THE OCCASIONAL NEWSLETTER OF THE OLD LOCOMOTIVE COMMITTEE

LIONSHEART

1992 Issue 4 September 1992

LIONSMEET

CHESTERFIELD

1992

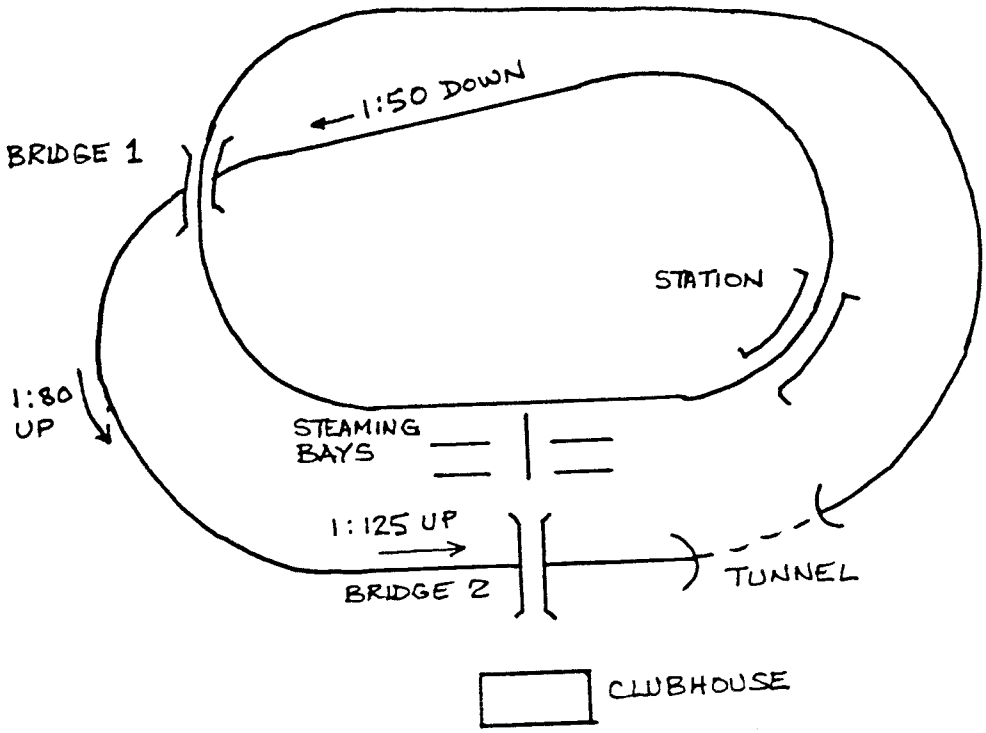
David Neish is this year's Winner

The 1992 LIONSMEET took place at Chesterfield on Sunday, 30th August. Heavy rain marred the start of the day, but matters improved and the sun came out later on. There was further intermittent rain later, but not enough to prevent those attending from having an enjoyable day.

Our hosts were Chesterfield and District M.E.S. Their Hady track is situated in picturesque woodland at the rear of the Hunloke Memorial School. They moved to this site in 1962 and initially constructed a multi-gauge oval. In 1967, this was extended to as shown on the diagram to give the present run of almost 1200 feet.

Running is anticlockwise and, starting from the steaming bays, the attractive canopied station is reached by a left-hand curve. The line continues its curve to a short, fast inner back straight on a descending gradient of about 1 in 50. Another left-hand curve takes the line under Bridge 1 and up a difficult incline of about 1 in 80. This eases to about 1 in 125 on the straight in the cutting, under the footbridge from the clubhouse (Bridge 2) and continues through the tunnel which features proper brick arch construction. A long left-hand curve takes the line to the long back straight, followed by a stiff, climbing

Layout of the Chesterfield M.E.S. Track



left-hand curve over Bridge 1 and back to the steaming bays. All in all, quite a demanding circuit.

Rails are steel throughout but the inclement weather meant that the models were fighting for adhesion at times and Mike Parrott was particularly unfortunate to take his competition run after a heavy downpour.

As is normal, the morning was reserved for informal running. Mike Parrott braved the rain to get his LION into steam and David Neish followed. Mike and David carried out a number of trial circuits and generously allowed Keith Taylor-Nobbs, new OLCO member Ron Broyd and Jan Ford to take their models round the track.

Refreshments were served in the clubhouse, allowing time to discuss modelling matters with our hosts. In addition, an exhibition of non-steaming LIONs had been arranged, with Jim Mercer's LION, Keith Taylor-Nobbs' famous LION and Geoff Wright's splendid, unfinished 7.25-inch gauge LION.

After lunch, the Pitkethly Dynamometer Car was set up on the track behind David Neish's locomotive and he made his competition run with Jan Ford as observer. Next, Mike Parrott made his run, after a heavy downpour had made conditions difficult. Ron Broyd then made a good run, borrowing David's LION and finally Edward Parrott made his run, using his father's locomotive.

The official results showed David Neish as this year's winner. Since the Chairman could hardly present the Chairman's Award to himself, the retiring champion Mike Parrott handed over the award to David Neish, who made a short speech of thanks to Chesterfield and District M.E.S. for their hospitality.

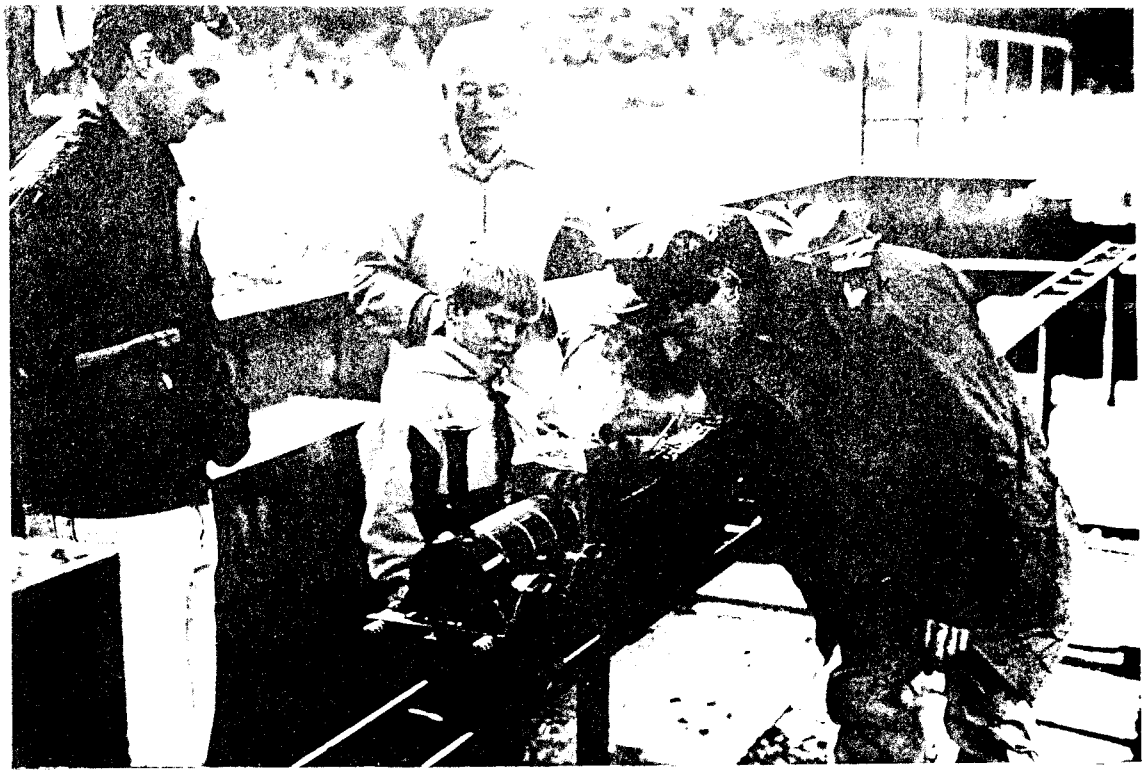
LIONSMEET 1992

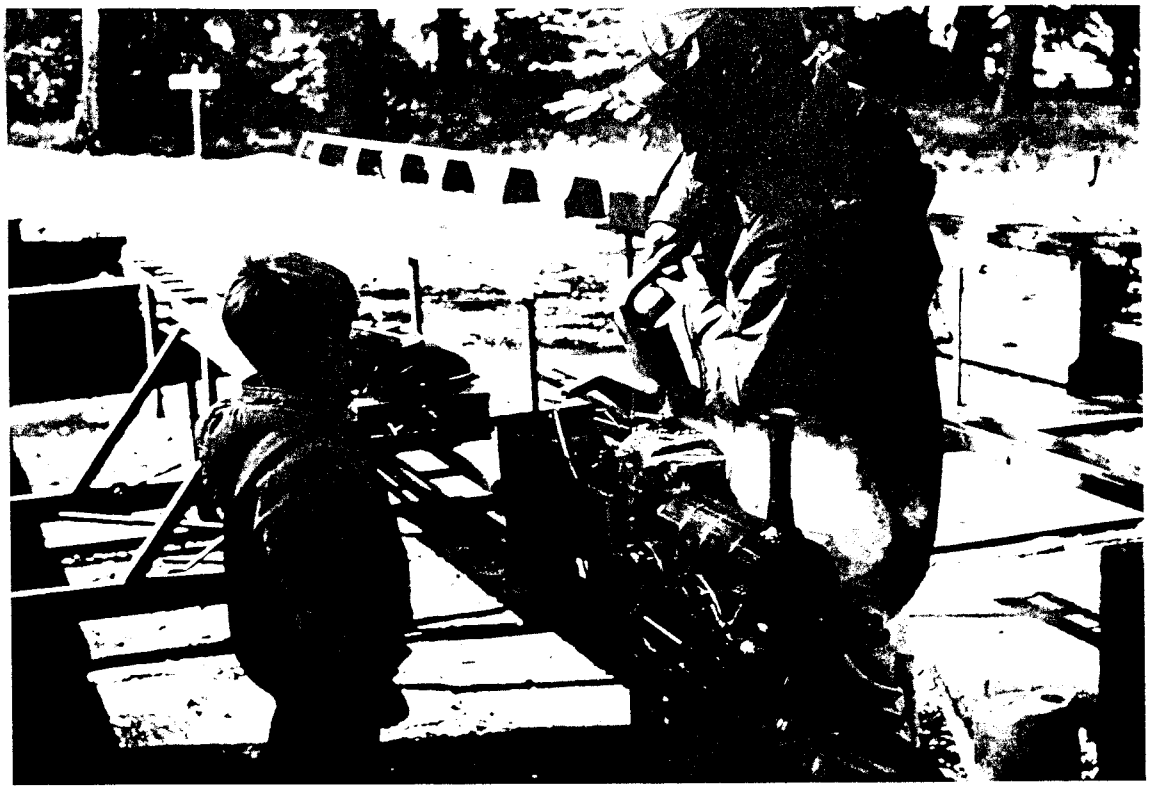
Front Page: The Chairman, David Neish at Chesterfield, after winning the competition at LIONSMEET 1992.

Opposite page, top: Mike Parrot prepares for the competition run at Chesterfield. OLCO Member Robert Lester (centre, rear) looks on.

Opposite page, centre: Chesterfield's clubhouse, showing the attractive, wooded location.

Opposite page, bottom: During the informal running session, Chairman David Neish runs through the cutting with Treasurer Geoff Wright as passenger.





LIONSMEET 1992

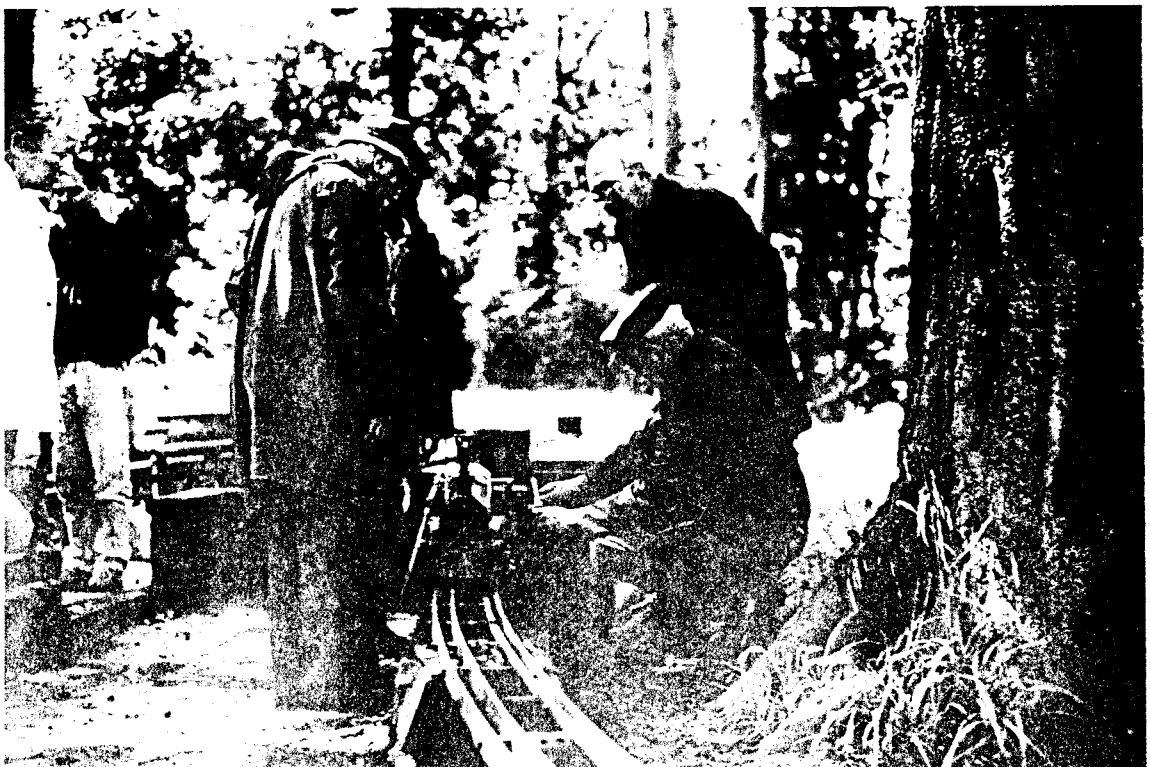
This page, top: Mike Parrott taking water in the steaming bays before moving his LION onto the running line in the background.

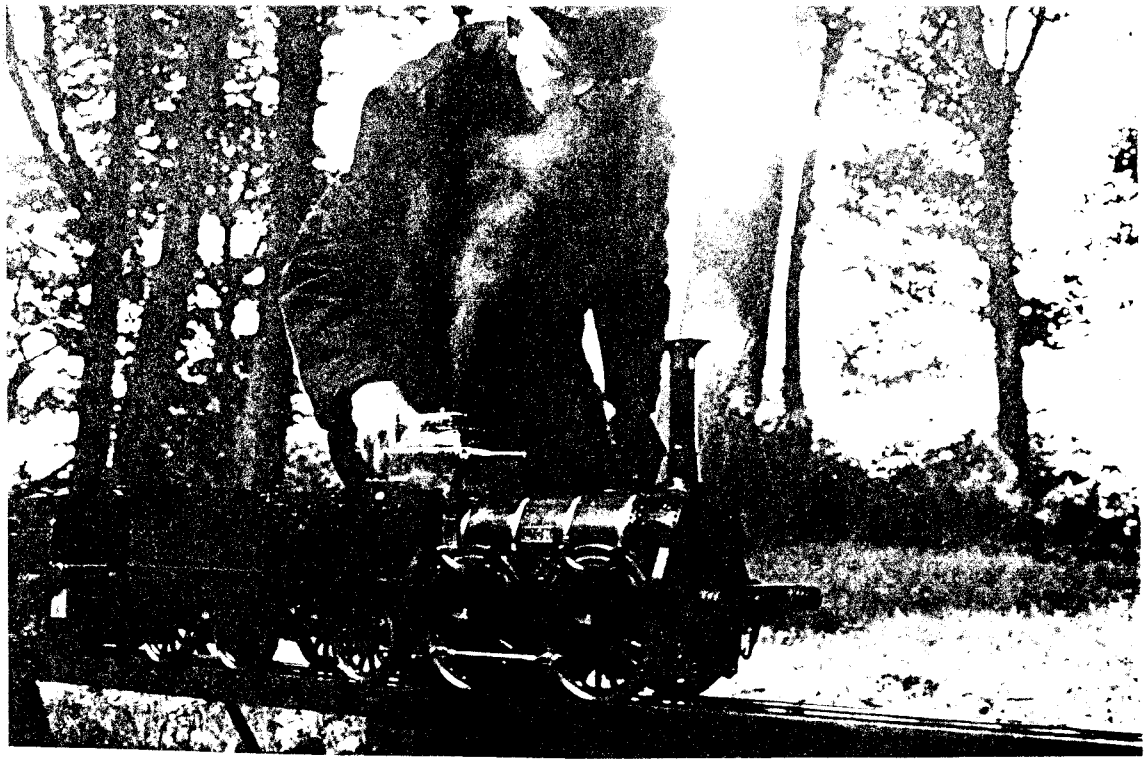
This page, bottom: David Neish making final adjustments to the Dynamometer Car, watched by (l. to r.) CLCO Member Ron Broyd, Mike Parrott (partly hidden) and Geoff Wright.

Opposite page, top: David Neish checks his locomotive before starting his competition run.

Opposite page, middle: Last year's winner, Mike Parrott, presenting the Chairman's Trophy to David Neish.

Opposite page, bottom: Technical Editor Charles Taylor-Nobbs, Edward Parrott, Ron Broyd and members of Chesterfield M.E.S. watch the presentation of the Chairman's Trophy.





"LION"
THE QUESTIONABLE ORIGIN OF HER BOILER

by

C. E. Taylor-Nobbs
Technical Editor

Mark Smithers' letter in 'Model Engineer' No. 3715 21-31st October 1983 page 476 suggesting that LION could be fitted with a boiler built by E.B. Wilson's of Leeds is an interesting, but unsupported, hypothesis. It is always regrettable when letters and/or articles fail to quote their sources of reference. The Torbay and Brixham Railway (incorporated 1864, opened 1868, absorbed by the G.W.R. 1883), being barely two miles long, is hard enough to find in the literature, let alone a picture of their only locomotive, "Queen" (yes, I know that "Raven" also worked the line, but she was really a South Devon Railway locomotive !). Even though "Queen" was a broad gauge locomotive, built in 1852, the dimensions given in part 2 of the R.C.T.S. publication "The Locomtives of the Great Western Railway" compare well with the dimensions of the boiler currently fitted to LION, and almost certainly fitted prior to her being sold out of service in 1859.

Low Moor Iron was used by E.B. Wilson's for their boilers, the same material has also been used for LION's current boiler (p. 246 'Railway World' Volume 41 No. 481 May 1980) and one might reasonably expect to find a longer boiler on a locomotive with a longer wheelbase. Sadly, the theory now starts to come adrift: E.B. Wilson was not the only major manufacturer making high-cased fireboxes at the time. W. Fairburn and Sons of Manchester built some tank engines for the "Little" North Western Railway (the line from Skipton to Morecambe, subsequently absorbed by the Midland) in 1850, as of course did E.B. Wilson's.

Now, if we refer to page 91 of E.L. Ahrons' "The British Steam Locomotive from 1825 to 1925" there is a passage which reads ... "A characteristic of both Wilson's and Fairburn's early tank engines was the domeless boiler. In place of the dome, the fire-box casing ... was raised one foot above the barrel to provide a steam space. ... This form of raised fire-box casing was used for many years by Manning, Wardle and Co. in tank engines built by them."

During the Autumn of 1979 I was fortunate enough to be given the opportunity of inspecting the 'Old Lady' in her naked state at the Vulcan Foundry, and carelessly omitted to measure the height of the firebox case above the top of the barrel. However, from measurements taken subsequently for the preparation of drawing for a 7.25 inch gauge version, it would appear that the top of the firebox case is some 12-13 inches above the top of the barrel. The description for the firebox shape as "a plain 'D' shape" is, I feel, somewhat misleading. It is in fact an inverted 'U' shape if one is describing the casing which appears above the footplate. The term 'D' shape really only applies to the plan view of the firebox of locomotives like 'Coppernob', Furness Railway No. 3, built by Edward Bury and Company of Liverpool.

The answer as to whether the L.N.W.R. would have outshopped a major rebuild or not to an outside contractor is conjectural, but consider: In 1838 the brand new LION would have to have been delivered by road, canal and/or ship to Liverpool. By 1848 she would have been able to return "home" to Leeds on L.N.W.R. metals. Now, we might ask, just where was "home"?

Boiler Dimensions of Queen and Lion

		QUEEN (T.& B.R.)	LION (L.N.W.R. to date)
Barrel:	Length:	76.5 inches	104.5 inches
	Diameter:	37 inches	40.5 inches
	Tubes:	94	98
	Diameter:	2 inch	2 inch
Firebox casing:		36 x 39 inches	39.25 x 40.75 inches
Wheelbase:		0-4-0 8 ft.	0-4-2 6 ft. + 6 ft.

The partnership that had built her, Todd, Kitson and Laird, formed in 1837, had dissolved by 1839. Their Airedale Foundry continued as Kitson and Laird until David Laird left in 1842. A new partnership was formed with Isaac Thompson and William Hewitson which lasted until Thompson left in 1858. Kitson and Hewitson then became Kitson and Company in 1863 after Hewitson died. Meanwhile, Charles Todd had entered into partnership with John Shepherd to form the firm of Shepherd and Todd at the Railway Foundry, virtually next door. Todd left this enterprise in 1844 to start up the Sun Foundry on the Dewsbury Road at Leeds, this eventually became Hathorn, Davy & Co. In 1845 the Railway Foundry had expanded to become E.B. Wilson & Co. employing some fifty men in a small building. By 1847 the number of employees had increased to five hundred and output was scheduled to reach 75 locomotives a year compared with the 10 a year they were just able to produce in the early 1840's. There seems to have been no valid reason for a successful company like E.B. Wilson to close down in 1858 and become Manning, Wardle, but it did.

Obviously LION could have gone home to either of her two 'parents' and, if the theory of an E.B. Wilson boiler is valid, then perhaps Mr. Todd's former establishment is the more likely. Equally, had repairs been urgent, she could have been towed to Wm. Fairburn in Manchester. They had, after all, been in business since 1818 building stationary engines and boilers, only turning their attention to railway engines in 1839 - very contemporary with LION!

All this assumes that a brand new boiler was fitted when the old one wore out. When one observes odd things such as 16 spoke and 18 spoke driving wheels, with different hubs, fitted together, then it becomes feasible to think in terms of a high degree of 'cannibalisation' to keep locomotives of only moderate importance (e.g. ballast trains) in service.

Why, for example, is there an oval brass plate screwed to the backhead bearing the number 149? As far as I am aware (and it is never safe to make definitive pronouncements like "there is" or "there was" unless the evidence found during your research into railway history is beyond dispute), there are two possible sources for a boiler and firebox bearing the number 149. 'The British Locomotive Catalogue' (Moorland Publishing) refers to a 4-2-0 built by Jones, Potts & Co. for the L.N.W. Southern Division in 1847 which suffered an accident a Bicester in 1851. The questions are: Was the boiler damaged? Was it used on another locomotive? Are the dimensions remotely similar to the one fitted on LION? The same volume also refers to an 0-4-2 built for the Liverpool and Manchester in their own Shops at Edge Hill, No. 91 'Petrel', which eventually became L.N.W.R. No. 149. Although built in 1844, she was sold in April 1856 and returned in May! In addition to the three questions asked above we might reasonably wonder why; could the boiler have been sound but 'Petrel' have developed a major fault in the moving parts? And just how long was LION out of service before being sold off to the Mersey Docks and Harbour Board?

It is not difficult to visualise a whole 'graveyard' of obsolete engines with, by dint of some judicious cobbling, getting perhaps six or seven out of every ten capable of wheezing out of the yard under their own steam. Try reading 'The Chronicles of Boulton's Siding' by Alfred Rosling Bennett, in order to get some idea of the contractor's engines that Isaac Watt Boulton managed to bodge together from scrapped locomotives, and how he got them home to his own private siding over the various railway companies metals!

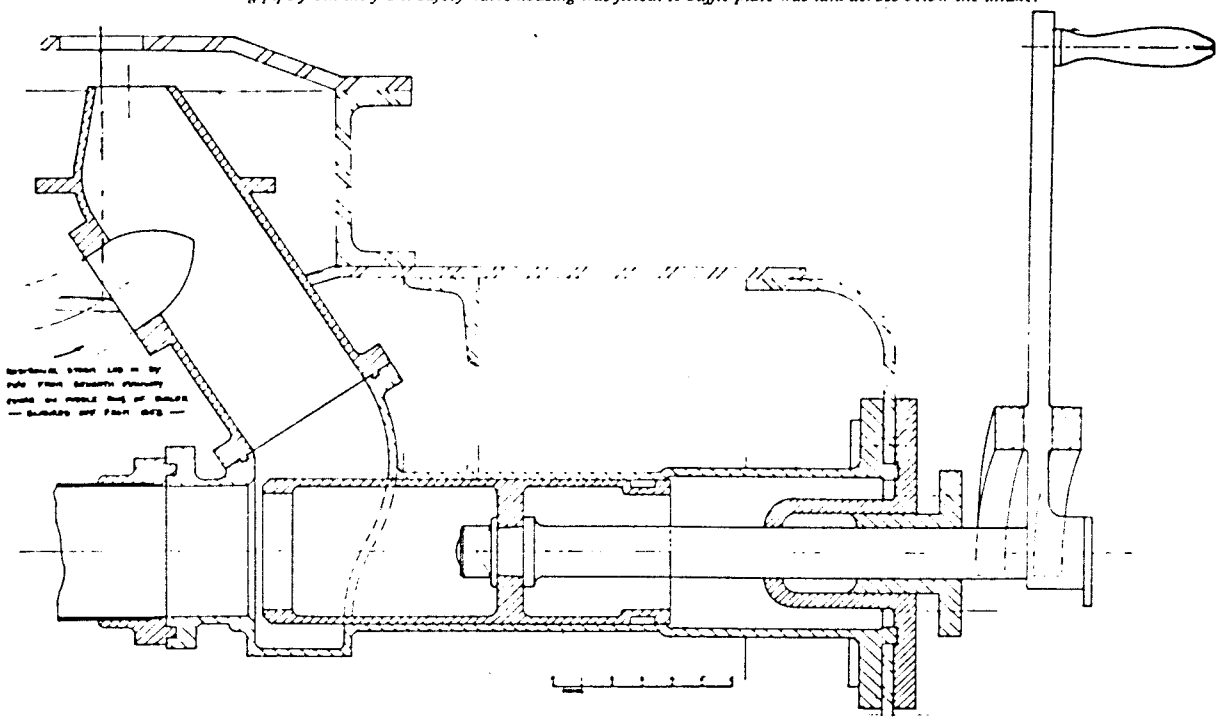
There really is a tremendous amount of work still to be done just researching this one locomotive LION.

Other clues to the origin of the boiler can be found in 'Loco-Profile' No. 15; "The Crewe Type". LION has a perfect example of a G.J.R./Crewe type of piston regulator or throttle, illustrated in transverse section. Assuming the regulator was supplied by the makers of the boiler and firebox, the Edge Hill origins seem fractionally more likely than an E.B. Wilson origin, especially in view of the mysterious No. 149. The safety valves are so similar to those described in Stephenson's patent of 1832/33 that his specifications as published were likely to have been the "vade mecum" for almost every locomotive building enterprise until well into the 1880's. In other words they are not really distinctive enough to confirm the work of any particular manufacturer until some unique feature of these particular valves can be positively matched with other evidence...

Help! Anybody?

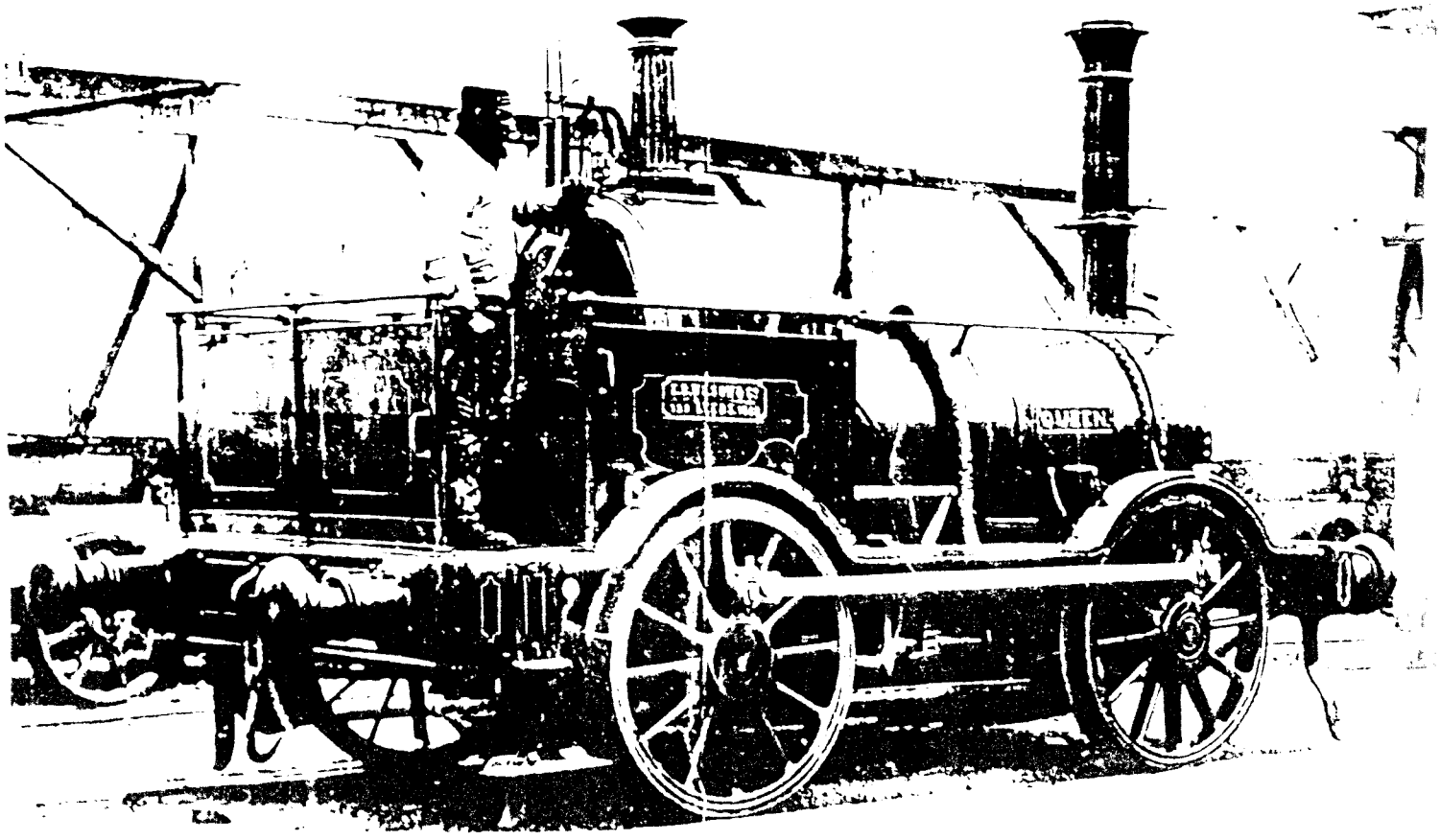
This article originally appeared in the 'Model Engineer' of 3rd August 1984, and has been slightly abridged.

G.J.R./Crewe type of piston regulator, or throttle, with handle moving in spiral-shaped quadrant. Arrangement shown is that of SFB 2-2-2 in which an additional internal collecting pipe from the front safety-valve housing was fitted. A baffle plate was laid across below the intake.



Above: The drawing of the piston regulator referred to in the article on the previous page, taken from Profile Publication's 'Loco Profile No. 15'.

Below: Two years after the previous article was written, the Oakwood Press published 'The Brixham Branch' by C.R. Potts, including this illustration of 'Queen'.



STEAM IN INDIA

by Jan Ford

My recent business trip to India gave me an opportunity to visit the Railway Museum at New Delhi and see the twilight of steam on the main line around Delhi.

The most famous exhibit in the Railway Museum at Chanakyapuri is 'Fairy Queen', built by Kitson, Thompson and Hewitson in 1855. At one time she was regarded as the oldest steamable locomotive in the world. She was saved through the intervention of Mike Satow, who remains a respected consultant to the Museum. This locomotive and a half-sectioned 'A' class broad gauge 4-6-0 share a glass-fronted building of their own. Smaller items and models are housed in a roundhouse-style museum building. All the other exhibits are displayed around a ten-acre outdoor site.

By coincidence, the last issue of LIONSHEART carried a letter from Mike Satow pointing out the link between LION and 'Fairy Queen' in that both locomotives have back-to-front reversing levers. 'Fairy Queen' is built for the Indian 5ft 6in broad gauge, which gives her a squat, powerful appearance. The running boards extending the length of the locomotive are noteworthy. Water is carried in well tanks (like 'Bellerophon').

The French-built 'Ramgotty' is interesting, both for her wooden brake blocks and Gooch motion operated from outside eccentrics (shades of 'Bellerophon' again).

There are a number of British-built locomotives. The largest locomotive is the Manchester-built Beyer Garrett from the Bengal Nagpur Railway. I imagine our friends at the Museum of Science and Industry in Manchester would be delighted to repatriate that one!

The oddest exhibit is probably the Patiala State Monorail Trainway locomotive, running on a single guidance rail in the centre with two unflanged wheels on the outside. Built in 1908, this locomotive is still steamable.

An excellent guide to the exhibits at this museum, written by Mike Satow, can be found in the May 1977 edition of 'The Railway Magazine'.

I also saw a little of Indian Railways today. New Delhi station is all diesel and electric. Electrification is 25 kV a.c. and I was able to travel on 'the fastest train in India' - the electric-hauled Shatabdi Express - at least as far as Agra.

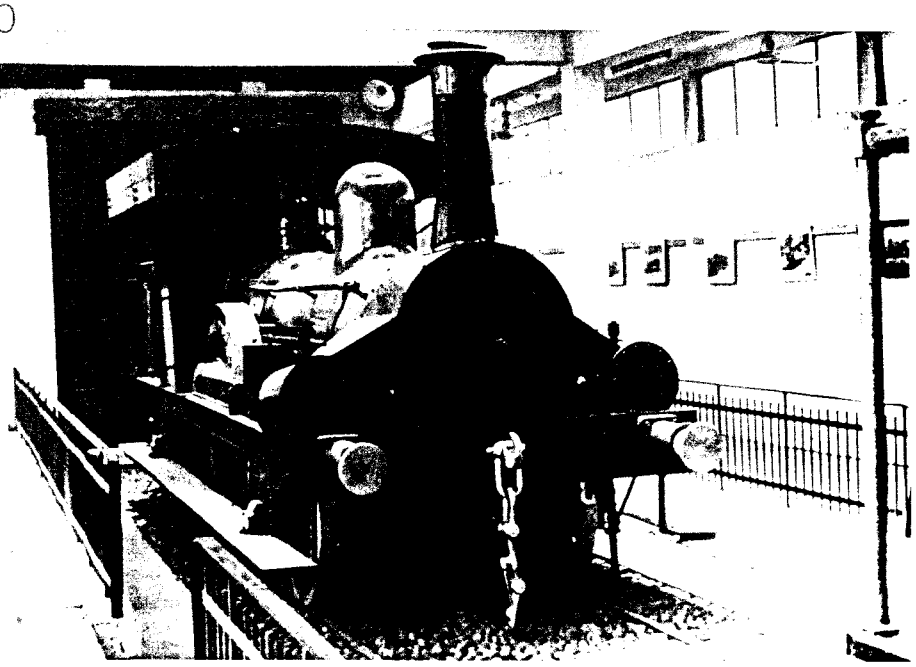
But Delhi Main still has a number of steam workings. There's a metre-gauge terminus served by steam and diesel standing next to a broad gauge through station with steam, diesel and electric workings.

Europeans are regarded with friendly curiosity and I found it easy to be invited onto the footplate but soon discovered that not all drivers speak English! However, English names seem to be used for the driving controls so I was able to establish my unlikely credentials as a female enthusiast by the 'Naming of Parts'. Whilst photographing a metre gauge light engine during a lunch break (a Class YG 2-8-2), the driver signalled me to engage reverse gear and open the regulator. I happily pottered out of the platform, thinking we were carrying out a shunt. It eventually dawned on me that we were 'Rightaway the Shed' a few miles distant for disposal! It took a little time at the Shed to locate an English speaker and arrange a trip back to my starting point on a diesel-hauled empty stock working, but it was a wonderful, if unexpected, experience.

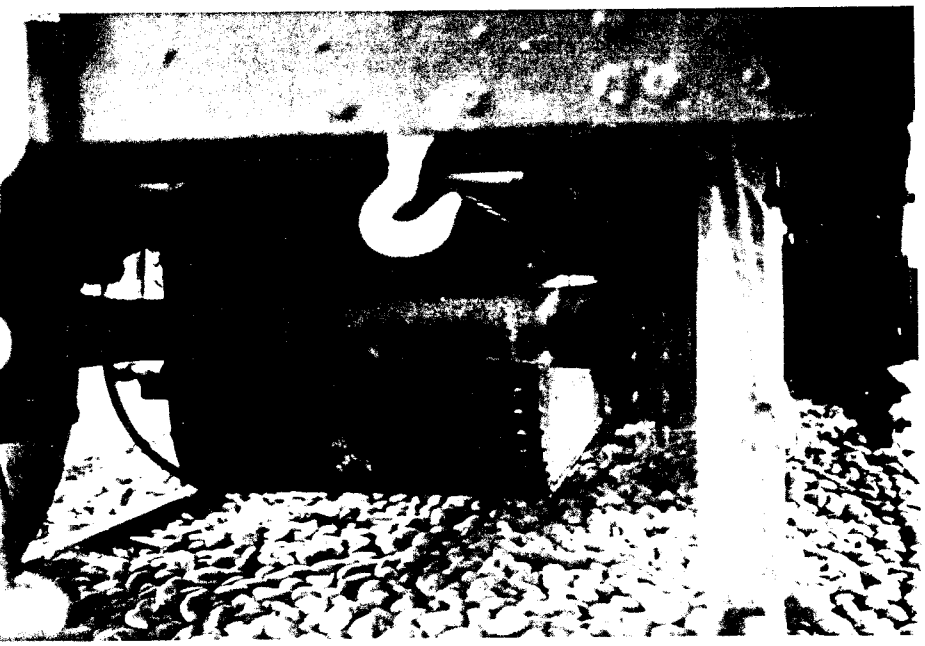
My friends at railway headquarters said that they would arrange an official footplate trip for me, but they were not so sure about my request for 'hands-on'. In the event, because of pressure of work, it was 6 p.m. on the day I was leaving before I was able to make my official footplate trip.

They'd chosen a steam-hauled Delhi-Haridwar working. As always, the platform was crowded as I made my way along the length of the train to the locomotive - a broad-gauge class WP 'Pacific'. This Indian Railways Standard design was only introduced in 1947, so it is rather modern by OLCO's standards. But perhaps the Editor will find space in a future edition for a description of my all-too-short trip.

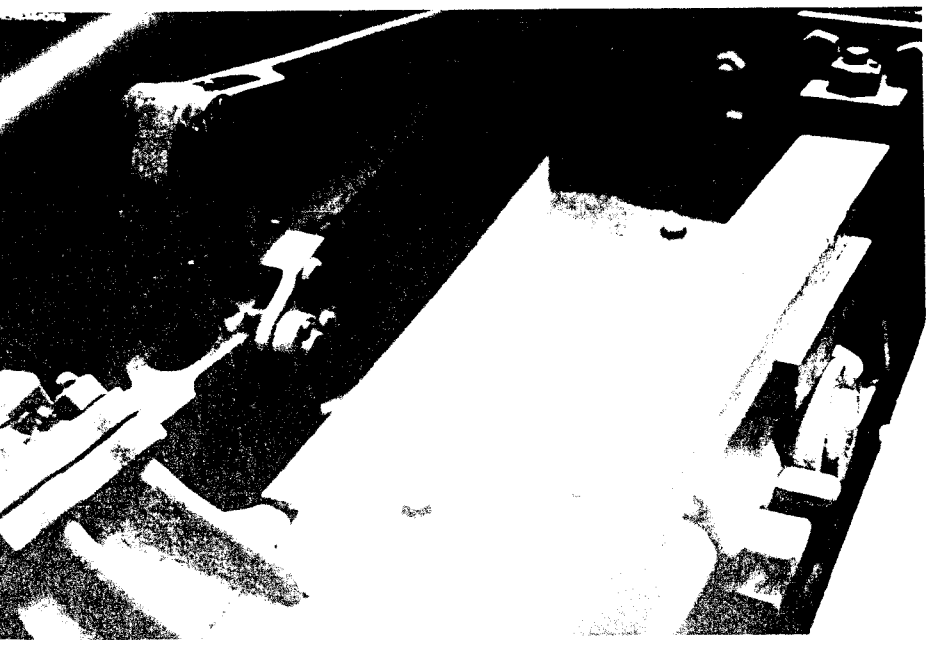
STEAM IN



'Fairy Queen', East Indian Railway 2-2-2 well tank No. 22, Kitson, Thompson and Hewitson 481 1855. Notice the 'Continental' pattern screw coupling.

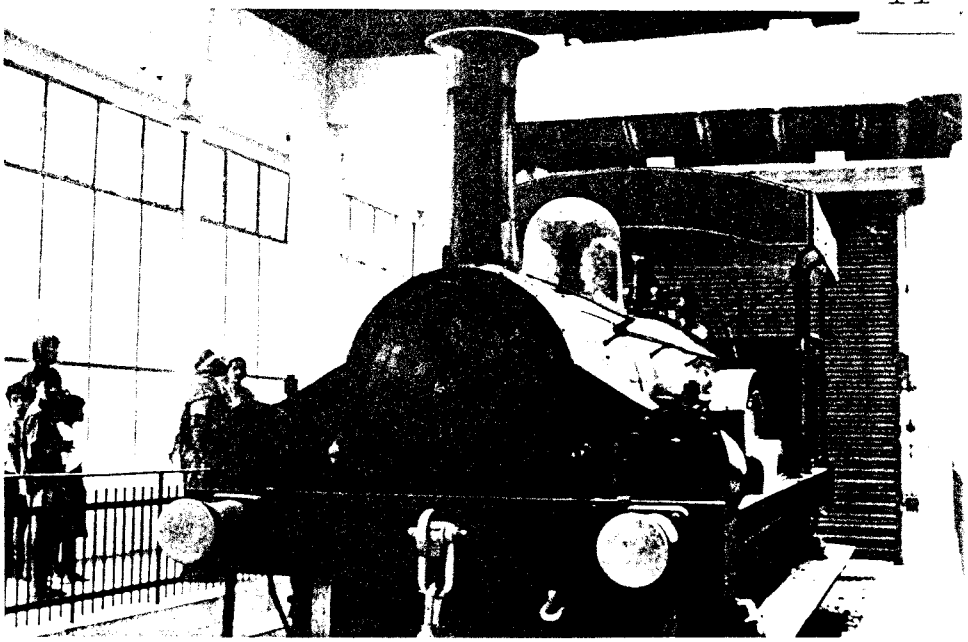


'Fairy Queen' showing the leading axle and well tank.

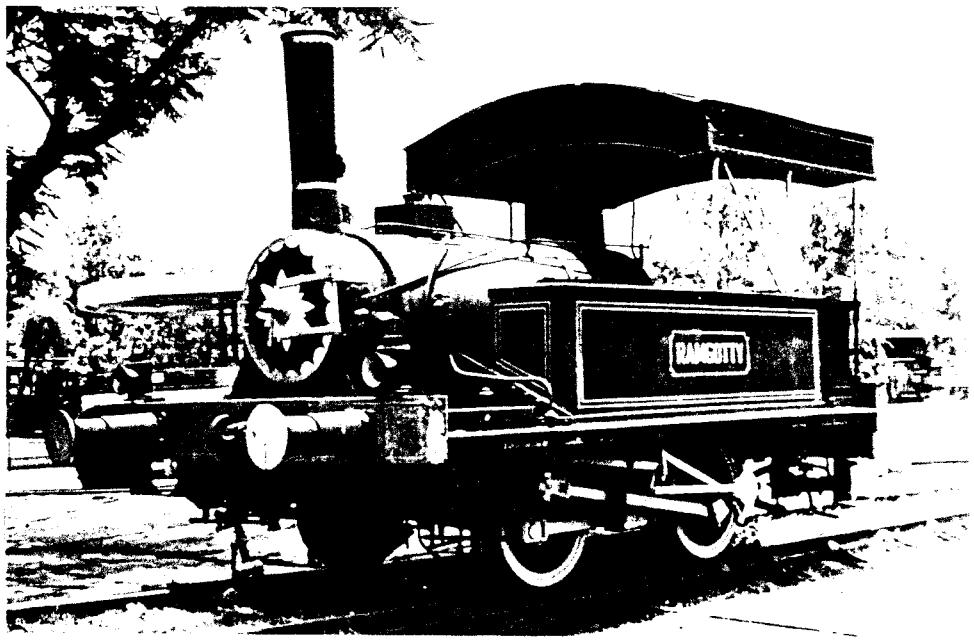


A detail of 'Fairy Queen' looking down, showing the slotted link in the left and the left-hand reversing rod slide bars on the right of the view.

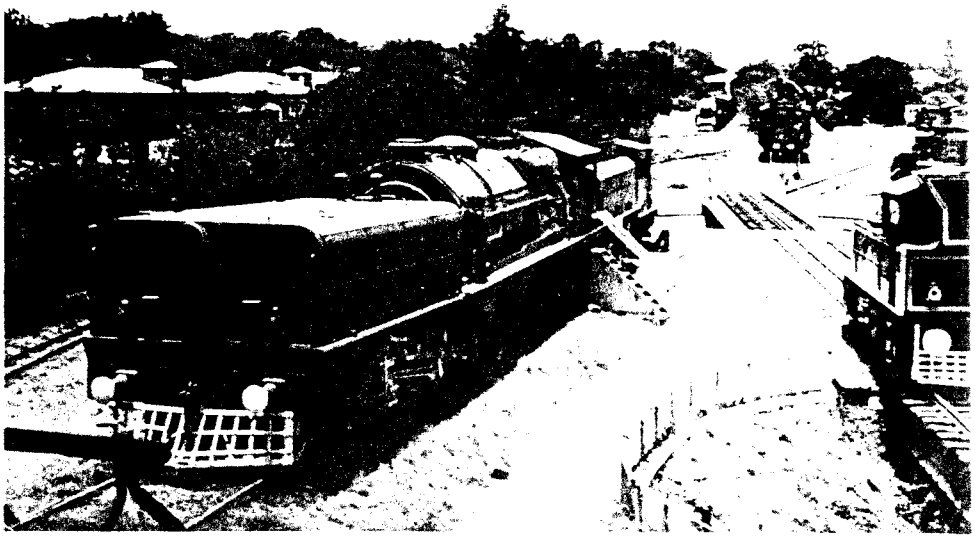
INDIA



'Fairy Queen' with admiring museum visitors.



'Ramgotty', originally 4-foot gauge, built Anjubault, 1862.



The massive 'X' class 4-8-4 + 0-8-4 Garratt, Bengal - Nagpur Railway No. 215, Beyer Peacock c1939.

LIONSMEET 1992

by Jan Ford

This year, the writer was official observer and thus in a good position to report on the performances. The contest is to see which model can produce the most useful work in ten minutes.

In theory, the limiting factor could be the ability of the boiler to generate steam, the ability of the cylinders to utilise that steam or the limit of adhesion of the model. In practice, the adhesive limit is normally the operative constraint and this was certainly true of the Chesterfield track, which produced some of the lowest figures yet seen for work done.

In Chesterfield's exciting looped track, the inner part of the circuit passes under the outer part so that much of the circuit is either rising or falling. The rising grades limit how much power can be fed to the wheels without slipping and the wet conditions worsened the situation. On the falling grades, some 'coasting' was necessary, to avoid excessive speed on the curves. While coasting, the competitors were unable to 'clock-up' any useful work.

As always, the competition is a test of both enginemanship and tactics to be able to produce the best compromise.

David Neish completed 1/3 of a lap with 3 passengers, but traction problems on the gradients made him decide to reduce his load by one.

Mike Parrott lifted 1 adult and 2 children as passengers on wet rails, covering a slightly shorter distance, with speed peaking at 9.5 mph.

Ron Broyd lifted 2 passengers with David's LION, covering a longer distance but performing slightly less work than David.

Edward Parrott turned in an excellent performance, carrying 1 adult, enabling him to travel further but record less work overall.

FEEDBACK

From: Charles Taylor
Bristol.

WHITE OVERALLS

Referring to the article on railway uniforms in the latest Lionsheart, white slops (short overall jackets) and white corduroy trousers were worn by tradesmen in Crewe Works, and presumably in other works as well, while painters wore slops and white drill trousers. This is illustrated in the official photograph of the new 'Claughton' number 2222 taken in 1913, but by this time the familiar navy blue was beginning to take over.

My father always said that the more fastidious men carried a piece of white chalk to rub over any grease spots which occurred. White may seem a ridiculous colour to wear in a locomotive works, especially when remembering the state of steam locos towards the end of their main line service, but before the turn of the Century there was plenty of labour available at about £1 per week to keep engines clean in service and to clean them on the works before work began on them.

When I started in 1939 there were still a few white overalls about and one smith (named Tiny because of his stature) continued the tradition well into the war years.

Yours faithfully,
Charles Taylor

Mike Parrott comments:-

As a point of interest, David's winning score is the lowest ever, and indeed only 2 people had ever done less work previously (Norman Lewis, Cheltenham '89, 22390 ft lb, and Edward Parrott, Warrington '90, 10870 ft lb, in a run of only 6 minutes). The previous lowest winning score was Jim Mercer's 42900 ft lb at Dinting in '87. I leave you to draw your own conclusions!

Name	Work done foot lbs.	Distance feet	Load (inc dr)	Average speed mph	Drawbar pull lb	Horsepower	Posn
D. Neish	24765	5200	3 (*1)	5.91	4.76	0.075	1
R. Broyd	21375	5600	3 (*2)	6.36	3.82	0.065	2
M. Parrott	18720	4850	4 (*3)	5.51	3.86	0.057	3
E. Parrott	16735	5960	2 (*4)	6.77	2.81	0.051	4

(*1) commenced with driver plus 3 adults, then reduced to driver plus 2.
(*2) driver plus 2 adults.
(*3) driver plus 1 adult and 2 children.
(*4) driver plus 1 adult.

LIONSMEET - WHERE NEXT?

by Mike Parrott

As reported elsewhere, LIONSMEET 92 has been and gone, and so it is time to think about next year's event.

Uppermost in my mind at the moment is the thought 'Is it worth organising?' The last two LIONSMEETs have barely avoided being an embarrassment due to the pathetically low turnout of members, particularly those with models. In both cases, there have only been two models run, and less than a dozen members have turned up. And that in two years when LIONSMEET has been the only OLCO event apart from the AGM. Those who have bothered to turn up have thoroughly enjoyed themselves, as have our hosts, and many friendships have been established.

So why have so few people turned up? I cannot believe that you all have prior engagements, as the date of LIONSMEET has, with one exception, always been the August Bank Holiday Sunday, and has been announced in LIONSHEART months in advance, with reminders in subsequent editions. I think it was two years ago, I specifically asked at the A.G.M. if that date was still the preferred date, or should it be moved? That meeting confirmed the date, and it has been held then each year since. Is that date inconvenient, and would you like LIONSMEET moved to some other time?

It was originally conceived that LIONSMEET would be moved around the country in order to try and equalise the travelling members had to do over the years, and that aim has been met to a large extent, venues generally alternating North/South, and only one venue has so far been revisited. Yet at the last two LIONSMEETs, the same two locos have attended (incidentally those two models have attended EVERY LIONSMEET), this year both having to travel long distances, yet none of the Northern LIONs came and ran (though I admit two came as static exhibits). Moving from club to club gives us a chance to spread the word about OLCO, and gives us the opportunity to meet lots of new people and run on different tracks. Do you want that to continue, or is someone prepared to host us every year? Where would you like LIONSMEET to be held next? All that is required is a continuous track, raised (not all models have wheels suitable for pointwork - mine hasn't at the time of writing - and the dynamometer car is not suitable for ground level track) and someone to make the tea. Good weather is not essential, though preferred, but LIONSMEET cannot be held as part of a public passenger hauling day.

The format of the day has always been for people to run their models as they like in the morning, and hold the competition for the Chairman's Trophy in the afternoon. The words on the Trophy state that it is awarded to the most efficient live steam model of LION, but in fact for ease of calculation it has been awarded to the most powerful model (not necessarily the same thing!). Those people who attend who are not owners of complete locos have always had the opportunity to borrow a loco for a drive and even enter the competition, or just observe and catch up on the latest news of Big Lion, or discuss its finer points. Is this how you want it, or have you some other ideas to make an interesting day for everyone?

I can answer the first question myself - yes, LIONSMEET is worth organising - but I urgently need YOUR answers to the other questions:

1. WHEN is LIONSMEET 93 to be held?
2. WHERE is LIONSMEET 93 to be held? (why not your club if it fits the bill?)
3. WHAT do you want to do at LIONSMEET 93?

I cannot guarantee that I will be able to comply with all your wishes, but I do assure you that all responses will be presented to the next Executive Meeting in order that we try to please the majority. If I do not receive any response before the next Executive Meeting (due to be held in November), I shall propose to the Executive that we continue on the current format, at a date and venue to suit the two regular competitors. So, it is up to YOU. Please send your suggestions/comments either to the Secretary or to me:

Mike Parrott
Lionsmeet Organiser
49 Pontneathvaughan Road
Glynneath
West Glamorgan
SA11 5NS

PLEA TO THE MEMBERS FROM THE TREASURER

As the new Treasurer appointed at the A.G.M., I am trying to prove that a new broom sweeps clean by chasing up some missing subscriptions. Of the eighty members shown on the Membership List, only a small proportion have so far paid for the current year. If you have not yet got around to sending yours, I shall be most grateful if you will let me have a remittance in favour of Old Locomotive Committee at your earliest convenience. The subscriptions remain the same for this year at £6 for personal membership, £8 for families, £12 for Institutions and £3 for Juniors.

Owing to the deviousness of one of our Committee Members (it would be ungallant of me to name her), I appear also to have inherited the job of membership secretary. If, therefore, you have for some dire and pressing reason to resign from OLCO (perish the thought), I shall be glad to hear from you, to enable our records to be kept up to date.

Many thanks,

Geoff Wright
Broad Oak
Orchard End
Weybridge
Surrey KT13 9LS

PLANET PROGRESS

The official launch of the 'Planet' reproduction at the Museum of Science and Industry in Manchester will take place, by invitation only, on Saturday, 3rd October. During the following week, there will be further private steamings for invited guests.

The first public steamings of 'Planet' are scheduled for the 'Railway Weekend' on Saturday 31st October and Sunday 1st November. Members of OLCO will be particularly welcome and those in 1830's attire will have free admission.

LOCOMOTION

In the September 1991 LIONSHEART, we showed the incomplete 5" LION owned by OLCO member Bob Davies of Bexleyheath. We can now report that Bob has his LION in service. In fact, he is so pleased with it that he has commenced building two more LIONs!

However, Bob's special project is a working model of 'Locomotion' and he would appreciate any assistance which our readers may be able to give; drawings, information or details of possible sources of information.

John Hemmens produced a number of 3.5" gauge working models some years ago, but the Editor does not know whether any details were published, or whether any alternative model designs have appeared. Can anybody help, please?

BIRMINGHAM RAILWAY MUSEUM

We have previously mentioned the 'Learn to be a Driver' scheme at Birmingham Railway Museum. Now they have excelled themselves with an opportunity to drive the world-famous 4472 'Flying Scotsman' during November this year. Full details from the Museum on 021-707 4696.

There will be a Gala Weekend on Saturday and Sunday 28th and 29th November with not only 'Flying Scotsman' but also 'Defiant', 6024 'King Edward I' and 46203 'Princess Margaret Rose' (although 46203 will be absent most of Saturday on a main-line run).

This promises to be quite an event and, if you attend, you'll probably be able to meet other OLCO members there.

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