

LIONSHEART

Number 42

July 1997

The Editor's Bit.

Welcome to the Occasional Newsletter, with news of Lionsmeet, readers' letters and much more. The AGM is now behind us and to put the executive officers where they can all be seen, here they are:-

New Chairman - E F Clark. Founder member of the current OLCO and great great grandson of James Kitson, of Todd, Kitson and Laird, Leeds, builders of Lion in 1838.

New Treasurer - Jon Swindlehurst. Winner of 1995 LBSC Memorial Bowl and First Prize and a formidable Lionsmeet competitor in 5" gauge.

Secretary - John Hawley. Editor, owner of nothing more than a load of 7 1/4" bits and a desire to get on and build something resembling a Lion.
(Re-elected)

Modellers' Representative - Peter Gardner. Peter would like more 7 1/4" Lions at Lionsmeets to stimulate competition and to make the event viable, so please, big Lions come and have a go. Read on...
(Re-elected)

The next thing on the horizon is Lionsmeet, on Saturday, 16th August at Peterborough. I sent out preliminary information to you in April, so I hope you have had time to get organised and to prepare your steeds. There are more details inside. Those of you who bought the Lionsmeet '96 video will be well aware how friendly an event it is. There are also two cups to win, a magnificent new one for 5" and one for 7 1/4" gauges. There has never been a separate trophy for the 3 1/2" Lions, so I will present to each competitor in this size a bottle of wine. Can't say fairer than that now, can I?

I would like to pay a special tribute to the retiring Chairman, David Weish and Treasurer, Geoff Wright for the unstinting encouragement and support they have given me since I became Secretary and Editor. Their knowledge and humour have been worthy companions during our all too rare meetings on committee matters. I am sure I speak for everyone in thanking them for their work during the past five years. We wish them well in the forthcoming Lionsmeet.

I travelled to the AGM in Liverpool by train. I deliberately chose to go via the Severn tunnel and up through the Welsh Marches - I know the Birmingham route too well now and I dread New Street! The trip was a real pleasure. Trains were clean, comfortable and mostly punctual, the countryside a delight. The journey into Liverpool can only be described as awesome. Though sadly decayed and filthy, the cuttings and tunnels down from Edge Hill to Lime Street leave one with a deep impression of the immense courage and foresight of the men who planned it all and fought to get the massive task completed. I must thank David Weish for his choice of the St George's Hotel, just a walk through the subway from Lime Street station. Just as well in fact, since the rain had started in earnest and it poured for most of that weekend. I was on the eighth floor and enjoyed good views of both Cathedrals. (Note - for a good book on the tunnel read *The Severn Tunnel, Its Construction & Difficulties 1872 - 1887*, by Thomas A Walker. It is a Kingsmead Reprint (in 1990).

The return train journey was not quite so successful. Delays at Crewe to the train through Wales meant that I would miss my connection at Newport for Bristol, so there was no alternative but to travel via New Street. I had expected some problem due to being on the wrong train. Not a bit of it. There was no hint of any difficulty. I've not used rail very much since privatisation, so I may be looking through rose tinted specs, but so far I am pleased with the results. I think perhaps we could be in for some interesting times ahead.

I have suffered a close bereavement during the compilation of this issue, so my apologies for the lateness and for the quality - you will notice the 'joins'. I thank you for your letters and other contributions and beg your patience if they have had to be held it over to the next issue.

We extend a warm welcome to new members Bryan Woolston, whose 3 1/2" 2-6-0 Nicholanna appeared at last year's Lionsmeet and in the video of that event and to Les Dalton, who sends a photo of his 7 1/4" Lion. I hope he is able to compete in Lionsmeet on August 16th!

For Index, see back page

Lionsmeet 1997

Members received early warning of Lionsmeet in April, but now for everyone the information is repeated below. A track plan and the location of the track within Peterborough are included. We hope for an especially good attendance this year, since our new Chairman will be presenting the Chairman's Trophy for 5" locomotives to Susy Parrott in perpetuity as a memorial to her husband Mike, who had so regularly stamped his authority on this event. The replacement is the Mike Parrott Memorial Cup, a rather magnificent item, engraved with the OLCO logo, names of past winners and a statement about the Trophy that it replaces. We also hope for a bit of competition in 7 1/4" gauge this year, since Peter Gardner and Geoff Wright will be determined, I'm sure, to put the disappointments of the last couple of years behind them. There may also, by this time, be a couple of extra competitors willing to give it a go, since I know that there are other locos of this size in course of construction.

Just a word about the rules - well, there aren't any really, that's how relaxed an event it is. To compete, you need a Lion of 3 1/2", 5" or 7 1/4" gauge and about 25 minutes to spare on the afternoon of Saturday, 16th August in Peterborough. Oh, and you must be a paid up member of OLCO and have with you a current boiler certificate. As mentioned above, there are cups to be won in the two larger sizes and a bottle of wine for each competitor in 3 1/2" gauge... OK, I give in - two bottles for the winner in that size, if there is more than one entry.

The competition is simplicity itself. Take a number of passengers (you choose how many) around the track for 15 or 20 minutes, (depending on the number of competitors) and the loco which does the most work gets the prize. This is not an efficiency test, so you can take as much coal and water as you wish. The work done is measured by a dynamometer car for the two smaller sizes, but for 7 1/4" gauge, we may have to weigh the competitors, since the dynamometer car may not couple up.

Practice is allowed in the morning from opening time at 10.00am to lunch, which is fairly flexible, but the actual competition will start no later than 2.00pm, to allow us to finish, collate results and do the presentations in time to vacate the premises completely by 5.00pm - Closing Time.

Please try to come and compete and make it an event to remember. If you have a non-competitive Lion, bring it along as a display item. If you haven't a Lion, come anyway, enjoy the event, meet the people and determine to join in next time. By the way, we welcome as static or working models those whose prototypes were built before 1851, the year of the Great Exhibition, though they may not partake in the actual competition.

To sum up

Saturday, 16th August - 10.00 am to 5.00 pm;
Thorpe Hall Peterborough;
3 1/2", 5" and 7 1/4" gauge tracks, all raised;
Prizes for winners in each gauge;
Boiler certificates for all engines in steam will be mandatory.

The route to the site, track plan and loading gauge are given below. Details of accommodation are enclosed.

We will be the guests of the Peterborough Society of Model Engineers, to whom we extend our thanks for hosting the event. If you have any queries, please don't hesitate to ask me (details on back page) or Peter Gardner, tel: 01252 541999. Peter tells me that driving trolleys are available at the track, so you may be able to save yourselves some modification work in adapting to the track loading gauge and also the effort of transport.

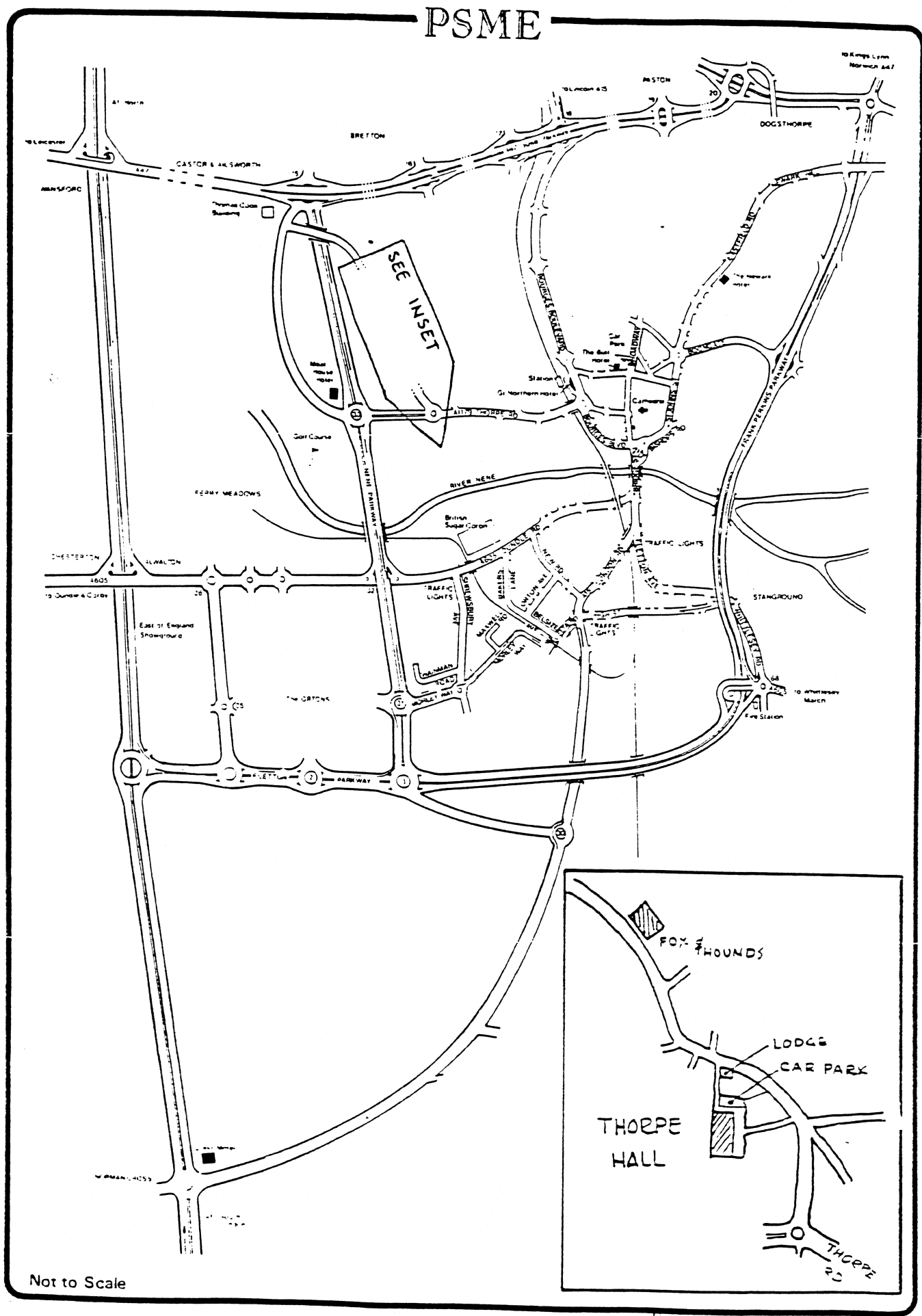


Fig 1 - The PSME Track at Thorpe Hall - How to get there

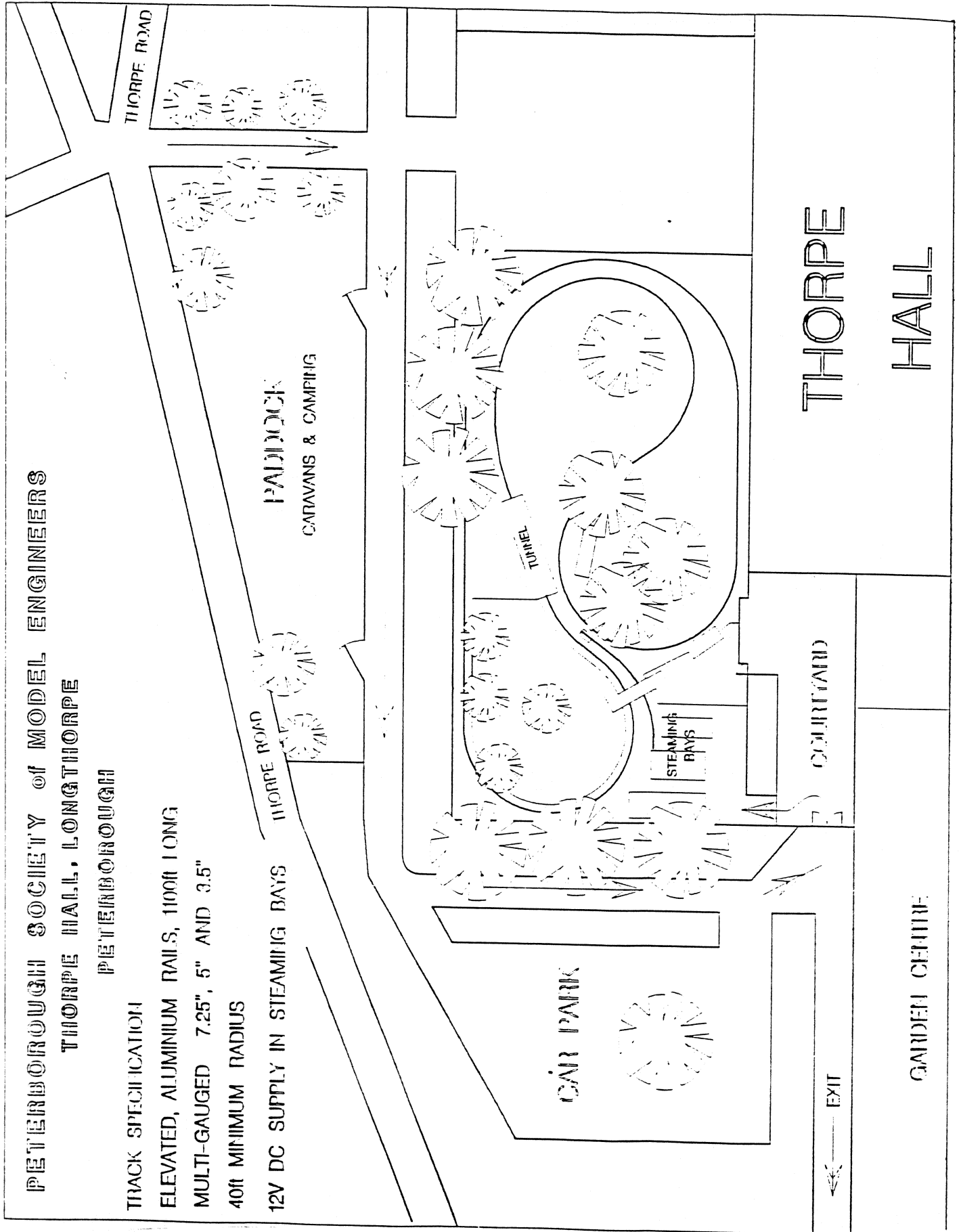


Fig 2 - Track Plan and other Details

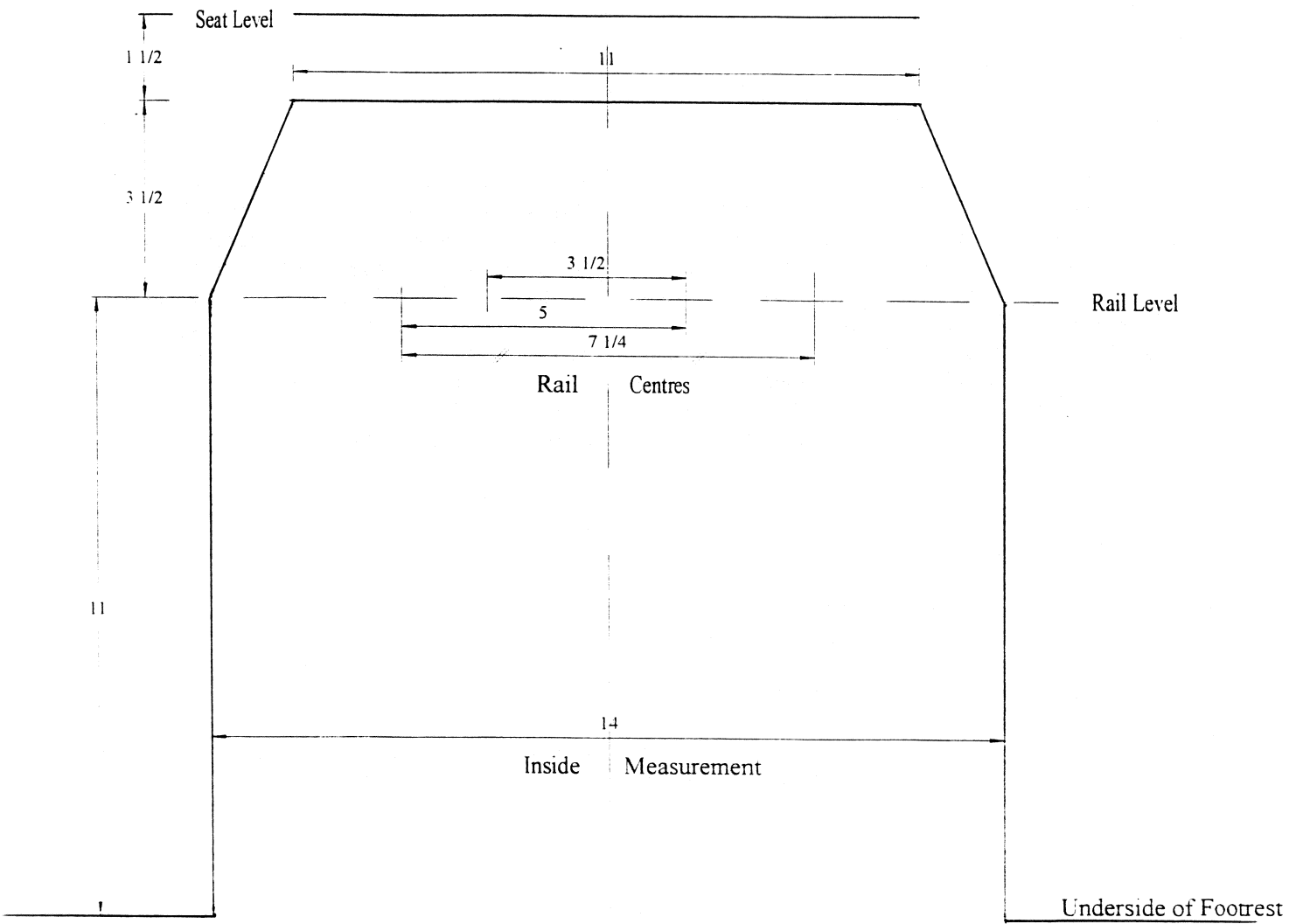


Fig 3 - Track Clearance Diagram

Lionsmeet '96 Video - Who's Who

So many of you ordered the video of last year's event that I thought it might be an idea to 'talk' you through it, so that you may recognise those who took part and understand a bit of what goes on. What follows is a description of the various scenes we see through the lens of the camera. For more details of individual engines and of the competition itself, see the last issue of Lionsheart. In the commentary a person's name is followed by his club in brackets (or ??? if I don't know). The commentary may be a bit strange at times, since I found it difficult to put some of the action into words. Anyway, lets see how it reads.

Firstly though, I should tell you that all the money raised by the sale of the videos went to the Burns Unit Charitable Fund at Morrision Hospital, Swansea, which now stands at over £1500.00 from various sources. Susy tells me that the money will fund research and development into the growth of skin cells for those who are unable to take skin grafts or whose systems may reject donations.

Susy made an interesting observation when I last spoke to her. We have run eleven Lionsmeets to date since 1985(1988 was not contested). Mike and David Neish took part in each and every one. That is a pretty good record of attendance. For the record, David has won twice and Mike six times.

The video opens with a bit of music and captioned introduction. Through it all we see a bright reflection from an unidentified Lion's polished 'haystack'. The Crampton 'Kimberley' of Colin MacEke(BSMEE) is the first loco which comes into view, followed by a more general view of the steaming bays with Colin on the left. The next general view of the steaming bays shows various Lions in course of preparation. Nearest the camera are Susy, Mike and David Parrott. Next are David and son Andrew Neish, with Bob and Sarah Davies at the back. The left side view of is of my 7 1/4" Lion boiler(the turret which is the subject of the cry for help from Ray Wiggin in Readers' Letters is atop the curved firebox outer wrapper, with the steam take-off boss just visible under the flange). The magnificent Liverpool & Manchester carriage 'Cybele' is Peter Gardner's(7 1/4" Lion) driving trolley. There follow more general views of our hosts as the Crampton prepares to start.

The rather fine 'Locomotion' is by Stan Compton. It is currently a static model, though in full working order and operated by the small handwheel just behind the coupled wheels. A close-up of the motion is next in view.

Kimberley spits into action. The blue American, Nicholanna is by Brian Woolston(OLCO). Just look at that close-up, it could be the real thing. Mike's well loved Lion is the next close-up, then our bearded modellers' Representative Peter Gardner walks by. Bob Davies' 5"Lion runs 'on the spot' in reverse, watched anxiously by Bob and daughter Sarah.

Peter Gardner and wife Anne take the 7 1/4" track and pass over the girder bridge. Next, Andrew Neish takes father David's Lion out for a run, followed by a brief discussion about the time of the start between David, (left), Jon Swindlehurst, (centre) and myself, (back to camera). We catch a glimpse of Sarah, then cut to Bryan working on Nicholanna, chiming just as Ray Wiggin(OLCO) comes into view. More shots of Sarah, a driver since the age of three.

Roger Sykes(BSMEE), (right) and I battle with the Bristol dynamometer car, then Mike Parrott approaches at speed, followed by Nicholanna with David Parrott on the back. More dynamometer car problems as Bob Davies passes by, smiling for the camera.

A close-up of our Chairman's trophy follows more discussions. The '149' is taken from a cast of the item fixed to the real Lion's backhead, though no-one knows its history.

2.20 pm - the competition starts. We see the fine flared chimney of Jon Swindlehurst's Lion followed by John Milton(BSMEE person-in-charge) expressing 'happy' at the temporary coupling arrangement, so long as "it's not for public running". Jon builds up pressure as I give the 'thumbs-up' and then we're off. I don't know the man on the back. Notice the business-like way Jon's safety valve lets off steam. I think Jon would have walked away with the trophy if he had taken another passenger.

Following the "Not this time" for water, then my waving, we catch a hint of our current Chairman, E F Clark, camouflaged in straw hat and striped shirt. soon after the high speed shouting is for more coal and a lost water spout, both satisfied next time round, the coal being deftly handed over by Jon's wife... Jon finished his run, but I don't know why his drivers locked up.

Next to go was our then Chairman and past Lionsmeet winner, David Neish. I didn't know the 'deep in conversation' young passengers on this run either. By the time of the unfortunate derailment, we had dropped one passenger(literally?). Soon after, David drifts to a halt due to shortage of steam.

Dog! Three BSME people, L to R, Roger Sykes(Secretary), John Coleman and Bob Dearnning, Railway Manager. We take on more coal, but David has completed his run. Next, Bob Davies, 'blowing' the fire with his cap. Wasp indeed! The red shirted dynamometer car minder was BSME's Pete Carr, builder of three 7 1/4" Lion boilers, one in use with great success by Geoff Wright, our then Treasurer, who, unfortunately, was unable to attend. I think the gentleman on the back is Colin Walford(?), from down Yeovil way. This loco had bags of pull, but suffered blocked tubes.

I owe David Neish and Bob Davies an apology here. In the last issue of Lionsheart, I wrote the caption for the photo at the top of page eight thinking the engine was Bob's. It was in fact David's. I had somehow not recognised it. So, the caption should have read something like "New OLCO member Ray Wiggin studies the finer aspects of David Neish's Lion. This engine had by now donated a vital shackle to enable Jon Swindlehurst to make his run." My apologies to all concerned. Perhaps few people noticed. The picture is not all that good. Oh, when will 'they' invent a photocopier that does a really good job on photos, colour or black and white?

The bearded gentleman with three children in tow is BSME's Stuart Duncan, who has something to do with the Hunter's Rest at Clutton, near Bristol, which has a 7 1/4" track in its garden. I believe they accept visiting drivers by prior arrangement(Tel: 01761 452303).

The magnificent whiskers belong to BSME librarian Gerald May. By now, Bob has lost some passengers, as Sarah passes the water bottle. A general view of Nicholanna, David Parrott(wearing cap) and Stuart Duncan follows, then we see Bob finish his run. The picture is "Liverpool and Manchester Railway locomotive 'LION' at Edge Hill Station c. 1840 from the painting by J W Petrie". Copies are available from OLCO stocks(me) for £1.00 each. It measures 19" x 15" overall and is very detailed. *Postage extra.*

Mike Parrott starts his run with me observing, son David, then Mike's great family friend of many years, John Groom. Elder son Edward takes a snapshot. Sadly, soon after, Mike skids to a halt with a loose piston.

Tea for two as Mike carries out urgent repairs and Sarah Davies prepares for her run. Two rear OLCO passengers are Ray Wiggin and David Neish. Alas, the tubes clog again, so Sarah tries gallantly, but to no avail. My efforts to hold the slightly binding brakes off have little effect, while dad shouts "Crack the blower." Mike continues with repairs, watched by his wife Susy.

Towards the end of Sarah's run I am getting uncomfortable, but am willing to observe for Mike as I gently chide him for struggling to get over the "saddle". This time the run is completed.

Packing away starts in the "pits" as Mike coasts to a halt, looking happier with this run. But - did he win?

David Neish presents the Chairman's Trophy to..... Mike Parrott, though it was a close run thing.

Susy and Edward admire the trophy, which, in the light of subsequent tragic events, is to reside permanently in the Parrott household as a memorial to Mike and his remarkable record of success.

MINUTES OF THE THIRTEENTH ANNUAL GENERAL MEETING

The 1997 OLCO AGM was held in the Lecture Room of Liverpool Museum, William Brown Street, Liverpool, on Saturday, 10th May. Members had enjoyed a brief look at Lion in the adjacent Transport Gallery before the meeting commenced.

Present:

OLCO:- David Neish - Chairman;
Geoff Wright - Treasurer;
John Hawley - Secretary;
E F Clark;
Charles Taylor-Nobbs;
Jon Swindlehurst;
Ray Wiggin.

NMGM:- John Kearon - Head of Shipkeeping, Industrial and Land Transport Conservation;
Justin Garside-Taylor - Head of Industrial and Land Transport Conservation.

Apologies

Apologies for absence were received from Jan Ford, Lionel Walldridge, Desmond Hill, Alan McKirdy, Peter Gardner and Mrs Mary Chitty.

Minutes of Twelfth AGM

A correction was requested by Jon Swindlehurst who stated that he had been present at the twelfth AGM at Waters Upton. An embarrassed apology was immediately offered by the Secretary, who remembered very well that Jon had been present. The Minutes were amended in manuscript and were then signed by the Chairman.

Museum Report

It was agreed that John Kearon should give his report at the earliest opportunity, due to a need for him to slip away to attend other activities.

John reported that Lion was still on display in the Transport Gallery and would be so for the foreseeable future. It was not current museum policy to put 'large objects' (of which Lion is one) to work since this would result in deterioration. Policy may of course, be reviewed in the long term.

Financing the restoration and preservation of museum artifacts is a continuing and delicate balancing act. All national museums receive government funding, but this is slowly being reduced and staff themselves were encouraged to raise funds where possible. It was too early to say if the new government would be more sympathetic towards supporting museums than the last. Staffing levels were also difficult to maintain, since wastage was not immediately replaced. However a bid is in place for lottery grant money to upgrade fabric and the display of objects.

Lion is considered safe in that she has recently undergone restoration to display condition and is in a safe environment. Thus she has become a low priority. The 3rd class carriage however is in the workshop for attention to loose and blistered paint. It is hoped that it will be back on display by the end of this summer.

The museum policy on cleaning is that large objects such as Lion are cleaned on a six week cycle, using a vacuum cleaner and rags. Yellow metals, ie, copper, bronze, etc. are cleaned about twice a year. Brasso and like cleaners are not used, since they contain ammonia and chalk. Cream cleaners are better, but are more hard work. Bare steel is usually protected with a Castrol product, while steel and iron out in the open are treated with a 75/25 mix of Waxoyl and spirit based paints.

There are volunteer helpers at the museum who have a mainly maritime background - merchant navy, yachtsmen, etc. They work for about three days a week. Lion is not really a maritime object of course, but her long life at the task of pumping out the docks gives her at least some connection. The museum has considered setting up a 'Friends of Transport' group, but its management would be difficult. However they would appreciate OLCO's past offers of help in cleaning Lion, perhaps twice a year. The museum would supply materials, with OLCO members supplying their own overalls.

Health and Safety requirements would dictate that gantries would have to be used to reach areas not accessible from ground level, but museum staff would be present to set up and move that equipment as necessary.

There would be no hard feelings on the part of museum staff if OLCO members cleaned Lion. There are already people who come in to treat paintings and other fine works of art. Saturdays would be most suitable, since we could also communicate with the public.

E F Clark suggested that there should be photographs and other publicity beside Lion. John Kearon sympathised but explained that such displays were on the curatorial side, but that no curator was available. Workload on other staff ruled out much progress in this direction.

Chairman's Report

"I must start this report of the OLCO past year by recording the shock and sadness with which we learnt of the industrial accident which happened to Mike Parrott, his terrible injuries and death. Our sympathy goes out to Susy and the family. Mike had served us well on this committee from 1989 to 1994, as Modellers Representative.

Mike was, of course, the most formidable competitor at 'Lionsmeet', and in recognition of this and in memoriam we have decided to give the Chairman's Trophy to Susy, so that it can be seen in the Parrott household, as for so many of the past years. The intention is to replace it for competition by a new one to be called the Mike Parrott Memorial Trophy and to be seen for the first time at this year's 'Lionsmeet' to be held on 16th August at Peterborough.

I would now like to thank the NMGM for allowing us once again to meet here in Liverpool, close by 'LION'. I am pleased that their representative was able to tell us earlier on something of their plans for 'LION's preservation and presentation.

By the operation of our wise rule on length of tenure of office, this is my last year as Chairman. I would like to give my thanks to all those who have served as Executive Officers over the years, and especially to John Hawley, who has not only carried out the task of Secretary so well, but has also given us so many excellent issues of Lionsheart recently."

Treasurer's Report

The Treasurer reported that membership renewals were a little down on last year and that a small loss was recorded on the AGM Dinner. However, sales were up by a small amount. OLCO funds were generally a little above those at the same time last year.

OLCO FINANCIAL STATEMENT for the year ending 31/3/97

<u>INCOME</u>	<u>1997</u>	<u>1996</u>
Subscriptions	£188.00	£228.00
Deposit Account Interest	67.46	65.19
Donations	5.00	9.00
A. G. M. Dinner	17.00	-----
Sales Receipts	<u>49.85</u>	<u>37.35</u>
	<u>£427.31</u>	<u>£339.54</u>

EXPENDITURE

Advert in M. E. re: Lionsmeet	45.53	41.13
A. G. M. Dinner	126.35	-----
Cost of Archive copies of Scale Model Trains	6.20	-----
Expenses re: OLCO stand at M. E. Exhibition	-----	20.00
Costs of producing Lionsheart	36.00	57.05
	<u>£214.08</u>	<u>£118.18</u>
<u>NET PROFIT</u>	<u>£213.23</u>	<u>£221.36</u>

ASSETS AND LIABILITIES

CURRENT ASSETS

Cash at Bank - Current Account	£838.73	£770.01
Cash at Bank - Deposit Account	1866.49	1799.03
Stock in Hand	<u>177.45</u>	<u>227.30</u>
	<u>£2882.67</u>	<u>£2796.34</u>

David Neish proposed the acceptance of the accounts. E F Clark seconded. The Accounts were accepted unanimously.

Subscriptions

It was proposed by the Chairman that subscriptions be reduced to an annual rate of £5.00 per year for all grades of membership, including Family, to reflect the reasonably healthy financial position. He also commented that OLCO activities of late involved virtually no expenditure and that we could hardly justify the current membership fee. The Secretary proposed an amendment giving members an option to pay £5.00 per year or £20.00 for five years. He felt that overseas members especially would appreciate the opportunity to make a substantial payment less frequently and avoid the annual expense and trouble of sending what would now be a relatively small amount of money. E F Clark was concerned that the significant reduction in subscription rates could jeopardise OLCO's financial security.

When put to the vote, the amendment was carried by six votes in favour, one against.

Election of Officers

The retiring Chairman reminded the meeting of the present list of executive officers, stating that he and the Treasurer had served their full time of office and were no longer eligible to stand. He proposed E F Clark as the new Chairman. Charles Taylor-Nobbs seconded and the proposal was carried unanimously. The incoming Chairman quickly dealt with the election of remaining officers as follows:-

- Secretary - John Hawley, proposed by EFC, seconded by DAN;
- Treasurer - Jon Swindlehurst, proposed by GW, seconded by EFC;
- Modellers' Representative - Peter Gardner, proposed by JPH, seconded by EFC.

These were elected without dissent.

Changes to Constitution

With Lion now out of steam and fewer activities to organise, it is felt by some that the Executive Committee could be reduced in size and that accounting procedures could be simplified. To this end, David Neish put forward three resolutions concerning the Constitution as follows:-

RESOLUTION ONE:

That the second sentence of the first paragraph of Rule 11 be amended to read "There shall be not less than 3 (Chairman, Treasurer and Secretary) and not more than 12 Executive Officers who shall be elected at the Annual General Meeting for the period until the next AGM but shall be eligible for re-election up to 4 times, after which they shall not be eligible for election for one year."

RESOLUTION TWO:

That the first sentence of the fourth paragraph of Rule 11 be amended to read "At a meeting of Executive Officers, two shall be a quorum and in the event of a tied vote, the Chairman shall have an extra casting vote."

RESOLUTION THREE:

That the second sentence of Rule 10 be amended to read "They shall be subject to scrutiny by the Executive Officers."

The newly elected Chairman took each resolution in turn and asked for a simple show of hands, firstly in favour, then against. Each was passed without dissent.

Any Other Business

The question of a permanent Memorial to Mike Parrott has long been on the Committee's agenda. He was such an outstandingly successful competitor at Lionsmeet since its inception and a worthy past member of the Executive Committee that all would wish to see a lasting tribute paid to him. It had been suggested by Charles Taylor-Nobbs some time ago that the Chairman's Trophy, which Mike had won so many times in the past, should be presented in perpetuity to his family. It was agreed that a new trophy should be put in hand. E F Clark had already undertaken early research into costs and it was felt that a replacement could be obtained for something in the order of £200.00.

There being no other formal business, the Chairman thanked the Museum for their attendance and for the use of their facilities. The meeting was declared closed at 5.00 pm.

The Annual Dinner

We took ourselves off to the Casa Bella in Victoria Street with our museum guest, Justin Garside-Taylor for the Annual Dinner. As the name implies, this is an Italian restaurant and the fare certainly had an Italian slant. Very good value for money, too. I can heartily recommend it. It was as well that we arrived early, since about an hour later, queues were beginning to form. The atmosphere and food positively encouraged bonhomie (Sorry to mix nationalities) and the more the wine flowed, the more animated the discussions became, until the words just seemed to float upon the evening air. I think we all had a very enjoyable evening. I saw Charles and E F to their train, treading through puddles as we went. I was glad to get back to the hotel, though. Big cities at night have a slightly threatening air. There was some sort of police activity during the night which woke me. I was glad to be several floors above it all.

The Sunday Visit

As is usual following the AGM, a visit to an attraction of interest to members was organised on the Sunday. This year it was to the newly opened Conservation Centre in what was the Midland Railway Goods Offices building, which has been extensively refurbished and is now home to the dedicated team of conservators of NMGM. A portion of the building houses an exhibition of the work involved in analysing the types of degradation which can befall ageing objects, from paintings to a portion of ships superstructure. Videos, hand held audio guides, captions and items under the microscope all contribute to giving the visitor a good idea of what conservation involves. Our thanks are due to John Kearon for arranging access to this most interesting display.

Having a couple of hours to spare before the Conservation Centre opened and following a good breakfast in the hotel, David, Geoff and I had a look around the Maritime and Liverpool Life museums. These are excellent value, since the visitor buys a 'passport' to the various sites and can visit them at any time later - even months, I believe. Only on actually entering a site does the passport for that particular site get cancelled. Thus, you spend your money and you get your value in your own time. We also found that the buses were free. Alas, after the visit to the Conservation centre, it was time to leave. Liverpool deserves a lot of time I think.

First, a success story. In the last issue, Keith Hickton wrote for advice on safety valves. I'm very pleased to say that I got a swift response from Jon Swindlehurst, which I reproduce in full below. Thanks, Jon, from Keith and me, for your helpful reply and I hope it may be of use to others in the same predicament.

From Jon Swindlehurst

ALTERNATIVE SAFETY VALVE FOR 5" LION

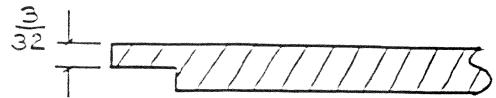
Wirral

Although I made the top of my boiler firebox semicircular (as per prototype) I made my safety valves according to LBSC's drawings. These were very unsatisfactory and would not release steam quickly enough and also tended to weep a lot of the time.

To solve the problem I have hidden a "pop" type valve inside and underneath the salter valve. While so doing I have completely redesigned the visible parts of the valves to look more like the prototypes, and moved them further apart (5/8" instead of 1/2") which I suspect is more "correct". I have left the internal details off the drawing as any "ball" or "pop" type could be used to the builders preference. I have only done one valve internally, the other is still salter type but is set to blow off just after the "pop" ---- it has never been needed, the "pop" drops the pressure by 10p.s.i. in about 2-3 secs. and snaps shut.

RE. Drawing

Part (1) The visible edge of the boiler top is flanged so that it appears thin and to scale.



Part (2) The inner valve body is quite short on mine due to closeness of the steam pipe. It would probably be easier to make if a little longer.

Part (3) The base is soft soldered on or could be a press fit, and steam escapes through cross holes. N.B. a base is needed with "pop" type valves to prevent "priming".

Part (4) The outer body is a snug fit over the inner valve. The top shape and 0.450 DIA curve could be produced on a rotary table, but I had to file mine.

Part (5) The top cover is held in place by the "depressor" of the salter mechanism, otherwise the blast of steam will send it flying and the underside is cut away to give clearance for when the valve "pops".

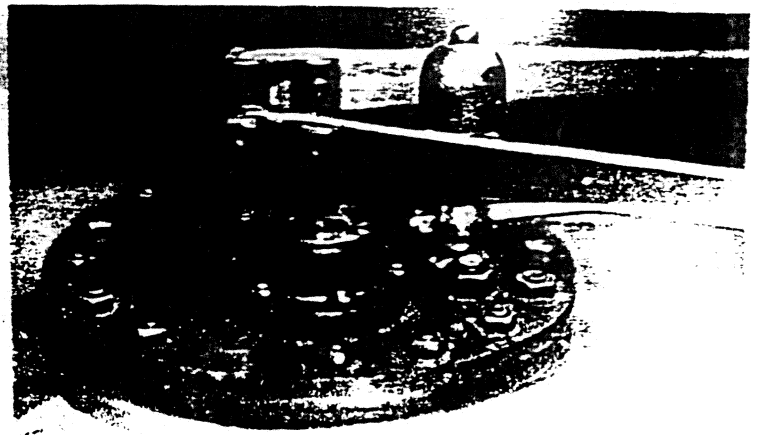
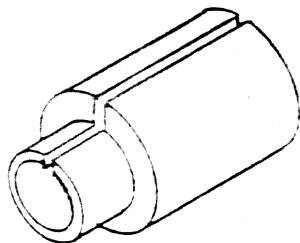
Part (6) The spring pressure adjuster has 8 No.55 holes (not shown on the drawing).

Part (7) I used 3/32" A/F mild steel for the 10BA nuts. Only 2 or 3 of the studs need to be real (the one shown on the drawing should be); the rest of mine are dummies stuck in with Araldite.

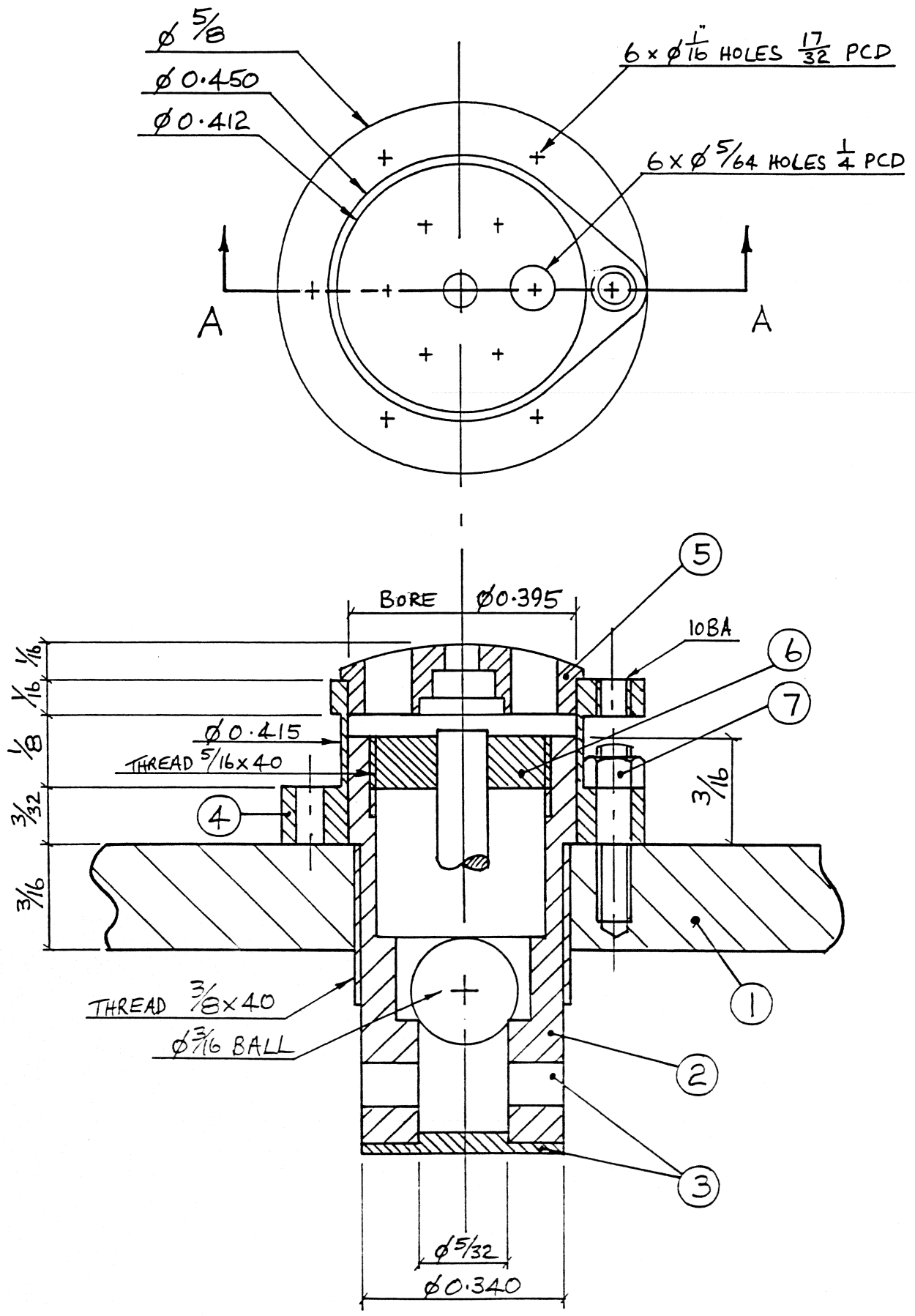
To tighten the circular shaped valve into the boiler top I use a simple split collet squeezed with pliers. The valve is set with the salter arm hinged away, which is then adjusted to rest lightly on the top cover. The valve has worked well for 2 years now. The only slight problem I have encountered is that occasionally the valve does not seat perfectly and you get a whisper of steam for a while which you can't close in the normal way of a gentle tap with the shovel because the salter arm gets in the way.

I hope the photo explains the appearance more clearly. N.B. all steel parts are oil blackened and brass/bronze parts are chemically blackened. The fine detail of the parts would be spoilt if painted, apart from the problem of getting it to stick to copper alloys.

If you're one of those Lion owners who give onlookers palpitations when they see your pressure gauge needle whizzing past the red line with no sign of stopping you might like to give my design a try.



Good steaming,
Jon Swindlehurst



SECTION AA

THIRD ANGLE PROJ. SCALE 4:1

Fig 4 - The Jon Swindlehurst Safety Valve

"You were kind enough to publish my front axle arrangements, so I hope that the enclosed may be of interest.

Since the engine cannot be notched up as with other valve systems, I decided to build with approximately 50% cut off. I reduced the eccentric throw to 1/4". This helps the design since the gabs do not move so far apart.

The valve ports are not completely uncovered each stroke, but in case this proved unsatisfactory, I needed a simple method of altering the valve travel.

The enclosed sketch shows how this is possible. (See Fig 5..Ed). I moved the swinging arm back far enough to insert a short link between the valve spindle and the arm. In the middle of the slot the valve travel is 1/2", at the top about 5/8" and at the bottom around 3/8".

The "rollers" move in the bushes but are held tightly in the chosen part of the slot. The same type of bearing is in the valve spindle forks. The engine is now running on air and I am very pleased with it. next job - all the bits on the boiler..."

(Due to time constraints I have not been able to put this sketch to CAD, but I don't think that is necessary. Desmond has done a perfectly acceptable sketch and here it is, along with a photo taken from above. I look forward to seeing this loco in action. Ed).

The photo (Fig 6) clearly shows the two valve chests at the right with the spindles protruding towards the left. Next left are the short links connecting to the swinging arm, the major part of the sketch. The links contain the rollers which are clamped tightly at a given position along the slot in the swinging arm. The swinging arm drops down to a cross shaft, from which drops a further arm with the protruding spindle which engages with the gabs.

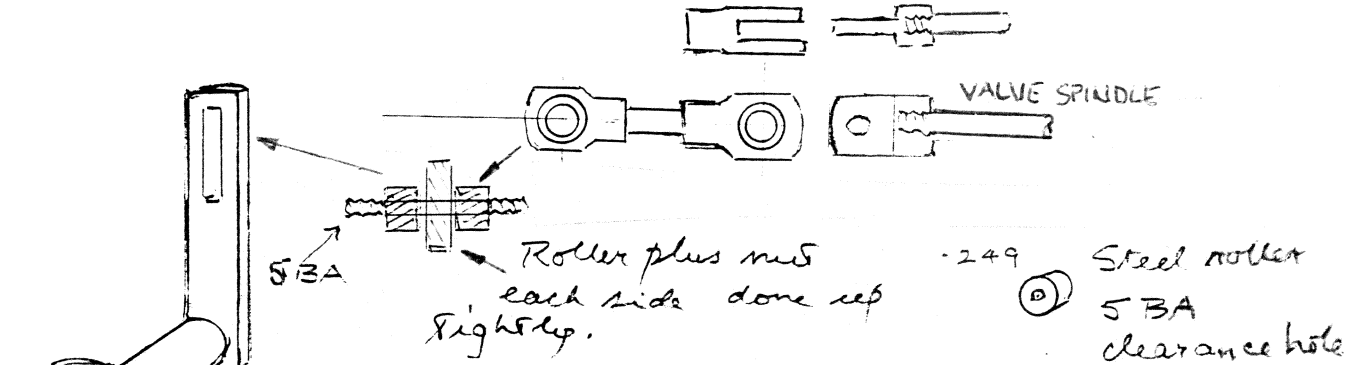


Fig 5 - Desmond Hill's Valve Gear Adjustment

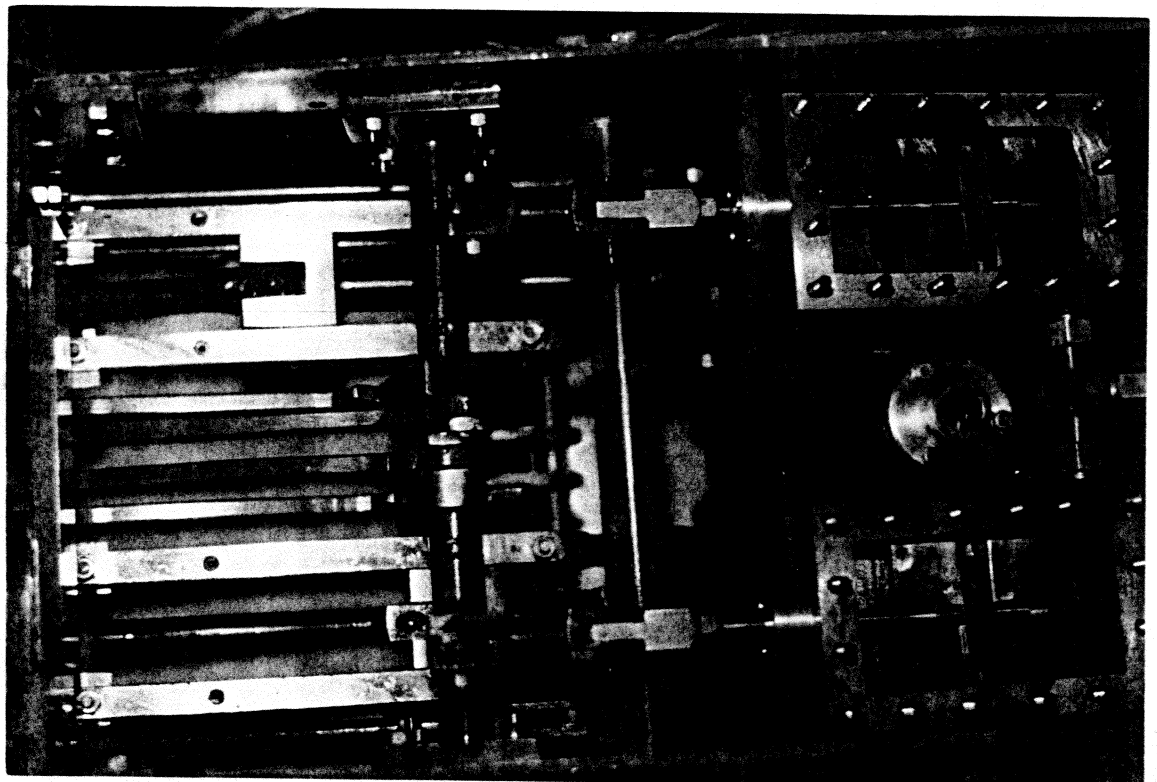


Fig 6 - .. and a photo of same, showing Adjustable Swinging Arm

Charles Taylor-Nobbs has been very busy. In addition to recruiting a new member, he visited South Africa just under a year ago and among other activities, gave a talk on the restoration of big Lion and the building of son Keith's prize winning 5" model of same to the Pietermaritzburg Model Engineering Society. This club, interestingly, had hydraulically(mains water) operated points, though urgent modifications involving a compressor had to be rapidly put in hand when it was found that points failures were attributable to heavy use of the nearby toilets!

The new member down to Charles is Mr A L Dalton, of Chelmsford, to whom we extend a warm welcome. Below I reproduce a photo of his 7 1/4" Lion and full size son, John. I look forward to seeing all three in competition mode at Peterborough.(See Fig 7).

Charles has also been in correspondence with Mr Alan T. Freeman, C. Eng. M.I.E.E. of Rugby, who, though not a member, sent interesting details of his experiments with sun power. Mr Freeman built, over 40 years ago, a solar powered steam radio, using an ex-wartime searchlight reflector focussed on the end of a boiler, raising steam to drive an engine coupled to a dynamo. This, in turn, provided power to an indicator lamp and the radio. The photos (Figs 8 & 9, page 16) below give some idea of the set-up. He has more recently built a model of Stephenson's Rocket, driven by air supplied from a solar panel powered air compressor. A very interesting direction for our hobby and one which will attract a certain amount of attention in the future, I have no doubt.

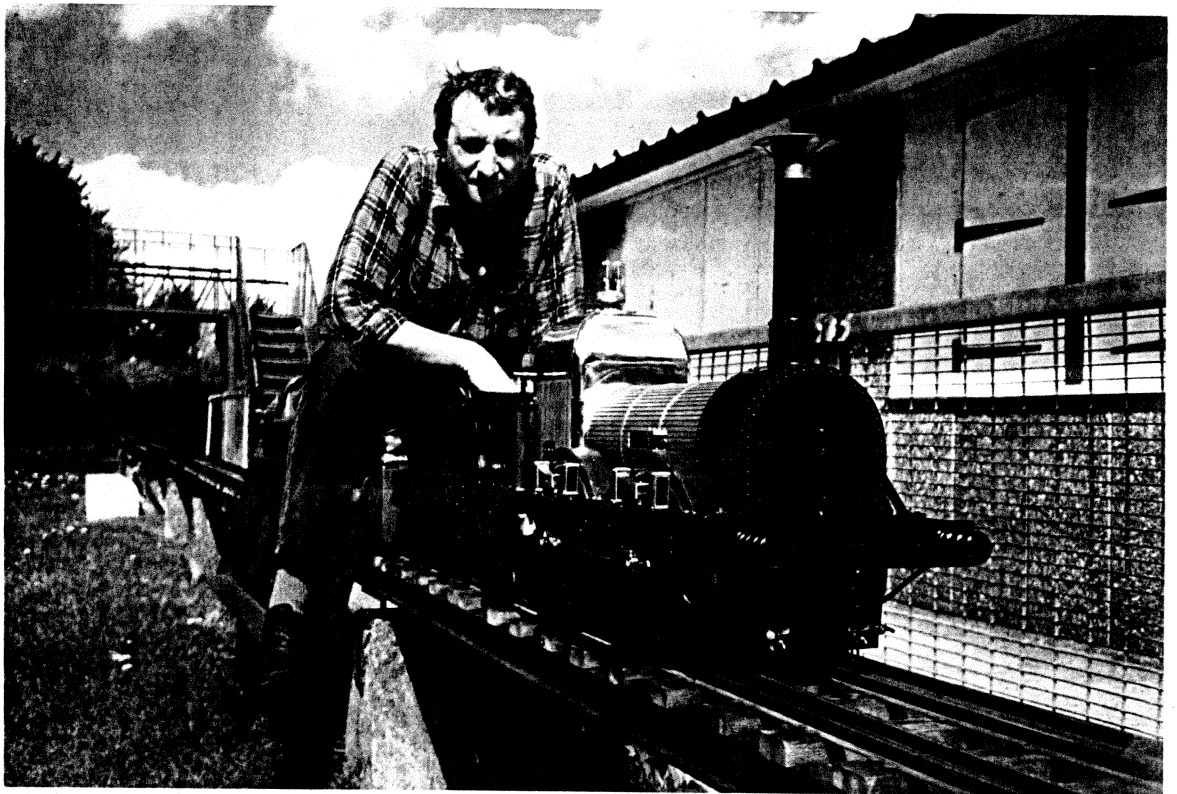


Fig 7 - Les Dalton's 7 1/4" Lion with Full Size Son-John

Now, another plea for help. This time from member Ray Wiggin. Ray has built his 5" boiler to the design of my 7 1/4" version. On this design, the original is fairly closely modelled in that the vertical sides of the firebox outer wrapper curve over in a full radius at the top. On top of the curve sits the turret, a vertical tube, some 19 1/2" diameter by about 10 1/2" high on the prototype, flanged for the attachment of the flat round plate on which sit the safety valves(Item 1 on Jon's drawing on page 13). On the model boiler, I have designed in two bosses, one each side, penetrating the tube, which can be tapped and fitted with steam take offs for such things as blower, injector, lubricator, etc.,(none of which was fitted to the real thing, of course). Ray needs to know how to arrange feeds, controls and so on to injector and blower on his model. Now, since model Lions need at least a blower, most of you must have some good designs out there which need to be shared. I can pass on replies, or you can see Ray at Lionsmeet(another reason to come to Peterborough!).

And another..., this time from a fellow member in the Bristol Society of Model and Experimental Engineers. Please, has anyone knowledge of drawings of 'Rocket', showing her in original set-up as far as possible?



Fig 8 - Alan Freeman's Sun Powered 'Tranny'

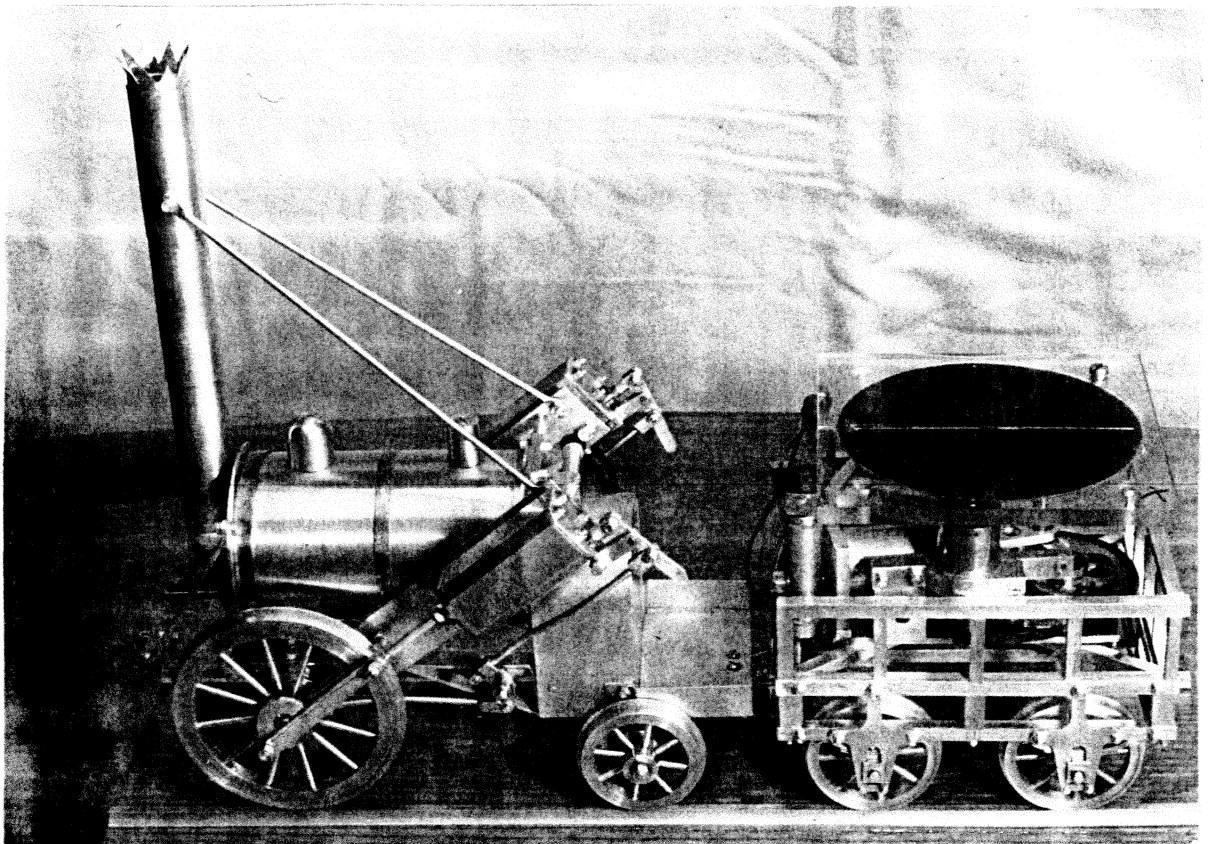


Fig 9 - ... and ditto Rocket, 1/25th scale

And now for a mystery letter. Well, the mystery is rather more in the subject of the letter - a 5" Lion, unearthed in an antique shop in Melbourne(Why don't these things ever happen to me?. Ed). I reproduce the letter below, along with one of the two photographs which accompanied it(the other is a view from underneath. Ed). Though inaccurate in some details, she is without doubt 'our' loco. The '57' on the firebox side must surely provide a clue. The 'lump' halfway along the boiler top is merely part of the sideboard on which she rests. Looking through old mailing lists, we've had Messrs Cross - New South Wales; Webb - Western Australia; Dunne and Bradshaw - New Zealand, but that's about all from that part of the world. Do any of our long standing members know of anyone who went to Australia? Anyone else got any ideas?(See Fig 10).

From Stephen Brain

Armadale, Victoria, Australia.

"Dear Mr Hawley,

Lion

Your name has been given to me by Ms Knowles, Head of the Regional History Department at the National Museums & Galleries on Merseyside. I understand you are Secretary of the Old Locomotive Committee, a support group for the Lion.

Recently I was given a model in 5 inch gauge live steam of the "Lion" locomotive. I enclose a couple of photographs. I do not know who made the model, which was found in an antique shop in Melbourne, but I imagine it must have come from the UK. I cannot tell when it was built.

The model had been restored locally prior to sale, by a man who must have had a fair idea of what needed to be done, but I have not yet been able to speak to him. I would not of course attempt to raise steam without a qualified boiler assessment, something which may be more difficult than normal because of the wooden cladding. Having up till now only collected "0" gauge tinplate, I have a major knowledge gap.

I hope to find out a little more about the possible background to this model. Are you aware of any common source, such as a kit, for such a large model of the "Lion" that might give a clue to its origin? Otherwise, it would have to be the result of many hours of scratchbuilding.

I have ordered a copy of a publication by Adrian Jarvis, to give me more background about prototype Lion than those glimpses in "The Titfield Thunderbolt"!

Any information you can give me on Lion would be greatly appreciated."

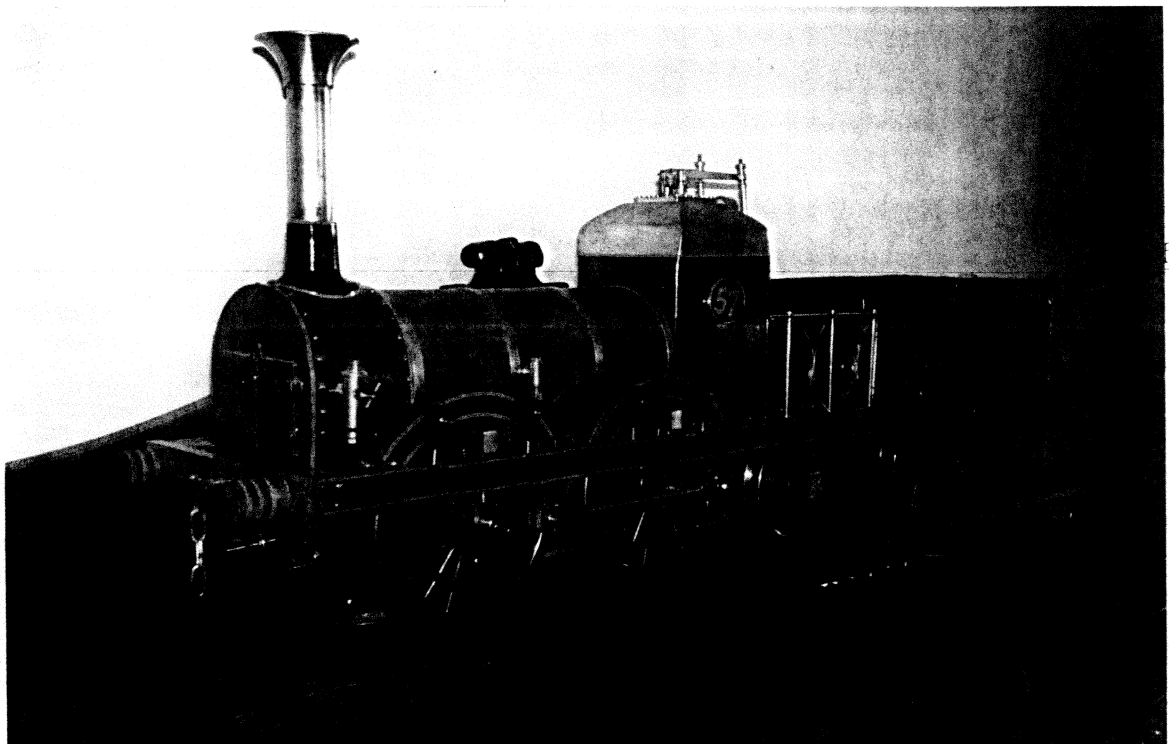


Fig 10 - The Mystery 5" Lion from Australia

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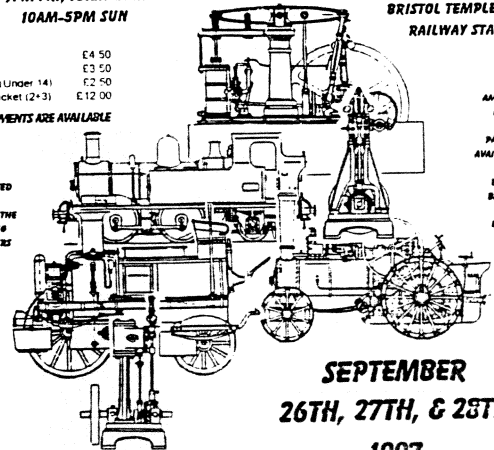
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