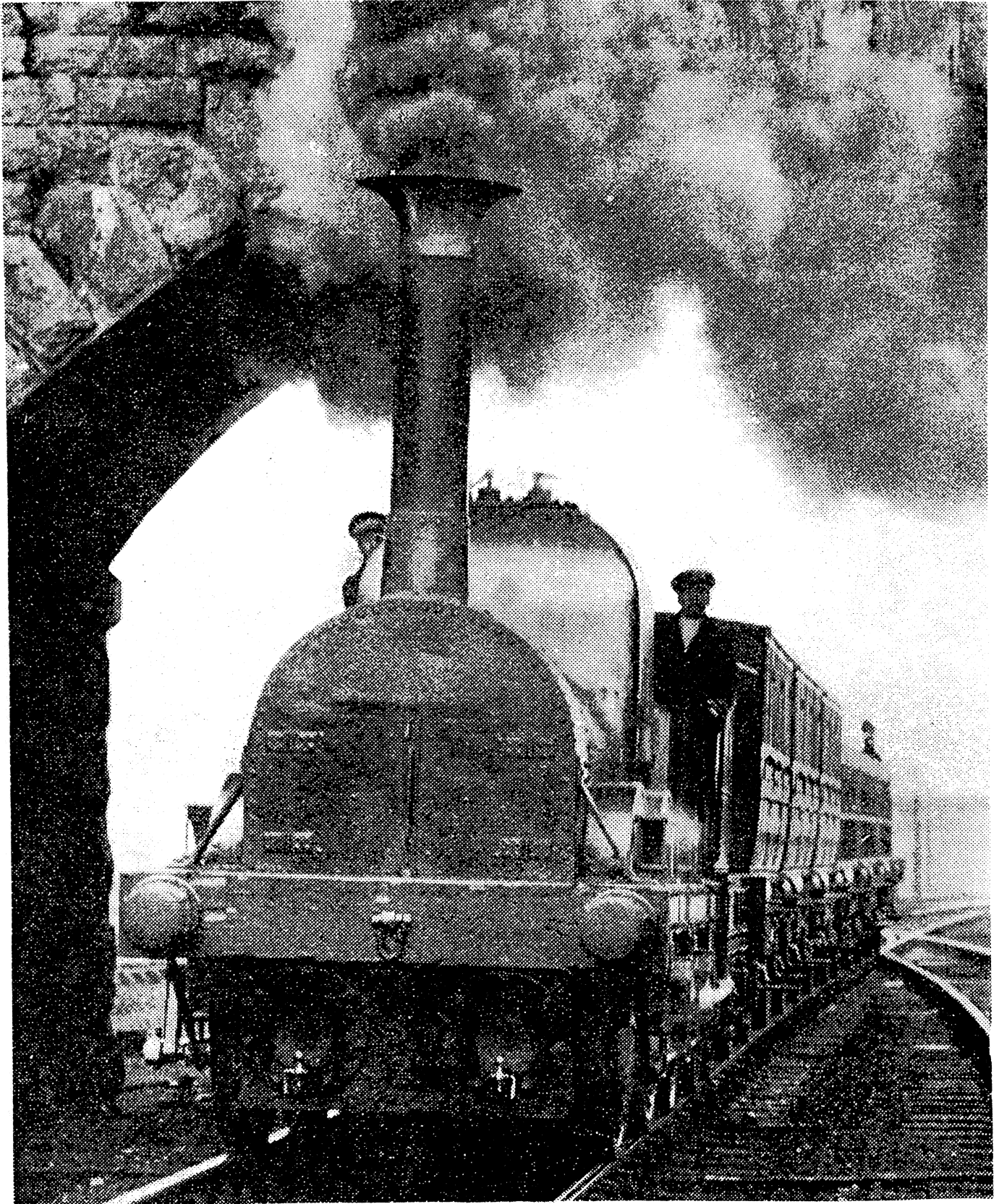


# LIONSHEART

---



## FRONT COVER

This view of LION and the replica Liverpool and Manchester train has been reproduced from 'THE WORLD'S RAILWAYS AND HOW THEY WORK' published by Odham's. Sometime between the end of WW2 and 1948. Unfortunately, the book nowhere acknowledges the source of any of the illustrations although many are probably official Railway company photographs. The caption in the book identifies the location as North Wales between Llandudno Junction and Colwyn Bay and the year 1937 when Lion was filmed with the old and the new Coronation locomotives. LION is erroneously described as hauling the world's first Coronation train. Not bad for a 'luggage engine'.

## OLCO OFFICERS

|                                      |                          |
|--------------------------------------|--------------------------|
| <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<br/>REPRESENTATIVE:</b> | <b>E. PARROTT</b>        |
| <b>EDITOR:</b>                       | <b>J. BRANDRICK</b>      |

"Hawthorns"  
45 Bury New Road  
Ramsbottom  
Nr. Bury  
Lancashire  
BL0 0AR

Tel. 01706 822473

## EDITORIAL NOTES

### AGM 2002

This year's AGM will take place in Manchester on SATURDAY 25th MAY at the MUSEUM OF SCIENCE and INDUSTRY by kind permission of the Curator. The morning session will be the usual cleaning session on LION, the afternoon being devoted to the business meeting. The agenda for the meeting is enclosed.

### MEMBERSHIP CHANGES

I have the sad duty to inform members of the death of Dr. K. Heap of Lymm, Cheshire. I regret that I haven't any further information to attempt an obituary but I would be pleased to receive such from anyone who knew him for inclusion in LIONSHEART.

On a happier note we welcome two new members who joined OLCO at the last LIONSMEET;

Dr. William Connor

Mr. William Stubbs.

### THE NEW LION BOOK

I am sure there will be much discussion on this subject at the AGM. If any members have any views and are unable to attend please will they write to John Hawley, Chairman. John has asked me to inform members that his e-mail address is; [ringjph@talk21.com](mailto:ringjph@talk21.com)

Alternatively please write to me and I will pass it on at the AGM.

### LIONSMEET 2002

If any members have suggestions for this year's meeting please let us know. Reports and pictures of last year's event are included in this issue.

### ADDENDUM LION in MODEL ENGINEER.

Please add Alan Bibby's recent article to your list;

9.2.01 186/4139 122-124 Emissions Control by Alan P. Bibby.

### FINAL PLEA

The Editor's prayer, please let it be answered --- Please can you good people out there write something for LIONSHEART. We have had good contributions from Charles Taylor- Nobbs and Alan Bibby for the last two issues and an extra item on last year's LIONSMEET, refreshingly, from a lady contributor, so come on chaps!

## Lionsmeet 2001 - The Bystander's Story

Lionsmeet 2001 was hosted this year by Leyland Society of Model Engineers at their track in Worden Park on Saturday, 18th August. The sky was overcast, but since we have had perfect weather since 1992 for this event, we saw no reason for dismay. The morning was taken up by practice running, getting to know the 1600 feet of raised steel track, the people and exploring the park.

Lionsmeet is a 'Work Done' competition, not to be confused with an efficiency trial. Each entry hauls whatever load feels comfortable and runs for 10 minutes. The maximum work done as measured by the dynamometer car wins a trophy. There is the very handsome Mike Parrott Memorial Cup for 5" gauge locos, a cup for 7 1/4" Lions, (though these are very thin on the ground) and there is usually something to be gained by 3 1/2" Lions as well. Whilst fiercely fought, the meeting is also an ideal opportunity for like minded people to get together, no matter where they live and whether or not they are Old Locomotive Committee (OLCO) members. Lionsmeet tends to alternate between north and south venues, but since there is no such thing as an OLCO track, we depend entirely on the goodwill of established clubs. The competition is open to non OLCO members, depending on time available. However, there is no such thing as a free lunch, or in this case, a free trophy - if a non member wins, then he/she is 'invited' to join the club. (Fees are very modest). We've not had a refusal yet!

Several model Lions were on display, one or two in 3 1/2" and 5" gauges in the course of construction, an Aster Gauge One with a rake of period stock and the bare boiler and wheel blanks for a 7 1/4" gauge model. There was also David Neish's superb 5" Bessborough, to his own design and incorporating many interesting features aimed at ease of maintenance.

Our hosts plied us with generous supplies of engineman's brew, a good quantity of well made sandwiches, fresh tomatoes and, later in the day, a surprise birthday cake!

Well refreshed, we commenced competition promptly at 2.00pm. All entries this year were in 5" gauge. The first run was by Alan Bibby, winner of the trophy last year at Rugby. Leyland is his home track. Alan put up a spirited run after some initial lack of adhesion, hauling 3 adults and one child with apparent ease and achieving a respectable work done figure. However, there were previous winners waiting in the wings and Alan was by no means home and dry. Next to go was Jon Swindlehurst of Wirral, winner in 1997 at Peterborough. Jon took a smaller load and 'went like a train', but suffered priming during the last lap.

The weather was beginning to take a turn for the worse, with the odd spot of rain being suspected rather than felt. The third competitor was a newcomer to us - Don Howe, from Southport, with a model that looked uncannily like 'Big Sister', especially in the area of the brass 'haystack' over the firebox end of the boiler. He told me that he had spent a great deal of time in Liverpool Museum some years ago, measuring every accessible inch. (Lion is temporarily at Manchester Museum of Science and Technology, while Liverpool undergoes major refurbishment by way of a lottery grant). Don took three adult passengers, but sadly suffered major slippage and eventually retired.

Don Howe was followed by David Neish, of Guildford, a founder member of OLCO and winner in 1985 at Guildford and 1992 at Chesterfield. David has also had several 'close shaves' into runner up position. His Helen Verrall re-boilered Lion won at Swansea's rather testing track in 1999, in the capable hands of Geoff Wright. David's run was blighted by an untimely shower, but he elected to go for the full ten minutes, gradually reducing his load from 2 adults and 2 children to 2 adults. It was a thought provoking experience to watch an experienced driver pitting his wits against the elements in an attempt to gain maximum adhesion in these poor conditions. One wonders if light rain (ie, not enough to wash off oil and dirt), has such a dramatic effect on full size railways. David has been kind enough to transport his home club's dynamometer car vast distances over many years in support of our 'habit'.

All too soon, the fun was over and results had to be calculated, listed and worst of all, announced. Sadly, there can only be one winner, though we all gain immense pleasure from the event. Results were as follows:-

| Competitor       | Load    | Distance (feet) | Work Done (ft lbs) | Position |
|------------------|---------|-----------------|--------------------|----------|
| Alan Bibby       | 3A + 1C | 6440            | 76455              | 1        |
| Jon Swindlehurst | 3A + 1C | 5470            | 58605              | 2        |
| Don Howe         | 2A      | -----           | -----              | Retired  |
| David Neish      | 2A + 2C | 1750            | 7140               | 3        |

Accordingly, Alan Bibby was awarded the Mike Parrott Memorial Trophy for the second year running.

Our thanks are due to Leyland MES for their hospitality, organisation and help during the day, not forgetting of course, Daniel Boyd, who worked so hard to keep drivers in water 'on the run'. We look forward eagerly to next year's event.

John Hawley

### **Lionsmeet 2001- The Observer's Tale**

Lionsmeet 2001 was held at the home of Leyland SME in Worden Park, Leyland, near Preston. Leyland SME was originally Preston SME, re-christened when they re-located to their present home. Lionsmeet used the multi-gauge raised track arranged in the form of a folded dumbbell continuous track. There is also a ground level track which extends across the parkland. Ultimately, it is intended that the ground level track will extend to the main gate of the park. The raised track is situated in a fenced-off, wooded area and is well-appointed with clubhouse, carriage sheds and workshop. Running is anti-clockwise, with automatic colour light signals in the vicinity of the clubhouse. Adjacent to the clubhouse, there is a multi-track traverser giving access to the continuous track from the various sidings and steaming bays. The steaming bays radiate from a splendid turntable which goes up and down, as well as round and round, to allow the steaming bays themselves to be at a more convenient height for preparation and disposal. These splendid facilities were complemented by a particularly warm welcome from the host club members and splendid catering facilities to ensure a successful event before any locomotive even turned a wheel!

During the morning, there was the usual practice running of the various models. Any 'Lion' is always attractive to watch, with the outside flycranks and coupling rods in view and we were treated to some fine running and high speeds. David Neish's massive tank locomotive 'Bessborough' (not in steam on that day) was on display on one of the sidings and was universally admired for its fine workmanship. I imagined that this handsome locomotive surveyed the proceedings with some disdain as the diminutive 'Lion' models rushed around the track. Practice running was followed by the serious business of lunch and then John Hawley summoned the competitors to prepare their locomotives to compete for the Mike Parrott Memorial Cup.

I'd accepted the role of Observer, not realising that the weather was going to deteriorate during the contest. However, since I always tell people "Anyone can work on an engine in good weather; it takes a railwayman to work in bad", I refrained from complaining too much.

Leyland SME had hosted IMLEC 2000, so we were following in illustrious footsteps. The start and finish for IMLEC 2000 had been the passenger station some distance from the clubhouse on level track, followed by a stretch of 1 in 250 down. Lionsmeet runs started adjacent to the clubhouse, then over the traverser followed by a left-hand curve, initially on the level then at 1 in 200 uphill. After turning through around 270 degrees, there is a gentle right-hand curve on the level where speed can be built up before tackling an adverse 1 in 100 on a tightening right-hander. There's then a long, fast level, before entering another 270 degree left-hander, much of it rising at 1 in 250. The straight, level section through the station could be taken at speed before the final, descending left-hander at 1 in 250. The circuit is completed by a short, level section and then 1 in 125 down to the clubhouse. The starting point for Lionsmeet was to prove significant, as all competitors had some problems making a clean start on the left-hand curve with the adverse grade, particularly as the rain became heavier.

First to go was last year's winner, Alan Bibby, competing on his home track and with a shrewdly-judged load of 3 adults and one child. On the uphill sections, Alan was developing a drawbar pull of about 20 pounds, producing

speeds around 5 m.p.h. On the easier sections, around 10 pounds pull gave speeds varying from 8 to 9.5 m.p.h. In the allowed ten minutes, Alan completed four laps with his chosen load, giving the remaining competitors a hard target to beat.

Jon Swindlehurst went next and his Lion, worked hard, developed around 20 pounds pull and 5 m.p.h. uphill and a maximum of 8.5 m.p.h. elsewhere. The standard technique for taking on water on the move was for a 'water boy' to pass a plastic water container to the driver as he passed. On his third lap, Jon was unfortunate enough to 'drop the catch' on the first attempt. Priming started to affect the running on the fourth lap and the time ran out before the lap could be completed, leaving Jon with a very respectable work done figure.

Our new friend Don Howe then set off, initially with three adults, but the wet conditions on the railhead produced some slipping at the start. Don decided to reduce the load to two adults (as allowed by the rules) and got the train away. Maximum drawbar pull indicated was around 10 pounds, giving a speed of about 4 m.p.h. uphill and up to 7.5 m.p.h. elsewhere. On his second lap, as conditions worsened, slipping re-appeared and the locomotive stalled on a curved, rising grade. After a number of attempts to re-start Don decided to retire. We were all disappointed, particularly as Don had delighted us with some spirited practice running during the morning session.

Finally, as conditions became even worse, David Neish set off. To stand a chance of equalling Alan Bibby's performance, the load was initially two adults and two children. This caused significant problems in getting the train away. Driving in such conditions is a mixture of understanding the way in which water lubricates the rail-wheel interface, reducing the maximum torque which can be applied without slippage, and skill in being able to produce that torque without slipping in order to overcome the rolling resistance of the load. David made a slow start and stalled a number of times. Even after reducing the load, it proved difficult to keep going. Maximum speed was 6.5 m.p.h. but curvature and adverse gradients induced further stalls. David tried setting back to get more favourable conditions for starting but, by this time, rain was dripping from the trees and onto the rails. Despite skilful efforts from David, he was unable to satisfactorily restart before the time ran out. And so, Alan Bibby retained the trophy for a second year, after a fascinating demonstration of determination and expertise from all our competitors.

Jan Ford.

### **Odd News Snippets**

Our President, EF Clark is presenting a paper entitled "Metallurgical Evaluation of the Tyre of the Lion Locomotive", on Wednesday, 9th January to the Newcomen Society in the Fellows Room of the Science Museum in London. It would be nice to see you there, although there are moves afoot to repeat the talk at some time in the future somewhere in the North West. Liverpool or Manchester are possible locations.

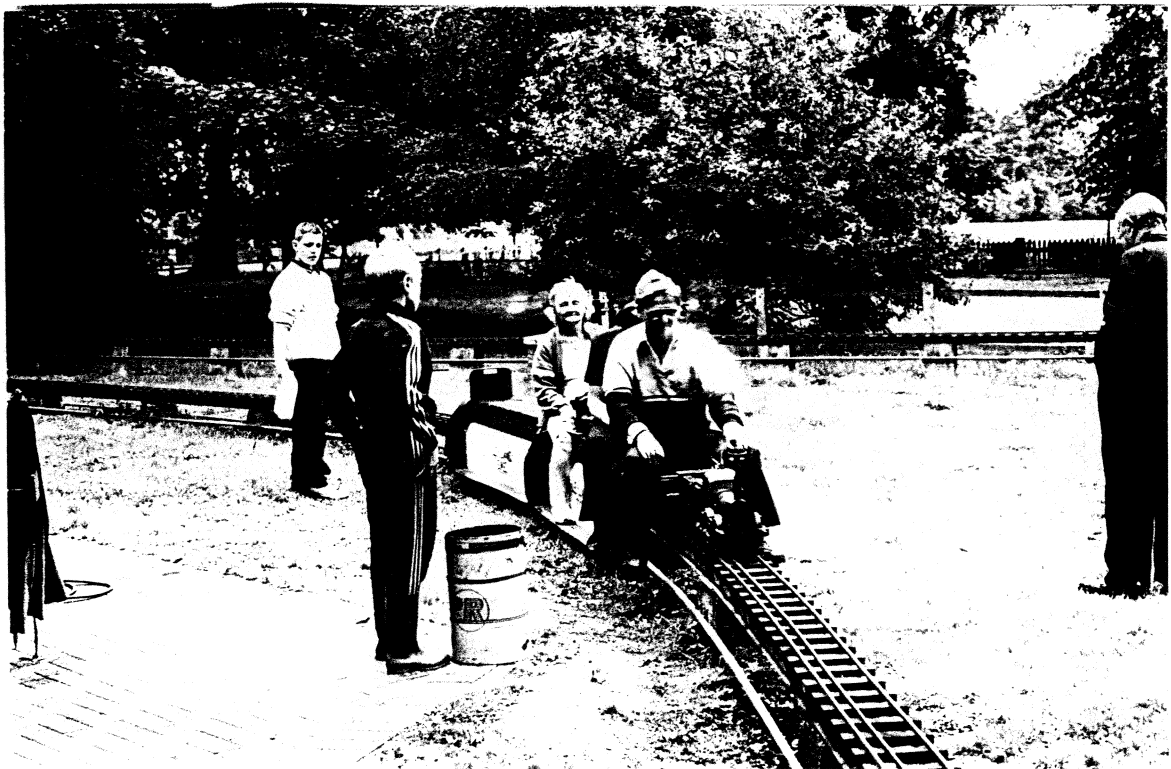
Sharon Brown, Curator of Land Transport & Industrial Collections, who until recently was our closest contact with Lion, has a baby girl. Both are doing fine. We wish the family well for the future.

We had a mention in Engineering in Miniature (August) and Model Engineer's Workshop (No 76) advertising the holding of Lionsmeet 2001 at Leyland. Sadly, not a mention did we get in Model Engineer, in spite of sending a big fat cheque in advance of their six weeks minimum notice period. I had no communication either, so it was a bit of a puzzle and a mystery until I was relieved to see from my bank statement that the cheque had not been presented for payment. It had been my intention to create some sort of record by getting a mention in all three publications. There is always Lionsmeet 2002 of course. However, it was good to see that we got a write up of the event in the December issue of EIM, for which I thank them.

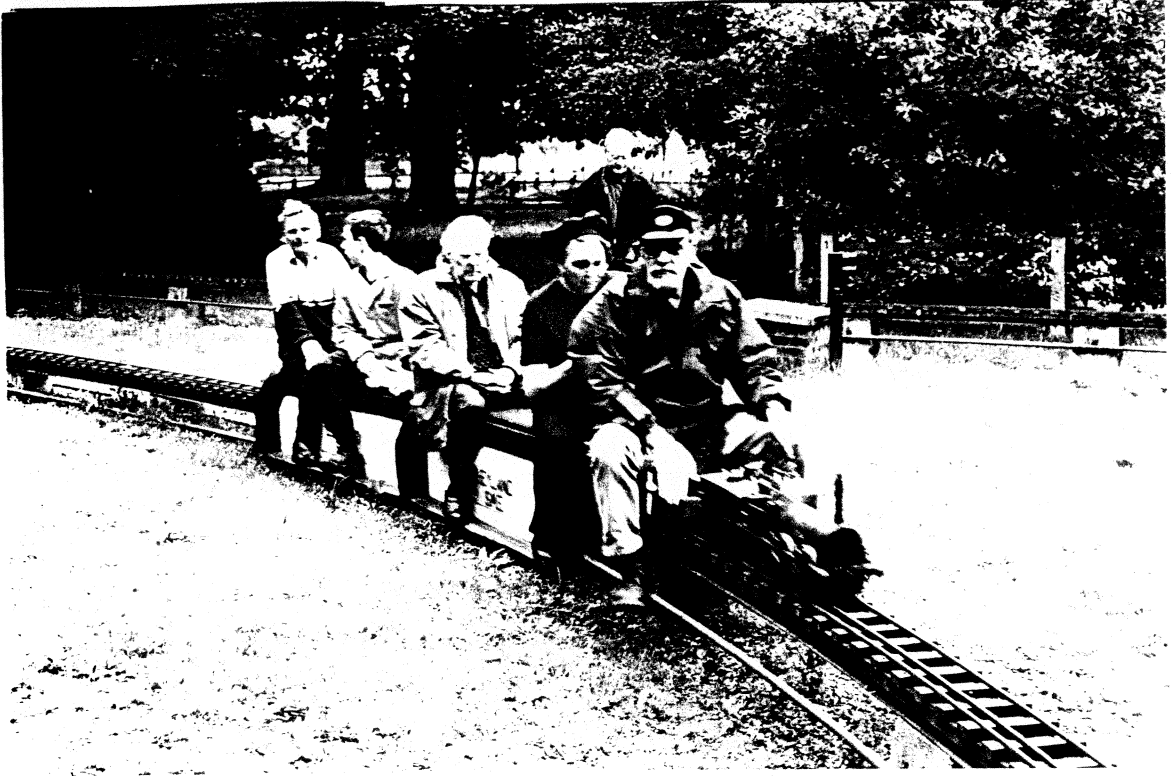
I've not done a Chairman's message this year. It isn't a Lionsheart or an OLCO tradition anyway. However, I send best wishes for a happy and peaceful Christmas to all our readers and wish them a profitable New Year. I look forward to meeting more people at next year's AGM and Lionsmeet.



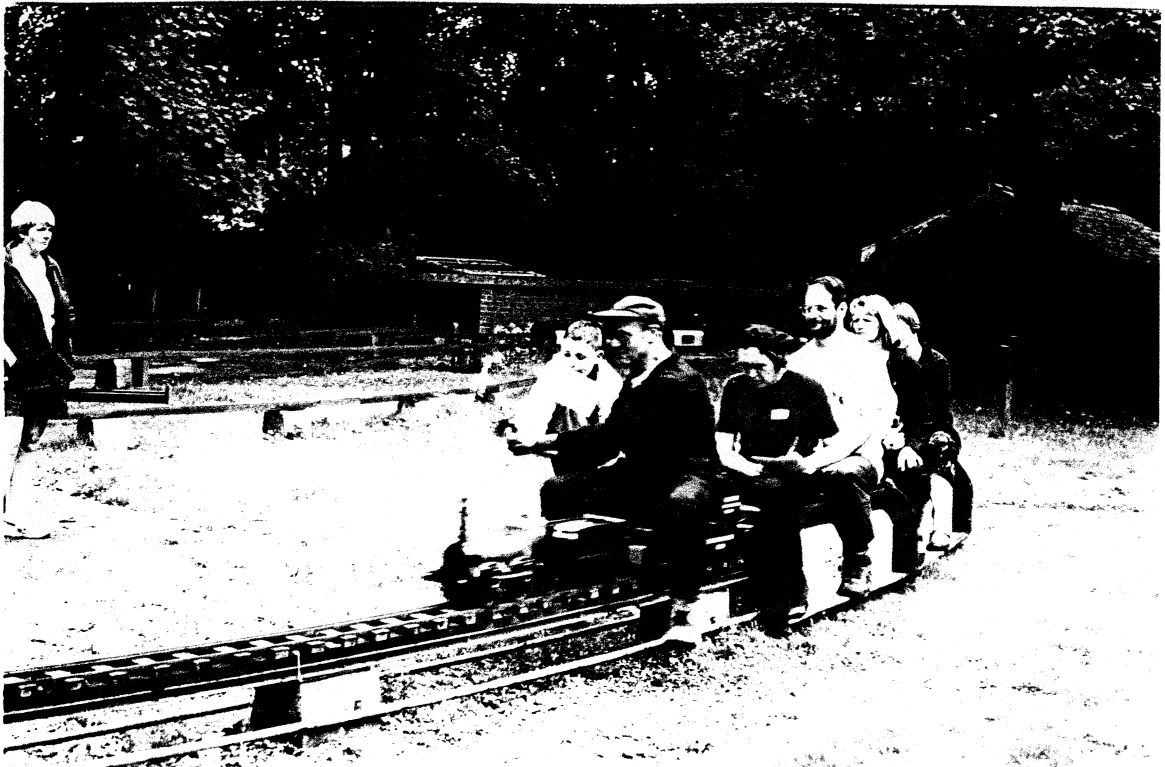
Jan Ford says "I'm not dragging my feet, honest"  
As David Neish struggles for adhesion.



Don Howe at the start of his run before the lack of grip  
really became apparent.

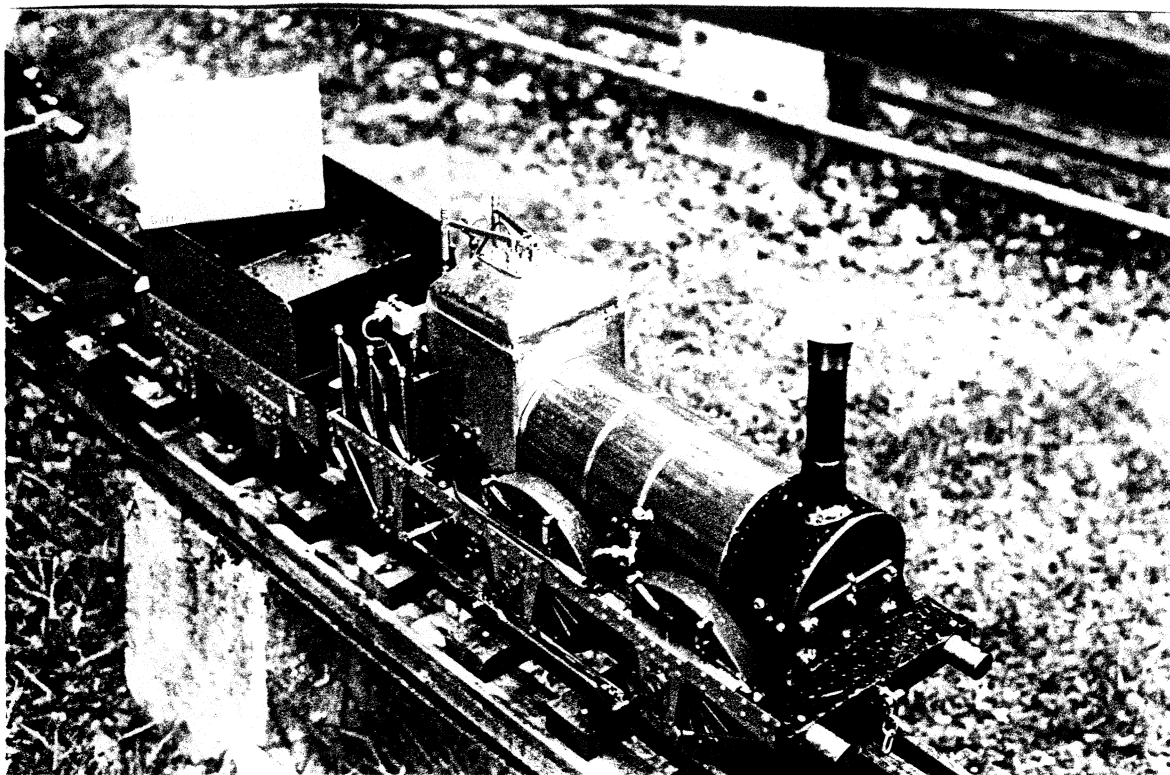


Alan Bibby on his way to the cup.  
Jan Ford reads the dynamometer car.  
Don House rides 'caboose'.

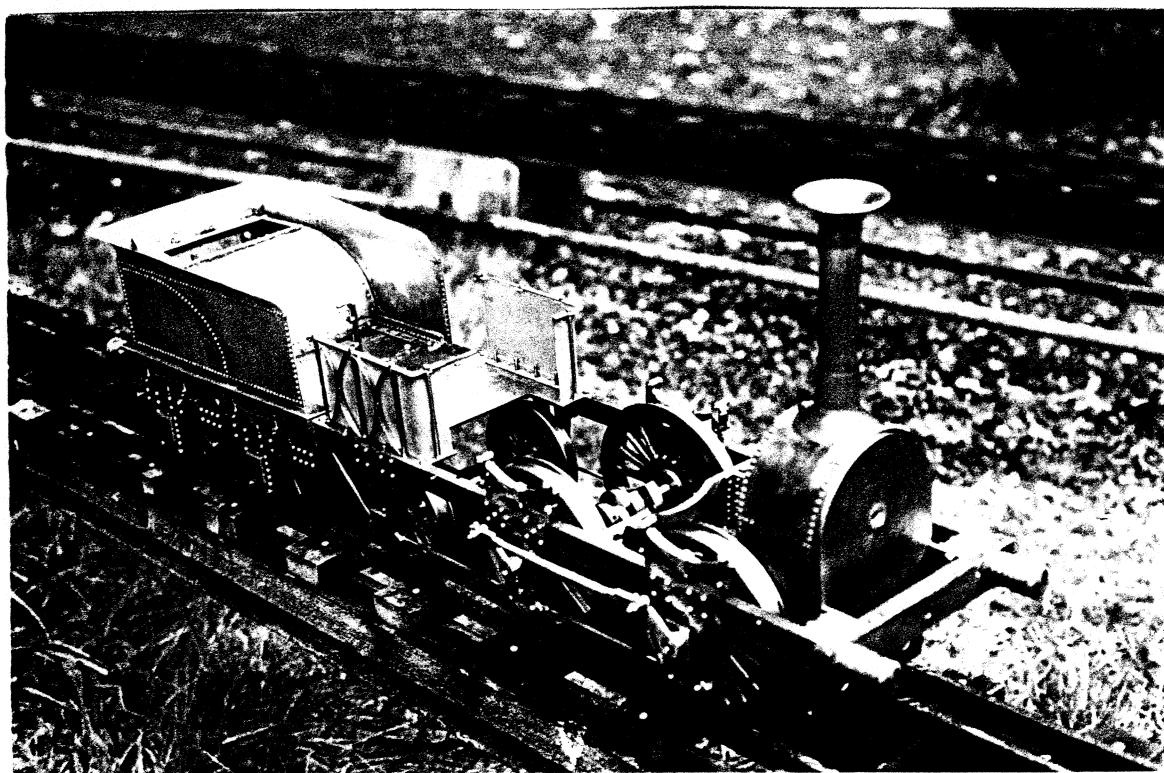


Jon Swindlehurst makes a splash as he takes the  
water bottle from water boy Daniel Boyd.



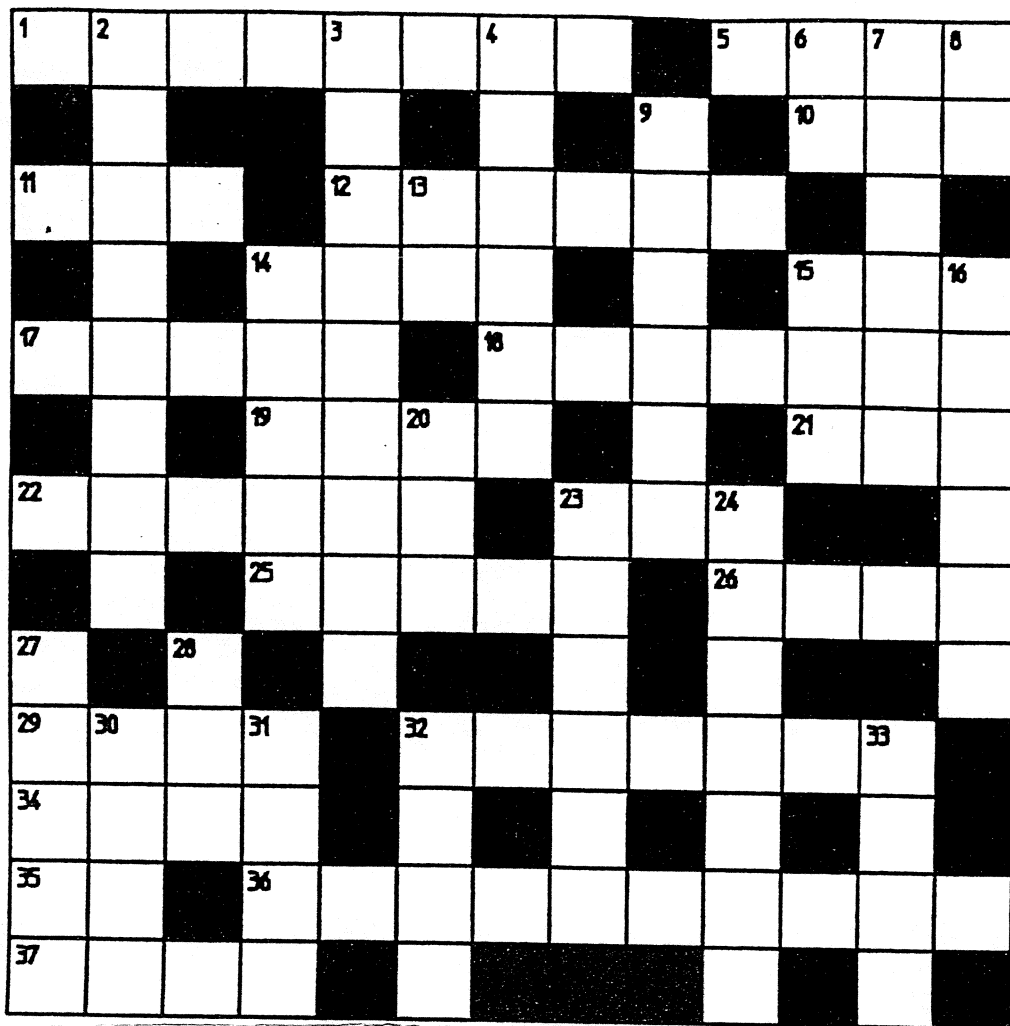


New member Bill Connor of Bolton has almost finished the Lion started by John Bailey.



This is a part built Lion by Keith Dredge.

Finally, John Hawley has contributed a crossword to exercise your grey matter.



Across

- 1. Type of firebox - sounds like ding dong
- 5. Footware - or wind?
- 10. Kanga's kid
- 11. Uncle whose rice?
- 12. Cockney 'at
- 14. Joust; Some trains do it
- 15. Not many, but personal
- 17. Some tongues. Could be musical
- 18. In the alternative alphabet 'L' is for ...
- 19. To facilitate
- 21. Red book writer
- 22. Instinctive
- 23. Sociable insect;
- 25. Ancient land holder
- 26. How's your French? Are you with me?
- 29. One of many round our coast
- 32. Could be a famous horse; Set in motion
- 34. An old one may 4 down, but they are better now
- 35. All right; Affirmative
- 36. Name shared by 20 wheels and a space vehicle
- 37. One of Curly's famous little ones

Down

- (8) 2. Packs a large trunk
- (4) 3. Strong dislike
- (3) 4. A musical man; Baby's ...
- (3) 6. Suffix; alternatively ...
- (6) 7. We look through it, but don't see it
- (2) 8. Down and out
- (6) 9. Hold on to
- (2) 13. Roman 49
- (5) 14. Something good in store
- (3) 15. Measure of conductance? No way!
- (6) 16. Beethoven's third
- (3) 20. Plenty of this around our coasts
- (6) 23. Sounds like an old motor bike, but it's not
- (7) 24. This will not take you round in circles
- (5) 27. US bovine collector; Qualified 'driver'
- (3) 28. We're all getting this, like it or not
- (4) 30. New world monkey; Munro's pen name
- (4) 31. Of two or more
- (4) 32. Wheeled vehicle. Don't fall into one
- (4) 33. Sailors must do it, but must avoid it