both schemes with Sharon Brown and also to discuss this initiative with E. F. Clark's widow, Yvonne Clark.
- d) Jon Swindlehurst asked if we knew how the Archive Material assembled by E. F. Clark was being held in the future, but none present had any information, other than suggesting that the Newcomen Society would be a likely recipient.

- e) The Chairman tabled a suggested List of Criteria for the award of the Charles Taylor-Nobbs Trophy which was briefly discussed by the meeting. Bob Hayter suggested that the list available on the website and in 'Lionsheart' to encourage discussion. The Chairman hoped that the use of a suitably objective list would avoid controversy.
- f) The Chairman notified the possibility of having a stand at the February 2016 Model Engineering Exhibition to be held at the Middleton Centre, Manchester.
- g) The Chairman reported that the project initiated by Paul Dore to create a working full-size replica of a locomotive of the 'Samson' class is currently using John Hawley's drawings of 'Lion'.

13. Meeting Closure

The Chairman closed the meeting at 15:07 with a Vote of Thanks to the Museum of Liverpool for hosting the A.G.M.



Models under Construction

Editor

Well, since no one's sent me details of their projects for this issue, I thought I'd better tell you what I've been up to.

I bought a part completed LBSC style 5" chassis, boiler & tender from Mike Lee two years ago and it's been sitting around doing nothing. However, with Lionsmeet and the Bristol exhibition looming, I thought I'd better get on and do something, being ever mindful of Harrye Frowen's admonishments to get on with it, and I quote:

"Great to hear from you and that you had a great time in NZ. Now John, you really need to discipline your self regarding production on your Lion. Try to get at least two hours in the morning. Up at 7am, in the workshop by 8.30. Get at least two hours a day in, then you can have the rest of the day to do what you like."

Well, I tried to get up early, but, since I am a 'night owl', I find that hard. You're more likely to find me burning the midnight (and beyond) oil than watching the larks.

Progress so far has been to make and assemble the rear axle, including the 'as prototype' wasted portion between the wheels. I've made no provision for driving the oil pump yet – that bridge will be crossed in good time. Let me just hint that I have a 'cunning plan'.

The front axle is turned and I'm looking at keying the coupled wheels to their axles, as on 'big sister'. Cutting internal keyways is a problem that I've looked hard at. There are many methods available, from Jon Swindlehurst's very effective idea of "... putting a parting blade in the toolpost sideways at centre height then shunting the carriage back and forth taking about 2 thou cuts..."; the Hemingway kit; broaches; and specialist items such as that produced by Repco Technology Ltd (watch their video at <http://www.repco-tech.co.uk/keyway-video/>, but you may wish not to hear that awful 'music'). As yet I'm not committed to any method, but watch this space (better still, come to Lionsmeet and/or the Bristol exhibition).

The crank axle will be fun – it's such a lot of work. The axle is turned, webs made, and flycranks half done. The latter items have been milled from a piece of rusty plate I found in a batch of 'topsoil' recently delivered. I hope to key all these parts together in the fullness of time. My drawings show 2 square keys securing each flycrank to its axle. I must have got that info from the days when Lion was in the Juniper Street workshop, but, looking now at photos, I see no sign of any keys. But how else could these wrought iron items have been secured? Hmmm!

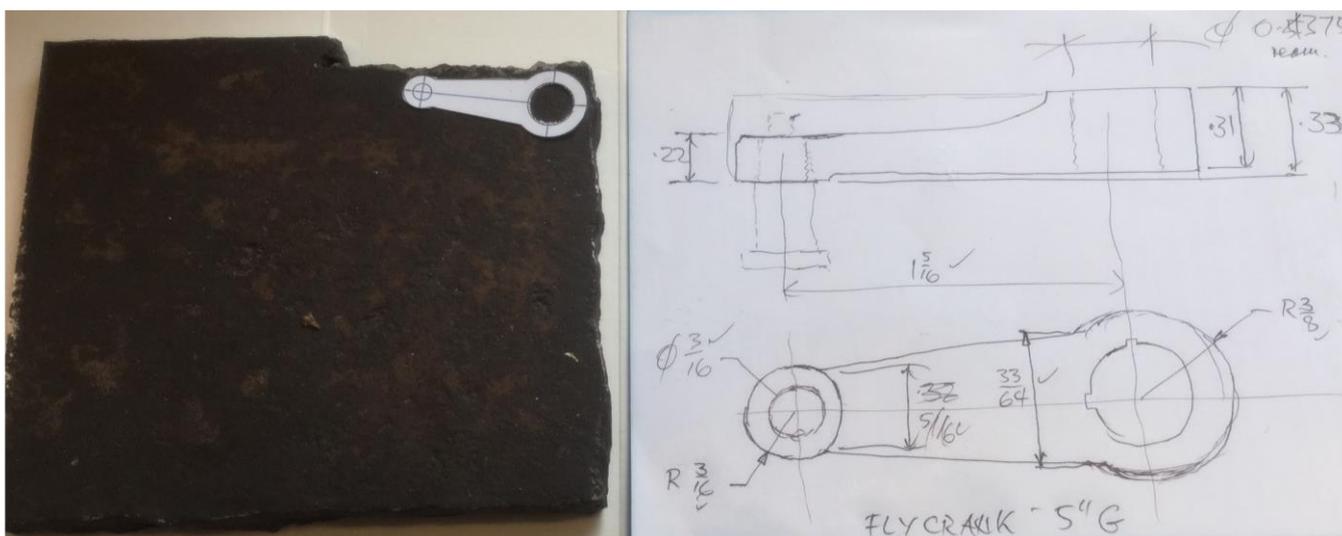


Photo 13. The crank webs and flycranks "have been milled from a piece of rusty plate..."

Photo by the Editor

I can't help but to amend the LBSC writings in places, but I hope that the work I do on this loco will be good practice for the 'magnum opus', which will be the 7 1/4" Lion.

Harrye goes on to write "... I have a new project on the drawing board – a G&SWR No 9 0 6 0 tank loco again in 7 1/4" gauge. This project will take me up to Glasgow to take photos and dimensions as only 5 inch drawings are to hand with a lot of detail missing.

Billy's boiler has now been passed by the Cardiff club and assembly is now well under way..."

Whilst on this work I have just noticed that the four coupled Wilwau wheel castings have 18 spokes. That's correct for the crank axle wheels, but the leading coupled wheels should have just 16 spokes. So, has any one a pair of 16 spoke 5" wheel castings? If so, would they care to swap it, so that we both have coupled wheels with correct spokes. I thought I had a set of 16 spoke castings, but they turned out to be for the 7/4" loco!



Readers' Letters

From **Justin Garside-Taylor**:

Good to hear from you. I will peruse this (LH82) and pass it on to Dale as he will be interested too.

We are currently rebuilding a mechanical tide predictor at the moment which is an art form in itself, there are more gears and wheels than you could believe, all designed with a pencil and a Slide rule and machined with HSS.....Dark arts Engineering!

Will send a Picture so as you can see what we are up to.

From **Jon Swindlehurst**:

Many thanks for LH82. Nice to see Mike Rowan driving his Lion. Do you know which track that is? At Wirral we are thinking of putting a 7/4" g rail on our raised track which would make the passenger trucks more stable and allow small 7/4" locos like Lion to be used. Our ground level mainly uses narrow gauge type engines or the dreaded Diesels (lawn mower specials) by people who like to 'play trains' as opposed to engineers who like to build locos.



Dates for your Diary

Lionsmeet 2015 - Saturday August 8th. Stoke Park, Guildford. Postcode GU1 1TU. www.gmes.org.uk. An informal opportunity to meet up and run models of 'Lion' and other early 19th century locomotives. Locos of any scale are welcome. The gauge One layout will be available for running. If there is sufficient demand, bacon rolls may be on offer during the morning. A sandwich lunch will be provided from about 12:30. Tea and coffee will be available throughout the day. As usual, if there's enough interest, an early evening meal will be arranged at a local pub, probably at about 17:30.

There will be more details available in the next Lionsheart, but *if you feel you'd like to come, please give organiser Andrew Neish some early prior warning*, so that he has an idea of food required for people and fuel, etc required for locos.

Andrew is at: E-mail: lionsmeet@neish.org.uk. Home phone 01428 723 483. Mobile phone 07779 360 393. (See also page 2)

Bristol Model Engineering & Hobbies Exhibition 2015 - Friday 14th to Sunday 16th August, Thornbury Leisure Centre, BS35 3JB. **Booking advised.** More details available in the next Lionsheart

Web site for tickets, how to get there, etc: <http://bristolmodelengineers.co.uk/Exhibition/exhib.htm>

Canvey Railway & Model Engineering Club Pre-1900s Rally - Saturday 5th September. A gathering of model locomotives & traction engines based on prototypes built up to 1900. *They would appreciate it if you would let them know you are coming. Please ring Greg on 01375 373402.* More details available in a forthcoming Lionsheart. SS8 9RA.

London Model Engineering Exhibition 2016 - Friday 15th to Sunday 17th January. Alexandra Palace, Alexandra Palace Way, London, N22 7AY. **Booking advised.** <http://www.meridienneexhibitions.co.uk/our-events-detail.php?id=000000002>

Do come along to any or all of these events, but please book or advise the host early where noted. Boiler certificates will be required if you wish to steam your model. We'd love to meet you and discuss Lion (or any other) topics.



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

The advantage of sending photos 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, I have to scan it (losing quality) and return it to you, 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)

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 send by email, or reprint (but at lower quality than original).

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