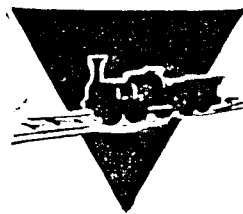


The Lionsheart



THE
OCCASIONAL
NEWSLETTER
OF THE
OLD LOCOMOTIVE
COMMITTEE

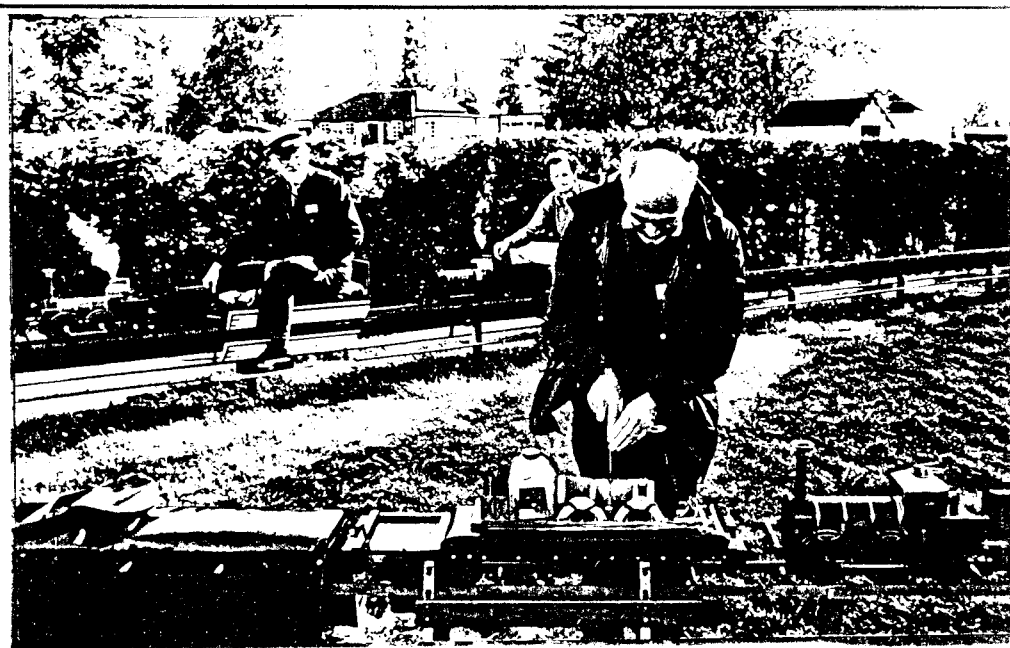
LIONSHEART NUMBER SIX DECEMBER 1985

GUILDFORD M.E.S. VENUE FOR FIRST LIONSMEET

RECORD SEVEN LIONS IN STEAM

The first LIONSMEET, for what will now be an annual trial of live-steam models of LION for the award of the Chairman's Trophy was held by kind invitation of the President and Committee of the Guildford M.E.S. at their well known track and clubroom in Stoke Park on the 25th. August 1985.

The Trophy is awarded for the most efficient model in terms of Work Done over a fixed time. No less than seven 5" gauge versions of the late LBSC's now 30+ year old design were in steam. The clubhouse housed a small exhibition of several partly completed versions in both 5" and 3.5" gauge, a set of turned wheels with correct scale spokes and mounted on axles for 7.25" gauge together some artefacts and archives from James Kitson of the Todd, Kitson & Laird partnership and the great-great grandfather of OLCO's present chairman Mr. E.F. Clark.



CHAIRMAN OF 'OLCO', Mr E.F. Clark cutting that edible model of LION constructed especially for the occasion by Mr and Mrs. Jensen and friends.

A portable video and T.V. shewed the OLCO members activities with the prototype at Wroughton the previous September. Extracts from the Ealing comedy film TITFIELD THUNDERBOLT were shown to illustrate the origins of the 4mm. scale models the Hon. Secy. of OLCO is constructing for an eventual layout based on the Mallingford Junction to Titfield line, which were also on display. It was this film that inspired LBSC to produce a design for a miniature loco based on LION. Several

modifications to his design were found, by experience, to be essential because LBSC himself never actually built one and thus discover and correct his own errors. In fairness to LBSC, everyone must now be aware of the tremendous changes in tools and materials available today, that were not available 30-40 years ago, even to industry. These changes make 'scale models' much more possible than ever they could have been to him, although one gathers from the

CONTINUED ON PAGE TWO.

LIONSMEET

EXCITING COMPETITION

ON GUILDFORD TRACK

original LBSC articles that old 'Curley' detested "Scale Models... ugh... hateful term..."

It can be argued that it all depends what modellers want of course, and it must be admitted that although the research effort on any individual loco is prodigious, once that has been done it is difficult to believe that the effort required to build a worthwhile model is all that much greater than the effort required to build a glorified toy. Either way the machine work limits and tolerances are the same.

One must admit however that nit-picking over finicky details wastes a great deal of time and doesn't make the finished product run any better, (or even as well ! as LBSC would have been quick to point out).

Some very faithful reproductions of the original LBSC design, built concurrently with it's publication in 1954, did exceptionally well at LIONSMEET.

One of the main objects of holding a LIONSMEET is to endeavour to check the advantages, or otherwise, of the various modifications that have been made over the years to what is essentially a 'one-design' locomotive.

Guildford M.E.S. had kindly put their famous Dynamometer car at our disposal, but unlike IMLEC no attempt was made to measure coal and water consumption, simply the 'work-done' in ten minutes. Such was the excitement and interest, and so enthusiastic the running, that items like the weight of the engine, No. of boiler tubes, their diameter, size of superheater flues and No. of elements were not recorded at the time, though I think that we perhaps ought to in future years.

Familiarity with the track might have been credited with helping David Neish, a past President of Guildford and now an OLCO executive officer to win the Trophy if it hadn't been for the fact that John Rea of Worthing had come a very close second and would probably have won if he had taken an extra adult instead of a child as one of his passengers.

John was barely used to the track, never mind 'familiar'! He had been in Cherbourg on a small yacht at 9 a.m. that morning, returned on the ferry and arrived without any warning just before 4 p.m. to enter the contest. He raised steam in record time, did one lap then was off on the trial. This was a splendidly unique effort of a very

unique model resplendent in Marsh Umber livery (and who is to say that the L.B.& S.C.R. never had something similar?). Malcolm Kirby, writing on p.110 of the Sept.1985 Engineering in Miniature about the Worthing & D.S.M.E Exhibition at Brighton made a somewhat ambiguous reference to LION in his report of John's LION, about a full-size replica being built for the film TITFIELD THUNDERBOLT. It is true that a replica was built... but in wood and cardboard in order to film a scene of some twenty odd people appearing to carry some seventeen and a half tons of locomotive down the steps of the Mallingford Museum at something well after midnight.

It was also used for some studio shots of the Vicar of Titfield purporting to drive LION, the horizontal position of the latch handle on the reversing lever giving the game away !

But for the record, the part of THUNDERBOLT in steam was undisputedly played by LION herself, albeit with much rouge and make-up, more like an elderly tart than an elegant old lady, and something very odd about the backhead layout, but we digress... back to LIONSMEET.

A surprise revelation was that the same engine driven by different drivers could produce very different results. Michael Bell pushed his father Peter (formerly Colchester M.E.S. and OLCO executive officer) into sixth place with

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ACTIVITIES IN 1986

The first meeting of the OLCO Executive officers elected at the AGM was held under the hospitable roof of David Neish at Great Bookham early in November.

The Exec. had not been idle since the LIONSMEET in August. Many promising enquiries were consolidated at that meeting and it would seem that OLCO is due to have a very busy future, not only in 1986 but in the years to come.

The planning, at the time of writing, allows for two movable and two fixed 'festivals' each year during the four consecutive summer months.

The 'fixed festivals' depend upon formal invitation to two major family events. Guildford M.E.S. Open Day which is always the third weekend in July, and the Science Museum Open Day which is always the second weekend in September.

It is intended to hold the OLCO Autumn Weekend Get-together and barbeque on Wroughton Airfield at the same time each year and thus make ourselves available to assist with the running of any preserved or replica locomotive if required.

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The Lionsheart

THE SEASONS
GREETINGS TO ALL
OUR READERS

With so many empty 'return' envelopes arriving through our doors at this time of the year, mostly from very worthy charities hoping that the spirit of Christmas giving will open both our hearts and purses, it is with some diffidence that I add to that number of appeals.

What with the expense of the Festive season, Domestic fuel bills at their most horrendous and the January Sales about to take another bash at an already battered Bank balance, fund managers like me should have more sense than try to remind people about their subscriptions.

Happily most of the subscribing members who paid in 1984/85 have renewed their OLCO subs for 1985/86.

If you do NOT have a little pale bluish envelope addressed back to me with this issue then you have either renewed for this year (Thank You) or joined at or since the AGM in June. (Again Thank You and Welcome).

If you DO have such an envelope then you have either not yet renewed or have, for one reason or another been added to our mailing list. Usually due to an implied or expressed interest in LION.

The full implications of the new Data Protection Act as it applies to OLCO have not yet been studied but if you recieve a LIONSHEART with or without an envelope then your Name, your Address, and possibly your Telephone Number, Occupation if relevant (e.g. Museum Curator, Editor, Supplier etc.) Modelling interests, (Scale, Gauge, Prizes won etc.) Any relevant Literary contributions of a technical nature published in a book or magazine will be held on a floppy disc in Wordwise-plus for a BBC microcomputer.

You are invited to use the envelope to either request deletion of such information from our Disc-files, or to slip in a cheque made out to the Old Locomotive Committee for £5 if it is for yourself, £7 if it is for you and your family, or £10 if a firm or institution. You may also giro through National Girobank to A/c No.56 115 1407 The Old Locomotive Committee.

The time is approaching when we must improve the quality of the printing of LIONSHEART. This will cost money and the first economy may well mean that it is YOU that gets dropped from the Mailing list. Do you really want to risk missing out on the 1988 celebrations ?

ENQUIRIES, ARTICLES AND SUBSCRIPTION RENEWALS SHOULD BE SENT TO :-
CHARLES TAYLOR-NOBBS,
ROZELLA LODGE,
329, HAINAULT ROAD,
LEYTONSTONE E.11 1ES.

CETN

Displays come to life at open day

STORY &
PICTURES
"SWINDON
EVENING
ADVERTISER"

THOUSANDS flocked to Wroughton Science Museum yesterday for its open day.

Once inside the airfield visitors could step back in time as a fleet of vintage and veteran buses complete with conductors ferried visitors around.

The 30p fare was not in keeping with the age of the vehicles, but there was instant nostalgia and grandads competed with grandchildren for the privilege of ringing the bell.

A faster way of getting about was provided by helicopter joy rides.

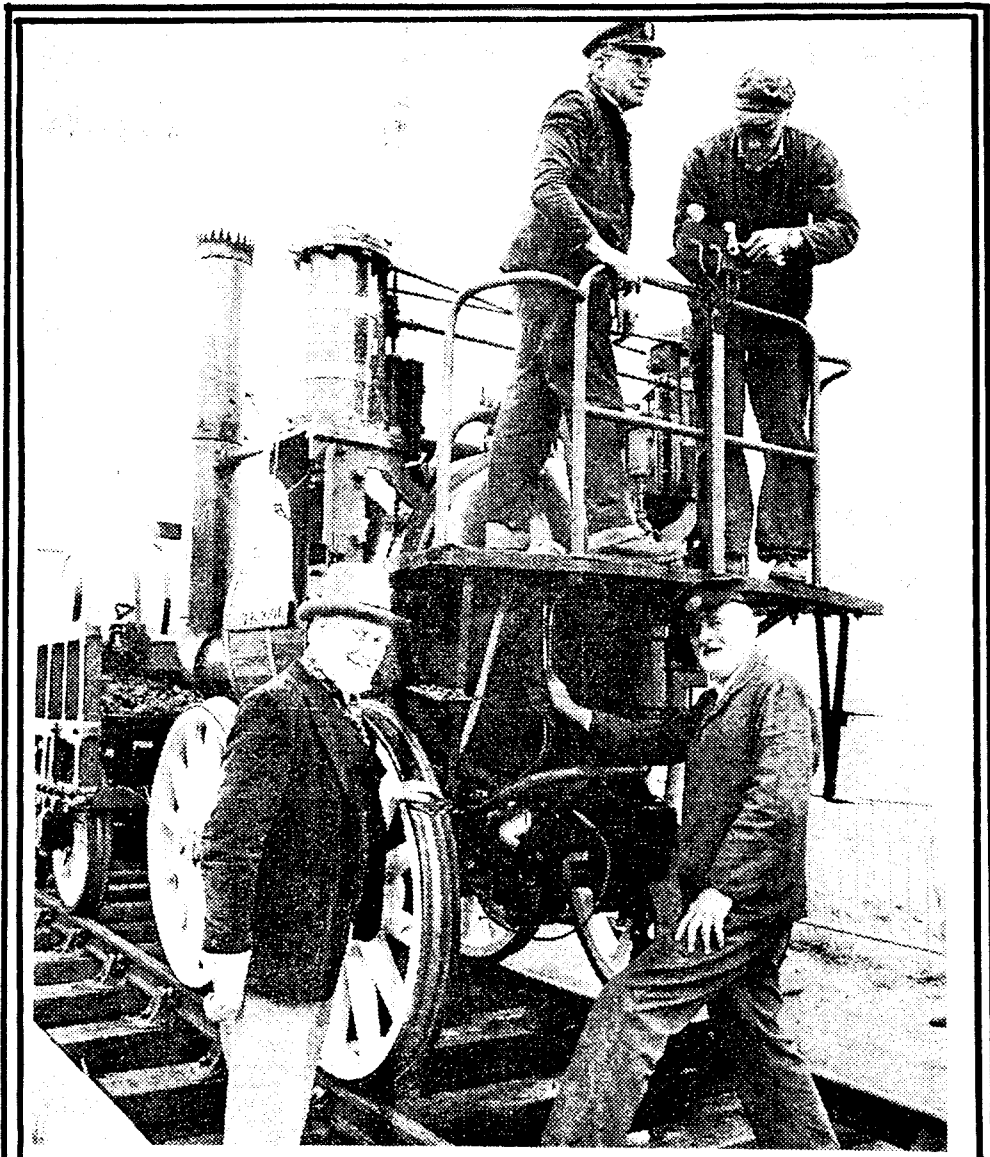
And the queue around the helipad never seemed to get any shorter no matter how often the chopper took off.

Keeping to the straight and narrow was a group showing how ploughing became mechanized after the heavy horse had its day.

Strung like a shuttle between two traction engines, a plough was pulled back and forth between the two by a hawser.

Completing the illusion was a British Rail-built

by MARK HOWARD



Picture
DAVID
WATERS

replica of the Sans Pareil, a steam engine which competed with the Rocket 160 years ago.

A short length of track ran past the ploughing and it didn't take much imagination to let the years drop away.

All round the airfield were working displays of lovingly restored and maintained machinery.

And though the static displays got their share of the visitors it was the working pieces which were the stars of the show.

Highlight of the day for kids was a display by the Fire Service Preservation group.

PETER BELL seen wondering why he is still the only OLCO executive officer with his hands dirty and dropping very strong hints to the Hon. Sec. to exchange his tall hat for a 'greasetop', put on a set of overalls and join him underneath.

MIKE SATOW, who built the replica SANS PARIEL, is working on the footplate with TONY HALL-PATCH Rail Transport Curator at the Science Museum.

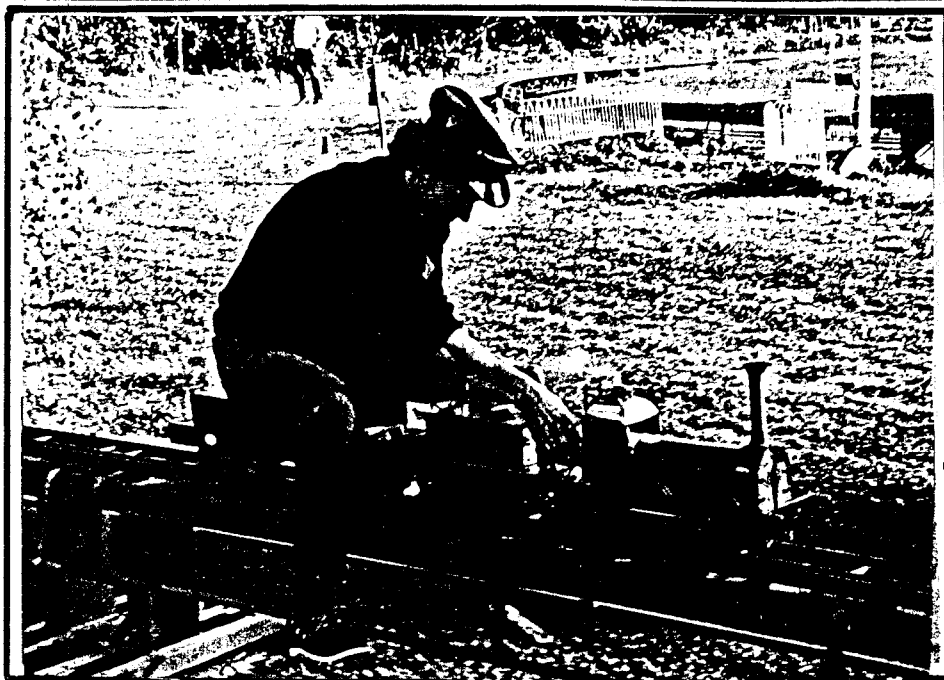
FULL WROUGHTON REPORT IN THE NEXT LIONSHEART

LIONSMEET:

CONTINUED FROM PAGE TWO.

another 530 feet distance run and an extra 12,840 ft/lbs. of work.

There was a very close result, one might say almost equal, for third place. Peter Taylor (Cheltenham) whose model is pure unmodified LBSC and beautifully turned out in L. & N.W.R. (Northern Division) green, a livery which may well prove to be correct for LION's final days in-service, is now over thirty years old. Peter T. managed to exceed Keith Miller's (Canvey Island M.E.C) run by 65 feet and only lost to Keith by a mere 2,200 ft./lbs. a figure which is less than about 2% of the work-done by either engine. Keith's engine deservedly won the New Zealand Cup at the 1983 M.E. exhibition at Wembley. He also described some nice modifications to his 5" LION in M.E. No.3707 17th-30th. June 1983, and then wrote about the superb Crown for

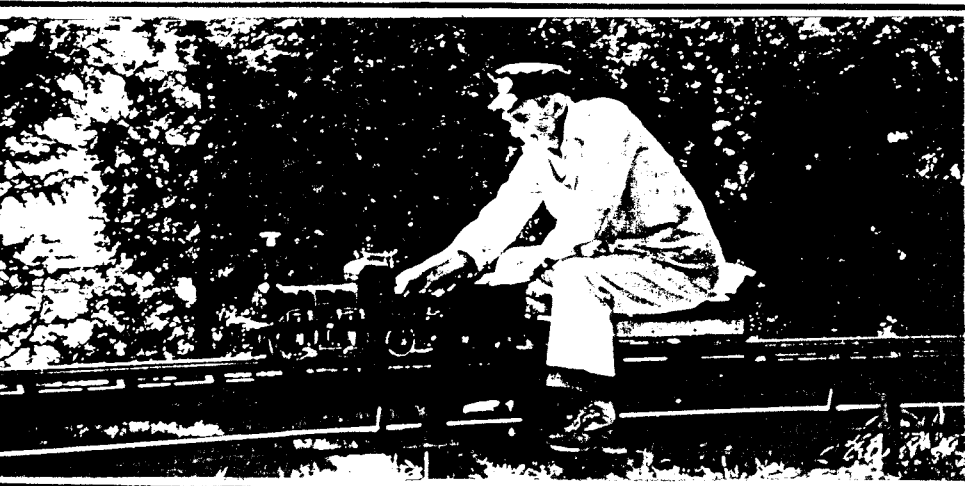


AFTER seven long years of constructive effort, Keith Taylor-Nobbs takes his virgin LION, and goes driving on a track for the very first time.

his model in the M.E. for 17th. Feb '84. This model also won a mini-IMLEC type trial at his local club and it is interesting to note that Peter T. came 12th. out of more than 20 competitors at the 15th. IMLEC held at Guildford in 1983. Peter's performance would have been much better had it not been for the oil left on the bank by a preceding competitor, but even with this mishap his efficiency was 0.7074% against the winner's Royal Scot with an

efficiency of 1.3583%. It was unfortunate that David Neish lost his fire at the 16th. IMLEC held at Bristol in 1984 and deprived us of further comparison with models of more modern locomotives with variable cut-off. The interesting thing is that he was chosen to represent G.M.E.S because again, he had beaten all other club members at the local mini-IMLEC.

In theory, Gab-gear with its fixed 80% full-forward or full-reverse, cannot possibly be as efficient as one of the link motions. Maybe it is because LION is really a Traction engine fitted to run on rails that we get such remarkable performances from both the model and the prototype. Considering the rapid development of locomotives during the twenty-one years LION was in service on the railway and the unsuitable materials,



PETER TAYLOR seen practising on the Stoke Park track on the morning of LIONSMEET with his very elegant model of LION now some thirty years old.

CONTINUED ON
PAGE SIX.

FROM PAGE FIVE.

like wrought iron, she was built of, it is astonishing just how her being scrapped was avoided.

It was sad that Mike Parrott (Loughborough M.E.S) had to retire after 6 mins.20 secs with a slipping eccentric. For a model started when he was a 14yr. old schoolboy, and the youngest club member to finish building a steam-engine, the results obtained in 2/3rds. the allotted time prophesied a placing up with the leaders.

Keith Taylor-Nobbs had a virgin LION which has departed from the LBSC design by a very long way. Having only previously been run on rollers there were a few teething problems with the water feed and, although, thanks to the hospitable advice and help of the Guildford members, he was able to run at the end of the day for several laps, the engine was really too new for a dynamometer test.

However he did manage to prove certain re-designed features such as the valve-spindle drive and reversing rod links etc. (See M.E. No.3710, 5th.-18th. Aug.83. also an article on the prototype boiler on the 3rd.Aug'84. and another on the tender in the issue dated 19th.April 1985.)

The boiler barrel on K.T-N's model has been reduced from 4"O.D. to a scale diameter of 3.3/4" and tubed



DAVID NEISH winner of the LIONSMEET efficiency trials receiving the the CHAIRMAN'S TROPHY from 'E.F.C.' for the best 'work done' performance.

according to the formulas given by Jim Ewins in E.I.M Vol.3 p.290.

Judging by the way steam was being raised the Ewins formulae seem to work very well. It will be interesting to measure the performance of this model against it's peers, hopefully at next years LIONSMEET.

Already OLCO has been tentatively invited to a Northern M.E.S to balance the travelling problems for those other LION owners resident well to the north **Stop Press P.8.**

The end of this remarkable day, when the weather had been as kind and generous as our hosts, was the cutting of a remarkable cake instantly recognisable as LION. Even the springs had been modelled with cocktail sticks and strips of liquorice! It had been constructed by Mrs.Jensen and the ladies of the G.M.E.S. who also provided us with a very substantial afternoon tea. Our

thanks go not only to them but to the President and members of the committee of G.M.E.S. for inviting us to hold our first LIONSMEET there. By any standard it was a great success.

Finally, 1988, the 150th. Birthday of LION, will be a big year for OLCO and the support of anyone who has or is building a model of her is going to be very welcome.

We shall need all the support we can get if LION is to be steamed again by way of celebration, and a really big LIONSMEET is to be held to mark the occasion.

Our future activities NEXT year will be the Lunch and tea in either Pool or Leeds in June (either 2nd or 3rd. Week) and a rally of live-steam versions of LION.

SEE PAGE SEVEN

— Results p.8

Further news of 1986

The 'moveable festivals' will be the AGM in June and the LIONSMEET in August.

In view of the widespread membership it is intended to try to hold at least two events well to the north of Watford each year to balance the two held in the south. This may be difficult if those members in the North with live-steam models of LION who are also members of large M.E.Societies fail to encourage their local club committee to invite us. Similarly it is not intended that Southern clubs be discouraged from inviting us to hold a future LIONSMEET on their tracks either.

The successful formula of combining the AGM with an Industrial Archaeological weekend as we did for the first time at Liverpool this year will be repeated on the 14/15th. June 1986 at the Armley Mill Museum Leeds.

The programme possibilities are so tremendous that your planners are beginning to wonder if a weekend will be long enough! It will have to be of course but we are planning visits to the site of LION's birthplace and also the church where James Pitson was a choirboy and the one where he later worshiped when he left the Church of England and became a Unitarian.

The ladies will find the Armley Mill, which is an outstandingly good Museum, of very great interest. There is a spinning room, looms, and a making up shop.

Those members whose wives and sweethearts are not already active in OLCO should bring them along to this AGM and let them meet Dorothy Bell and the Ladies from the OLCO costume-group who will welcome them most warmly and promise an alternative to the domination of the weekend by oily smokey locomotives.

Although we are still awaiting a formal invitation we did get a very strong hint that our exhibition at LIONSMEET 85 would be welcome at the Guildford Open Day. This is a major and highly prestigious event in the model engineering calendar. Invitations to exhibit are only extended to those organisations whose display is likely to be of a very high standard. OLCO have already shown that it can come up to a standard higher than might be expected for so 'young' an organisation so an invitation from the Guildford M.E.S. must be regarded a quite an honour. We need models and Stewards to volunteer for all or part of the weekend. It will be a nice sitting down job just talking to the public and hopefully recruiting new members for OLCO. The Winterton Arms at Chiddingfold on the edge of the Sussex Weald has been recommended to your Editor and is said to

have a friendly ghost residing in the dining-room wall. To book phone Wormley 3221 or 3566 and talk to Mike or Patricia.

The same display of models and LION memorabilia will be suitable for the static exhibition at Wroughton in September 1986 and we are almost certain of a place in Hanger C4 with the other society and club stands.

Our help is also likely to be required with either LOCOMOTION, if it is back from Japan, or the STIRLING SINGLE. (Now there is an opportunity for at least two of our members! One has already built a prizewinning 5"G. one and there is a least one other SINGLE under construction).

Wroughton 1985 was a near fiasco for OLCO for the simple reason we did not have enough time to organise ourselves. In consequence there were just not enough people in overalls humping coal and assisting with the running maintenance that SANS PARIEL needed. It was an exceptionally good weekend and not one of who were there would have missed either the OLCO social event or the practical aspects of studying the replica of a locomotive just pre-contemporary with LION. This should give everyone plenty of notice to keep the second weekend in September free from now on.

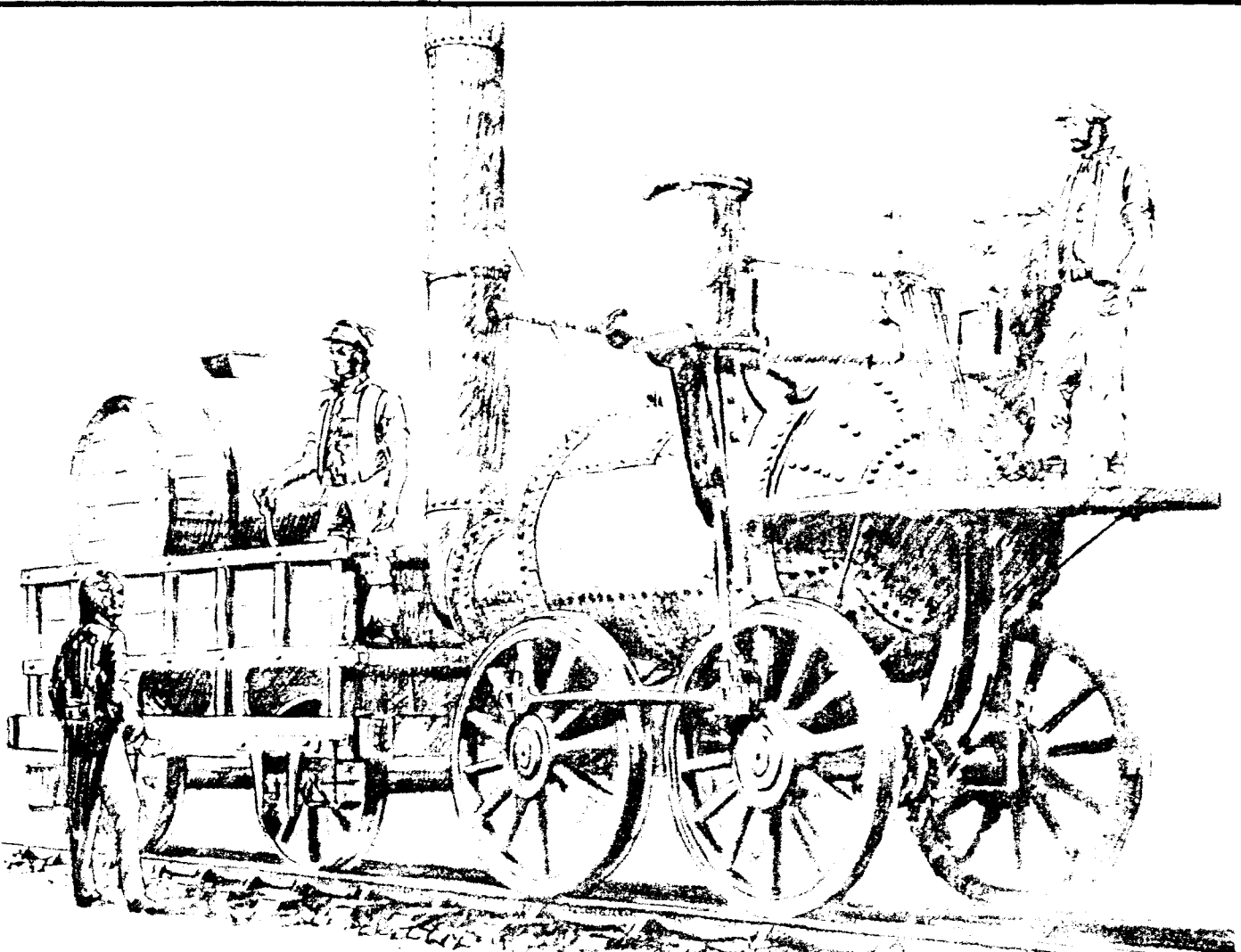
FULL WROUGHTON REPORT
IN THE NEXT LIONSHEART

LIONSMEET '86 CONFIRMED.

-and of course, the results

STOP PRESS; LIONSMEET86 is now confirmed. WARRINGTON & DISTRICT N.E.S. would be pleased to invite OLCO to hold their LION trials and mount a small exhibiton of models and memorabilia at their clubhouse and track (3 circuits = 1 mile) on SUNDAY 24th.AUGUST (Bank Holiday Sunday) 1986. N.B.The track is situated in the grounds of a home for Spastics. The Public will be invited and any monies raised will be in aid of the Spastics Society. This will make the occasion doubly worthwhile. Book the date NOW. Fuller details next issue.

NAME	WORK-DONE ft/lbs.	DISTANCE RUN.
DAVID NEISH	72810	8270'
JOHN REA	67680	7790'
KEITH MILLER	54250	6550'
PETER TAYLOR	52050	6715'
MICHAEL BELL	47730	6550'
PETER BELL	34890	4200'



J. E. WIGSTON'S 1980 SKETCH OF 'SANS PAREIL' DRAWN FOR 'ROCKET 150'