

LIONSHEART

Number 46

December 1998

The Editor's Bit.

This is going to be the briefest of Lionshearts. Christmas is so close now and I want to get this issue out in time for you to read the excellent report on Lionsmeet '98 compiled by Peter Mountford of Liverpool - no, that's wrong - I mean Wirral. (I've always assumed it to be "The" Wirral, but the map and indeed the addresses of those who live there refer to just "Wirral"). This area was included in the recent excellent BBC2 series Earth Story which deals with current knowledge of Earth's geology. It's fascinating, though a bit above me at times.

Anyway, back to Lionsheart. Inside are a couple of gentle funnies that have caught my eye and a proposal to re-equip model Lions with a new power unit. If applied to 'Big Sister' I assume it would do away with the need to retube her at odd intervals and I'm sure the proposal will be studied with great interest by the powers that be in Liverpool Museum, now that they have been successful in their lottery application, for which we offer our congratulations. There is also a hastily contrived crossword puzzle which I suddenly felt a need to compile - its not as easy as it looks, especially if one's spelling is suspect.



Photo 1. Careful Peter - We want it back! Lionsmeet 1998 winner Peter Bainbridge receives the Mike Parrott Memorial Cup from OLCO Chairman E F Clark.

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Lionsmeet 1998

We had a thoroughly enjoyable Lionsmeet for which we owe a huge vote of thanks to our hosts, Stockport and District Society of Model Engineers. Without a doubt the route map and track plan supplied by Norman Pendlebury and the local signposting by, I believe, OLCO member Bob Grimshaw were of great assistance to those of us who do not know the area. Jill and I stayed overnight in the local 'Beachwood' guest house (Yes, we wondered about the spelling too, but got no answers on enquiring). We had an enjoyable meal in the nearby Beefeater pub (Not sure of its real name). Anyway, it stands within feet of Heald Green station on the former London and North Western railway and displays some unusual representations of railway furniture.

Now, on with Peter's report - Lionsmeet 1998....

This year's LIONMEET was held on 15th August 1998 at the Stockport and District SME club in Cheadle Hulme. This Society is blessed with a spectacular site in the grounds of the Royal Schools for the Deaf with the track running through a well treed area. The track was raised, approximately 1,000 ft in length, and laid with aluminium rail in 5", 3.5" and 2.5" gauges. The gradient is about 1:100 and this proved a bit of a problem to the uninitiated with the increased tendency for wheelslip. (I've ignored the ground level track as this was for 7 1/4" gauge which was not represented at the MEET) Unloading facilities allowed easy transfer of locos and all other necessities for troublefree firing were provided on site. There was plenty of space for parking of cars and other conveniences i.e catering were more than adequate and well attended. (Yes, I found the barbecue much to my taste. Thanks to all concerned - Ed). I found the close proximity of the trees to the track a bit disconcerting and was expecting to lose a knee or worse unless well tucked -in while negotiating some of the corners!

A few interesting items were on display-John Hawley's 7 1/4" gauge Lion boiler taking pride of place along with parts for a large Jenny Lind and another Lion, both in 7 1/4" gauge. I'm sure there must be a lot more Lions in various stages of construction and it would be interesting to see these on display.

Several Ladies were present for a short while but decided that a visit to Lyme Park would be far more interesting than watching Lions being driven round and round! There's no accounting for taste!

There were six competitors in 5" gauge with two locos being used twice, and a lone 3 1/2" gauge driven by Bob Grimshaw. When compared with the competition in Peterborough last year with only four 5" locos running 1998 was'nt too badly off. It would be more interesting if all the gauges could be better represented and in greater numbers.

Once again we are grateful for the use of the Guildford dynamometer car. Perhaps arrangements could be made to acquire a stop watch to save David Neish having to continually remove his wrist watch for the purpose! Runs were limited to 15 minutes with the following results:

Competitor	Loco driven	Gauge	Work done
Eric Hughes	Harvey Hurlestone	5"	46560
Denis Gadsby	Own	5"	32475
Doug Turner	Harvey Hurlestone	5"	Retired
Peter Bainbridge	Denis Gadsby	5"	47580
Jon Swindlehurst	Own	5"	Retired
Edward Parrott	Own	5"	4875
Bob Grimshaw	Own	3 1/2"	27533



Photo 2. 3 1/2" gauge competitor Bob Grimshaw will be smiling for a while yet, if he starts on those bottles. The onlooker in the background second from right shows him how!

Jon was doing extremely well when in lap 6 his loco siezed solid and skidded along for about 100' before coming to a standstill. The wheels refused to budge and Jon had to retire albeit with a very creditable result. Fortunately no damage was done to the wheels thanks to the aluminium track (and subsequently Jon reported that no damage was done to the loco) Edward Parrott appeared to be having a bit of a problem with his Lion and one hopes this will be resolved by the time of the next MEET.

Peter Bainbridge, a member of the host Club was presented with the Mike Parrott Memorial Cup for his winning run but first had to become a member of OLCO! Bob Grimshaw was again awarded two bottles of wine for his run. (Perhaps the time will come when trophies can be presented for each gauge thus preserving a history of winners over the years instead of short lived bottles !!!)

Peter Mountford

Post Script

Jon writes to say that all is well with his engine now, though we all had a bit of a scare. In my usual fashion, I started cross fertilising and wondered if Jon was suffering a similar problem to that which has occurred once or twice on the late Mike Parrott's engine, namely that a piston had worked loose. If so, then should a modification be proposed to the original LBSC drawings and if so, how could that be achieved and if so Oh well, in the end it turned out to be something quite different. I'll let Jon explain:- He writes "... you don't need to start redesigning how to fix the pistons on. Pistons, rings and bores were all in perfect condition. The cause of the lock up was that the stainless steel piston rod had seized in the bronze bush inside the mild steel cylinder cover. There was no damage to the gland nut which has a slightly larger bore. This was on the left hand piston which was stopped in exactly the mid stroke position. I wonder if this is significant? I know the piston rod was a good fit in the cover so when pulling a heavy load it may have resulted in the guide bars flexing, causing the piston rod to bear heavily on the cylinder cover. I intend to stiffen the guide bars and give the piston rod a bit more clearance in the cover. Any ideas?

Well, come on folks. Here's your chance to put on your thinking caps and try to make an excellent model even better, though I doubt if Jon's can be improved upon. What about lubrication? Stainless steel though, now I come to think of it, is quite prone to seizure. Perhaps a different material? I would go for silver steel, perhaps even hardened and tempered to give toughness and wear resistance, though it's easy to put forward ideas from behind a desk.

I was very impressed with the Stockport club's ingenious use of various items for their steaming bay - inverted angle section for the rails upon which run the transporters which convey locos from the individual service stations to the standby track; the remarkable adaptation of a dentist's chair to provide height adjustment and a turntable effect to one of those transporters; the complex but effective transfer mechanism which routes locos onto the running track, etc. This ingenuity was in evidence when Jon's engine broke down during his run. (See below).

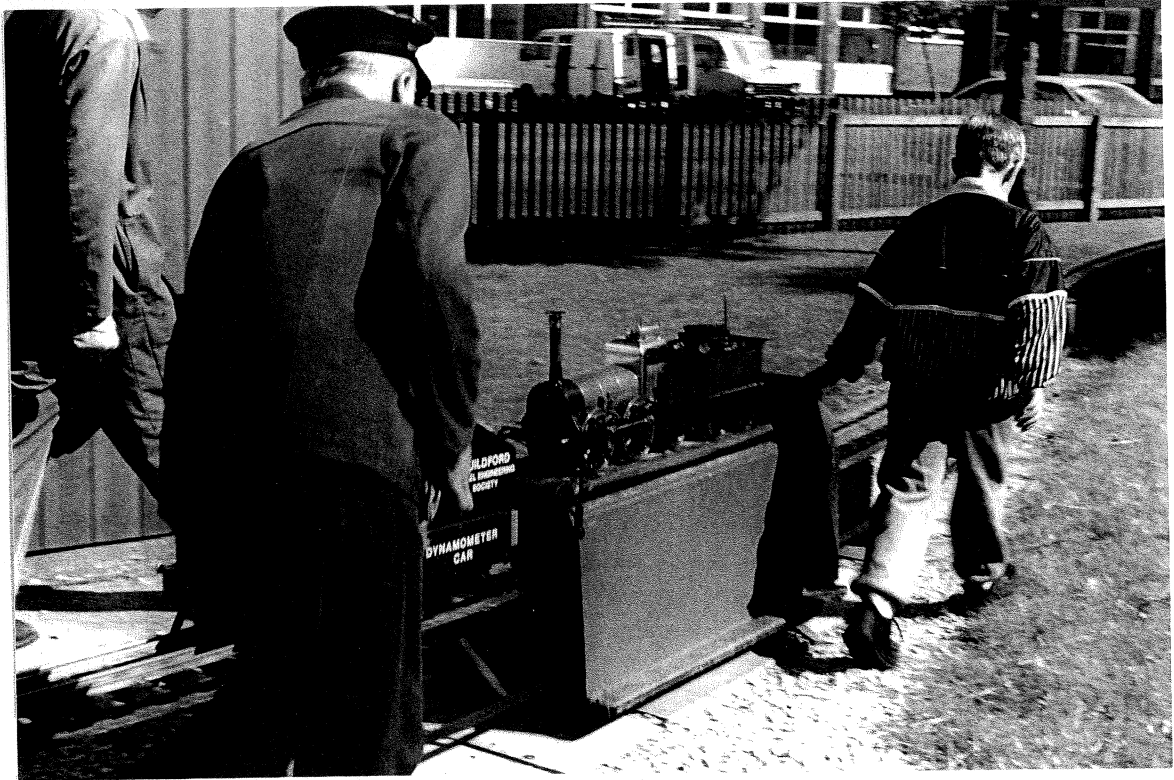


Photo Three. Stockport's ingenuity ran to the hasty improvisation of a passenger carriage to get Jon's engine back to base.

Seen 'on shed'

As is usual for almost all the Lionsmeets I have attended, the host club had ordered 'competition grade' weather and it was glorious. However, despite the brilliant orb overhead, some of us had to venture into the well equipped club hut for tea and bikkies. On display was Don Bowerman's immaculate and to my eyes, perfectly modelled Agenoria (Soft 'g', he told me). My own photograph taken in the hut, came out reasonably well, but I think the photo that Don sent me back in July is far better and so I have included it in this issue. At the time Don wrote that there seemed not to be much exposure in the various modelling journals for this engine and that no castings or drawings appeared to be available. He remembered the prototype in York railway museum in the early '50s and having done some voluntary work in the museum more recently, was able to get close to her and get some measurements. The boiler has been steam tested to 120 psi, but due to possible combustion problems, may end up running on gas. Keep us informed, Don.

Note - Due to space problems I have had to put Don's photo onto page 8. One of the problems in being a not so smart editor, I suppose. My apologies, Don.



Photo Four. Edward Parrott works hard to keep the famous Lion up to speed. Passengers are (R to L) Peter Mountford; David Parrott, Edward and David's Grandfather(I believe).

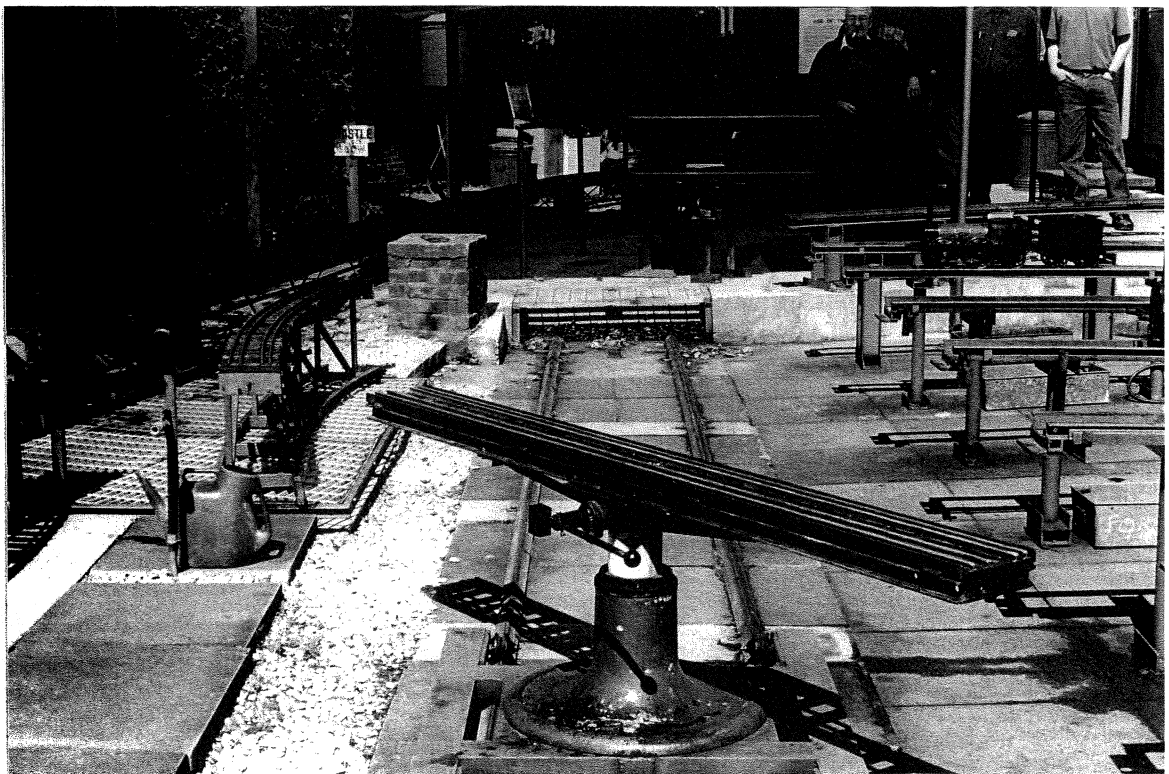


Photo Five. Clock that dentist's chair! An example of the flair for improvisation exhibited by the host club. This device runs along the rails, is raised and lowered hydraulically and permits the track section to rotate around the vertical axis.

A member has recently let me know that he has various 5" and 7 1/4" gauge wheel and cylinder castings for sale. If you are interested, write to me and I will pass your letter on to him.

Lionsmeet 1999

One important announcement - **Lionsmeet 1999**. This is to be held in Swansea, date unknown at the time of writing, but we will aim as usual for a Saturday in the middle of August. More of course in the next issue.

We seem to be enjoying a small but significant increase in membership. This is a welcome change from recent times and I hope it continues. If you know of anyone who is looking for a project, take them to one side and mention Lion, with her unusual history, film fame, retro looks, ease of modelling and so on. Of course the next step is to introduce them to OLCO, from which point of course, I trust that they will come on board and enjoy membership of what must be one of the best value for money groups they are ever likely to come across. In this issue we extend a warm welcome the following new members :-

Mr P Bainbridge; Dr J Beddard; Mr D Bowerman; Mr J T Brandrick; MR B Champness; MrJ A Fraser; Mr M T Sheppard.

I have had another letter from Mr Ferre Frederickx of Belgium, regarding his valve gear. Its a bit above me and contains graphs, so I will study it and perhaps put it in the next issue.

To Relax With...

And now for the couple of funnies that I promised on sheet one. I particularly like 'Survivors', though it is aimed at those born before 1940 - well, that does include me .

Success comes in "CANS", not "CANNOTS"

WINNERS

Always have an idea.
Always say "I'll do it."
See an answer for every problem.
Always say "I can."
Look for a way to do it.

LOSERS

Always have an excuse.
Always say "It's not my job."
See a problem for every answer.
Always say "I can't."
Look for a way to get out of it.

With acknowledgements to 'Maritzburg Matters'

To the above I would beg to add:-

Say "The glass is half full."

Say "The glass is half empty."

.....

We are the Survivors

We were born before television, before penicillin, polio shots, frozen food, Xerox, plastic contact lenses, videos, Frisbees and the Pill. We were before radar, credit cards, split atoms, laser beams and ball point pens; before dishwashers, tumble driers, electric blankets, air conditioners, drip-dry clothes... and before man walked on the moon.

We got married first and then lived together(how quaint can you be?). We thought 'fast food' was what you ate at Lent, and a 'Big Mac' was an oversized raincoat and 'crumpet' we had for tea. We existed before house husbands, computer dating, dual careers, and when a 'meaningful relationship' meant getting along with cousins, and 'sheltered accommodation' was where you waited for the bus.

We were before day care centres, group homes and disposable nappies. We never heard of FM radio, tape decks, electric typewriters, artificial hearts, word processors, yoghurt and young men wearing earrings. For us, 'time sharing' meant togetherness, a 'chip' was a piece of wood or fried potato, 'hardware' meant nuts and bolts and 'software' wasn't a word.

Before 1940 'Made in Japan' meant junk, the term 'marking out' referred to how you did in exams, 'stud' was something that fastened a collar to a shirt and 'going all the way' meant staying on the bus all the way to the depot. Pizzas, McDonalds and instant coffee were unheard of. In our day cigarette smoking was 'fashionable', 'grass' was mown, 'coke' was kept in the coalhouse, a 'joint' was a piece of meat you had on Sundays and 'pot' was something you cooked in. 'Rock music' was Grandmother's lullaby, 'Eldorado' was an ice cream, a 'gay person' was the life and soul of the party and nothing more, while 'aids' just meant beauty treatment or help for someone in trouble.

We who were born before 1940 must have been a hardy bunch when you think of the way in which the world has changed and the adjustments we have had to make. No wonder we are so confused and there is a generation gap today...BUT

By the grace of God.... we have survived!

Alleluia!!

Anon

With acknowledgements to 'The Cog'

.....

A Practical Approach

An architect, an artist and an engineer were discussing in the pub whether it was better to have a wife or a mistress.

The architect said he enjoyed time with his wife, building a solid foundation for an enduring relationship.

The artist said he enjoyed time with his mistress, because of the passion and mystery he found there.

The engineer said "I think both are essential." "Both?" the architect and the artist asked.

"Yes," said the engineer. "If you have a wife AND a mistress they will both assume you are with the other and you can go into the workshop and get some work done!"

With acknowledgements to 'Maritzburg Matters'

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This next, I suppose, must be the model engineers Anthem...

Seen on a shed wall in Devon.

Never chuck it out!
Even if it's rusty,
Smelling rather musty,
Never chuck it out,
Put it in the shed.

Anyone who glues things,
Bodges things or screws things,
Finds that he can use things,
So put it in the shed!

When the shed is full,
You may have enough stuff,
Reasonably tough stuff,
Even if it's rough stuff,
To make another shed!!!

With acknowledgements to 'The Cog'

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I would like to take this opportunity to wish you all a safe, peaceful and happy Christmas and every success in the New Year and beyond. If I don't succeed in getting this issue onto your doormat by Christmas Eve, then the preceding wishes are nonetheless sincere, but retrospective.

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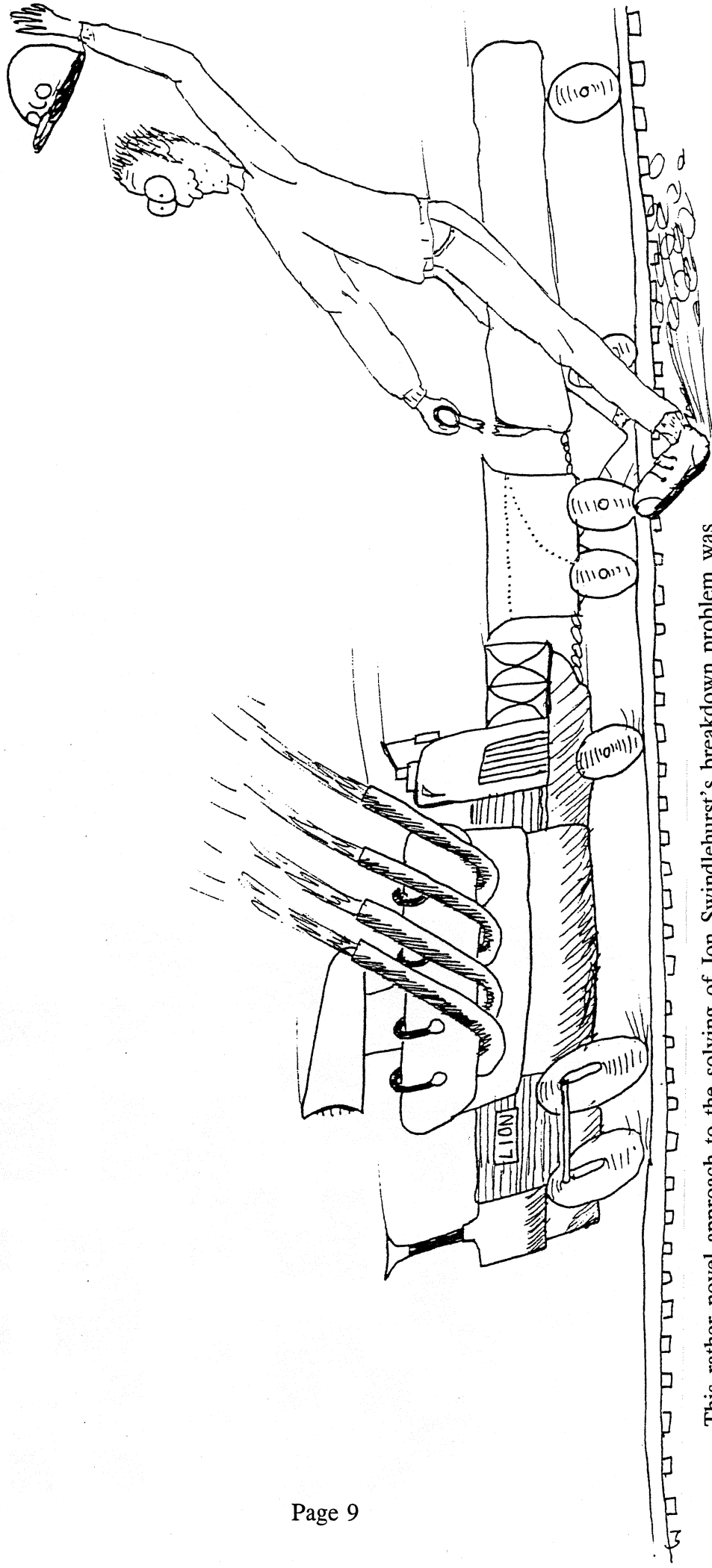
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Photo Six. Don Bowerman's superb 5" gauge Agenoria. Don writes to say that she is incomplete, though she was in very good order when I saw her at Stockport. The workmanship and finish has to be seen to be believed. A Lion next, Don?

Photo - D Bowerman.



More Stockport photos in the next issue.



This rather novel approach to the solving of Jon Swindlehurst's breakdown problem was submitted by his son Guy, though Jon wonders if it may give him an unfair advantage. I hope the museum will look at this design closely with a view to adapting 'Big Sister'.

And so to the Crossword Puzzle. You will need a fair working knowledge of Lion and the Film to solve some of these. I apologise in advance for spelling mistakes, false assumptions, awful clues or downright lies in the answers I think you should come up with. Guess what, there are no prizes, just self satisfaction if you get all the answers right. Solution in the next issue.

Good Luck...

Across

- 4. Known by some as the king of instruments. (5)
- 5. Alistair who? He may have played Scrooge long ago. (3)
- 10. Lion may have gone at a fair old chat across this. (3,4)
- 13. Pretty high figure for those days.
The yellow book states the wrong unit. (5)
- 15. Gift of the.. valve gear? (3)
- 16. Dan the driver was a ... rarebit. (5)
- 19. Not me... (3)
- 20. How many spokes are driving? (8)
- 21. Clickery.. valve? (5)
- 22. A big word, some say (2)
- 24. Horses do this, but its a good fixer. (4)
- 26. ... United, or ... museum. End of the line. Think about it. (9)
- 27. Follows Lion, gently. (6)
- 30. "Can't go yet, ...'s not here" (6)
- 31. Cheap at the price, but cutting. (4)
- 32. Where the old things are. (6)
- 35. Brief thanks running tender first. (2)
- 36. Alternative, sounds as though it needs refining. (2)
- 37. To possess. (3)
- 39. Gardener could turn the first rude word. (3)
- 40. To look. One's equal. Sounds Victorian. (4)
- 42. Not many of these rough fellows in OLCO. (3)
- 43. You should be a cool mixed up member to belong to this. (4)
- 44. Sounds like a camel follower, but could be a noble Scot. (5)
- 45. Played a man of the cloth. (6)
- 46. Sounds like the end is close, Bevin. (3)

Down

- 1. Pardon? Rather rude, what? (2)
- 2. In short, plumb Robert. (3)
- 3. One way to call attention. (1,3)
- 5. Curry disapproves of these eggs. (3)
- 6. Will happen, unless. (4)
- 7. ..and how many leading? See 20 across. (7)
- 8. 22 across. (2)
- 9. Doesn't sound full to me. (2)
- 10. Sometimes known as ...um powder. (4)
- 11. For example. (2)
- 12. The other end from 26 across. (10)
- 14. I had a Japanese coin to drive Lion. (3)
- 17. Lion leads with this crank. Sinister. (4)
- 18. The winged messenger on the road. (3)
- 22. Not well. (3)
- 23. The first of three on Lion's left. (4)
- 24. An expletive pipe. (5)
- 25. Down in the west cuntry they say "a ... job." (6)
- 26. Not a high hill, but Lion's boiler bears the mark. (3,4)
- 27. Not many lathes powered this way now. (7)
- 28. Red for ... (6)
- 29. EF relates to this. The second of the three. (6)
- 33. Lion and the rest prefer their water thus. (4)
- 34. This landscape sounds greedy. (4)
- 35. Sounds like an indefinite article, girl. (2)
- 41. Design bureau - brief - could be shocking
- 38. A Spaniard may utter this on driving Lion. (3)
- 39. A crank needs this as much as a sane seamstress. (3)

