

LIONS HEART

1992 Issue 3

July 1992

OLCO AT BIRMINGHAM

The A.G.M. at Birmingham Railway Museum was a great success, despite the weather, which was intermittently dreadful. Throughout the day, 'Castle' class 'Defiant' and Avonside 0-4-0T 'Cadbury' paraded up and down on the two demonstration lines, giving driver training as part of the Museum's 'Learn to be a Driver' scheme and lending a proper railway atmosphere to the proceedings.

OLCO members were surprised to find their secretary, Jan Ford (who is also an active member at the Museum), on the footplate of 'Cadbury' supervising three trainees. The rain abated sufficiently to allow the scheduled tour of the Museum to take place, led by Jan Ford. Various exhibits around the Museum's turntable attracted interest, including 'Thornbury Castle'.

A special addition to the tour was a visit to the signal box, where Mr. Tony Thomas was in charge and explaining signalling principles to 'Learn to be a Driver' students. Mr. Thomas is in day-to-day charge of the Museum and also a Museum Trustee. Following the visit to the operating floor, OLCO members toured the locking room and relay room.

Passing on to the workshops, members were able to make close inspection of a number of Great Western locomotives in restoration (including 'Albert Hall'), make acquaintance with the 'Bloomer' replica and check progress on rebuilt Scot 'Scots Guardsman'. The 1903 L. & N.W. Royal Saloon in course of restoration attracted considerable interest.

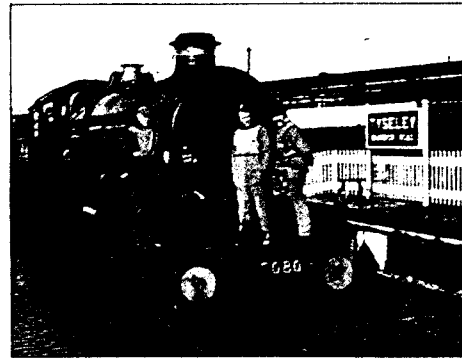


The formal business of the A.G.M. was conducted in the appropriate venue of a converted Stanier bogie luggage vehicle. OLCO members appointed David Neish as Chairman, Geoff Wright as Treasurer and Charles Ashforth to the committee. The meeting also re-elected those executive officers who were eligible to continue, Eddie Ball, Mike Parrott, Vernon Smallwood and Jan Ford. The sounds of a bustling 'Cadbury' and the throaty 'bark' of a 'Castle' formed a pleasant background to the proceedings. Please see the separate, smaller report in the A.G.M. minutes. The day had arranged to include a visit to the 'Bloomer' replica at the completion of driver training.

provided the A.G.M. finished at a reasonable time. The A.G.M. was completed speedily and Members assembled on the platform in good time for a brief footplate trip along the Museum's 1/3 mile demonstration line. The final movement of the day saw the 'Castle' shunt the Museum's steam crane from Platform 1 to the Turntable Siding before retiring to the shed for disposal and, once again, OLCO Members were on the footplate. By this time, our ubiquitous secretary was working the signal box!

The final event of the day was the OLCO Dinner, held in the Museum's restaurant 'Chuffs'. The Museum provided a splendid meal which everybody enjoyed and the good-natured conversation around the dinner table continued long after the meal was completed.

OLCO extend thanks to Birmingham Railway Museum, its employees and volunteers, for giving those attending such a memorable day.



LIONSWEET 1992

LIONSWEET will be held on Sunday 30th August this year at the Hady Track of the Chesterfield and District M.E.S.

Full details were on pages 9 and 10 of the April 1992 edition of LIONSHEART.

As noted in that edition, there are lots of reasons for visiting that part of the world, so why not make a weekend of it?

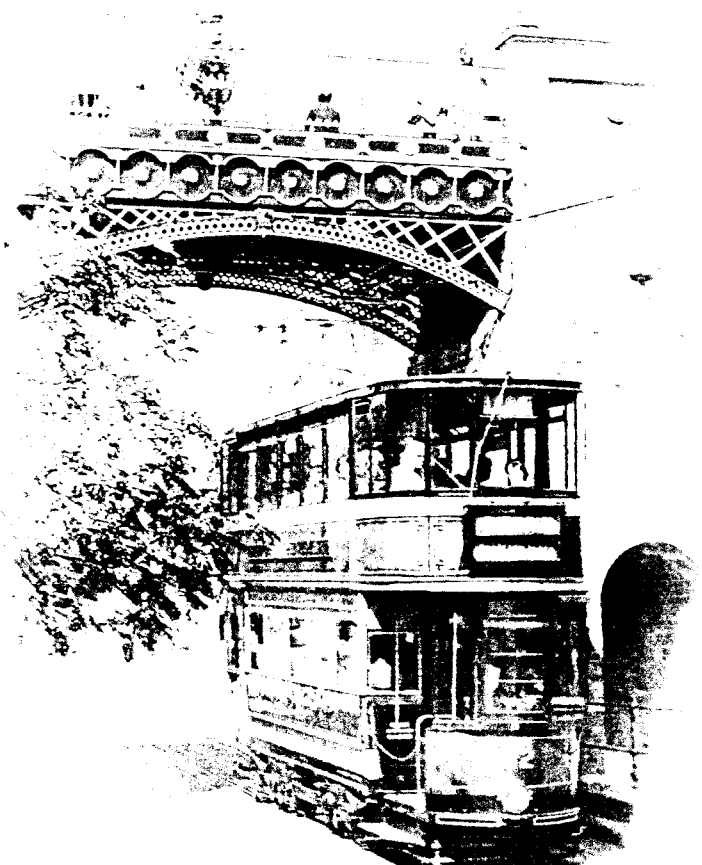
The major event of the year, 'Crich Transport Gathering', takes place at the National Tramway Museum at Crich, on 30th and 31st August, allowing members to enjoy LIONSWEET on the Sunday and move on to Crich on the Monday.

The host club goes to a lot of trouble to allow us to stage LIONSWEET, so please give us your support.

NATIONAL TRAMWAY — MUSEUM —

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ST. JAMES'S PALACE
LONDON SW1A 1BS

15th September 1988

From: The Equerry to H.R.H. The Prince of Wales

Dear Mr Whitehouse,

The Prince of Wales has asked me to thank you for the arrangements made for his most successful visit to the Birmingham Railway Museum yesterday. You will not need me to tell you how interested His Royal Highness was in all that you had to show him and he particularly enjoyed the two trips on Clun Castle and Lion, as did his Equerry!

His Royal Highness was very interested to see the work being done on Royal Saloon No. 806 from King Edward VII's Royal Train and this has now prompted him to ask British Rail why he cannot surround himself with some of the rather more beautiful furnishings from that era on the present Royal Train!

His Royal Highness has asked me to thank you for your generous gifts for Prince William and Prince Henry and I am sure that Prince Henry will be delighted when he opens his presents today.

I would be grateful if you would pass on His Royal Highness' thanks to your father and to all those who assisted in the preparations of what was a most successful visit.

*Yours sincerely,
Christopher Lavender.*

Major Christopher Lavender, 2GR.

Michael Whitehouse, Esq.

Visiting Birmingham Railway Museum for the NCC A.G.M. brought back happy memories of LION at steam train events. The Prince of Wales travelled on the footplate of LION during his visit to the Museum and we reproduce a facsimile of the letter received at the Museum from St. James Palace following the Royal visit. Many thanks to Brian Wilkinson of Birmingham Railway Museum for supplying us with the facsimile.

LIONPOWER.

some further thoughts by
Mike Parrott

I was most interested to see Jim Ewins calculations in a recent LIONSHEART and would like to comment on several aspects of his results. I have read Jim's articles in Engineering in Miniature and seen the correspondence that it generated in both EIM and Model Engineer, much of which being very critical of Jim's efforts. However, in all the correspondence that has been published, I do not recall seeing anyone else give alternative parameters for boiler design, nor have I found such information anywhere else. As LBSC would have replied; " 'Nuff said". I therefore hope that Jim will accept my comments as genuine concerns and requests for information and, that we might all benefit from each others views, reply accordingly.

Basically Jim's first results indicate that a boiler to scale size is too big for the cylinders, or perhaps I should say is larger than Jim would consider strictly necessary and therefore he has logically set the computer to try to obtain a better match. This, it has suggested, could be achieved by increasing the cylinder bore and reducing the size of the grate. (The boiler being re-designed to match the new grate size.)

Under normal circumstances I would agree with Jim that this is a perfectly logical thing to do but, in the case of LION, and also incidentally in that of the RAINHILL and CANTERBURY LAMB designs, it would seem to be an oversimplification.

The big problem with a model LION is lack of adhesive weight. Now I must admit that my experience is with a 5" gauge LION where the problem is greater, but I am still worried about the 7.25"G figures.

As Jim knows, the weight of a dead scale model will be a factor of $1/\text{scale}^3$ of the full size weight but, due to overthick castings, boiler plates etc. the model will be about 1.5 times scale weight.

The 'Yellow Book' shows LION as being 18 tons 17 cwt. which, for an eighth scale model, would suggest a weight of about 120 - 130 lbs.

(For 5"G. the figure should be 44 lbs. Mine weighs 56 lbs. empty so perhaps I am being over cautious, though in the larger scale the 'overweight' effect is less.) From this must be deducted the weight of the trailing axle and any spring load upon it, this would suggest that the maximum adhesive weight for a 1/8th. scale model is not likely to be much in excess of 100 lbs. The usual remedy would be to conceal a quantity of lead under the front of the footplate to make up the deficiency, but in the case of LION there is very little scope for hiding lead.

(*Editors Note: An heavy casting, bronze or iron, for the smokebox and turned to resemble sheet iron riveted to the boiler ring gets quite a lot of weight 'up front'*)

In one of my earlier articles I said that the Coefficient of Friction between wheel and rail limited the draw-bar pull to a maximum of 25% of the Adhesive Weight. For a 5"G. LION the Nominal Tractive Effort is about 32 lbs. I have, under test conditions, achieved a pull of 25 lbs. at the tender draw-bar but that was with clean wheels on very dry rusty rail and stalling the engine against the driving car brake. Under normal service conditions it is very difficult to sustain a pull greater than about 10 lbs. without the wheels slipping, which reduces the pull - believe me Jim, I've tried hard enough (and won the Chairmans Trophy three times to prove it!)

I would like to suggest that in Jim's first set of results the Nominal T.E. is already well in excess of what the wheels can actually develop, and would strongly disagree with the computers suggestion of increasing the cylinder bore and hence N.T.E. to use more steam.

I think Jim and I might argue on the real point about the sizes of boilers and cylinders used on the prototype and their effect on the model. As mentioned earlier the adhesive weight comes down by scale^2 but the T.E. usually is said to come down by scale^3 . The model can therefore be said to be 'overpowered' if the boiler is overpowered, and this is compensated by the overscale weight and underscale boiler pressure.

In most cases this produces a model with a reasonable Factor of Adhesion since the majority seem to operate at about 80 psi. whereas their full size prototypes would operate at 200/250 psi. LION, as everyone knows operates, at 50 psi. as do all the 1/11.3 scale versions! The model is therefore working at **overscale pressure** which exacerbates the adhesion problem. I am aware that 'scale' may not be properly applied to pressure but I hope everyone understands the point I am making.

(Editors Note: Absolutely Mike; Atmospheric press. is the same for us, the models, and the prototype. LIONSMEET in 2038 may be in Nepal near the top of Mt. Everest so that we can all operate at scale pressures! Possibly earlier if the R.A.F would loan us one of their large high altitude chambers and Jim would make some of his exquisite gauges specially to read 50 when 4.42 psi. had been raised - or 6.25 psi. for the 7.25" g. versions!!)

LION's low working pressure is, of course, due to the materials technology of the time. The L & M directors in fact decreed that no locomotive boiler should have a working pressure in excess of 50 psi. in order to avoid the risk of explosions.

Because of the peculiar nature of water, with its extremely high Latent Heat of Vaporisation, most of the heat required to produce steam at 50 psi. is absorbed in changing from liquid water to gaseous steam. Very little extra heat is needed to produce steam at a higher pressure and capable of doing more work in the cylinders. This mandatory low pressure therefore made for an inefficient boiler, relatively large for the amount of work it was required to do.

Obviously this reflects on the proportions of the model boiler and explains why a scale boiler is larger than necessary as confirmed by LIME calculations.

I would like to propose that the boiler should be scaled to match the engine and not the other way round. This would give a better match between engine and

boiler without creating adhesion problems.

Another debatable area is the Chimney. Much has been written in the modelling press about the different draughting arrangements and the design of blast nozzles, petticoat pipes and chokes. When I built my model, back in the mid '70's, I too thought that I could be clever and designed a petticoat pipe with a reduced throat, and a blast nozzle position to suit, after the manner of the (so called) Swindon Drafting. For eight years I was totally unable to maintain steam pressure above 30 psi. on the run, in spite of all sorts of checks on the front end alignment, fitting of a stainless steel 'brill arch' to prevent cinders being drawn into the smokebox, plus numerous other now forgotten experiments. The engine ran well enough on 30 psi. due to large cylinders. Slipping was not a problem because the cylinders would only develop the T.E. that the wheels could use.

(Editors Note: Same with the prototype: Vulcan found calculations in 1979 proved LION to be unslippable. Your Tech. Ed. had watched Barry Smith prove those calculations wrong and never quite understood his explanations of just how he was able to deliberately trip the 'old lady')

Nevertheless it was something of a disappointment until I met Neil Miller at a Chelmsford Open Day in 1984. This was the first time that I had ever seen another model of LION running, and running happily with safety valves lifting. Naturally I asked him how he managed it. He replied that all the models of LION he knew steamed well, and that the front end was straight to LBS's drawings. Modifying mine simply meant taking out the petticoat pipe, and fitting up the chimney base, and fitting an extended blast nozzle. The result was outstanding and has been demonstrated at every LION since.

Now this is not to say that the boiler should be scaled to match the engine and not the other way round. This would give a better match between engine and boiler without creating adhesion problems.

is not so low that the jet does not enter the chimney bore cleanly, it is bound to expand and fill the chimney long before it reaches the top thus making a choke unnecessary. It is easy to see LION's own blast nozzle is several inches up the inside of the converging chimney base. Fitting a choke in such circumstances means that the gas velocity through it has to be increased, requiring more energy from the blast nozzle, which it may not be able to give. This is what I believed happened in my own case and would therefore suggest that the chimney bore be left parallel, whatever the scale size turns out to be, irrespective of Grate Area.


Finally may I raise two points regarding the formulae:-

1). When calculating the swept volume per revolution, is the full volume on both sides of each piston taken? and is any allowance made for max. cut-off?

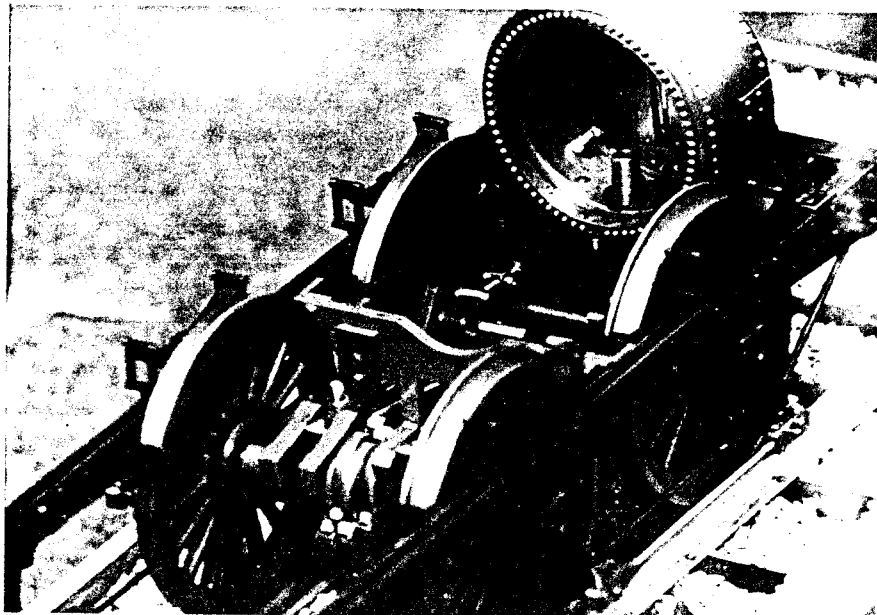
2). What is the precise significance of E_b ($=E_b \times E_e$)?

If E_b and E_e are close to Target Value then E_b must also be close and would appear to be irrelevant. If E_b and E_e are equally 'out' in opposite directions then E_b could still be 'on target' but the design still be mismatched! What have I missed?

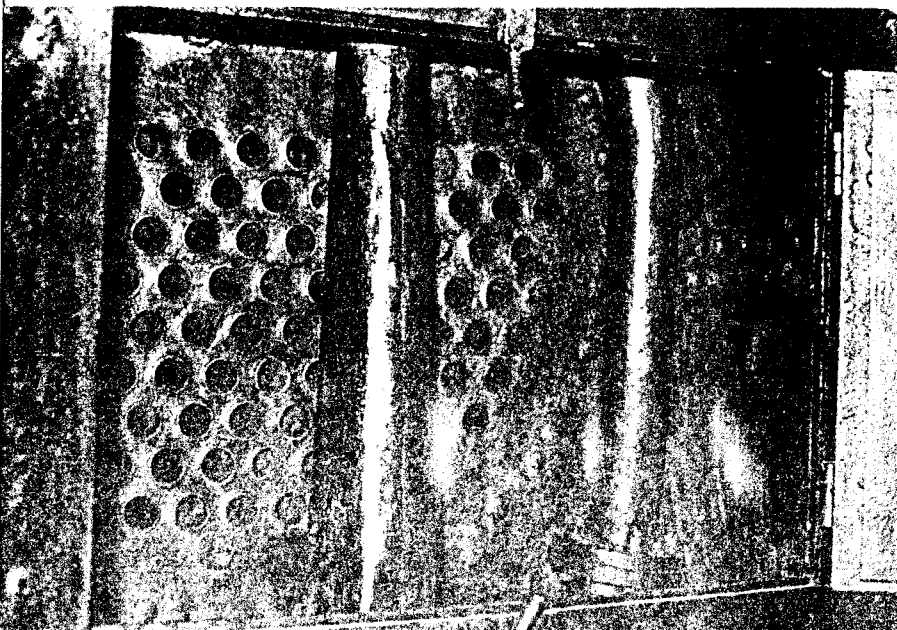
The main points I have raised are fairly specific to an early 19th. cent engine. Jim's formulae, which undoubtedly work for models based on late 19th./20th. century prototypes, may need to be modified slightly for locos like LION. I look forward to reading not only Jims comments on these points but also the contributions of others to this debate.



IN EIGHTH SCALE A CAST SMOKEBOX LIKE THIS WOULD ADD ABOUT 16 lbs. OF WEIGHT TO THE FRONT END.



THE BLASTPIPE OF THE PROTOTYPE.



NOTES ON EARLY RAILWAY UNIFORMS

by Alan McKirdy

As reported in 'Planet Progress' in the May 1992 LIONSHEART, the Museum of Science and Industry in Manchester is about to produce period uniforms for its footplate crews. Whenever LION steamed, Alan McKirdy's authentic footplate garb was always admired and we are pleased to be able to publish his notes showing how the effect was created.

Initially I studied every early railway print I could lay hands on, either originals or reproductions. It must be remembered that before the days of colour printing all engravings were hand coloured, this work being done in the main by women and children for a few pence per hundred! In consequence, too much reliance must not be placed on the colours as the colourists used whatever they thought would look nice if they didn't know the correct one.

It was, therefore, a question of deciding which artists were the most accurate in recording the early railway scenes, and the accuracy of details of locomotives gives a good indication on this point. From this standpoint the most reliable appeared to be:-

T. T. Bury published by Ackerman

I. Shaw published by Shaw of
Liverpool

J. C. Bourne published by Bourne
and Ackerman

For details of driver's and fireman's uniforms, the best prints are undoubtedly Shaw's ones of Northumbrian and Planet. The caps shown on Northumbrian are far too wide, but those on Planet are about right being quite a bit wider than a modern 'grease top', they were definitely made of black leather. I have made my own using a good quality sheepskin (organ leather) which I dyed, but any reasonably supple leather would do.

The jackets are of the 'bum-freezer' type, single breasted with fairly closely spaced brass buttons, the top few of which were left undone. The material would have been fairly coarse but closely woven woollen fabric to keep out as much rain as possible, pretty certainly it was black. Mine is in fact modified from an ex B.R. jacket of 1950s vintage, and is probably as near to the original type of material as could nowadays be obtained. Some engravings also show waistcoats, but these were probably only worn in cold weather. I have not bothered with one as so far LION has only been steamed in reasonably warm weather, and I have always been quite hot enough with the thick jacket on!

The shirts originally worn would have been calico which, after being washed frequently would appear more or less white. Shirts of that period did not have collars as we know them today, but merely a small upstand about 3/4" high so I use a white collarless shirt intended for use with a detached collar. The crews always wore a knotted neckerchief over the embryonic collar. I use a red and white spotted one, but the colour choice is, I think, up to the individual.

Many people express surprise that most of the engravings show the men wearing white trousers, saying 'how ridiculous', but in fact it is quite correct! The use of white trousers continued until quite late in the 19th. century. E. F. Clark told me that either his father or grandfather told him the reason was so that the bosses could tell at a glance if the men had been sitting down! The material was always white corduroy; they were cut differently from modern trousers in that the present day fly front had not then been introduced. The way they were made during the greater part of the 19th. century was very similar to that used, at least until very recently, for Naval ratings' bell bottom trousers. The waist band was cut fairly deep at the front and buttoned together with usually 3 buttons, then a flap about 6" wide came up and was buttoned to the waist band at its top corners. I don't really think it is necessary to go to the lengths of having trousers made in this way as I am quite sure very few members of the public would be aware of the slight inaccuracy of using modern cut ones. In fact, I bought mine at Marks and Spencer; they are cut like ordinary denim jeans.

A pair of ordinary black boots such as would be worn on the footplate anyway are all that is required, and although none of the engravings show footwear very clearly, it is quite likely that on the Liverpool and Manchester Railway, being in the north of England, they were in fact clogs which of course are still available.

CAPTAIN PETER MANISTY

It is with deep regret that we record the death of Captain Peter Manisty. Many OLCO members have their own particular memories of this founding member of steam preservation. Below we reproduce the obituary which appeared in the 'Daily Telegraph' on 17th July 1992:-

Captain Peter Manisty, Royal Navy, who has died aged 76, was the main driving force of the postwar railway preservation movement in Britain.

He himself has been besotted with railways since boyhood and passionately wanted to be an engine-driver but his family insisted that he should join the Navy.

In the post-Beeching years Manisty realised that there was a tremendous yearning for the authentic sights, sounds and smells of railway steam.

"Captain Pugwash" (as he was affectionately known) knew that railway enthusiasts varied greatly, from the end-of-platform "gricer", with mackintosh, beret, camera and packet of sandwiches, to the professional railwayman, willing to do for nothing in his spare time what he was paid to do in working hours.

He also knew that they tended to be eccentric, not to say egocentric, and frequently did not see eye to eye. Many a promising and potentially valuable project would have foundered under personal animosities but for the "Captain's" encouragement and advice.

His energy and what his friends called his "rottweiler approach" to problems were awesome. But he gradually wore down British Rail's initial hostility to preservation and eventually had BR's ban on reselling scrap locos lifted.

Sometimes, he even acted as marriage counsellor. He used to say that he knew at least three divorces where the co-respondent was a steam locomotive.

Manisty was a founder and for many years chairman of the Association of Railway Preservation Societies, which today has some 80 society members, running a nationwide variety of railways, from miniature to standard gauge, from Sussex to Inverness.

Last year preserved railways carried more than eight million passengers. Much of this success is due to the "Captain's" ability to get things done - which not infrequently meant "knocking unruly heads together".

He also devoted much time to another organisation close to his heart, the Transport Trust, a charity that raised money for all forms of transport; and in 1959 he was a founder of the "Bluebell" Railway Society, which line remained one of his loves.

Peter Forster Manisty was born on July 5 1915, son of Paymaster Rear-Admiral Sir Eldon Manisty. Educated at the Nautical College, Pangbourne, he joined the training ship 'Erebus' in 1931.

He qualified as a navigating officer in 1939 and was in the fleet minesweeper 'Gossamer' at Dunkirk, when she brought home more than 3,000 troops. The next year he was navigating officer of the aircraft carrier 'Furious'.

In 1942 he was appointed navigating officer of the cruiser 'Orion' and served in her in several major operations in the Mediterranean. He was mentioned in despatches after the invasion of Sicily in 1943 and awarded the DSC after the landings at Anzio in 1944.

Manisty was mentioned in despatches again after the D-Day landings in Normandy. In 1945 he went out to the Far East as fleet navigating officer on the staff of the C-in-C, British Pacific Fleet.

From 1948 to 1949 he was navigating officer of the aircraft carrier 'Theseus' and then went to the Admiralty as deputy director of navigation and direction from 1950 to 1952. He served as executive officer of the aircraft carrier 'Unicorn' during the Korean War.

Manisty was appointed in command in 1953 and brought her home the next year. In 1954 he went to the Nato defence college in Paris and his last appointment was on the Nato staff.

With promotion to captain in 1955, an eminent naval career seemed to lie ahead. Instead he decided to take a "Golden Bowler" and retired in 1958. He used to claim that he "was the only naval officer to give up the command of an aircraft carrier to try to get a job with British Rail".

But there was no job in British Rail and he worked for Plessey. Manisty was appointed MBE in 1982.

He is survived by his wife, Marion, a son and a daughter.

A.G.M. REPORT

The eighth AGM was held at Birmingham Railway Museum, Tyseley, Birmingham on Saturday, 11th July 1991, following a conducted tour of the Museum.

The following members were present:

Alan McKirdy
Charles Taylor-Nobbs
David Neish
Jim Mercer
Eddie Ball
Charles Ashforth
John Hawley
E. F. Clark
John Barnes
Peter Servis
Geoff Wright
Jan Ford

Mr. Ken Jump Curator of Land, Transport and Industrial Collections at National Museums and Galleries on Merseyside (NMGGM) was also present, representing the Museum.

The meeting was opened by Mr. Alan McKirdy, retiring Chairman. He welcomed those present and first dealt with apologies.

The second item was minutes of the previous A.G.M. These had been published in the October 1991 edition of LIONSHEART (starting on page 8). The Chairman accepted a motion that these minutes be taken as read and this was passed unanimously.

Turning to the Report by the Executive Officers, the Chairman regretted that there had not been any events since the previous A.G.M. The main question for OLCO was the restoration of LION. There had been a meeting at Merseyside Maritime Museum at which OLCO had been represented (this was briefly reported in the April 1992 edition of LIONSHEART). The Chairman continued that, initially, British Coal had agreed to bear the cost of the preliminary survey. However, with the resignation of Malcolm Edwards from British Coal, that active interest was no longer there.

Mr. Ken Jump (representing NMGGM) reported that, since the meeting at the Museum referred to, a preliminary meeting had taken place between Loraine Knowles (Head of the Regional History Department) and Phil Cargill (in charge of Museum fund raising). He added that this was believed to be a good meeting, but no further information was presently available.

Charles Taylor-Nobbs asked if LION was still 'in bits'. Ken Jump confirmed that this was the case, adding that removing LION's boiler from the frames was more like a spine transplant than a heart transplant. He felt that the next stages were best determined by a Technical Committee which would supervise the work.

Mr. E. F. Clark asked when the Technical Committee would be formed. Ken Jump replied that there is, as yet, no response from Jim France (Keeper of Conservation) who lacks a senior mechanical engineer. Charles Taylor-Nobbs suggested that OLCO had plenty of mechanical engineers and the Chairman confirmed that this point had been made at the meeting at the Museum attended by OLCO. Mr. E. F. Clark agreed that both Technical and Sponsorship Committees had been discussed at the meeting. Mr. Clark also regretted the recent death of Peter Manisty, who had also been at the Museum meeting.

Mr. J. Hawley asked if LION was safe. The Chairman stated that British Coal had agreed to pay for the survey. Mr. Hawley asked if rental was being paid for the storage of LION. Mr. Jump felt that Dorothea currently had spare space and were prepared to be helpful. Mr. Taylor-Nobbs suggested that the sheer presence of LION was a good advert for Dorothea.

The Chairman then read out the last part of Jan Ford's notes on the meeting in Liverpool to illustrate what was hoped would have happened:-

"Jim France: I propose to wind-up the meeting.

E F Clark: What about the timetable?

Jim France: We feel a sense of urgency because of Dorothea. A sponsor would need a timetable. I'll have urgent discussions within NMGGM within 1 month. There is urgency to resolve the need for alternative costings, to avoid drift. We'll correspond with you all in the next few weeks.

Don Storer: It's going to take about 6 months to restore so Spring '93 would be the earliest steaming date.

Jim France: Do you want to meet again as this group?

E F Clark: The discipline of a main committee is useful.

D Morgan: Good idea.

Jim France: Thank you for participating. The meeting is now closed."

Mr. Jump stated that he believed that the Museum had now transcribed their own notes of that meeting but that Jan Ford's notes were accurate. Mr. E. F. Clark commented that it was a good meeting, but sad that it had not been followed up. Mr. Jump continued that he was anxious that the best team should be involved on the future activities.

Mr. Taylor-Nobbs asked if Mr. E. F. Clark should be proposed for that team, if willing to serve. Mr. Clark replied that it was in the Museum's field. He had not yet received a reply after forwarding the report on LION's tyres. He felt that it was for OLCO's incoming Chairman to progress matters with the Museum. The Secretary suggested that these matters should fall within Any Other Business after the Elections. The Chairman concurred and asked for any other reports.

The Secretary reported the approach from the Friends of the Museum of Science and Industry in Manchester regarding help on period costumes, and the proposal for a joint meeting.

Mr. E. Ball reported for the North Western Group of OLCO that members had all met regularly during the year but there had been no OLCO functions for them to support.

The Chairman then turned to the Accounts, copies of which had been made available to those attending. Mr. D. Neish asked what the 'Stock' item represented. Mr. E. Ball explained that it covered 'Yellow Books' and other items for sale. There was a discussion

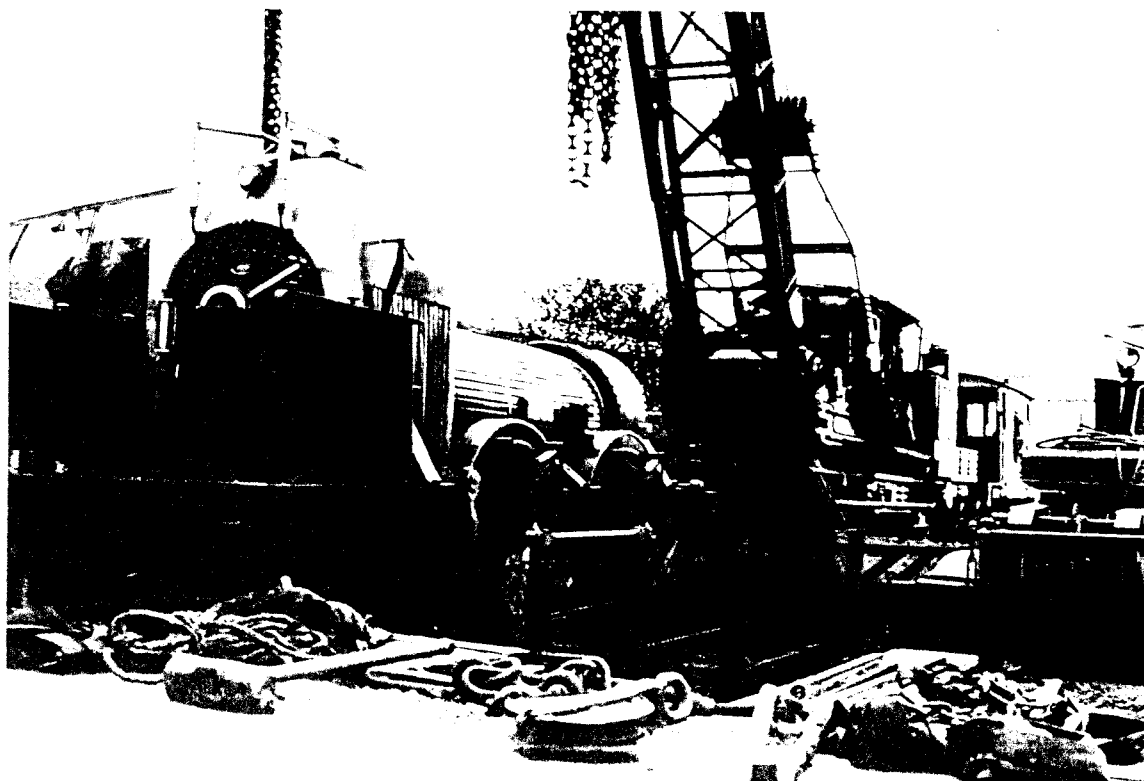
of when a reprint would be required and Mr. Jump commented that he did not believe that the Museum held stock. Mr. J. Hawley hoped that the incorrectly-stated boiler pressure would be corrected, when reprinting. The Chairman suggested that the incoming committee should consolidate stocks and decide when to print a revised, updated edition of the 'Yellow Book'. Mr. Jump commented that NMGM Enterprises Ltd does all sales for the Museum.

The Chairman invited any other accounting queries. Mr. Barnes and Mr. Clark both had subscription cheques which had not been presented. The Chairman commented that post does go wrong. The Secretary said that she would investigate these queries to try to discover what had gone wrong. She felt that the incoming committee would wish to ensure that the systems adopted for processing members' cheques prevented a recurrence of this problem.

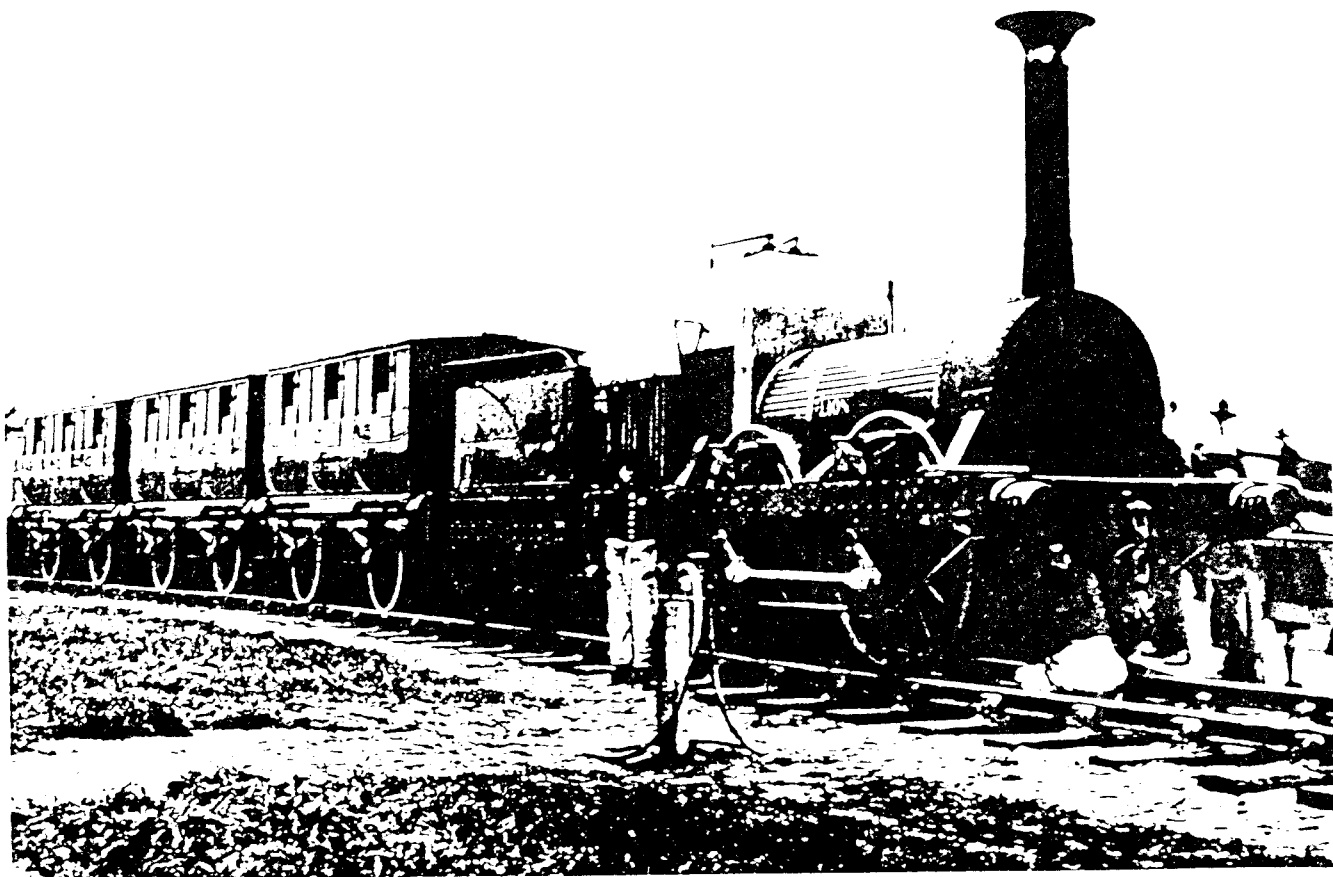
Mr. E. F. Clark proposed the adoption of the accounts, Mr. Taylor-Nobbs seconded and the motion was carried nem-con.

The Chairman moved to the adoption of membership rates for the forthcoming year. Mr. Taylor-Nobbs proposed the retention of the existing rates. This was seconded by Mr. Ball and passed unanimously, Mr. Clark commenting that his support was subject to cheques for membership fees being presented!

The Chairman introduced the elections by reminding members that the eligibility of existing committee members for re-election had been



LION at Dinting. Arrival or departure necessitated the use of Dinting's steam crane. The low loader for road transport is in the foreground. Photo: Eddie Ball.



LION at Wavertree for the 1930 celebrations. The fireman poses beside the locomotive, but the driver, squatting in the 'four-foot', is more interested in his oiling.

reported in the last LIONSHEART. Eddie Ball, Mike Parrott and Jan Ford had indicated their willingness to serve, if required. Alan McKirdy, as retiring Chairman, proposed David Neish as Chairman. This was seconded by Mr. Taylor-Nobbs and the meeting elected Mr. Neish unanimously. Alan McKirdy then handed over the Chair to David Neish.

The Chairman proposed Mr. Geoff Wright for the post of Treasurer. This was seconded by Mr. Taylor-Nobbs and Mr. Wright was elected unanimously.

The Chairman proposed Miss Jan Ford for the post of secretary and this was seconded by Mr. E. Ball. Jan Ford was re-elected unanimously.

Messrs Ball, Parrott and Smallwood, being eligible to continue serving on the executive committee were re-elected unanimously.

Mr. Charles Ashforth (who is also a member of the Friends at the Museum of Science and Industry in Manchester) suggested that it would be useful to have a committee member who was an engineer and who could report back to members in the Manchester area. Mr. Peter Servis proposed Mr. Ashforth for the committee, this was seconded by Mr. Alan McKirdy and Mr. Ashforth was elected unanimously.

Mr. Taylor-Nobbs spoke about the Costume Group and the activities of an American Company 'The Amazon Vinegar

and Pickling Works' who are world distributors of period shoes and also have a pattern service.

The Chairman gave his approval of the printing and quality of recent editions of LIONSHEART, and this was endorsed by the meeting.

Mr. E. F. Clark commented that the photograph of LION on page 4 of the May 1992 LIONSHEART showed her without the maker's plate which she now bears.

The Chairman reminded members of the forthcoming LIONSMEET and commented that two and a half LION boilers had been produced in 7.25-inch gauge for models under construction by John Hawley, Geoff Wright and himself.

The Secretary added that LIONSMEET was always good fun, even if you're not a modeller.

Mr. John Hawley thanked Mr. Taylor-Nobbs for the talk and slideshow which he had given the Bristol Society of Model and Experimental Engineers.

Mr. Peter Servis (Editor, LIONSHEART) said that he hoped there would be enough material to introduce a modellers page in LIONSHEART as a regular feature.

Mr. Charles Ashforth said that the 'Planet' replica would be in service later in the year at Manchester and he was sure that OLCC members would be welcome in costume.

There being no further business, the Chairman declared the meeting closed at 5.35 p.m.

THE OTHER LION

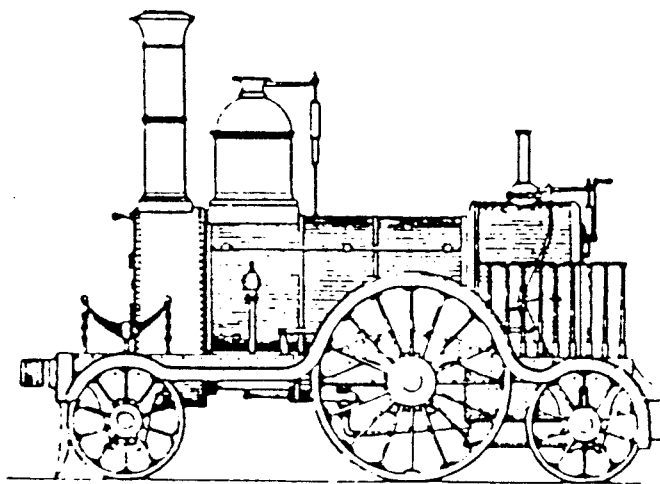
by '41901'

I was fascinated to see the reference to the broad-gauge 'Lion' in the reprinted article 'A Veteran of the Line' in the May 1992 LIONSHEART.

As the accompanying drawing shows, she was an inside-cylinder single-wheeler and, to my mind, lacking the refined proportions of the Liverpool and Manchester LION.

In 1838, the Great Western Railway received locomotives from at least five manufacturers: Mather Dixon, Liverpool; Tayleur, Vulcan Foundry; R & W Hawthorn, Newcastle; Sharp Roberts, Manchester and Haigh Foundry, Wigan.

The Great Western 'Lion' was one of three locomotives supplied by Sharp, Roberts and Company. 'Lion' was delivered in May 1838, followed by 'Atlas' in June and 'Eagle' in November.



The class had six-foot drivers and three foot six carrying wheels. The two cylinders were each 14" x 15".

The broad gauge 'Lion' was withdrawn in 1847, but 'Eagle' carried on until 1871 and 'Atlas' until 1872.

This information is taken from W. G. Chapman's "Loco's of The Royal Road", published by the Great Western Railway in 1936 and reprinted by David and Charles in 1987.

FEEDBACK

From: Harry Hill
Engineering Manager
Birmingham Railway Museum
Tyseley, Birmingham

LION

I noted from the May issue of LIONSHEART that the eventual replacement in replica form may have to be considered - however reluctantly - insofar as 'running' is concerned. Should this become a serious possibility I trust that your committee will bear in mind the expertise we have at Tyseley - particularly with the ongoing construction of Bloomer.

In spite of Geoff Wright's lighthearted assessment of the effects of extrapolation I believe this project could be completed for £175,000 to £200,000 (at 1992 values) - provided that drawings could be made available - copied from original parts by volunteers?

The boiler would have to be all welded - but made to look authentic - I think a cost assessment would show economies over rivetted construction.

Should you wish to discuss in more detail, please do not hesitate to make contact.

Kind regards,
Harry Hill.

From: M G Satow

LION'S REVERSING GEAR

I have read with interest the comments on LION's 'back-to-front' reversing lever in the current LIONSHEART.

I have a feeling that this arrangement is not accidental, because the two Kitson, Thompson & Hewitson engines EXPRESS and FAIRY QUEEN (maker's numbers 480, 481 of 1855) preserved in India are similarly arranged, albeit with 'Stephenson' link motion.

When I first spotted this feature, I assumed that the driving axle was in wrong-way-round, but I have examined both engines and am satisfied that this is not the case. Anyway, if a shop did put an axle in wrong-way-round, it would jolly soon be told to put it right, or there would be engines all over the place with back-to-front reversers. Why, also, are all the publicised examples from the Kitson stable?

Without attempting to fathom the logic of the arrangement, I have come to the conclusion that this was a Kitson feature of the period, and suggest that no one should attempt to put LION round the other way.

M. G. Satow.



Our photograph shows Jan Ford in India recently, looking surprisingly happy after suffering a signal check whilst at the controls of a broad gauge Class WP 'Pacific' from Delhi to Shahdara.

FROM THE SECRETARY

The enforced silence from the secretary was caused by my recent business trip to India. Apologies to all members for delays in dealing with membership matters. I hope that matters will be brought up to date shortly.

As reported elsewhere, I was re-elected for a further year as secretary. I would make a final appeal to any members who have so far overlooked their membership renewal to

deal with the matter, before our new membership list is drawn up.

Our society depends upon the encouragement and support of all members. This year's LIONSMEET is almost upon us: do try to attend. If you cannot attend the events, do let the Editor have articles, letters or anecdotes to share with the rest of the membership. Be assured that all contributions really are welcome.

THE EDITOR WRITES...

Elsewhere in this issue, we record the death of Peter Manisty. Although he was involved in all aspects of steam preservation, he had a particular affection for LION, and had been a member of OLCO for some time. He was closely associated with the current initiative to bring LION back to steerable condition. Alas, this was one project he was not able to see through to completion. Perhaps the best tribute we can make is to redouble our efforts to ensure that LION can steam again before too long.

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