

LIONSHEART

1991 Issue 3

SEPTEMBER 1991

LIONSMEET AT FALCONWOOD



On Sunday, 25th August 1991 the annual LIONSMEET was held at the Falconwood track of Welling and District M.E.S.

The busy scene above was taken in the morning as the track and locomotives were being prepared for the day's running.

Our hosts were most welcoming and, once again, LIONSMEET enjoyed very hot weather. Four LIONS were present but, unfortunately, only those belonging to David Neish and Mike Parrott were in steerable condition.

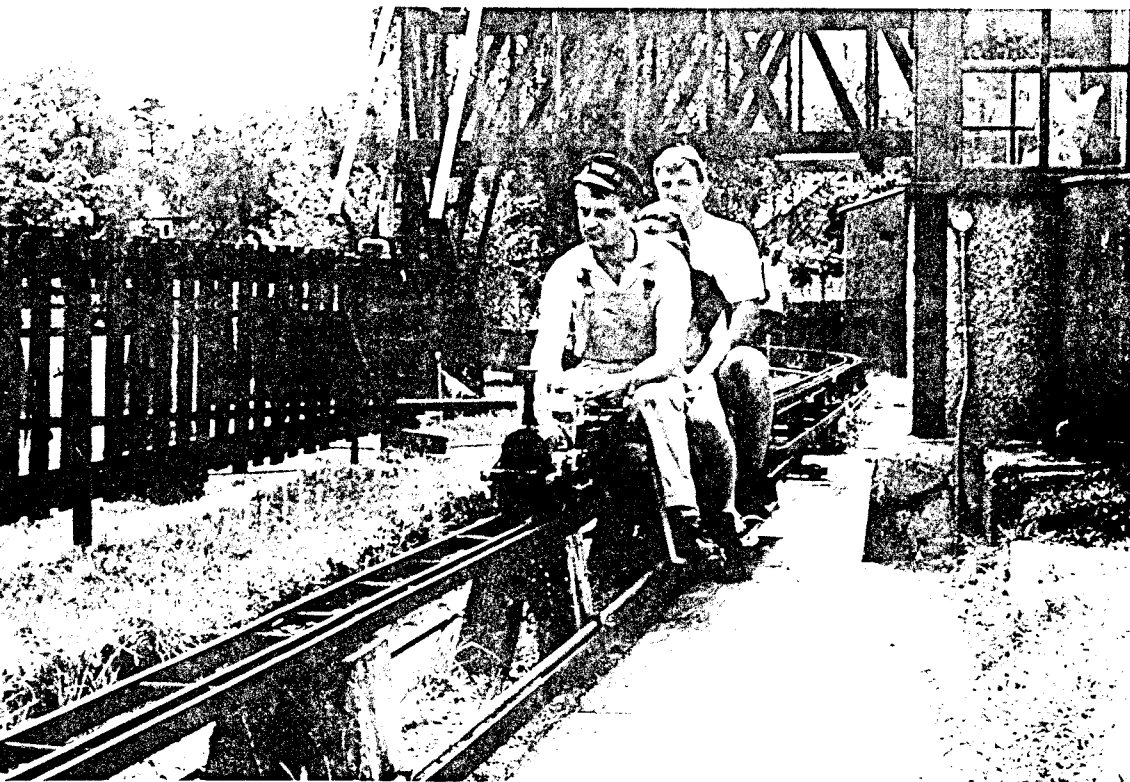
There are more photographs on the following pages and a detailed report on the event.

Thanks to OLCO secretary Jan Ford for the photographs of LIONSMEET.

The Editor welcomes your letters, photographs or articles for publication in LIONSHEART. Please send them care of the Secretary, OLCO, Brewood Hall, Brewood, Stafford ST19 9DB.

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LIONSMEET

1991

This page, top: The station area can cater for up to four trains, one behind the other! The steaming bays are on the left, linked by the footbridge to the public area on the right. The signalbox is also on the right.

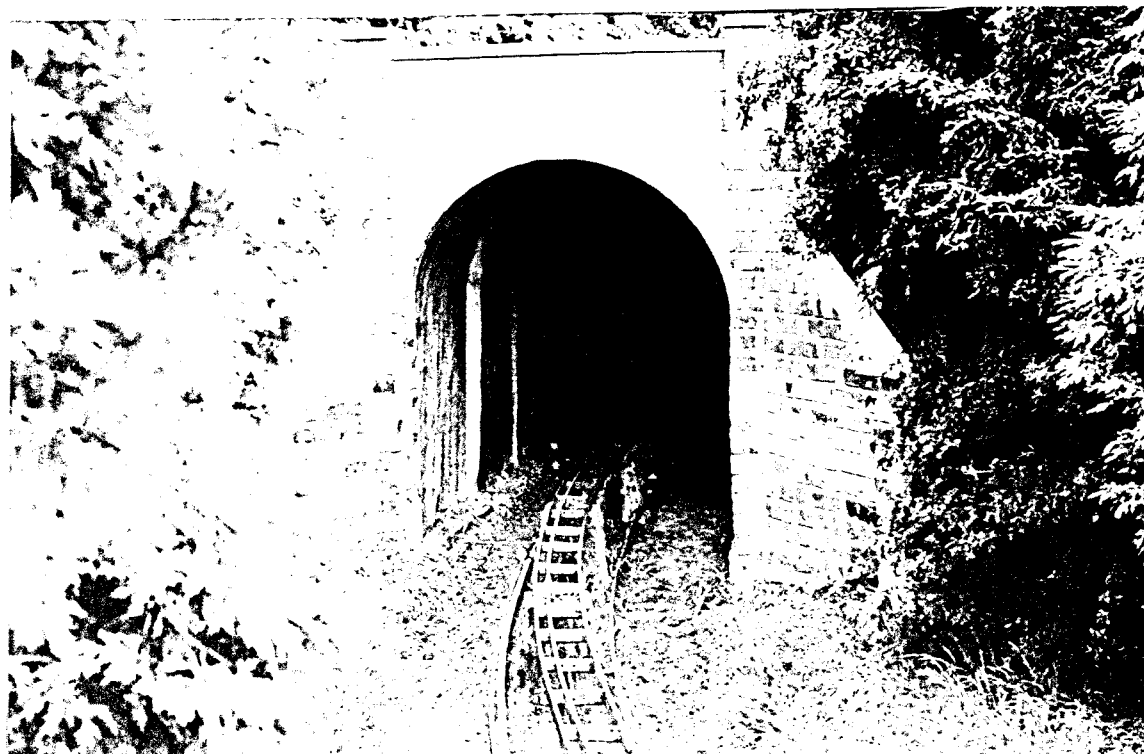
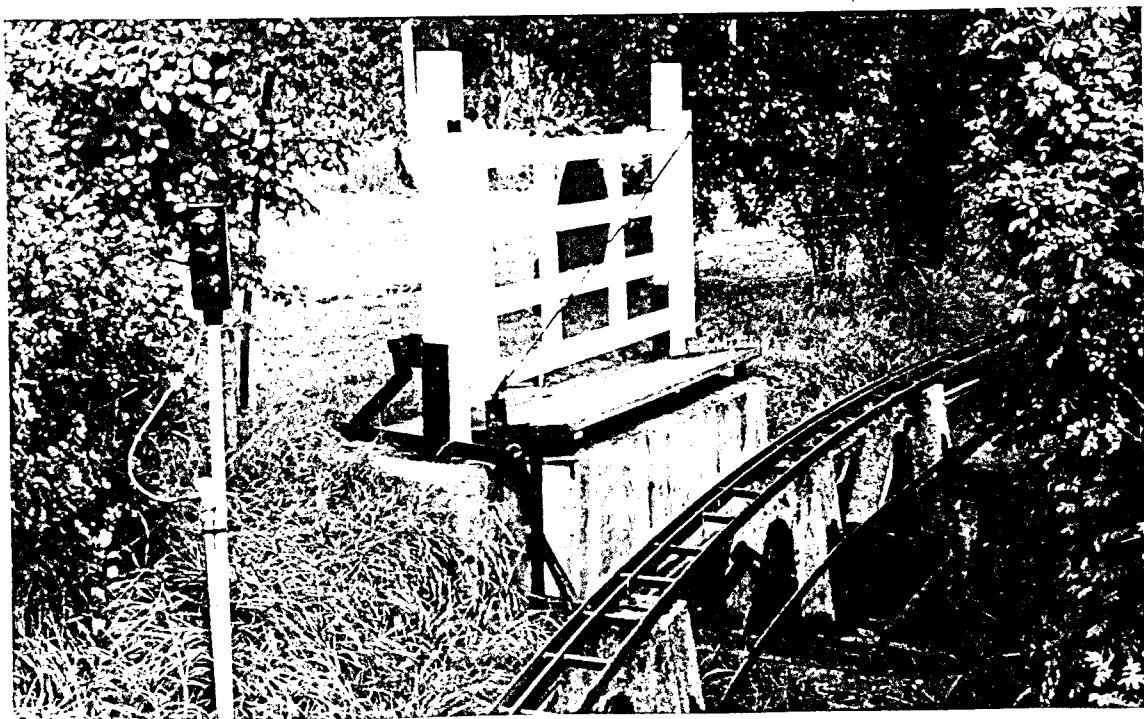
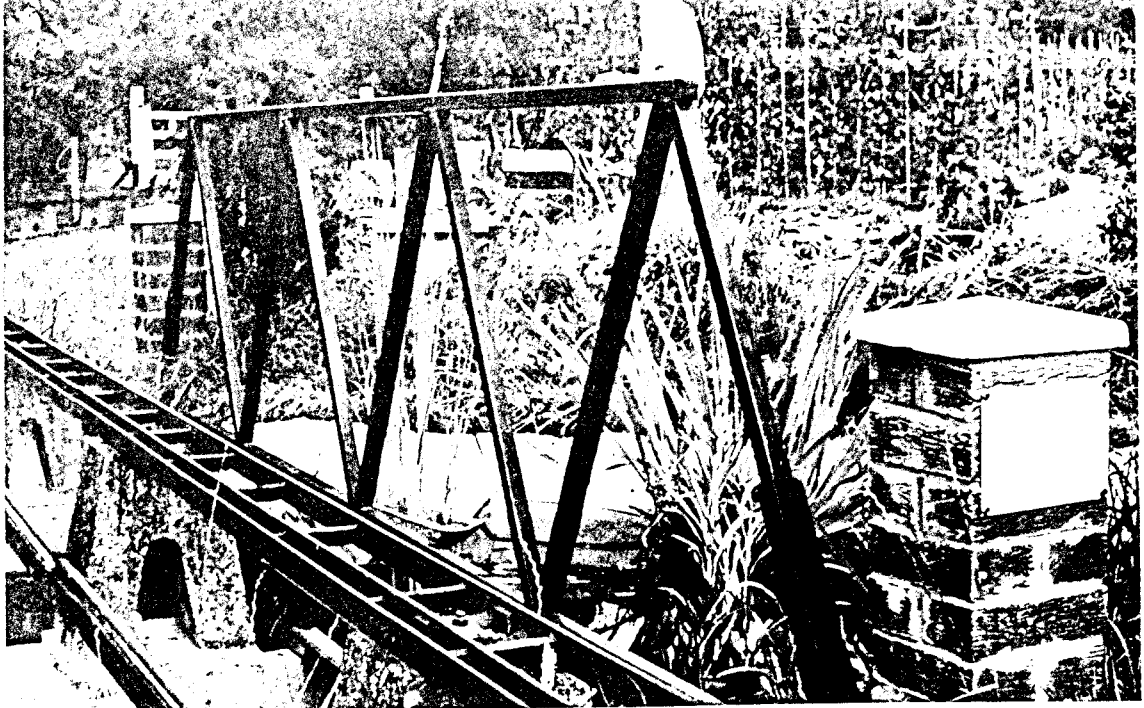
This page, bottom: Leaving the station area. The splendid bridge gives access to the clubhouse, which is inside the original oval track now extended around the allotments to give a 'dumbbell' shape.

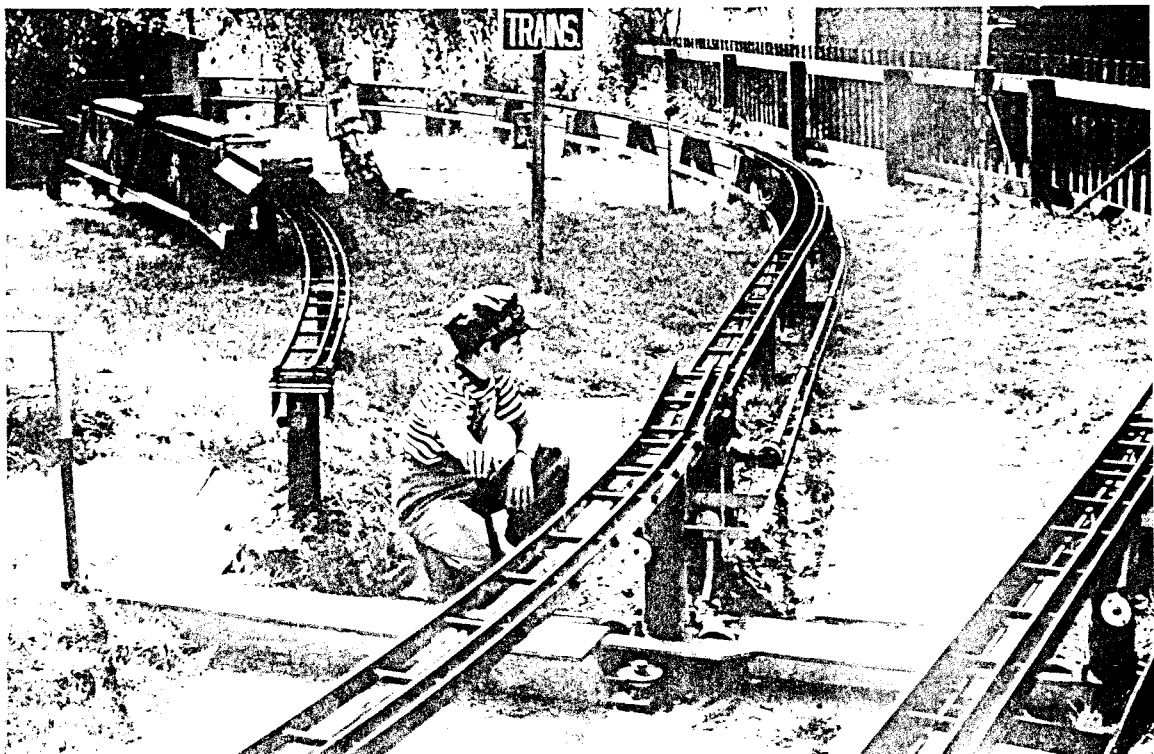
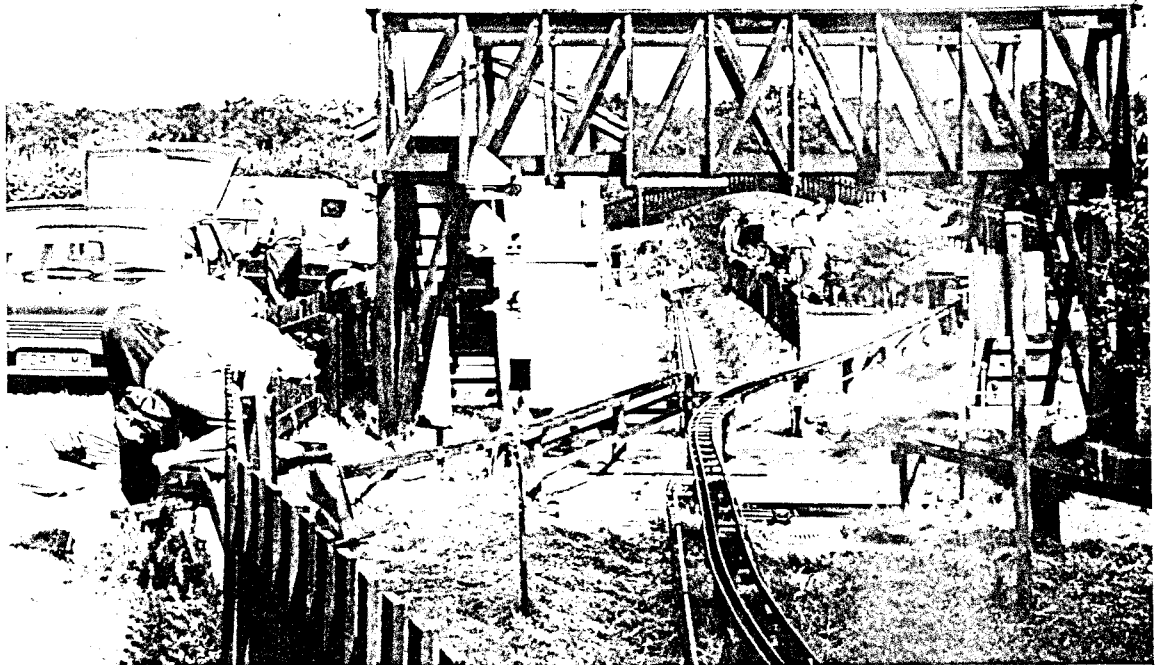
Opposite page, top: The pool and bridge are recent additions. The notice on the bridge pier reads "MERSEY DOCKS & HARBOUR BOARD NOTICE This area is DANGEROUS. TRESPASSERS if not DROWNED will be PROSECUTED By Order."

Opposite page, middle: The level crossing, described by Mike Parrott, gives access to the allotments and is protected by the 3-aspect colour-light signal on the left.

Opposite page, bottom: After climbing over the pool and past the level crossing, the summit is reached just before the tunnel. The keystone over the tunnel entrance gives the building date of 1989.







Opposite page, top: Leaving the tunnel, the track swings right to enter the long, fast straight which climbs back towards the station at about 1 in 125. The British Rail line is parallel, just beyond the fence on the left.

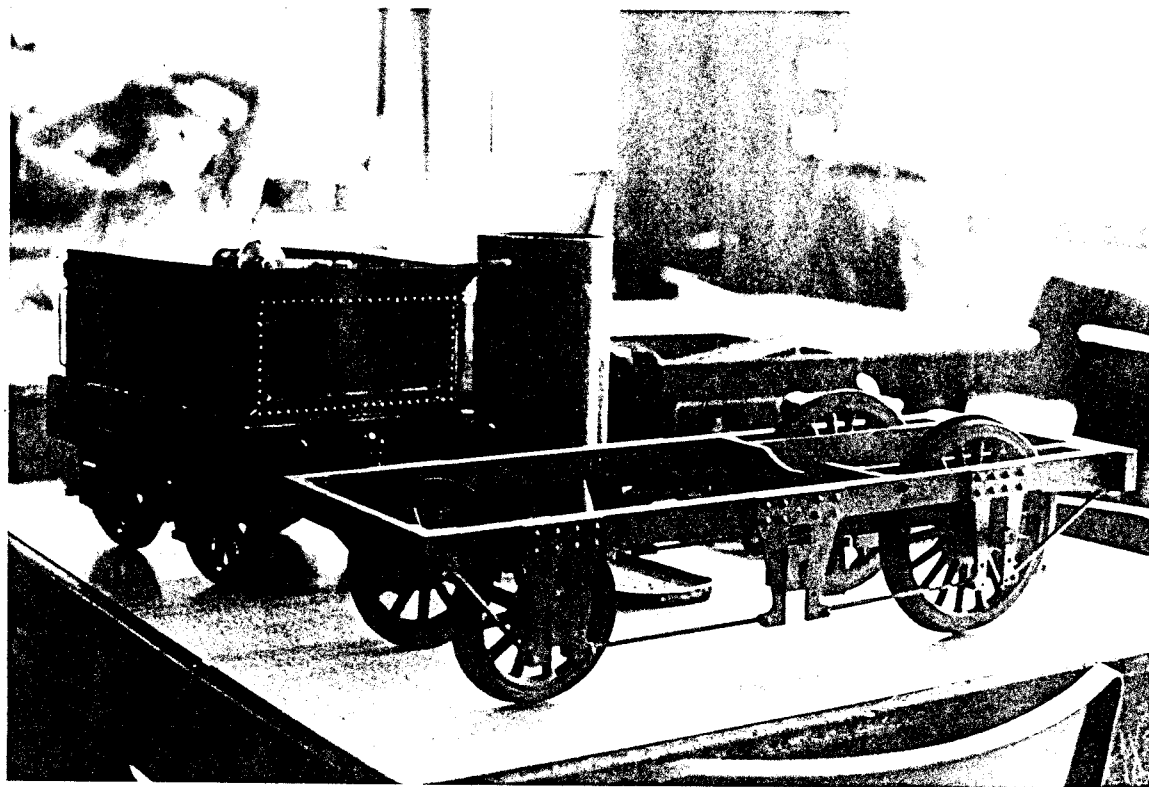
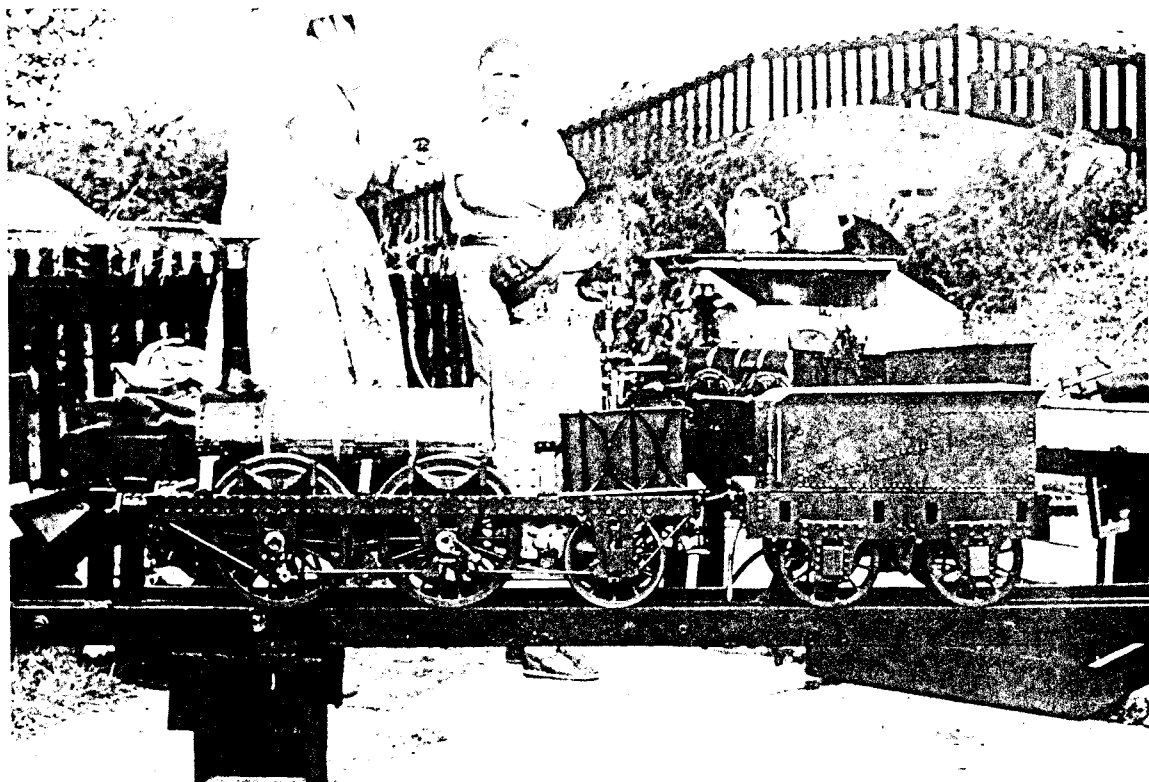
Opposite page, middle: A final right-hand curve brings the track back to the station, protected by an upper quadrant home signal with distant for the automatic station starter and calling-on arm for use when there is already a train standing in the station. Entry to and from the sidings in via a magnificent traverser which, in this view, is set towards the steaming bays.

Opposite page, bottom: A view of the traverser from the opposite direction. Edward Parrott is operating the 'drawbridge' section. The line on the left leads to the three-road carriage shed.

This page, top: David Neish prepares his LION, while the younger members of the Parrott team assess the competition.

This page, bottom: Final checks of the fire before David Neish's LION makes a circuit with Andrew Neish in charge.





LIONSMEET AT FALCONWOOD

This page: The two incomplete LIONS are owned by members of Welling and District M.E.S.

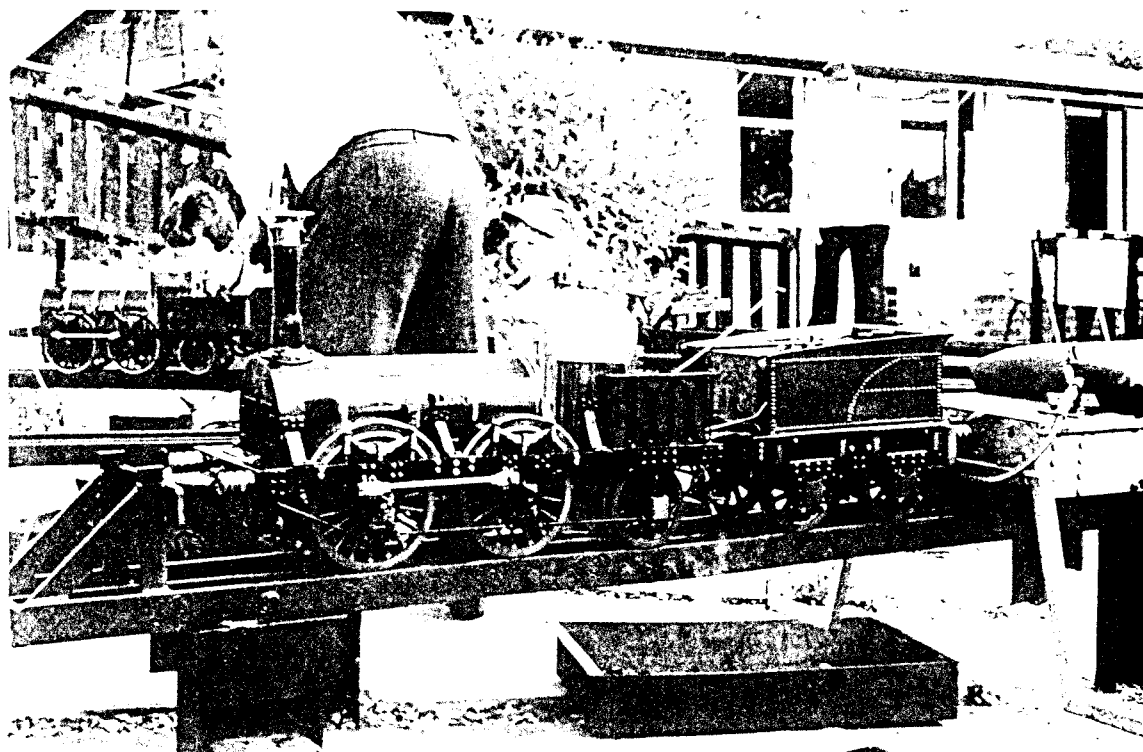
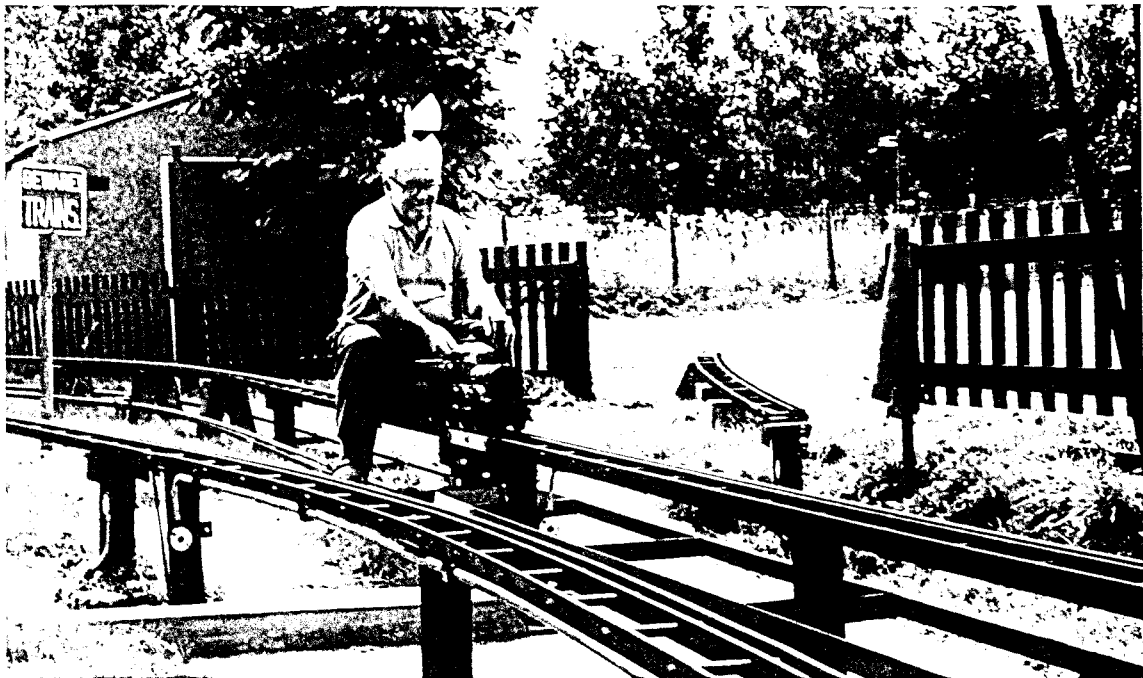
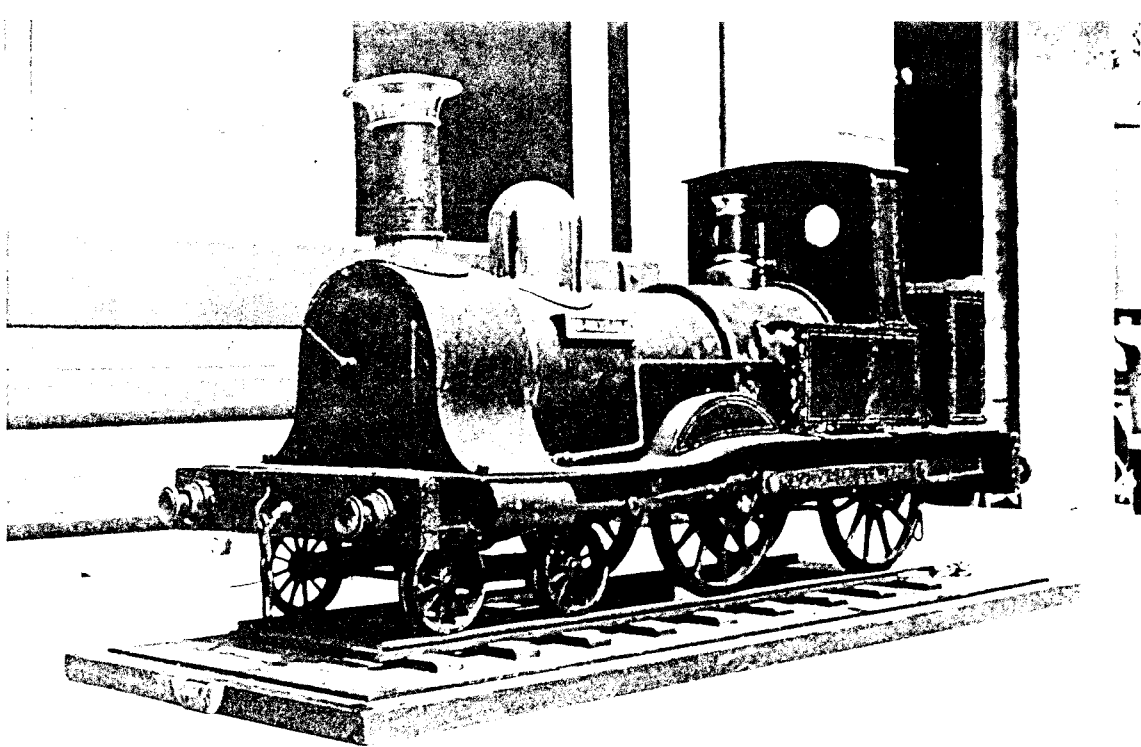
The LION in the upper picture is now owned by Mr. Bob Davies of Bexleyheath. It was purchased from the family of the builder who is now deceased. It generally follows the 'L.B.S.C.' design.

The other LION is now owned by Mr. Des Knipe of Welling. The work was started by Mr. Bob Yelland, formerly of the Welling club, who is now deceased.

Opposite page, top: Our hosts own this free-lance 4-4-0T live-steamer 'JENNY LIND', believed to have been built around 1890. She is, at present, a static exhibit.

Opposite page, middle: New OLCO member Mr. G. E. Wright tries out David Neish's LION, before getting down to the serious business of building his own 7.25-inch LION.

Opposite page, bottom: Mike Parrott's LION in the steaming bays, with David Neish attending to his own LION in the background. The well-appointed clubhouse can be glimpsed at the back.



EARLY DAYS

by Len Belk

Part Two

Stanier's engines were so vastly different we were startled, felt rather sad at the disappearance of locos which had been a regular and familiar sight all our lives, regarded almost as permanent features of home with no thought that even engines wear out! But, of course, new things have attractions. One causing great glee was the running-in turn of Stanier's first Pacific, seen in shop grey on the 12.01 west of England. Informed by the bush telegraph, I cycled in haste to Booker Avenue Footbridge (now a road bridge at West Allerton) and took up position. The cheery fireman saw my probably familiar figure and hung on the "whistle" chain as 6200 went under the bridge, sharing my glee at the first hearing of Stanier's new "hooter", as we then called it. 6200 was notable enough to have a picture in the local paper that evening, cutting still treasured. So did 'Snowdon', the last Jumbo to be scrapped.

In those years the city was more proud of its lead in railway history. Especially in 1930, Centenary year of the Liverpool and Manchester Railway. An event celebrated in style by City and L.M.S., with most of the spectacle just over the embankment near my home, and a Complimentary Ticket to boot! A ramp was built down this embankment into Wavertree Playground (lost to the kids) and, before the week of exhibitions and pageant started, we had the excitement of seeing gleaming locomotives from all over the country steam past the house twice. Gresley's 10000 - "The Hush-Hush" the papers called it - is one I'll certainly not forget. When viewing the locos for the umpteenth time I joined the queue to mount the footplate, entry by the back of the corridor tender. When half way along this dark, narrow passage jammed with people, progress ceased. A broad-gauge lady had got firmly wedged in the cab exit! We couldn't reverse, either, so for some minutes I had my first experience of claustrophobia and asphyxia!

During that rather wet week 3,000 performers gallantly enacted a very fine Pageant of Transport and many experienced the "joys" of third class travel behind LION of 1838. Visiting the Exhibition in a city hall on the last night, sparse pocket money was stretched to a remarkable degree by the kindness of a man on the Locomotive Publishing Company's stand (perhaps "shop-soiled" items), some of the bundle of mementoes still existing to remind me of this pleasant end to a week of outstanding delight. Yet another piece of good luck was the gift from a schoolmate of many photos of the locos and LION at work, surplus prints from a D and P depot where his sister worked. Two kind thoughts giving 52 years of pleasure.

Fifty years later there was a happy sequel to LION's treatment when starring in 'The Titfield Thunderbolt'. A city museum official informed me later that the high mileage involved had been done with little maintenance and a distinct lack of oil, ruining the good work done at Crewe prior to the Centenary. During which a difficult replacement of a large bronze ball was solved by an elderly turner machining on a centre lathe one perfect enough to give a good, steamtight fit (an anecdote heard during apprenticeship at Crewe). As the damage could have ended LION's activities, great credit is due to those who financed and carried out such an excellent renovation for 'Rocket 150' in 1980. So well that LION was the star performer!

Over the next three years, promotion to advanced spotting occurred and technical knowledge improved by continued avid reading of all that came my way. My father's connections in that period gave rise to unofficial footplate rides, initially on that long-revered 8.50, not on a 'Claughton' but a 'George', 5381 'John Hick', uninspiring name but one with a place of honour in my memory, nevertheless (oh, to possess THAT nameplate!). The run to Lime Street was normal, if exciting to the illegal third man on the footplate, but after some shunting we ran tender first to Wavertree Junction with a huge load of empty stock, I think two sets as we were well out of the platform coupling up. The 'Georges' were strong engines, often rough riding and even with 10 foot wheelbase, the thrust of two large pistons on four coupled wheels could be felt, all the way up the 1 in 93 at Edge Hill. I had to stand well down on passing through that station to be out of sight, very close to the fall-plate between the engine and tender, the wary eye of the fireman on me as this was apt to open a gap then close up on a

double bend, had been known to amputate a foot. Sitting on the cab side panels which enclosed the trailing drivers sometimes felt like riding the haunches of a horse! Maybe a poor description, but I got some idea of the "feel" of a lively engine.

Later rides were an equal thrill and a different experience in the cramped cab of a 'Coalie' on the Garston Dock branch passenger trains, sometimes after dark when the fireman taught me to sort out the maze of signal lights. By this time, the slow line rings on the tall L.N.W. arms had been removed and distant lights were now yellow, oil lights still. I got to like 7626 and my driver friend was good at finding small tasks to delight a small boy. Especially on the whistle chain!

Many of the Edge Hill crews were fine characters and had a high reputation for punctual running, whatever the difficulties. Another I knew gained the nickname "Right Time R---" through his keenness in this respect. His unvarying practice on mounting the cab was to place watch, pipe and other needs conspicuously in his sight and Heaven help any fireman not up to scratch!

During the speed-up of 1932 some fine runs were well reported in the papers. The day after Driver Farrell of Edge Hill beat the previous day's Manchester-London record run, a school friend related to Mr. Knowles, the top-hatted Station Master at Lime Street, invited me to join him in meeting Mr. Farrell who would be on the 11.15 a.m. Of course we were invited into the cab but ruefully had to leave it just before departure. The evening paper had gleefully featured a photo of the crew and 6140 entitled "Will Liverpool Express 'Do It Again'?", mentioning the Manchester "European Speed Record" that morning. It did. Crewe-Willesden (152 miles) in 136 minutes, then the fastest non-stop over 150 miles. The second 25 'Scots' then bore names taken from old-timers. So the fine picture in that evening's paper was entitled "Hectic 'Hector' In a Picturesque Setting", taken on Runcorn Bridge. This countered another good photo of 6165 on the Manchester train seen in the morning dailies.

Cuttings of the news reports and pictures are in one of my scrapbooks, with L.M.S and L.N.E. adverts announcing the 25 minute cut in Scottish timings. BOTH routes - no repeat of '88 and '95!

1933 was a year bringing the first of many changes. Speke Junction lost the only passenger tender engines - Precursors 'Cossack' and 'Thunderbolt' - and Claughtons were emerging as 'Baby

Scots' (officially rebuilt Claughtons, later 5X Parallels, then Patriots). This happened so fast, with little if any of the original engines left. I would swear to seeing the same number on a 4-cylinder Claughton one morning and on a 3-cylinder 'Baby' that evening!

Two days that year were outstanding. For the Whitsun half-term holiday we had applied to visit four Manchester sheds but Derby sent a pass for Newton Heath and Patricroft only. The day started with a fine run behind Claughton 6003, to the surprise of my pal who thought the Scots THE absolute. The L & Y shed was interesting as several Hughes 4-6-0s were in to be modified with longer travel valve gear, clearly explained to us by a friendly foreman. Both sheds still had a pre-grouping air, although an interesting sight at Patricroft was a shining, brand new 'Baby Scot', the front of which appeared completely fawn in colour due to a collection of literally millions of dead insects on the otherwise black smokebox and red buffer beam. The fire had just been knocked out and we were invited through the firehole by smiling boilermakers who assured us it was "quite cool with the blower on", but we declined this experience - one I was unable to dodge on later occasions!

Another curiosity to number spotters was a L & Y 2-4-2T numbered in the L.M.S. series for L.N.W. tank engines, that is 6762. This had been bought by the Wirral Railway, later absorbed by the L.N.W.R., thus being included in the L.M.S. number series for the latter, 5000 upwards, ex-L.Y.R. engines starting at 10000. Another Wirral relic was an L.N.W. 'Coalie' with widened side tanks. How they got that far over the Mersey I don't know and Patricroft had a most varied collection then. The day ended with a trip home behind a 'Prince of Wales', homely satisfaction for me but Dave was so tired he slept all the way and declined the usual walk amongst lads and lasses on what my father called the local "monkey ramp" that evening. His upright and patriotic life ended on a different 'Prince of Wales' in 1941.

The school arranged the other outstanding day by running a trip to Edinburgh. For 15 shillings (75p) lunch and dinner on the train, castle visit, coach trip round the city and to the Forth Bridge. Previously, "The Beak" gave a good lantern lecture with the first and last slide a well known photo of a 'Scot', one of which - we were assured - was to haul our special train. It didn't. We had a Midland (or L.M.S.) compound! Anyway, it didn't stall as so many did with North Western

loads and, although banked up Shap, this lively and graceful-looking engine gave us a good, punctual journey. One souvenir of a memorable day is a 'snapshot' of a Caledonian 0-4-4T, taken through the dining car window whilst we awaited departure from Princes Street, the the box camera mentioned earlier. The journey home occasioned my first duty on railway service - washing dishes, in return for an illicit smoke in the Kitchen Car!

Yet another change shook our young assumption that everything on the railway was permanent. The permanent way was relaid on lines 1 and 2, the Fast lines, using British Standard design chairs in place of the four-bolt L.N.W. ones dated 1913. Dave and I watched this sacrilege one Sunday from track level at Mossley Hill. Sleepers with rail keyed-in lay on top of new ballast and the gang commenced to align the new track. Eight men - elderly, serious of aspect and with Edwardian style whiskers and waistcoats prominent - took up close, militarily precise position, four to each rail. Each spiked a long steel bar into the ballast, bearing on the rail foot and coming up between their knees. The ganger took sight, then shouted something like "Oi!". They jerked sharply in perfect unison. "Oi!" They jerked. "Oi!-Oi!" Jerk-Jerk. It did look rather funny from our viewpoint and Dave went into paroxysms of laughter. The Edwardian gentlemen, in true Victorian fashion, were not amused. A bit unkind, really, as these stalwarts - truly salt of the earth - were, in a very practical manner, laying the best track ever. A sight rarely seen by the general public, probably resting themselves on a hot Sunday afternoon. But, for a long time after, one need only say "Oi!-men" to Dave to make him grin! It's different now. They're Meccano men.

A final aspect of "What the spotter saw" in the 1930s. What loads there were to be seen! Many feats with large loads have been recorded in railway journalism, but many more have not. At Speke Junction I watched a Whale 0-8-2T slowly lift from Garston Dock (all timber and bananas then) 109 loaded timber wagons including two brake vans, one in the middle. A dry, sunny day, never a slip. Well over 1000 tons, no doubt. On a similar day I stood on Penny Lane Bridge (alone - no Beatles then!) to see a 'George', 5382 'John Rennie', lift 21 empty coaches from the "Bottom Sidings", over the top at Wavertree, then he was away steadily. Only 4-coupled and 60-ton and weakened by L.M.S. removal of the inner and third driving axle bearing but, my, what a driver's engine they were!

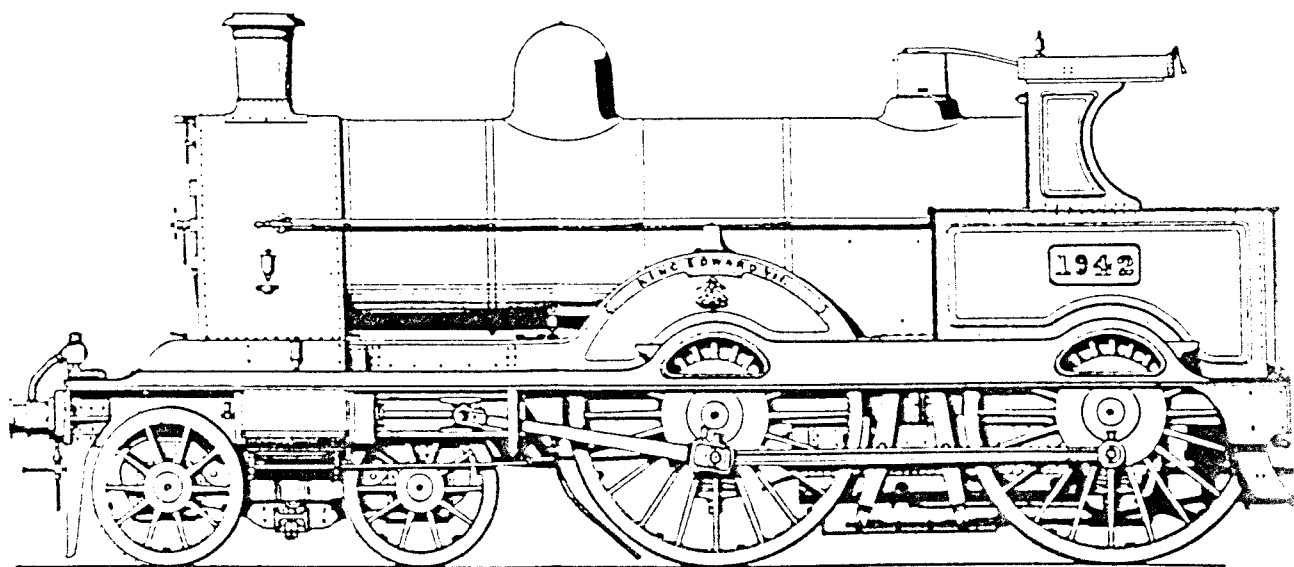
Well, I've missed a lot more, but enough has been written to convey the fact that, for years, night and day, the railway was an inescapable influence. A prominent feature of a happy home, literally from the moment of my birth, as a wartime heavy freight loudly passed by, so Mother often said.

Inevitably, I wanted to be a driver. I'm still suffering from frustration! With kind intent and to make the best use of the good education provided for me, my parents compromised with arranging an Engineering Apprenticeship at Crewe Locomotive Works.

Best part of 50 years ago. And that's another, longer story!

 In 1930, the L & M Centenary Year described above, 'King Edward VII' was scrapped. It was built in 1901 as an 'Alfred the Great' compound and rebuilt as a 2-cylinder simple 'Renown' class.

Starting on the following page, we reprint an article from 'The Engineer' in 1930 describing LION and the L & M Centenary.



The "Lion" Locomotive

LIVERPOOL AND MANCHESTER RAILWAY, 1838

Perhaps the most interesting feature of the Liverpool and Manchester Railway Centenary Celebrations, held at Liverpool from September 13th to 20th last, was the "Train of 1830" drawn by the reconstructed locomotive "Lion", which carried passengers round a circular railway specially laid down in the Wavertree ground.

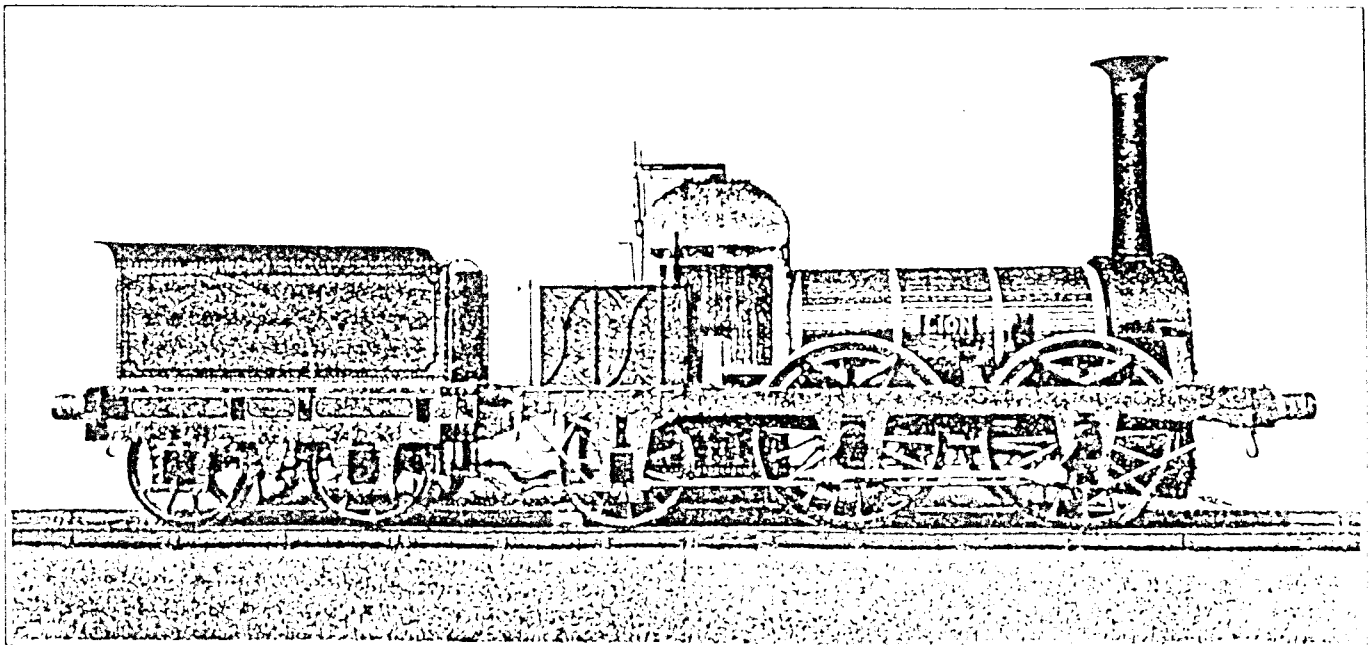
According to Whishaw, this locomotive was built for the Liverpool and Manchester Railway in 1838 by Messrs. Todd and Co. It now appears that the company consisted of Charles Todd, James Kitson and a Mr. Laird, and that they began manufacturing early in 1838. In 1839 Kitson and Laird withdrew and started a new firm, which has developed into the present Kitson and Co., while Todd continued the original business with a new partner under the title Shepherd and Todd of the Railway Foundry. After 1846 the foundry was carried on by E. B. Wilson and was eventually acquired by Messrs. Manning, Wardle and Co.

Two engines, the "Lion" and the "Tiger", were built at about the same time; the "Lion" is believed to have been delivered in July, 1838, and both were at work before October of that year. Edward Woods, the company's engineer at that time, when sending out a specification for new boilers, quoted

these engines as examples to be followed as regards materials and workmanship. The "Lion" was No. 57 on the company's list and was taken over, with other stock, by the Grand Junction Railway in August, 1845. In 1846, when the London and North-Western Railway was formed by further amalgamation, it became No. 116 of that line.

The "Lion" was sold for the sum of £400 to the Mersey Docks and Harbour Board on May 26th, 1859 and worked as a pumping engine at Princes Graving Dock from that date until August, 1928, when it was presented by the Board to the Liverpool Engineering Society, whose property it remains, in order that it might be preserved for the City of Liverpool. It has been restored during the present year in the Crewe shops of the London, Midland and Scottish Railway, with the assistance of Mr. J. G. H. Warren.

The engine is of the inside cylinder, 0-4-2 type, which was one of the forms of six-wheeled engine introduced by Robert Stephenson in 1833 and extensively copied by other engine builders. The cylinders are now 14in. diameter by 18in. stroke, but the figures given by Whishaw in 1840 were 11in diameter and 20in. stroke. In a list of about 1846, by John Dewrance, who succeeded Edward Woods, the



THE RECONSTRUCTED "LION"

cylinder diameter is given as 12in. and the stroke as 18in., so that it would appear that the cylinders were changed for larger sizes at least twice, but the changes were no doubt made before the engine ceased work as a locomotive.

The driving wheels are 5ft. diameter and the trailing pair 42in. diameter. The wheel base is 12ft., equally divided. The cylinders are placed low down so that the piston-rods pass below the leading axle with an upward inclination of 1 in 13. The valve chests are placed on the tops of the cylinders, as was then usual and the valves are driven through rocking levers, the upper ends of which are connected with the valve spindles, while their lower ends carry pins with which the excentric rods engage.

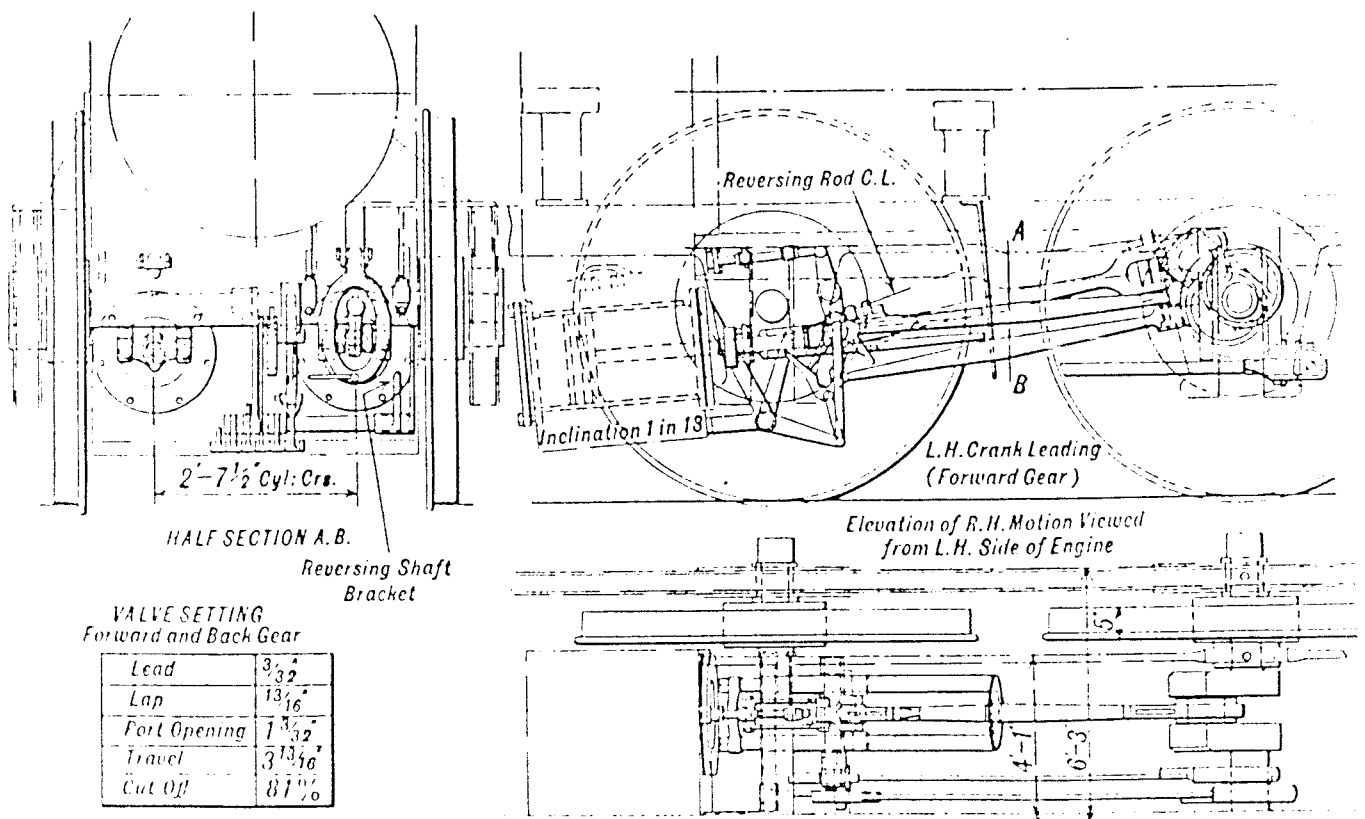
The valve gear of of the four-excentric type, introduced in 1835, in which, for each cylinder, there is a fixed excentric for each direction of motion, and the excentric rod ends are provided with notches or gabs that engage with the pins on the valve levers. The gabs are furnished with spreading jaws or forks, which enable them to engage with the pins without the aid of hand levers on the footplate.

The reversing gear is that variety of the forked gab type introduced about 1840 and usually associated with the name of William Buddicom, was was Edward Wood's assistant at the Liverpool end of the line. In this form the forks of the excentric rods face one

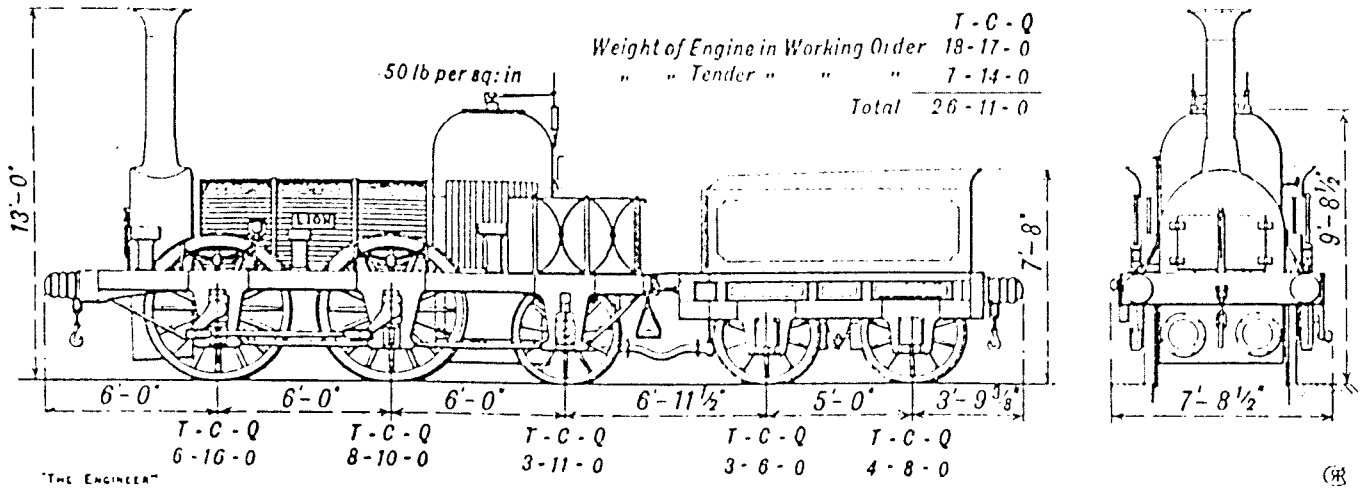
another and the rod ends are linked to levers on a reversing shaft placed below them, so that both are lowered or raised together, and either the upper or lower gab is engaged with the pin of the valve lever.

The valves now on the engine have an outside lap of 13/16in. and a travel of 3-13/16in., the cut-off being 81 per cent. When the engine was built the valves had little or no lap, but Woods records that all the Liverpool and Manchester engines were altered or provided with new cylinders and valves, with lap and longer travel, between 1840 and 1842. It was probably at that time that the 12in. by 18in. cylinders were fitted, and very likely the present valve gear as well.

The engine has outside sandwich frames of wood between iron plates, the axle-box horns being bolted to them. Inside the wheels there are two wrought iron frames - extending from the smoke-box to the fire-box - which carry extra bearings for the crank axle only. The springs for the coupled axles are mounted above the frames, and those for the trailing axle below them. The boiler and cylinders are supported by brackets from the outside frames. The guide bars are carried at the front end by the cylinder covers and at the rear end by spectacle plates hanging from the middle boiler support. The present boiler is of comparatively late date, somewhat larger than the original one, and having a very high fire-box crown. It is not certain what kind of outer



VALVE MOTION OF THE "LION"



L. AND M. RAILWAY LOCOMOTIVE "LION" (RECONSTRUCTED)

fire-box the "Lion" originally had. Liverpool and Manchester engines of the period usually had a slightly raised crown, but Kitson and Laird appear to have favoured the haystack form in their early engines, so that, if they had a free hand in the design of "Lion", its fire-box may have had that form. In the reconstruction the high crown of the existing boiler has been masked by a cover of the haystack form. Whishaw gives the original boiler dimensions as:- Barrel, 39in. by 42in. and 7.4ft long; 126 tubes, 1.625in. diameter and 8ft. long; inner fire-box, 30in. long, 39in. wide and 36in. from grate to crown. The total heating surface was 460.3 square feet and the grate area 8.12 square feet. The steam pressure was 50 lb. per square inch and the tractive effort at 85 per cent. boiler pressure is 2499 lb., with the present cylinders. The regulator is within the fire-box crown, which is surmounted by two lever safety valves loaded by Salter spring balances; these balances also serve to indicate roughly the steam pressure. Edward Woods' boiler specification of October 1838, required a dome over the fire-box with one safety valve, as well as a second dome, another safety valve on a pillar,

and a manhole on the boiler barrel.

The weight of the "Tiger", which was closely like the "Lion", is given by Whishaw as 14.47 tons; in its present state the "Lion" weighs 18.85 tons.

The four-wheeled tender has been adapted from an early tender from the Furness Railway, and is very similar to those in use about 1840. The engine and tender together weigh 26.55 tons, and their overall length is 32.74ft.

The train drawn by the "Lion" consisted of replicas of the first and second-class coaches of 1830, evidently based on the well-known Ackermann prints. The first-class coaches were excellent copies of the reconstructed model of the coach "Experiment", dating from 1834, now belonging to the L.M.S. Railway; but the second-class vehicles, while being apparently copied from the Ackermann prints, were incorrect in that they were seatless. The tickets issued for these were described at the booking office as "third class" instead of second; third class did not, of course, exist in 1830.

The "Lion" is to be given a place of honour at Lime-street Station, Liverpool, over the buffer stops between platforms Nos. 3 and 4.

OLCO member John Hawley is producing a series of drawings for LION on a computer. Here, he discusses details with OLCO founding member E.F.Clark.



LIONSMEET 1991

Report by Mike Parrott



Above: Mike Parrott completes for the Chairman's Shield at Falconwood.
Next page: The Chairman, Alan McKirdy, congratulates this year's winner.

For all that the British weather has a reputation for raining on Bank Holidays, once again the August Bank Holiday Sunday dawned bright and sunny, with the promise of a long hot day ahead.

Even though it was only just 10.00 when we arrived at Falconwood, our hosts were ready and waiting to welcome us, and by the time I had unloaded the loco and parked the car, the first of many cups of tea was ready and waiting in the spacious and well equipped club house. Jan Ford had already arrived by train, and David Neish arrived with his LION shortly after us.

Before long David and I had our LIONS in steam and were chasing each other round the track, much to the amusement of the gardeners working on their allotments in the loop of the track at the far end of the site. A new feature at this part of the track is a bridge over a pond (the pond is new as well!) and fixed to the end of one of the parapet walls was a rather appropriate notice, reading:

MERSEY DOCKS AND HARBOUR BOARD

This is a dangerous area.

Trespassers, if not drowned,
will be prosecuted.

Fortunately, neither fate befell anyone present. Just beyond this bridge is the level crossing I referred to in my last piece. For those of you still wondering why an Irish railway should be willing to take pairs of calves on a joyride, the answer is that the railway in question was a Lartigue monorail, and it was all a question of balance.

The trains ran on a single rail, about 3 feet above ground level, with steadying rails attached to the supporting 'A' frames. The carriages and wagons were arranged in back to back pairs on either side of the central rail, so to balance a cow, two calves would be loaded into the other half of the wagon. On the return journey, the calves would be carried one in each side, so balancing each other!

After about half an hour's running I had to retire my loco with a stuck clack valve on the injector. My loco differs from the straight LBSC design in that the clack boxes are in their correct positions on the boiler barrel, instead of on the firebox. However, I made mine as dummies and fitted the bushes with pipes leading up inside to the top of the barrel to give an internal 'top feed' arrangement. The actual clacks are mounted on the pumps (I have both pumps fitted) and on the end of the injector. Consequently in the event of a clack sticking, one only loses steam, and so there is no great panic and dropping of fire necessary. A fortnight earlier I had made a new clack for the injector, as the old one was a type of wing valve fitted with an 'O' ring to give a decent seal. Although it shuts well enough, I have long suspected that it restricts the water flow, which was upsetting the working of the injector. I had therefore replaced it with a conventional ball valve, which seemed to be working better, until it stuck open and failed to work at all.

Fortunately I had taken the old unit with me, so after the engine had cooled down I swapped the valves over.

Meanwhile our hosts had brought along two models of LION for us to see, one virtually complete, only lacking coupling rods, and the other a tender and collection of bits for the engine. Both appear to be straight LBSC versions, the complete one having slip eccentric valve gear. Both had been acquired by their present owners virtually in their present condition. Much interest was shown in the two OLCO models to see how various bits had been made, and many photographs taken for reference purposes. Perhaps one day we shall see these models competing for the Chairman's Shield.

After an excellent buffet lunch laid on by our hosts, to which the 15 or so OLCO members and their families present just about managed to do justice, David and I got our LIONS back in steam. As it didn't appear that any more locos would be turning up, the Dynamometer Car, kindly loaned once again by the Guildford MES, was attached to David's engine and he set off for his ten minute blast round the track with a load of driver and 2 adults. Whilst David was having his run, one of the Welling members asked what a good target figure for Work Done would be. I replied that I thought anything over 50,000 ft lb was a good run. David appeared to be running well so I was somewhat surprised when the dynamometer car readings came back at only 35,500 ft lb and 6940 ft.

I elected to take a slightly heavier load, Driver plus 2 Adults and 1 child, as I reckoned that should be enough to give a higher pull. With the heavier load my first lap took about 15 seconds longer than David's, so I knew I had to get the speed up in order to get the distance in. With the regulator well open and plenty of steam I soon had the train well and truly shifting. For anyone not familiar with the dynamometer car, the driver has a speedometer and drawbar pull gauge in front of him, though with the loco and track to attend to there is not much time to look at them. The distance and work done figures are displayed on a panel behind the driver's seat, together with repeaters for pull and speed, and so are invisible to the driver during the course of the run. The observer sits on the front of the passenger trolley attached behind the dynamometer car, from where he can keep an eye on what is happening. My second and subsequent laps I'm told were

consistent at about 1 min 40 secs, reaching maximum speeds of 11 m.p.h. After 10 minutes the dynamometer car said 43200 ft lb and 7620 ft. This somewhat surprised me as I was expecting a higher figure for work done, as I had boiled off a full tender of water (about 4 pints) and nearly run out of coal as well.

Jan Ford was then persuaded to have a go with my LION. Jan was very concerned about running out of steam, and indeed on a trial lap managed to do so, stalling on the bank by the level crossing. The fire was pulled round and boiler refilled and Jan started her run from the station. She managed to keep steam up and had a good first lap but on her second the loco and tender both became derailed. No damage was done and Jan completed her second lap, but then decided to retire.

Nobody else wished to compete, so OLCO Chairman Alan McKirdy declared the results and presented the trophy. It was only then that David announced that the dynamometer car had been fitted with a stronger drawbar spring and that the work done figure displayed has to be multiplied by 1.5 to obtain the true figure. Consequently our true figures were 53250 and 64800 ft lb respectively, as shown in the table. This is David's best run since Guildford and a personal best for myself.

This brought the 1991 LIONSMEET to an end and with thanks to our hosts for an excellent day, which was only marred by the rather dissappointingly small turnout of OLCO members and the fact that only the two 'regular' locos turned up, everyone departed homewards.



-----RESULTS OF LIONSMEET 1991-----						
Name	Work done ft lbs	Distance ft	Load (inc dr)	Average speed mph	Drawbar pull lb	Horsepower Position
David Neish	53250	6940	3	7.89	7.67	0.161 2
Mike Parrott	64800	7620	3.5	8.66	8.50	0.196 1

ANNUAL GENERAL MEETING 1991

There are three activities on 5th October at Whaley Bridge. From 2.0 p.m. to 5.0 p.m. Dorothea Restorations are kindly allowing OLCO members to study and photograph the prototype LION in its partly dismantled condition. From 5.0 p.m. to 7.0 p.m. the A.G.M. will take place at the Jodrell Arms Hotel. To conclude the day, the OLCO Annual Dinner will be served at 7.30 p.m.

Whaley Bridge is just off the A6 between Stockport and Buxton. The Jodrell Arms is on the main street at the north end of the village, immediately adjacent to the railway station. Dorothea Restorations is about 3/4 mile away in New Road, just south of the traffic lights.

By rail, in the afternoon, there's an hourly departure from Manchester Piccadilly at 56 minutes past, calling at Stockport (connections from the south) at 5 minutes past, arriving at Whaley Bridge at 31 minutes past. If necessary, we'll try to arrange transfer from Whaley Bridge Station to Dorothea if you let the Secretary know your arrival time on the AGM Booking Form. The dinner menu is:-

Grapefruit cocktail/Mushroom Soup
Roast Lamb with Mint Sauce
New and Roast Potatoes
Brussel Sprouts and Carrots
Apple Pie and Cream
Coffee and Mints

The charge for dinner is £8.25 per head, excluding wine. Pre-booking on the AGM Form is essential. Alternately, a vegetarian meal can be provided if you so request on the AGM Form.

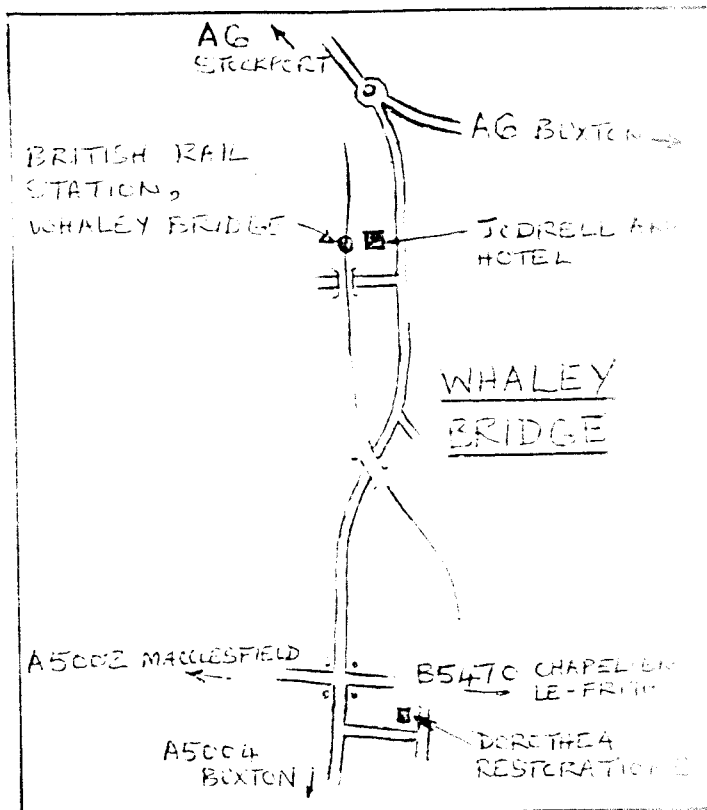
Trains leave Whaley Bridge for Stockport and Manchester at 1913, 2013, 2113 and 2253.

Jodrell Arms Hotel

39, Market Street, Whaley Bridge, Stockport SK12 7AA.
Telephone: 0663 732164

If you require accommodation, please make arrangements directly with the Jodrell Arms Hotel on 0663 732164. The normal Bed and Breakfast rate is £25 single, £38 double. Alternately, you could try the Whaley Hall Ecumenical Retreat on 0663 732495.

Any queries to the Secretary on 0902 850095 (evenings).

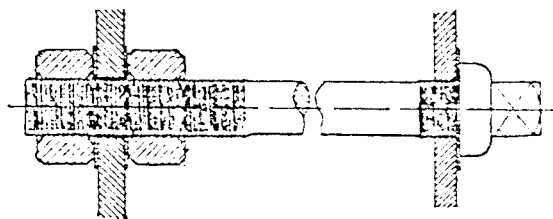


THE EDITOR WRITES...

It has been a quiet time for OLCO recently, so, as soon as it was known that LION was to move from the Museum in Liverpool, I decided to pass on the information to our members as soon as possible. Well, we did that, but, in the haste to get into print, a misunderstanding allowed an error into the caption for the lower photograph on page 4, which shows the longitudinal stays (not washout plugs).

Thanks to those people who took the trouble to let me know of the mistake and apologies to our readers.

The drawing of a typical longitudinal stay is reproduced from a series of articles which first appeared in "The Locomotive Magazine" before the turn of the century. The Locomotive Publishing Company reprinted this useful series in the early 1900's, with revisions and additions, as "The Locomotive of Today". The text with the drawing explains:-



As to the ends of the boiler the upper parts of the front tube plate and back plate are the only portions usually stayed. These may be connected together by longitudinal stays of round bar iron or steel of about 1.25-in. diameter passing through the full length of the boiler from back to front. They are screwed into holes in the back plate, tapped large enough for the front screwed portion of the stay to clear, and this latter is secured to the front plate by nuts on each side of it. All the joints are made with washers of sheet copper. This form of longitudinal stay, being heavy, is supported at the centre to prevent sagging by bearers provided across the barrel for this purpose.