

# LIONSHEART

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NUMBER 49

July 2000

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## OFFICERS OF OLCO

<b>PRESIDENT:</b>	<b>E.F. CLARK</b>
<b>VICE PRESIDENT:</b>	<b>C.E. TAYLOR-NOBBS</b>
<b>CHAIRMAN:</b>	<b>J. HAWLEY</b>
<b>SECRETARY:</b>	<b>P. MOUNTFORD</b>
<b>TREASURER:</b>	<b>J. SWINDLEHURST</b>
<b>MODELLERS REPRESENTATIVE:</b>	<b>E. PARROTT</b>
<b>EDITOR:</b>	<b>J. BRANDRICK</b>

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## EDITORIAL

It seems to be a fact of life that most of my communications, verbal or written, commence with an apology, and in introducing myself as your new Editor, this instance is no exception. I am very conscious of the fact that the last issue of Lionsheart appeared a year ago, and members may be excused for wondering if OLCO's occasional Newsletter is now the very occasional Newsletter! I promise that you will not have to wait so long for the next issue.

My own interest in Lion began with a visit to the cinema to see the film "The Titfield Thunderbolt." I suppose I was about 10 at the time. I clearly remember not being allowed into the cinema at the first attempt because the other film being shown was an 'A' certificate, and I had to go home and persuade my father to come along as well. Consequently he also became an admirer of Lion. Sadly my own 5" gauge Lion is just a box of castings at the moment and a set of drawings which I look at wistfully. Roll on retirement!

## OLCO AGM 2000

Peter Mountford's Report appears elsewhere in the issue. The most important development from the AGM is that the list of OLCO Officers now includes a President and Vice President. Mr. E.F. Clark has sadly had to stand down as Chairman, but it was felt wholly appropriate that he was offered the honour of being our first President. I am delighted to say that he accepted the nomination and was duly elected. I am also very pleased to report that OLCO's other joint founder member, Charles Taylor-Nobbs, accepted the nomination for Vice President and was also elected. I am sure the membership would wish me to express their congratulations to these two gentlemen.

John Hawley who until recently had to wear at least two Society hats, as Secretary and Editor, after a brief respite has now taken on the considerable responsibility of Chairman. I am sure we all wish him success and I hope his hardest task does not prove to be getting your Editor to fulfil his obligations.

Whilst on the subject of the AGM your Editor has now attended two of these and found them most enjoyable. They are a nice mixture of business and pleasure. Our new hosts in Manchester have made us most welcome and it is a pleasure to meet with the representatives of both Manchester and Liverpool Museums who obviously care deeply for Lion. It has also been a pleasure to have the opportunity to discuss the problems of preservation and of museums in general over coffee. The great attraction of course is to have access to Lion, and while standing on her footplate applying elbow grease and polish to her brass fire box casing I was reminded of the words of the Bishop of Selchester in the film "The Titfield Thunderbolt," "I have seen her in the museum of course, but to stand on her!" Well you can have the pleasure of standing on her if you could manage to get to the next AGM in Manchester. There is so much to see in the museum and in Manchester generally it is worth making a weekend of it.

The other pleasurable aspect of the AGM is dinner afterwards. This year we went again to a nearby Greek restaurant for a pleasant meal after your new Vice President had braved Manchester's famous rain to survey alternative possibilities. Unfortunately the other major event of the day was the Cup Final and the nearby hostelries were somewhat preoccupied with this.

## **LIONSMEET 2000**

In distributing the literature kindly produced by Edward Parrott for this year's Lionsmeet I seem to have finished up with egg on my Editorial smoke box and failed to notice that you had not been advised of the date of this event. It will of course occur on Saturday August 12th 2000 at the Rainsbrook Valley Railway in Rugby. OLCO members and their friends are also invited to bring their engines along on the following day, August 13th 2000 if they wish. We are indebted to the Rugby MES for their kind invitation. The ground will be open from 10.00am. onwards, and the competition starts at 2.00 o'clock sharp. Our hosts will be providing fuel for men and machines. There will be a constant supply of tea and coffee and also meals free of charge. I am sure, in response to this kindness members will be generous in their donations to the Rugby MES. Coal, oil and water will be readily available for our locomotives. Blowers are installed in the steaming bays. There is a ground level 7¼" gauge track as well as a raised 5" gauged track. The dimensions of this track were sent to you earlier along with a map of how to get to the ground, but I am additionally enclosing a plan of the Rugby MES track with this issue. The tabulated results of previous Lionsmeets is also enclosed.

If you are attending Lionsmeet please will you let Edward Parrott know before 29.7.00. if possible so that our hosts are aware of numbers for catering.

Finally, may I wish all those who attend a pleasant and enjoyable Lionsmeet. I am very sorry that I will not be able to attend myself owing to professional obligations.

## **LIONS FOR SALE**

As many of you will know Aster models are producing a steam powered gauge 1 Lion both in its Liverpool and Manchester railway livery, and also in the form in which it appeared in "The Titfield Thunderbolt." Andrew Pullen kindly bought along the prototype the AGM. We were all very impressed. It was thoroughly scrutinised by Charles Taylor-Nobbs who suggested a few minor modifications but signified his approval by ordering one there and then. Andrew has kindly provided an information sheet which is distributed with this issue.

Also with this issue is information about a rather larger Lion, namely member Desmond Hill's almost complete 7¼" gauge Lion which is for sale. For further details please ring Desmond on 01494 673338.

Well that is all from your Editor for now. I will publish the report of Lionsmeet as soon as I have it. If any members have anything else they wish to include in future issues of Lionheart please send them to me at:- Hawthorns, 45 Bury New Road, Ramsbottom, Nr. Bury, Lancashire BL0 0AR.

With best wishes

John Brandrick



AGM 2000

Above: Metallurgical matters under discussion

Below: 'Say aah' - Charles Taylor-Nobbs



Contemplates Lion's absent boiler tubes

## **THE OLD LOCOMOTIVE COMMITTEE**

### MINUTES OF THE SIXTEENTH ANNUAL GENERAL MEETING

Held in a meeting room at the Museum of Science and Technology, Manchester, on Saturday, 20 May 2000, following a cleaning session on LION.

**Present:-** E F Clark (Chairman)  
Jon Swindlehurst (Treasurer)  
Peter Mountford (Secretary)  
John Brandrick (LIONSHEART Editor)  
John Hawley  
Andrew Pullen  
Ian Kemp  
David Neish  
John Griffiths  
Charles Taylor-Nobbs  
Alan Bibby

The Chairman opened the meeting by thanking the Museum for providing facilities to hold the AGM and members for their attendance.

**Apologies:-** A McKirdy  
G Wright  
D Hill  
D Bowerman  
B Champness  
N Bryan  
L Waldrige  
S Parrott  
E Parrott

#### **Minutes of the Fifteenth Annual General Meeting**

The minutes having been circulated were taken as read and were approved. (Proposed E F Clark, Seconded Charles Taylor-Nobbs)

#### **Matters Arising**

There were no matters arising

#### **Chairman's Report**

The Chairman commented on the pleasing increased attendance at the AGM. Last year's LIONSMEET at Swansea had been a success despite not being well attended and he advised that the full report would appear in the forthcoming issue of LIONSHEART. The next LIONSMEET is to be held in Rugby where all gauges are available. The Rugby association is keen to host the MEET and it was hoped for a good turnout.

The report on LION's tyres was progressing and Paul Shelton was tidying up the original paper which had been provisionally accepted by the Newcomen Society for publication.

A tentative approach had been made for LION to participate at Rail 2000 but he had been advised by Sharon Brown that there had been no progress. It seemed likely that LION would spend the initial 5 year period at Manchester and this could possibly be extended as Liverpool Museum had first to provide new display facilities for its Transport Section.

The Chairman advised that due to health reasons he would not be standing for re election and took the opportunity to thank all members and officers for their support and expressed the hope that OLCO would continue going from strength to strength.

### **Treasurer's Report.**

The Treasurer tabled the financial statement and Treasurer's report for the year ending 31<sup>st</sup> March 2000 which appears as an addendum to these minutes..

A discussion took place on 'stock in hand' and it was agreed that members holding such stocks would notify John Hawley of quantities held to enable him to prepare an up-to-date list.

Andrew Pullen enquired about stocks of the LION booklet and requested that all available stock be sold to him. John Hawley agreed to arrange this. A discussion followed on the need to produce an revised book and this will be looked into in the future.

The Treasurer's report was then accepted (proposed John Hawley, seconded John Brandrick)

### **Election of Officers**

E F Clark advised that he would not be standing for re election and proposed John Hawley for the position and also that the remainder of the Committee be re elected *en bloc*. This was seconded by John Brandrick.

Charles Taylor-Nobbs then proposed that E F Clark be elected President and on his agreement to accept nomination, the proposal was seconded by John Hawley. John Brandrick then proposed that Charles Taylor-Nobbs be elected Vice-President and on his agreement to accept nomination, the proposal was seconded by Alan Bibby.

### **Other Business**

Andrew Pullen of Aster Hobbies Ltd. gave a talk on a forthcoming model of LION in gauge 1 which was being produced by a Japanese firm. The model, steam operated, would be available in kit form as well as a finished model.

David Neish enquired whether the dynamometer from Guildford would be required for LIONSMEET and was requested to arrange this.

John Hawley proposed that an advertisement be placed in Model Engineer as well as a note in Club Diary for LIONSMEET

There being no further business the meeting closed at 3.20pm.

Peter Mountford, Sec

OLCO FINANCIAL STATEMENT for year ending 31/03/2000

<u>INCOME</u>	<u>2000</u>	<u>1999</u>
Subscriptions	£173.00	£360.00
Deposit account interest	69.85	90.25
Donations	10.00	-----
Sales receipts	<u>69.33</u>	<u>56.00</u>
	<u>£322.18</u>	<u>£506.25</u>
 <u>EXPENDITURE</u>		
Advert in ME re: Lionsmeet	48.47	45.53
A.G.M. Dinner	-----	13.00
Cost of producing Lionsheart	21.24	43.02
Engraving	-----	31.43
Treasurers expenses	6.00	4.00
	<u>£75.71</u>	<u>£136.98</u>
 <u>NET PROFIT</u>	 <u>£246.47</u>	 <u>£369.27</u>

ASSETS AND LIABILITIES

CURRENT ASSETS

Cash at bank ---- Current Account	£197.24	£526.07
Cash at bank ---- Deposit Account	3099.78	2529.93
Stock in hand	99.12	168.45
Cash in hand	<u>14.45</u>	<u>9.00</u>
	<u>£3410.59</u>	<u>£3233.45</u>

TREASURER'S REPORT 2000

I am pleased to report that OLCO's finances continue to do well. Membership has increased from 32 to 37 and this includes 23 "long term" members. Profit is down this year mainly due several members last year opting for the 5 year subscription. Sales shows an increase, up from £56 to £69.33.

Deposit acc. interest is down slightly in spite of a higher balance. I assume that this is due to the bank reducing interest rates. I have written to the bank asking if there is an account more suitable for OLCO's funds. With the idea of gaining as much interest as possible I have transferred £500 from the cheque acc. to the deposit acc. The value of "Stock in hand" seems somewhat "vague" and I wonder if those members who hold the Stock could reassess it and let me have an up to date value before the end of the year.

The overall balance shows an increase of £177.14 to £3410.59. With no large expenditure anticipated in the near future I am happy to recommend that subscriptions remain as they are for the present. Hopefully this will help to attract more new members.

Thanks

Jon Swindlehurst

Treasurer



**LIONSMEET 1999** Geoff Wright receives the winner's cup from E.F. Clark



**PRESIDENT'S FEET AGM 2000**

The President's commitment is beyond doubt. Only his feet were visible for most of the morning as the mysteries of Lions wheels are pursued.



## LIONSMEET 1999

Although OLCO visited Llandudno ten years ago to re-create the famous coming together of LION, a KING GEORGE V and a PRINCESS CORONATION, this year was the first time LIONSMEET had been held in Wales, the venue lying south as well as west on the edge of the Gower peninsula. Our hosts were the Swansea Society of Model Engineers whose cleverly designed track proved more than a match for several contestants. It had been the home track for the late Mike Parrott; Susy and Edward had suggested that the event should be held there this year.

Whatever the level of cunning in laying out a surprisingly long circuit (about 1200 feet) on an undoubtedly restricted site, the Members of SSME equalled it with the level of their hospitality, arranging a barbecue for lunch and a seemingly endless supply of tea, coffee and other goodies to fill the gaps at other times. We are very grateful to them.

The elevated track is of steel with both 3½" and 5" gauges available. There is no 7¼" gauge track. Four 5" gauge LIONS came to the meeting and all steamed. We had been warned that the nature of the layout would be challenging, and so it proved. To achieve the length of run available as well as take advantage of quite a steeply sloping site, it forms a figure of eight laid back upon itself, with the highest and lowest points of the line are something like eight feet different in height, necessitating gradients as steep as 1 in 75. In some places this involves quite tight curves, because the width of the area available is restricted. A pleasing feature in one corner are two tunnels, the longer of which (on the outside track) even has an internal electric light.

Apart from the LIONS and the static display in the clubhouse, there were two locomotives of SSME Members in the steaming bay waiting for our competition to finish, one being almost the first example of the Winson Engineering kit form BRITANNIAS to steam. Purists may have doubts about the whole kit form idea, but certainly seeing the locomotive in action later in the day was most impressive.

Edward Parrott, supported by Susy and David and several SSME Members was of course present with his father's engine. Ray Wiggin had made the long drive direct from Sussex that very morning, while David Neish and Jon Swindlehurst had stayed overnight locally. Much was expected of Jon's locomotive which was reported to be running well after its unfortunate seizure at Stockport last year. David's was known to be revived after being fitted with a new professionally made boiler. Most of the practice running in the morning was made by Ray Wiggin and David Neish. Edward was struggling with various problems so that he removed and replaced the boiler twice during the course of the day, sadly all to no avail as it turned out.

First on to the track after lunch was Jon Swindlehurst who made two or three well judged practice circuits before declaring himself ready to undertake the timed trials with the dynamometer car.

## Lionsmeet 1999 - Cont'd

As we were running a little behind our normal timings and it looked as if some of the locomotives would be handled by more than one driver, the time limit was set at 10 minutes. By the time he had made two circuits, it was clear that Jon was in trouble and his LION finally stalled on the 1 in 75 approach to the Station which on previous runs he had surmounted with ease. Sadly he decided to withdraw at this point. The failure was all the more surprising in the light of the locomotive's highly encouraging performance immediately before, when it easily hauled a load heavier than in the timed trial.

Next on the track was Ray Wiggin who set off rather more cautiously and stalled on the up grades in the second half of the track. Up to this point we had been running anti-clockwise, which meant that the final steep gradients were on the smaller (inner) radius. Our hosts suggested that it might help if we reversed the direction of running to have the advantage of slightly easier curves (and gradients) for the climb back to the station in the second half, and also used a lighter car for the observer. At the same time a minor modification was made to fit a rubber extension to Ray's locomotive's injector overflow so that it did not discharge on the rail. Sadly, even with these expedients, Ray was unable to complete a run and also withdrew.

David Neish followed and demonstrated that a 5" gauge LION could master the track in the original anticlockwise direction, hauling two adults. Geoff Wright then took the regulator of David's engine and proceeded to give a remarkable demonstration of steady driving which surpassed even David's. In fact, having reached the station, he stopped voluntarily more than ten seconds before his allotted time ran out.

Finally, having struggled all day with various problems, Edward Parrott had the family engine in steam again and bravely attempted a run, but decided to abandon it before completing even one circuit.

Geoff was accordingly presented with the Cup.

The figures for the completed runs were as follows:

Geoff Wright	47,040 ft lbs work done;	6180 feet run
David Neish	40,785 ft lbs work done;	5990 feet run

These figures are quite comparable with those of previous winners on tracks with steel rails, although by a curious coincidence, the last time David Neish's locomotive won (with him at the controls) was at Chesterfield with its old boiler. That track was reported also to have considerable gradients. The figures that day were lower than normal partly because it was noted that the track was wet. Certainly this year, with its new boiler, David's locomotive was running and steaming very freely. While congratulating both him and Geoff, the fact that what had beforehand looked likely to be an interesting contest which in the event failed to materialise, raises various points.

The difference between the two runs with David's engine seems largely to have lain in details of driving technique. Geoff took slightly less opportunity to hurry down the gradients than did David, but drove very steadily up them. In the hands of these two skilled enginemen, the new boiler gave them all the steam they needed. Steam boilers can be temperamental, often being considerably affected by small variations in handling as well as fuel and of course, detail design. Some boilers are surprisingly affected by different grades of fuel, which may form either clinker or light ash, either of which can clog the airflow in different ways. In the absence of a mechanical explanation, this might account for the sudden fall-off in performance from the early runs with Jon's locomotive which seemed to promise a performance like the ones David Neish's put up later. If boiler pressure has fallen away for whatever reason, merely opening the regulator wider will not produce any more tractive force.

The factor of curve resistance must not be overlooked. It can be of an order of magnitude similar to that of grade resistance. Many full size railways which are sinuous because they run through mountainous regions, have to have their gradients "compensated" on curves (which due to the nature of the terrain are also likely to have to be fairly small radius), so that the combined overall resistance due to both gradient and curve is kept constant as far as possible. This problem certainly makes itself felt with heavily loaded small locomotives of whatever gauge. Due to the nature of the site, relatively small radius curves had to be used at certain stretches of the Swansea track. One wonders whether the gradients were specifically eased at these points to allow for this effect. With a large locomotive having plenty of power and adhesion, the problem is a good deal less acute, whether for full size or scaled down.

It is of course also true that a locomotive with its valve gear slightly out of kilter or with some minor boiler defect is always likely to find itself with problems when encountering a stiff gradient with a "limit load" behind it. If all these factors come together and the locomotive truly "runs out of steam", then in the real world, trains have to be divided and taken to the top in sections. Years ago I actually witnessed this happening on the West Highland line to Mallaig. On that occasion, the situation was further complicated when the locomotive came back for the wagons it had left behind (fortunately it was a goods train!). By a slightly clumsy failed coupling manoeuvre, the pinned down brakes were knocked off the stationary vehicles so that they set off down the hill under gravity for several miles with the locomotive forlornly chasing them to the next up grade.

E.F. Clark

## SWANSEA PROBLEMS

by

Jon Swindlehurst

The Swansea track was clearly a real test for both engine and driver, and I was very disappointed when I had to retire from the competition. I felt sure it was not just the long steep gradients which were proving too much for my Lion, particularly as my home track on the Wirral has similar gradients and no problems are encountered there. At Swansea there seemed to be an intermittent stutter from the exhaust beats particularly when running slowly at the top of the gradients. This led to speculation that the valve timing had slipped.

On returning home a visual check of the eccentrics from underneath showed them at least to look in the right position, so I decided to have a run on the Wirral club track to see if the problem had followed me home from Swansea. At first all went well and she pulled up the 1 in 60 gradient without trouble, then, on negotiating a tight curve the erratic running returned. A couple of laps later showed the problem coming and going particularly when the engine was under load and on a curve.

Once again the consensus of opinion from the gathered masses was that an eccentric had moved, so back to the workshop again and the prospect of removing the boiler to address the problem.

The first thing to remove before the boiler can come off on my Lion is the reach rod, and to aid its removal I've put a joint in which is accessible through the gap between the driving wheels. On examination I found this to be already loose. This made me think that perhaps the slack in the reach rod was causing some lost motion in the slide valve travel and hence loss of power. So hopeful that I'd found the cause of my problems I tightened the reach rod joint and decided to give the engine another test drive.

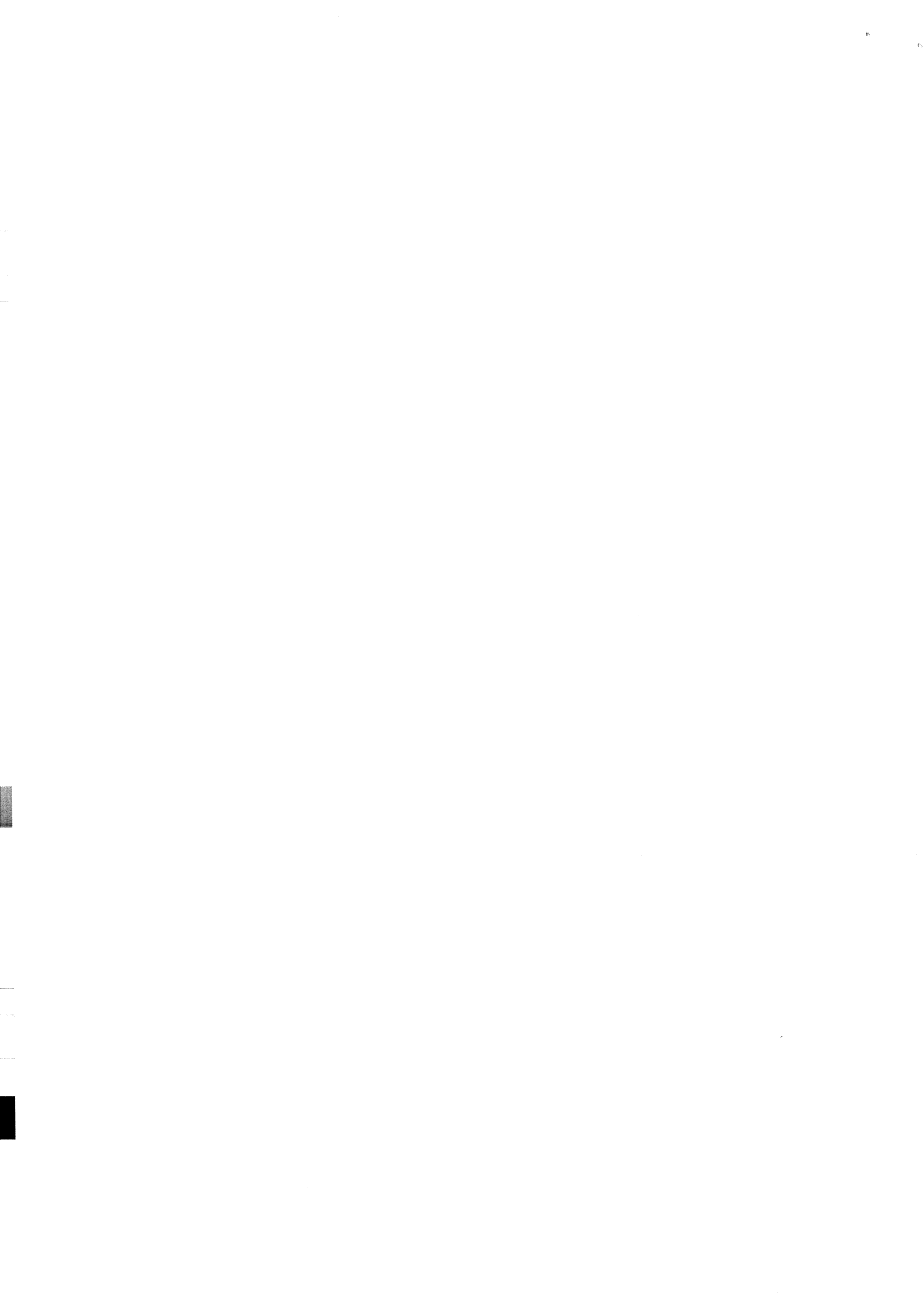
The following Sunday at the track I set off up the 1 in 60 with a firm even beat coming from the chimney. Could all be well? I dared to think..... No chance! By the end of the lap the rough running and loss of power had returned.

A definite decision was then made to remove the boiler. Fortunately this only takes about half an hour on my Lion. Once the boiler had been removed it was easy to check all the valve gear. All the eccentrics were tight and in their correct position but the left hand rocker screw had come loose in spite of being loctited. This meant the valve movement was seriously reduced and would account for the recent poor performance. These screws have now been cross drilled and pinned, hopefully preventing any similar problems in the future.

After reassembly I was anxious to do another test drive to see if all was now well. Unfortunately the next few weekends all had dreadful weather. Eventually a dry Sunday arrived and steam was duly raised followed by two hours of trouble free running.....Roll on Lionsmeet 2000!

### Lionsmeet Results Table

Year	Venue	Hosts	No of Entries - gauge	Winner - Wk done(ft lbs) & distance(ft)	Owner	Second	Third	Time (Min)	Rail Matl	Dynamo-meter car loaned by
1985 Sun 25 Aug	Guildford (Stoke Park)	Guildford MES	7 - 5"	David Neish 72810/8270	David Neish	John Rea 67680/7990	Keith Miller 54250/6550	10	Fe	Guildford
1986 Sun 24 Aug	Runcorn (Daresbury Hall)	Warrington & District MES	4 - 5"	Dennis Gadsby 44150/6290	Dennis Gadsby	Jim Mercer 37250/4890	Mike Parrott 28660/4860	10	Al	Guildford
1987 Sun 30 Aug	Dinting (Nr Glossop)	Buxton & District MES	6 - 5"	Jim Mercer 42900/?	Jim Mercer	Dennis Gadsby 40300/?	Mike Parrott 36670/?	?	Fe	Guildford
1988 Sun 11 Sep	Wroughton (Nr Swindon)	-	-	Portable track only, So no contest run	-	-	-	-	-	-
1989 Sun 27 Aug	Cheltenham (Hatherley)	Cheltenham SME	7 - 5"	Mike Parrott 45970/7360	Mike Parrott	John Kidger 36380/7190	Peter Taylor 36190/6230	10	Al	Guildford
1990 Sun 6 May	Runcorn (Daresbury Hall)	Warrington & District MES	6 - 5"	Mike Parrott 53190/7120	Mike Parrott	Richard Spencer 47570/7430	Jim Mercer 38350/6210	10	Al	Guildford
1991 Sun 25 Aug	Falconwood (London)	Welling & District MES	3 - 5"	Mike Parrott 64800/7620	Mike Parrott	David Neish 53250/6940	-	10	?	Guildford
1992 Sun 30 Aug	Chesterfield (Hady)	Chesterfield & District MES	4 - 5"	David Neish 24765/5200	David Neish	Ron Broyd 21375/5600	Mike Parrott 18720/4850	10	Fe (Wet)	Pitkethly
1993 Sun 15 Aug	High Wycombe (Holmer Green)	High Wycombe MEC	5 - 5"	Bob Davies 46665/5670	Bob Davies	Mike Parrott 33390/6670	David Neish 28950/6330	10	Al	Guildford
1994 Sun 14 Aug	Frimley (Lodge Park)	Frimley & Ascot Loco Club	1 - 3 1/2" 2 - 5" 1 - 7 1/4"	Mike Parrott 55304/8000	M Parrott	- - P Gardner 54355/5000	- - D Neish 41245/?	10	Fe (Grd level)	Swansea (Note - 2nd place loco was 7 1/4")
1995 Sun 13 Aug	Sutton Coldfield (Little Hay)	Sutton Coldfield MES	3 - 5"	Mike Parrott 41370/14280	Mike Parrott	David Neish 39465/12280	Jon Swindlehurst 21465/11260	20	Al	Guildford
1996 Sat 17 Aug	Bristol (Ashton Court Estate)	Bristol SMEE	5 - 5"	Mike Parrott 112600/16230	Mike Parrott	Jon Swindlehurst 105420/15803	Bob Davies 69500/8220	20	Fe	Bristol
1997 Sat 16 Aug	Peterborough (Longthorpe Hall)	Peterborough SME	1 - 3 1/2" 4 - 5" 3 - 7 1/4"	Bob Grimshaw 7163/5830 Jon Swindlehurst 30180/6900 Les Dalton 91335/6000	BG JS LD	- D Neish 21750/6160 J Dalton 83063/6845	- Chris Parrott 14925/6350 P Gardner 44978/4050	10	Al	Guildford
1998 Sat 15 Aug	Cheadle Hulme (Stanley Green)	Stockport & District SME	1 - 3 1/2" 6 - 5"	B Grimshaw 27533/8170 P Bainbridge 47580/9600	BG D Gadsby	- E Hughes 46560/10340	- D Gadsby 32475/5990	15	Al	Guildford
1999 Sat 14 Aug	Swansea (Lower Sketty)	Swansea SME	5 - 5"	Geoff Wright 47040/6180	David Neish	D Neish 40785/5990	-	10	Fe	Guildford



(RUGBY RHY CLUB)

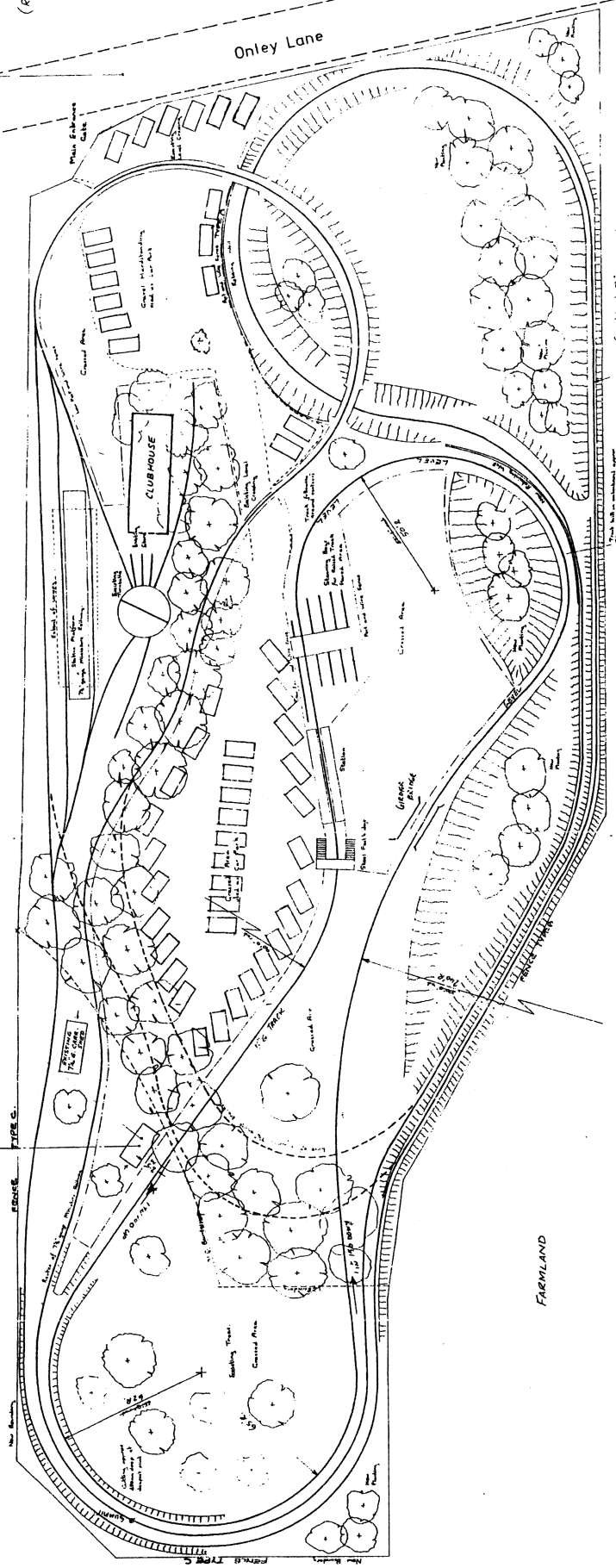
140 M (Approx)

FARMLAND

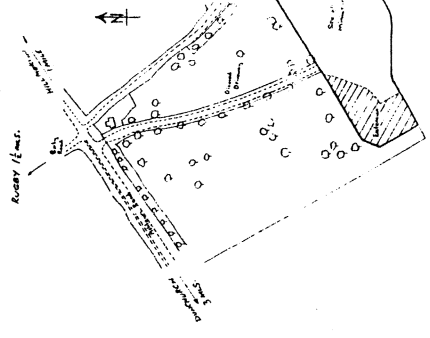
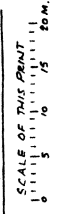
REARDED NEW 5'6" CARRIAGES DWED

CLUBHOUSE

Onley Lane



Site Plan Scale 1" = 25ft



Location Plan Scale 1" = 1250

**NOTE**  
 THIS DRAWING IS ONLY INTENDED TO SHOW  
 THE LOCATION OF THE PROPOSED NEW STAFF  
 FOR 5'6" GAUGE CARRIAGES  
 OTHER DETAILS MAY BE OUT OF DATE.

FOR RUGBY MODEL ENGINEERING SOCIETY LTD.	ADDITION TO EXISTING MINIATURE RAILWAY, ONLEY LANE, RUGBY
AUGUST 1985	REVISED JUNE '96
DRG No. RME5747484P	DRG No. RME5 - 1996 - AGF.1
SITE PLAN SHOWING LOCATION OF NEW STAFF	

