

LIONSHEART

Number 38

DECEMBER 1995

The Editor's Bit

Welcome to another edition of Lionsheart. This one is a bit late, though we have no particular publication dates, except that adequate notice of events must be given. There is a lot in this issue and it has taken a long time to put together, even though the majority is contributions, photos and cuttings.

In this issue we have Peter Gardner's report on Lionsmeet. What a glorious day that was. (especially for the winner). I've received some letters (at last - Hooray!) and we have an article of some interest gleaned from the press.

Having now edited three issues of Lionsheart I have on occasions needed to refer to back numbers produced by Jan Ford and others. The immediate thing that springs to mind when searching back for topics is the usefulness of an index on the front page. One look and it is immediately apparent whether or not the item of interest is present in the newsletter to hand. Hence the index you see at the bottom of this page. Mind you, when I first took on this job it was envisaged that Lionsheart would be a simple, single sheet affair, with brief news items and that's about all. However, thanks to donations from readers (and a bit of waffle on my part), the newsletter has managed to stretch to several pages.

So, here we are.... one index.

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Photo 1.

Who was the lucky winner at Lionsmeet '95? Obviously not our Chairman. Perhaps the tip of the headgear provides a clue. Report Page 2.



LIONSMEET 95

This took place, as planned, at the Sutton Coldfield Club track at "Balleny Green", Little Hay. The turn-out of locomotives was rather better than last year though the number of OLCO members in attendance was low. The site is owned by the Sutton Coldfield Club and has been subject to quite a lot of development since I was there last, particularly in respect of the ground level track. A good number of the club turned up to welcome us and ply us with refreshment including a member who ran a splendid 5" G Crampton.

The Lions in attendance were as follows:

3½ " G, Bob Grimshaw

5" G, Mike Parrot, David Neish, and, a new member Jon Swindlehurst

7 ¼ G, Geoff Wright, Peter Gardner

In addition to the Crampton in operation there was a nicely made 5" G model of a Bristol and Exeter broad gauge 4-2-2 T prototype, built by Norman Smith of Lucas SME, which ran very sweetly and a 3½ " G "Virginia" brought by Ron Taylor .

On static display there was a complete "Invicta" and tender in 7¼ " G which impressed me as a great improvement over the LBSC 3½ G design due in part to the addition of a false backhead representing the single flue boiler and the hand-operated valve gear. There was a further example, to the same design and using the same castings, in the course of construction. This was displayed together with John Hawley's evolving super scale LION drawings and a 3½ " G Jenny Lind class 2-2-2 under construction.

Mike Chrisp from the Model Engineer Editor's Office came along and showed much interest and enjoyment making good use of his camera and Dictaphone so look out for some useful publicity.

The Competitions

It has been the practice at "Lionsmeet" to conduct a competition to see who can produce the most work from a model of LION. This year, as there are now two 7¼ Lions in the society with more under construction, Geoff and David kindly donated a cup as a prize for the competition in that gauge. (Though last year a 5" G Lion outdid mine).

The competition for the smaller gauges took place on the raised track as this allowed the use of the Guildford dynamometer car as before. We saw four competent runs, including 3½ G, and the time was increased to 20 minutes without too much disruption to steaming as other locomotives were able to transfer to the ground level track. It was a near thing for Mike Parrot as one of his locomotive's pistons came unscrewed shortly beforehand. The loco was soon on its end, the cover removed and the piston re-fitted ready for his run.

The first run went to David, followed by Jon Swindlehurst, Mike Parrott and finally Bob Grimshaw with his beautiful mantlepiece ornament. All completed their run in 20 minutes with their nominated load, which includes the driver, and the results are given below:

Run 1, David Neish

Load	3 adults, 551 lb	Distance	12280 ft
Speed	6 - 8 mph	Equivalent power	0.06 HP
Work done	39,465 ft lbs		

Run 2, Jon Swindlehurst

Load	Two adults, two children, 506 lb	Distance	11260 ft
Speed	6 - 7 mph	Equivalent power	0.033 HP
Work done	21,465 ft lb		

Run 3, Mike Parrott

Load	Two adults, two children, 609 lb	Distance	14280 ft
Speed	6 - 8 mph	Equivalent power	0.063 HP
Work done	41,370 ft lb		

Run 4, Bob Grimshaw

Load	Driver only, 189 lb	Distance	8330 ft
Speed	Not observed	Equivalent power	0.027 HP
Work done	17,767 ft lb		

The power figures should be taken with a pinch of salt as it is evident that the draw-bar pull is only just off the end stop and accuracy is bound to be suspect at the low power levels being generated. Nevertheless, Mike was once again a convincing winner though David gave him a closer run this year. All of the 5 "G competitors could I believe have taken a higher load without sacrificing speed and thus presented a higher figure. In particular, Jon's engine sounded very well set up and consumed little coal and took on no water during the run and it would be interesting to see if this efficiency could be translated into a higher rate of work. Next year perhaps.

The competition for the larger engines had to take place on the ground level track and the plan was to weigh the load and measure the distance travelled and time taken to compare for the highest load-miles per hour. Having run for some while in the morning using the ground level passenger cars, they proved to be very heavy and prone to binding on the points. I found I could take far fewer passengers than is my usual practice at my home track at Frimley. A competition would have been quite difficult to quantify as the draw-bar pull needed to haul an empty train was very great. In the event, Geoff had to retire with water pump problems before the competition could start. Finally and to my embarrassment, I was awarded the cup by default as I had been pulling two of the heavy coaches with a few passengers for much of the morning. It was interesting to see that when the Sutton Coldfield members ran later in the day, rather larger engines than Lion were working quite hard to pull one or two coaches confirming my impressions.

In summary, the venue proved to be very suitable for the event and may have produced one or two new members. The welcome by the club was first class and the facilities provided were excellent. The weather was kind to us with a respite from the heat which, as the site is very sheltered, was fortunate.

Peter Gardner

During the meeting we set several small grass(hay?) fires going, much to the amusement of onlookers. These(the fires, that is..) were efficiently dealt with by our hosts, using precious water as sparingly as they could. I understand that fire risk was a real threat to many clubs, but especially to the many preserved railways and charter groups around the country who rely on steam to earn their living. Some trips were cancelled, others diesel hauled. In one report I read a Network South Central train was delayed by a trackside fire, so the driver took his passengers to a nearby pub for drinks. Now there's an idea...

I wrote a letter of thanks to Sutton Coldfield MES Ltd on behalf of OLCO. Here is the reply from Mark Bradley, Programme Secretary:-

"Thankyou for your letter of 22nd August. I am pleased to hear that you enjoyed yourself at the rally. Yvette and I certainly did.

The feedback I received from members and visitors has been very good, not a single moan, many commenting that it was a real 'model engineers day'. If you would like to consider our society for a future Lionsmeet I am sure our committee would receive it very favourably.

I will circulate your letter to all concerned with running the event."

Reader's Letters.

From Charles Taylor(Past Treasurer).

Bristol

"With reference to the last paragraph in "Lionsheart" No. 37. The track by the Maritime Museum is part of the original installation, although when I first saw it in 1987 it looked as though it had been lifted and refurbished. Even more outstanding was the brand new buffer stops at the end, making it look as though it was all ready for immediate use, especially for Lion, which was then at Crewe.

As far as I know, it has never been used. Wonder why?

The most impressive exhibition I saw there was the one about the Titanic about four years ago. Everyone was speaking in whispers as if not to disturb the atmosphere."

From Jon Swindlehurst

20, Ford Lane, Upton, Wirral, L49 0TT.

"Just a few lines to keep in touch and some things which may be useful to your next newsheet.

A couple of weeks ago my Lion won the LBSC rally at Stockport. I believe the report will be in the ME around Nov/Dec. time.(Yes. See OLCO Members in the News, below. Ed). The Stockport track compares very well with Sutton Coldfield and would make an excellent venue for a future Lionsmeet. It might even encourage a few more Northern Lions to join OLCO.

I have an unused bronze casting for the top of Lion's firebox(5" gauge) as advocated by LBSC. Any reasonable offer to the above address, or ring 0151 678 4802."

I have also received a long letter from past Chairman Alan McKirdy, who sends his regards to all. We have missed his presence at various events for some time now. In fact Alan has, like Lion, been undergoing a period of refurbishment. Two replacement knee joints have enabled him to spend more time on his feet than has been possible for some years. Nevertheless he must take it easy for quite a long time and of course, has his business to run. The intricate musical instruments he makes at 1/12th scale have to be seen to be believed! We wish you a full and speedy recovery, Alan.

On the subject of letters, I propose to add the writer's name and town only at the top, as in the case of Charles Taylor, above. I will publish the complete address only if specifically requested or if, as with Jon's letter, there is an obvious requirement.

Photo Spread - Lionsmeet '95

I took a few photographs during the meeting, though hardly any while the competition was on, so there are no action shots. Since the meeting(though not the competition) was open to locos whose prototype was built before 1851,(Why, does anybody know?), there were some very interesting machines on display, both static and running.

I apologise in advance if I have any captions wrong or if I have left anyone out(The learning curve of editorship is a wonderful excuse, but it can't go on for ever).



Photo 2. A general view of the covered steaming bay. The canopy is ex-filling station, cut down to a reasonable height. The two square section steel columns carry various services. In the foreground is a 7 1/4" Precursor, belonging to Sutton Coldfield MES Vice Chairman Mick McKie, by far the oldest locomotive present at the meeting, being built in 1912! Beyond and to the left is a small Lion(Jon's?). Joan and Charles Taylor-Nobbs inspect Geoff. Wright's 7 1/4" Lion. Beyond Charles is Peter Gardner's Lion, also 7 1/4", with his excellent Victorian coach driving trolley. Between Joan and the column can be seen part of the raised track, which is roughly three lobed. The 7 1/4" track is beyond the trees. Balleny Green is wholly owned by SCMESL. It is a very well equipped and imaginatively laid out installation. I asked Mark Bradley how it came to be so named. He told me that a bequest was made in the will of a member, Jim Balleny, which was sufficient to enable purchase of the land. They have never looked back.

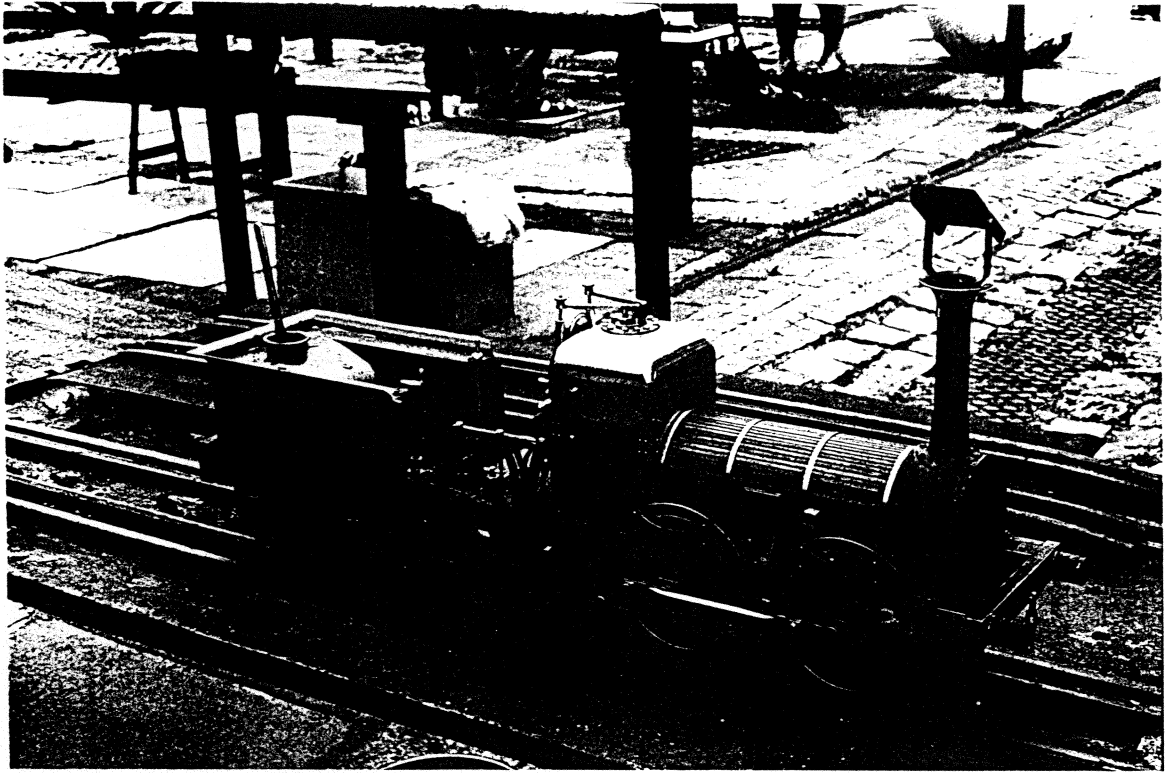


Photo 3. Bob Grimshaw's 3 1/2" Lion. Note the ingenious smoke deflector. Considering its size, this little engine put up a very good performance.

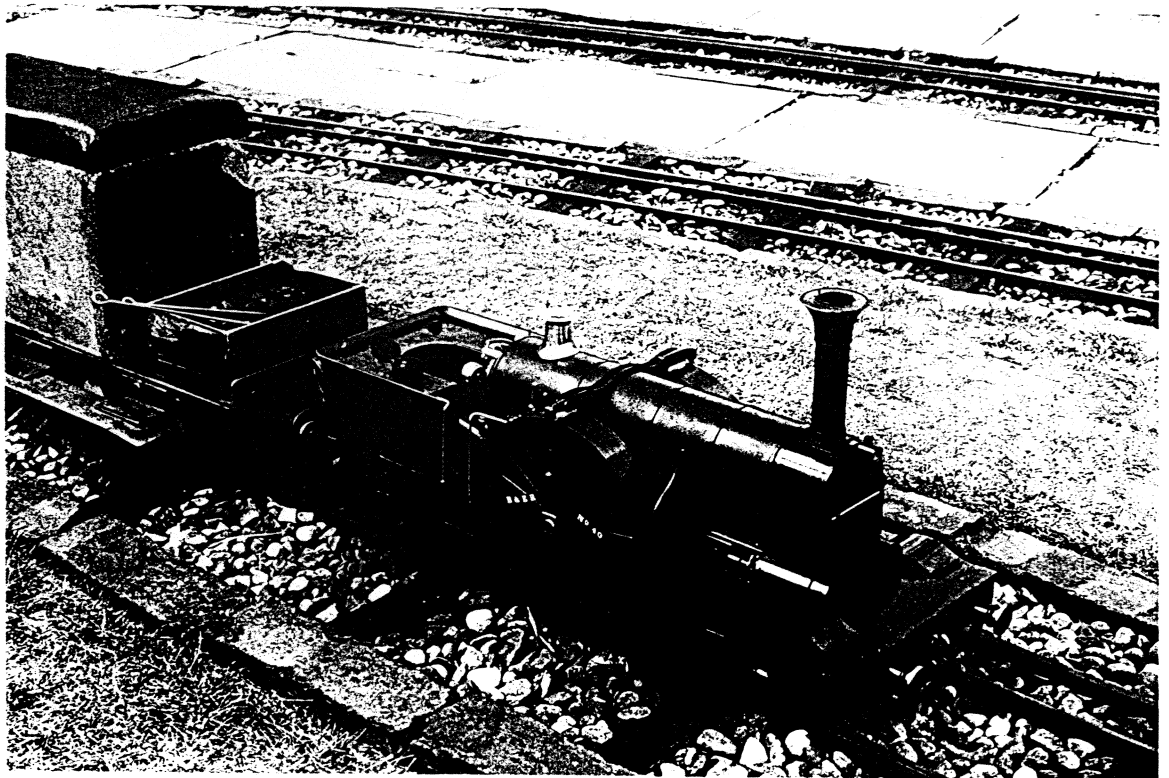


Photo 4. This sturdy model was built by Norman Smith of Lucas SME. It is of Bristol & Exeter Railway broad gauge No. 40. Designed by James Pearson, Chief Engineer of the B & E. Built by Rothwells of Bolton. The model was built in 1986 and is rubber sprung, like the original.

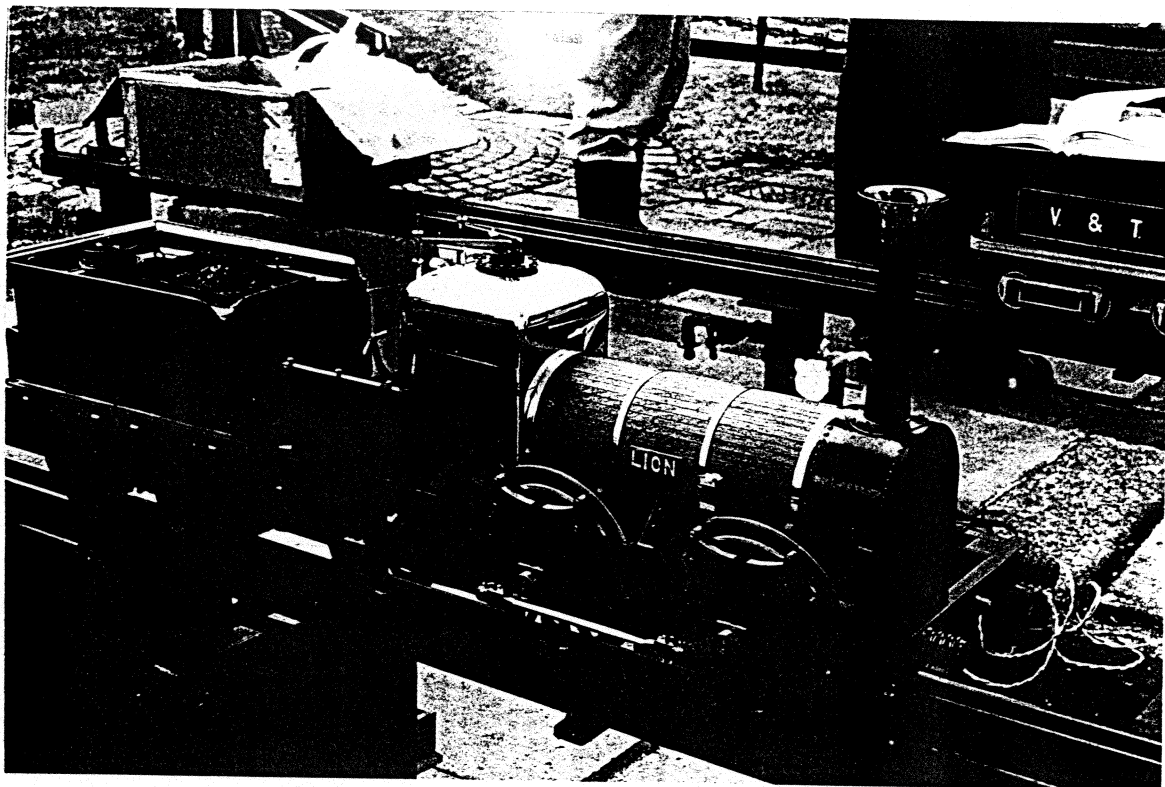


Photo 5. Jon Swindlehurst's immaculate 5" Lion. No mean performer either, this engine may well have been a serious challenger for the trophy had Jon put more up behind.

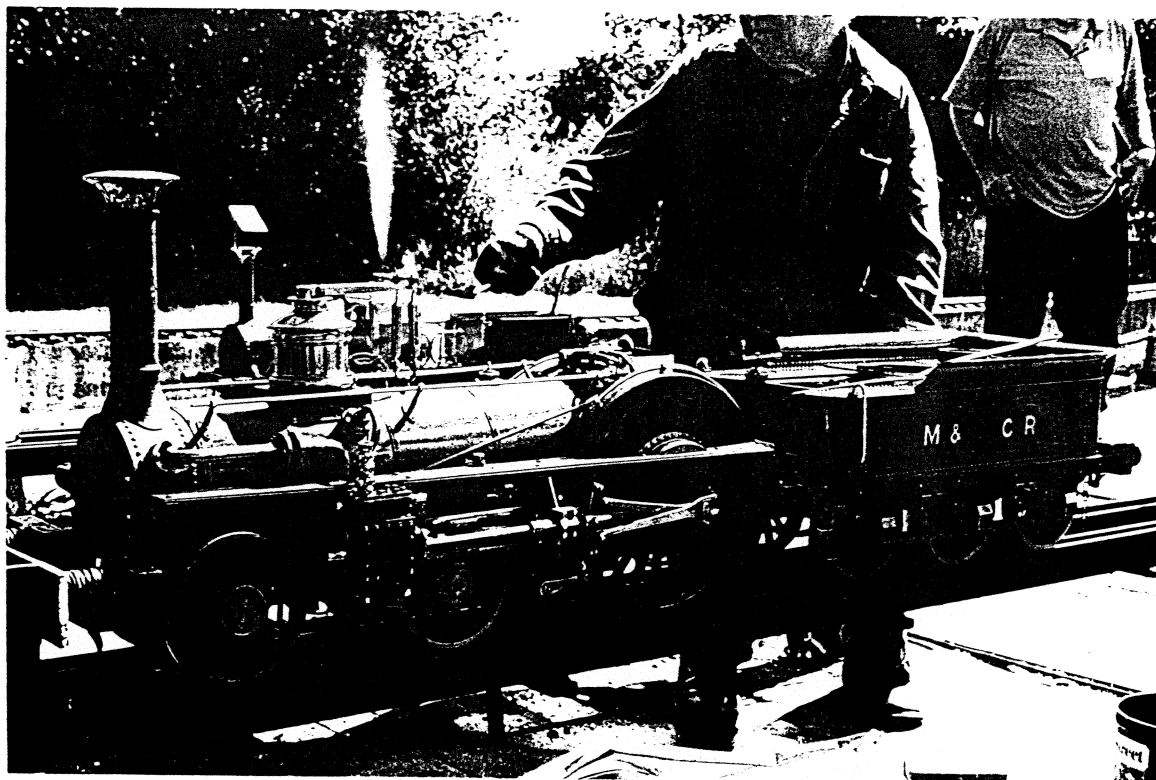


Photo 6. Ted Tucker's 5" Crampton, from prototype built in 1854 for the Maryport and Carlisle Railway. Model built by Ray Stelfox, between 1957-1977. A very steady runner and powerful looking. I'm not sure if Cramptons really caught on in England, but they became quite popular in France. Bob Grimshaw tends his Lion in the background.

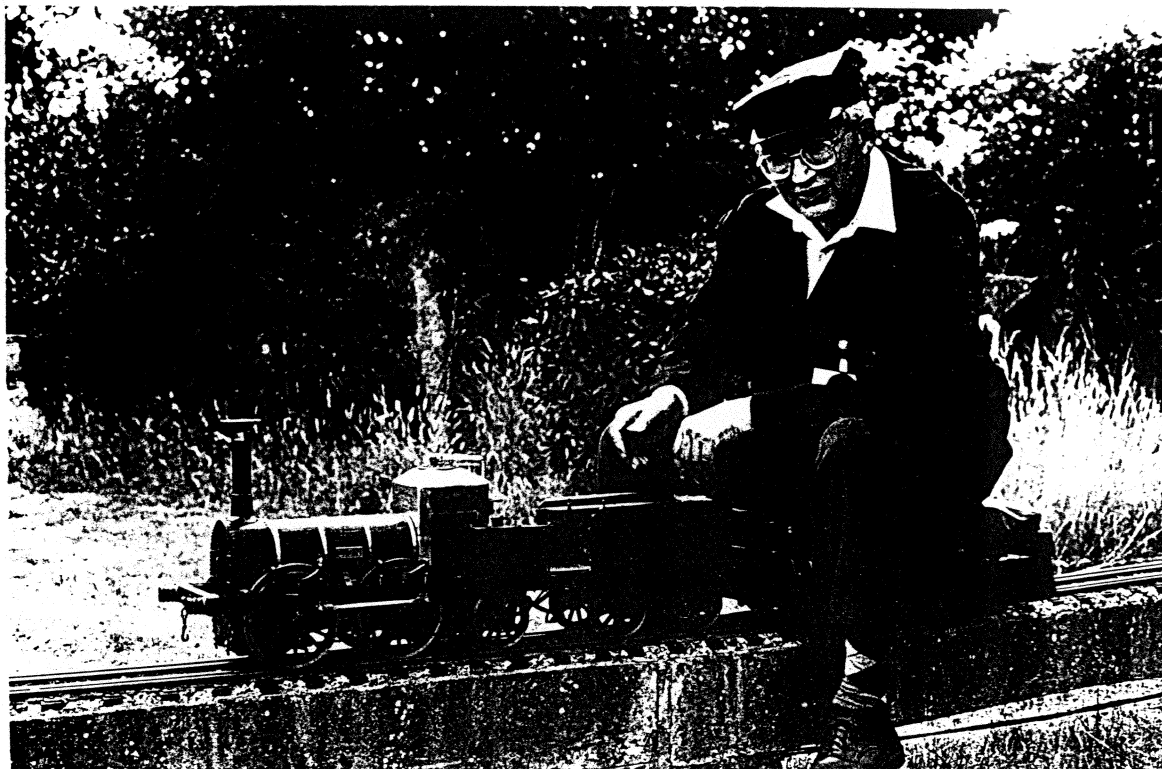


Photo 7. Past Lionsmeet winner and current OLCO Chairman David Neish poses pensively before his spirited run.

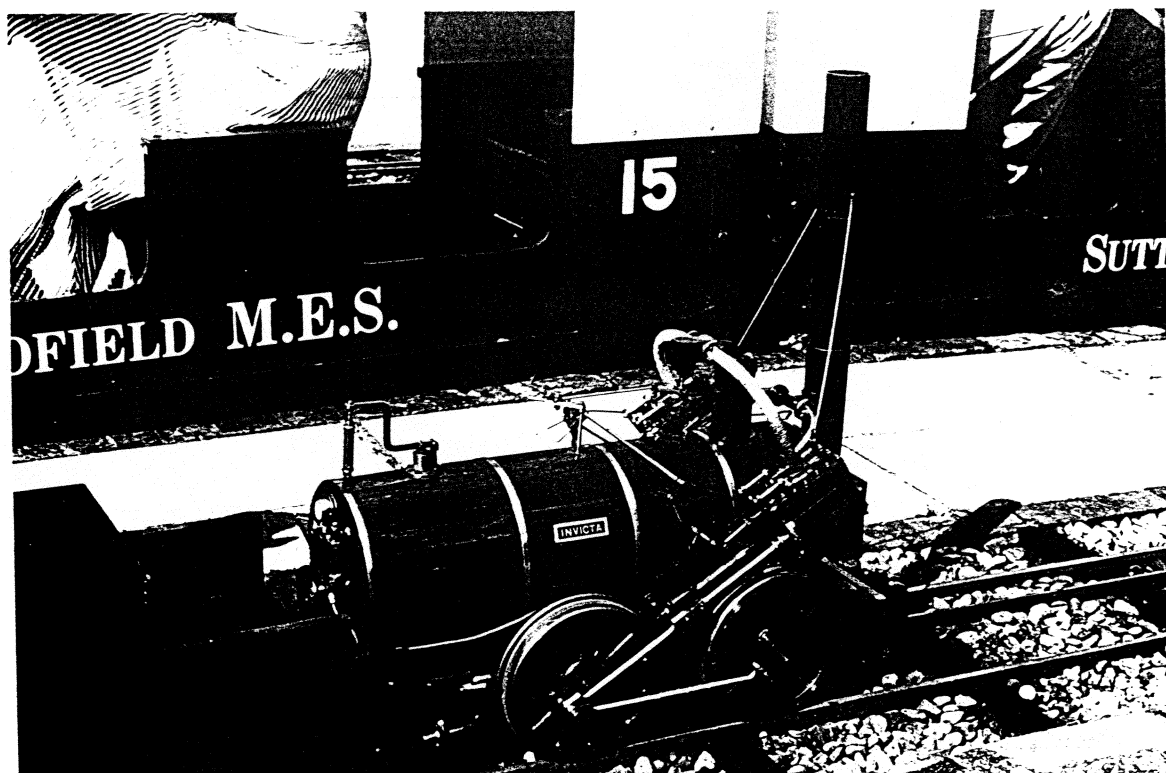


Photo 8. Brian Arridge from Hull brought his Invicta plus parts for a second which were placed on the display table along with an example of his CAD drawings, which are being proved by the second model. Measurements were taken from the prototype and he equips these models with proper valve gear!

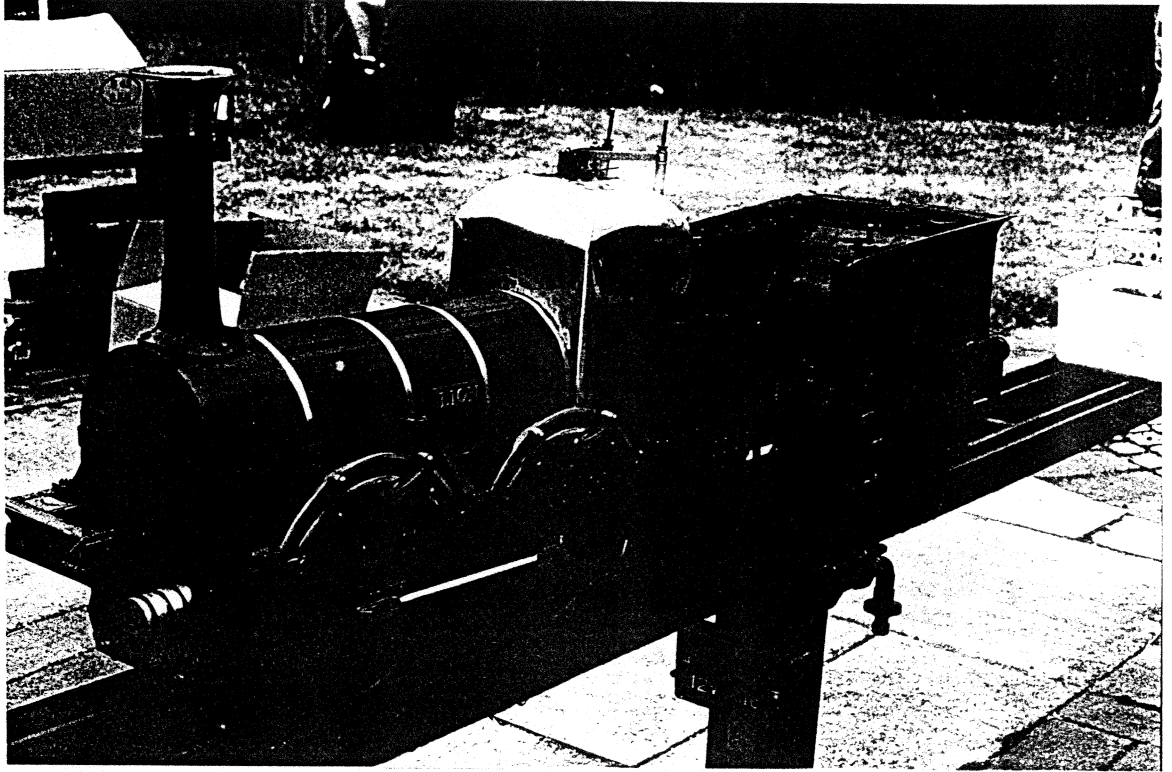


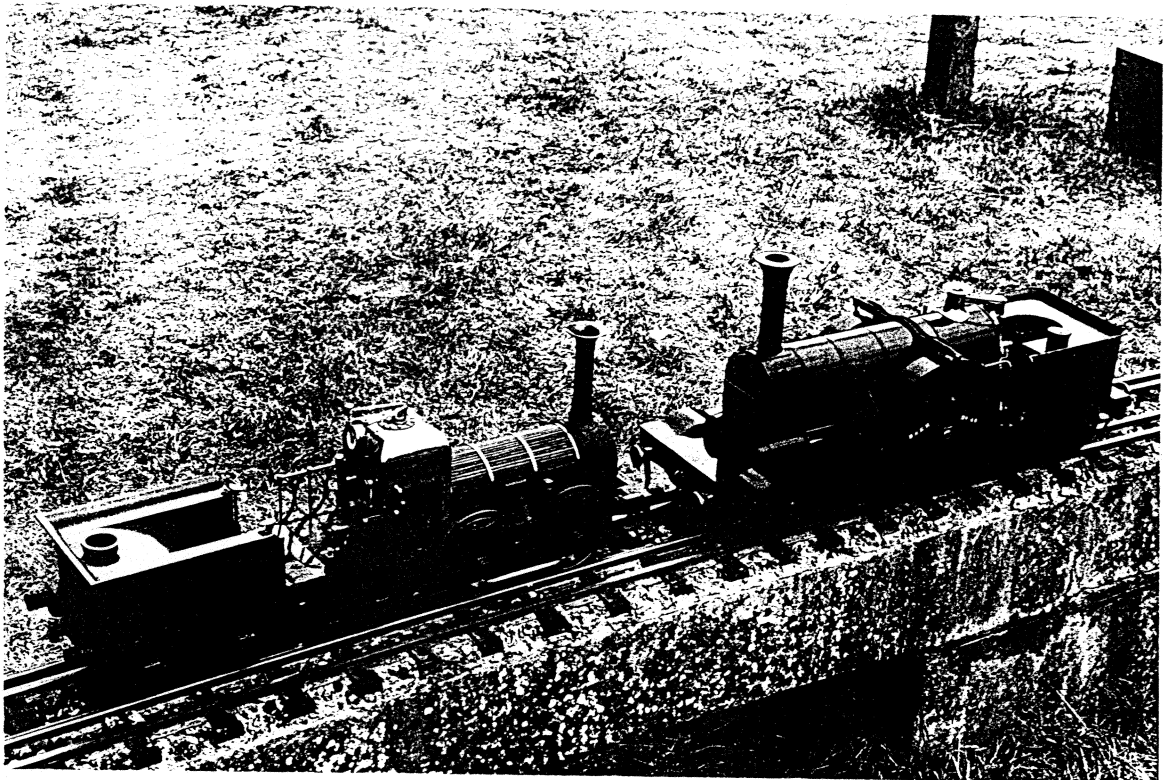
Photo 9. The winner! Mike Parrott's much used 5" Lion, which has probably done nearly as many miles as my Maxi but which, no doubt, smokes a great deal less! Mike must have had a nerve wracking day. A piston came loose and a later incident left him with a severely leaking tender. He must have lost more water than he used. Just visible near the rear of the tender bed plate is a bead of water and below it, from the rear axle box, falls a steady stream of water. but...



Photo 10. ..it was worth it. Yes - Parrott flies again. Well done Mike.



Photo 11. Finally, and to his embarrassment, Peter Gardner receives the 7 1/4" gauge trophy. - not a shield as with the 5" gauge, but a rather nice cup.



An Interesting Meeting

Photo 12. After the competition Bob Grimshaw's Lion and Norman Smith's B & E No. 40 were placed head to head on the raised track. Now the 5" gauge B & E engine is a 1/16th scale model of a broad gauge engine, while the Lion of 3 1/2" is to the same scale, but of a standard gauge locomotive. As can be seen from the photo the comparison is interesting. At full size the comparison would have been awesome, especially considering that any locomotive in those days was a big machine. It would have been interesting to compare weights, but we didn't think of it at the time. One wonders how railways would have developed if Brunel had had his way. I can't help thinking that they may well have become extinct by now in Britain, since the ratio of costs between the two gauges would be greater than the ratio of sizes. Perhaps the Spanish at 5' 6" or the Irish at 5' 3" have it about right.

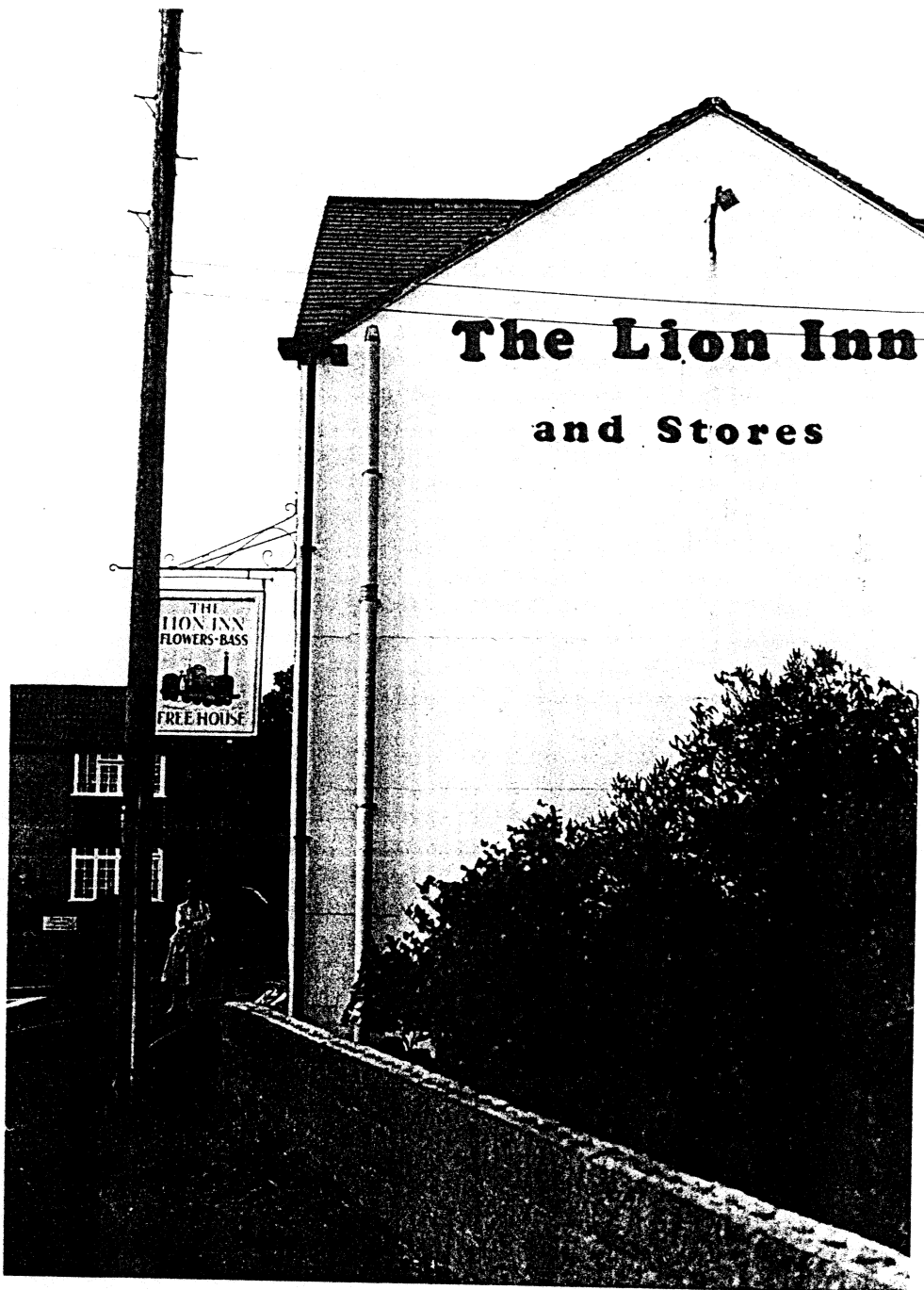


Photo 13. The Lion Inn and Stores at Waters Upton.

Number One.

The Executive Committee of OLCO were due to hold a meeting on November 4th at the home of joint founder member Charles Taylor-Nobbs at his new home near Whitchurch, Shropshire. He wrote to me in September to the effect that he had stumbled upon The Lion Inn on the A442, half way between Telford and Whitchurch. We thought this would be just the place for the meeting and so it proved to be. The Landlord, Chris. Arnold had at some time in the past been in occasional contact with OLCO and Liverpool Museum regarding Lion prints etc. and has a good display on his walls along with other items of general railway interest. We had a good meeting and were sufficiently encouraged to arrange for the OLCO AGM 1996 to be held at the Inn on 18th May. Details will be announced in later issues of Lionsheart, but put the date in your diaries now!

Number Two.

I have been aware for some time of a public house not far from me called the Titfield Thunderbolt. Like Charles, I happened upon this quite by chance while on a cross country journey. I had not stopped and had gradually let it slip in my mind, except that "one day" I would go and have a look. My interest was rekindled by an article in my local newspaper, the Bristol Evening Post. The article is reproduced in full on page 13. With this issue of Lionsheart due to go out I just had to go along and find out if the sale had taken place. I went on Sunday, 26th November. Well, like all property sales now, it had been slow to change hands, but it is now under new ownership, with the new people due to move in on Friday, 1st December. No one at the time of my visit knew what plans the new owner has for it, but it was suggested that it may well take its old name of Crossways. (It is in the fork between the B3115 Bath-Timsbury and the A367 Bath-Radstock roads, near the village of Dunkerton).

On the walls there were two or three pictures of Lion during filming on the nearby Camerton branch line and several of local mining activities. Both are long since gone of course. Although of some interest to us, I think the previous tenant had not made the success he had hoped to by being the 13th landlord and thinking that a change of name would keep bad luck at bay.

There is mention of this pub on pages 79 & 80 of "The Hidden Places of Somerset, Avon & Dorset", by Jo Noel-Stevens and Martin Stevens. I will write to the new incumbent soon, just in case he is wavering over the name. This is such an interesting area, what with the remains of the Camerton and Somerset & Dorset lines, the impressive Dundas aqueduct carrying the Kennet & Avon canal over the river Avon and the ruins of the Somerset Coal Canal which featured I believe, a 'hydrostatic caisson' lock.

Does anyone know of any more pubs with Lion connections? Perhaps we should win the Lottery and buy one.

OLCO Members in the News

I briefly mentioned Alan Bibby in Lionsheart No. 37. He's not an OLCO member, but if I keep mentioning him, perhaps he will join. He had a successful run at IMLEC at Kinver, on 7th July and gets a mention and picture in ME No. 4001 pg. 346, finishing 17th out of 29 entries. Not bad for a littl'un.

It was encouraging to see and talk to Mike Chrisp, Technical Editor of Model Engineer, at Lionsmeet. Though many of us miss the real Lion, our modelling activities may be on the upturn. We had a mention in ME No. 4001, pg. 370, plus a picture of Mike Parrott at speed.

Congratulations to new member Jon Swindlehurst on winning the LBSC Memorial Cup and first prize in the LBSC Memorial Bowl Competition 1995 at Stockport DSME on 3rd September. Jon gets a good mention in Model Engineer No. 4004, Pg. 553, plus photos 2, 7 & 8.

Pub named after classic railway comedy goes on sale

THUNDERBOLT GOOD BUY!

IT'S no joke — this is your chance to own a pub named after a classic Ealing comedy.

The famous Titfield Thunderbolt pub near Bath is up for sale.

And brewers Gibbs Mews say that the inn is a real bargain — after halving the price from £180,000 to £90,000.

The pub at Dunkerton was named after the film made on the nearby Limpley Stoke to Camerton branch line.

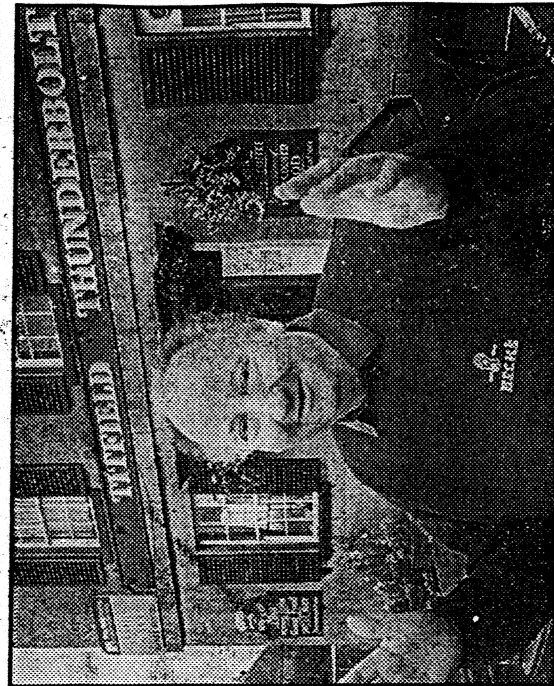
Closure

The 1952 classic comedy picture starred Stanley Holloway, Sid James and John Gregson.

It told how a small community battled to save a threatened local railway line from closure.



VINTAGE ROLES: Stanley Holloway and Hugh Griffith



UP FOR GRABS: Bob Pont at the Titfield Thunderbolt

Story by PAUL HERBERT

months but plans to move on once it is sold.

The Victorian building on the A367 four miles from Bath has two bars, a restaurant, a skittle alley and a beer garden.

Jonathan Smith, commercial manager for estate agents Palmer Snell, said: "We are optimistic

that the right buyer for the property will be found.

"We felt the price needed to be lowered."

The pub is being sold freehold as a free house.

The final scene, featuring the Titfield Thunderbolt locomotive, was filmed at Bristol's Temple Meads station.

Gibbs Mews are selling the pub as they concentrate on premises closer to their Salisbury headquarters.

Temporary landlord Robert Pont has been running it for four

65th Model Engineer Exhibition 1996.

We are taking up the offer of a stand in the Loan Section, made in ME No. 3998, page 139. In this arrangement, groups like OLCO, who could not really put up and man a stand for the duration of the exhibition, can enter models, etc. and have them stewarded as part of that Section. We are putting in Lions of various sizes, castings, drawings, a boiler and I think, Peter Gardner's Victorian coach driving trolley. If you are going, take the trouble to have a look. If you weren't going, change your mind. See you there?

Now I really must put this issue to bed, or I'll never get it finished. My best wishes to you all for the Christmas and New Year periods and thankyou for your support and contributions. I look forward to receiving your comments, news, criticisms and so on which you would like to have published in Lionsheart. See below.

Lionsheart is published by The Old Locomotive Committee.

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Finally, may I wish you all a Peaceful Christmas and a Happy New Year. I look forward to meeting you at:-

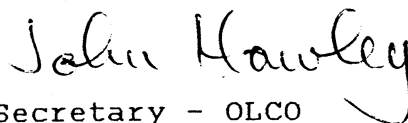
The Model Engineer Exhibition -
Olympia - 30th December to 6th January, 1996;

The OLCO AGM -
The Lion Inn, Waters Upton - 18th May, 1996;

Lionsmeet '96 - Site and date to be confirmed -
but we are planning on Bristol - 11th or 18th August,
1996.

Late News I am enclosing with this newsletter a list of OLCO stock items available for purchase. More details in the next issue, but in the meantime if you wish to purchase, contact me.

John Hawley



Secretary - OLCO
1st December 1995.